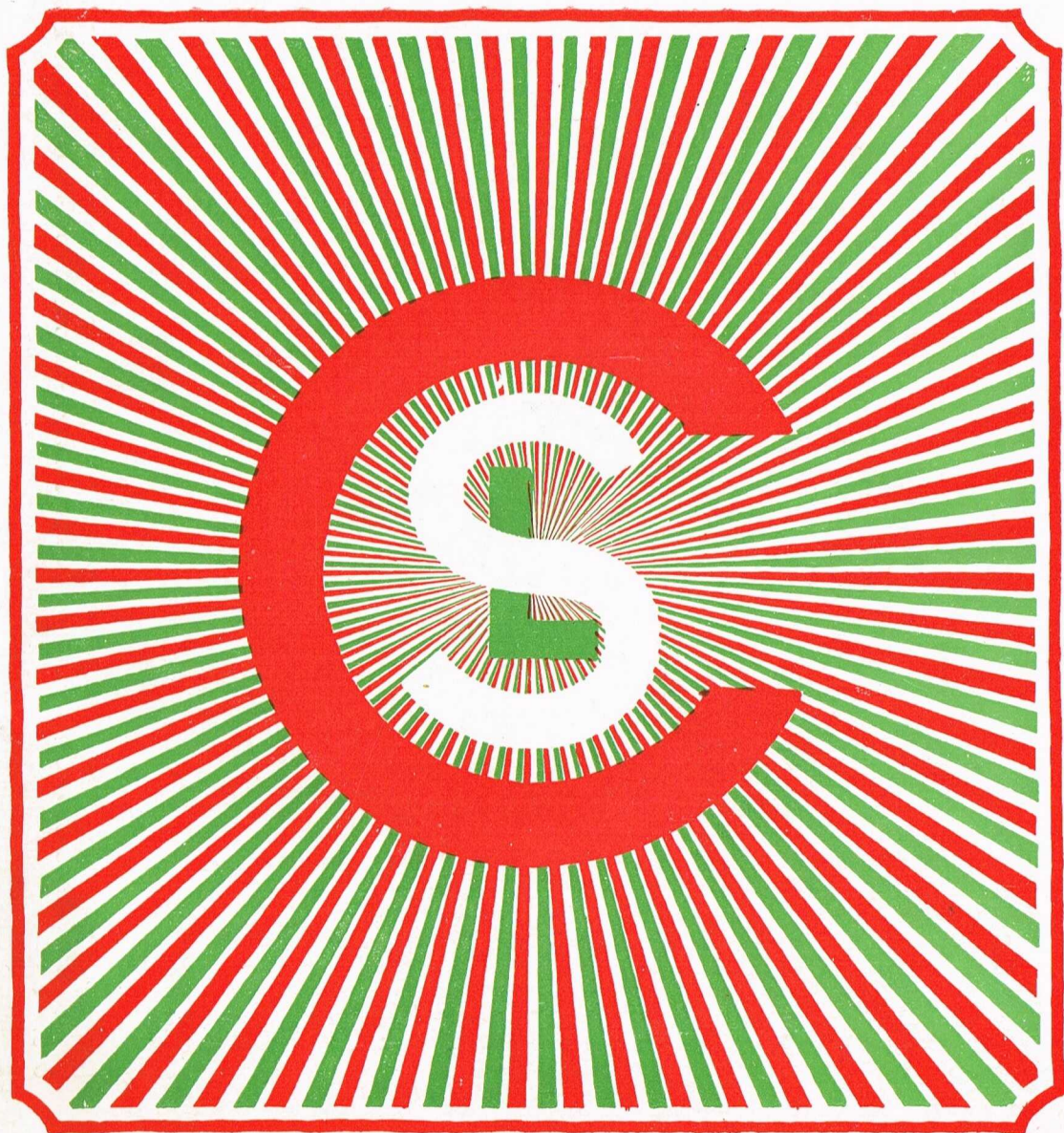


SURFACE SERVICE MAGAZINE

VOLUME 5

December, 1928

NUMBER 9



The Holiday Spirit

NOW comes the yearly Christmas rush
With almost ev'ry trip a crush;
In ev'ry load are anxious mothers
With babes in arms, kid sisters, brothers,
All on their way to view the toys
St. Nick's prepared for girls and boys.
They'll walk about for miles and miles
Their happy faces wreathed in smiles.
But when the shopping day is o'er
They may be tired and cross and sore,
Their tempers may be sadly tried
When ready for the homeward ride,
So that's the time for us to be
Considerate; our sympathy
And any help we give will tend
To make each passenger a friend.
It's up to us to do our share
By courtesy, good temper, care,—
By ev'ry kindly act in reason
To live the Spirit of the Season.

—John E. Wilkie

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 5

DECEMBER, 1928

NO. 9

"PASSENGERS SHOULD BE SEEN AND NOT HURT"

On the Home Stretch

Lawndale-Blue Island Holds a Lead in Spite of Sprinting Contestants



Photographer McQuillan Presents This Interesting View of the Safety Poster Display in the 77th Street Shops.

By Wm. Pasche,
Supervisor, Accident Prevention

The race for first place in the Accident Prevention Contest continues to be close. In fact, so close that there is no way of

telling which Division will be the winner. Blue Island-Lawndale, Division No. 6, is leading Armitage-Division Depots, Division No. 9, by three-tenths of a point, with Lincoln, Division No. 11, which was in seventh position a few months ago, in

Standing of Divisions—February to October

		Percent
First Place	Division No. 6, Lawndale and Blue Island...	85.215
Second Place	Division No. 9, Division and Armitage...	84.900
Third Place	Division No. 11, Lincoln Ave.	82.910
Fourth Place	Division No. 7, Kedzie	82.690
Fifth Place	Division No. 2, Burnside	82.616
Sixth Place	Division No. 4, 69th	82.406
Seventh Place	Division No. 10, Elston and Noble.....	81.536
Eighth Place	Division No. 1, Cottage Grove	80.740
Ninth Place	Division No. 5, Archer Ave.	80.415
Tenth Place	Division No. 3, 77th	79.918
Eleventh Place	Division No. 8, North Ave.	77.128
Twelfth Place	Division No. 12, Devon-Limits	74.805

Standing of Divisions—October

		Percent
First Place	Division No. 11, Lincoln	88.625
Second Place	Division No. 2, Burnside	87.165
Third Place	Division No. 6, Lawndale and Blue Island.	86.697
Fourth Place	Division No. 5, Archer	86.613
Fifth Place	Division No. 9, Division and Armitage...	86.376
Sixth Place	Division No. 4, 69th	84.550
Seventh Place	Division No. 10, Elston and Noble.....	82.840
Eighth Place	Division No. 7, Kedzie	81.012
Ninth Place	Division No. 3, 77th	80.575
Tenth Place	Division No. 1, Cottage Grove	78.130
Eleventh Place	Division No. 12, Devon-Limits	76.927
Twelfth Place	Division No. 8, North Avenue	74.125

third place, now making a determined effort to win the Accident Prevention Trophy for the second successive year, and we are told that Messrs. Hays and Zage together with the trainmen at Lincoln are bearing down with the intention of being the winners. Kedzie Depot, Division No. 7, is in fourth place close on the heels of Lincoln and must be reckoned with as very much in the running. Burnside Depot, Division No. 2, is in fifth place, very close to Kedzie, and 69th St. Depot, Division No. 4, which at the close of September was in third place, is now in sixth position with a good chance to be returned the winner when the Contest closes on February 1, 1929.

During the month of October Mr. Evenson and the writer made thirty-two talks to trainmen, two at each of the sixteen depots. In all of these talks we urged the employes to think about their own safety as well as the safety of their passengers. If, for any reason whatever, you must leave your car, be sure to think of yourself and look for approaching traffic before you leave the car. Make sure

that you will not be run down by an automobile which may fail to stop. Always remember that after you are hurt it does no good, nor does it help you, to say that the machine should have stopped and that the driver was at fault. Think and look before leaving your car or crossing the street. Never adjust the trolley from the street unless it cannot be adjusted through the center vestibule window and then only after you have made sure that an accident cannot possibly occur to you.

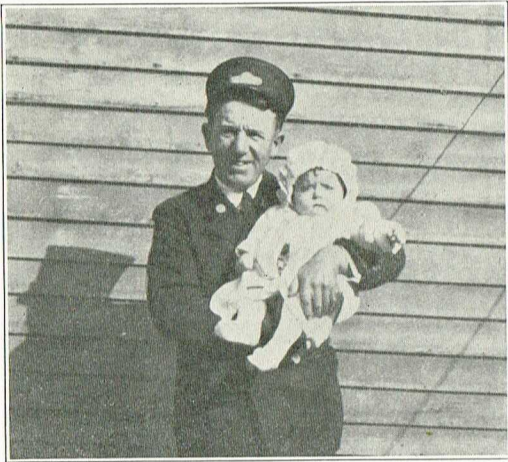
The margin of decrease in the total number of accidents at the close of October is very small compared with our 1927 record, and at this time it begins to look as though when November closes we will show an increase over last year's accidents.

The Boarding and Alighting accidents are showing the greatest increase and we find that conductors are not looking out as they should before giving the signal to go, neither are they giving the second signal to go after the first signal has been given if the car fails to proceed

when stopped at intersections controlled by traffic lights.

Motorman! When you have stopped at an intersection controlled by lights if, after you have received the signal to go, the light is still against you, do not start until your conductor has given you the second signal. If you do not get the signal notify the conductor that you are waiting by tapping the gong twice. Do not start until you have received the second signal.

Courtesy and calling streets will help. Courtesy and Accident Prevention go hand in hand. The thought, what is courtesy and what do we do to merit courtesy on the part of others, must come to us often. An example of how some of us think about it seems to me to be illustrated by an incident I observed while riding on one of our cars.



Otto Hildebrandt of Devon, Exhibiting Shirley May Rodgers, His Six-Months-Old Granddaughter.

In the case I have in mind the motorman stopped his car behind a line of vehicles about seventy-five to ninety feet back from the regular stopping point. Several of us walked back and boarded the car. While walking through the car the traffic officer at the intersections blew the whistle for east and west traffic. It was noticed also that a number of intending passengers were waiting at the regular place for cars to stop. I expected the motorman to stop to pick up these people, because he had plenty of

room on his car and some of them had let the two preceding cars go by because they were crowded, but the motorman just hustled through without any consideration for the waiting passengers.

When we arrived at a point about one mile west of where the above incident occurred a large truck was in the track ahead of the car. The motorman sounded his gong, as he should, but for some reason the driver did not immediately pull out; and when he did the motorman, leaving his controller at about the fifth point, walked to the exit door, opened it and used language to the driver that was not fit to be heard in public.

The writer spoke to the motorman about his actions and his reply was that the driver should have pulled out and not held the car. When asked why he failed to stop for passengers at the point further east, his reply was, "The conductor gave me the bell."

When he delivered the tirade against the driver of the truck it seems reasonable to presume that the motorman felt that the driver did not show the proper road courtesy, but we wonder who was the more discourteous, the driver of the truck for holding the track, or the motorman for his bad language to the driver and also his failure to stop for passengers. Many of those passed up probably thought the same things about the motorman that he expressed to the driver.

In these two incidents courtesy was at no time shown and accidents were at all times invited.

Accidents in Track, Electrical and Shop Departments

The following tables present a comparison of Employee accidents in the Track, Electrical, and Shops and Equipment Departments for the eight-month period beginning February 1st and ending September 30, 1927 and 1928:

Engineering (Track Only)

	1927	1928
Foreign Particle in Eye	49	30
Eyes Inflamed	2	3
Foot Injuries	75	47
Finger Injuries	77	69
Face Injuries	34	28
Leg Injuries	87	77
Chest Injuries	5	4
Arm Injuries	34	24
Rib Injuries	1	1

Head Injuries	47	36
Nose Injuries	0	3
Toe Injuries	4	9
Body Injuries	10	11
Hand Injuries	60	36
Hip Injuries	2	1
Ankle Injuries	7	7
Internal Injuries	1	1
Shoulder Injuries	12	4
Knee Injuries	8	6
Tongue Injuries	1	0
Skull Injuries	2	2
Back Injuries	14	21
Wrist Injuries	8	5
Side Strained	9	1
Neck Injuries	5	0
Ear Injuries	2	1
Total	556	431
Decrease		22%

Electrical

	1927	1928
Foreign Particle in Eye	5	4
Foot Injuries	6	2
Leg Injuries	4	0
Ankle Injuries	1	4
Hand Injuries	5	0
Eye Injuries (Welding)	2	0
Head Injuries	3	1
Finger Injuries	3	5
Wrist Injuries	1	0
Face, Ears and Eyes Burned	0	4
Cut Artery	1	0
Back Injuries	0	1
Skull Fracture	0	1
Face Injuries	0	1
Hip Injuries	0	1
Knee Injuries	0	1
Arm Injuries	0	1
Electrocuted	0	2
Total	31	28
Decrease		9%

West Shops

	1927	1928
Foreign Particle in Eye	50	48
Finger Injuries	87	59
Foot Injuries	5	10
Hand Injuries	11	24
Back Injuries	4	2
Face Injuries	4	5
Injury near Eye	2	4
Wrist Injuries	5	4
Head Injuries	6	3
Leg Injuries	4	5
Ankle Injuries	2	2
Arm Injuries	7	4
Infection in Eye	0	2
Burned Eye	0	2
Shoulder Injuries	0	1
Total	187	175
Decrease		6%

South Shops

	1927	1928
Foreign Particle in Eye	13	10
Finger Injuries	3	5
Foot Injuries	5	1
Hand Injuries	10	4
Back Injuries	0	0

Face Injuries	0	2
Injury near Eye	1	0
Wrist Injuries	1	1
Head Injuries	2	0
Leg Injuries	2	1
Ankle Injuries	0	0
Arm Injuries	2	3
Scalp Wound	0	2
Rib Injuries	0	1
Total	39	30
Decrease		23%

North, West and South Division Carhouses

	1927	1928
Div. No. 1, Cottage Grove	9	5
Div. No. 2, Burnside	13	6
Div. No. 3, 77th	13	8
Div. No. 4, 69th	15	5
Div. No. 5, Archer	8	5
Div. No. 6, Lawndale	18	16
Div. No. 6, Blue Island	0	6
Div. No. 7, Kedzie	13	12
Div. No. 8, North Ave.	70	70
Div. No. 9, Division	0	9
Div. No. 9, Armitage	11	9
Div. No. 10, Elston	2	2
Div. No. 10, Noble	2	9
Div. No. 11, Lincoln	7	20
Div. No. 12, Devon	1	2
Div. No. 12, Limits	2	9
Total	184	193
Increase		4%



Donald George, Son of Motorman R. P. Nelson
of Devon Manning the Pump.

Good to Her

Mrs. Johnson (looking up from her paper)—“Here’s a man bought his wife a thousand dollar pearl necklace. Nothing like that ever happens to me.”

Mr. J. (looking up from his paper)—“And here’s a man been fined fifty dollars for giving his wife a black eye. Nothing like that happens to you, either.”

Roller Skaters Have Big Night

*Surface Lines Club Guests of Charles McCormack at
Madison Gardens*



A Part of the Gay Roller-Skating Crowd, Guests of Charles McCormack.

To say that the Roller Skating Party, which was held at the Madison Gardens Roller Rink on Monday evening, November 19th, was a huge success is putting it mildly, and this can be attested to by over 700 Surface Lines employees and their friends who were present.

Over 500 persons were recorded as gliding over the glossy floor on wooden rollers, while another couple of hundred amused themselves by watching the antics of the skaters.

Various attractions consisted of several races, a pillow fight and a tug-of-war on skates.

Miss E. Quinn, daughter of Assistant Superintendent of Transportation, M. B.

Quinn, carried off the honors in the ladies' apple race and was awarded a merchandise certificate on Marshall Field & Co. Mr. Charles J. Conroy, motorman at North Avenue Depot, won the prize in the turtle race. Mr. Roger Reed, motorman at North Avenue Depot, took the prize in the sack race, and it fell to the lot of Jerry Hofman, another motorman at North Avenue Depot, to lambast his fellow competitors in the pillow fight and thereby win the prize awarded for this contest.

The tug-of-war was participated in by ten men, five on each side, and the winning side, who won two pulls out of the three, were each rewarded with a prize. Members of the winning team were:

Ralph E. Smith, Helper, 63rd & Wentworth Sub-Station.

Peter Kramer, conductor, Kedzie.

John J. Harrington, conductor, Kedzie.

George E. Gersch, conductor, North Avenue Depot.

T. Thorness, motorman, North Avenue Depot.



Host Charles McCormack, Mrs. McCormack and Messrs. Lee, Evenson and Bohlin, Roller Skating Night.

The Surface Lines Club takes this occasion to extend their sincere thanks to Mr. and Mrs. Charles McCormack, of the Madison Gardens Roller Rink for their courtesy in allowing the club the use of the rink, as well as for their personal efforts and attention in making this party a success.

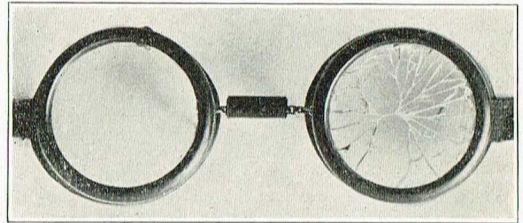
WEAR YOUR GOGGLES!

Two More Eyes Saved—Eye Injuries Caused by Failure to Wear the Goggles

In this issue we are publishing the picture of two pairs of goggles in each of which one of the lenses was broken by a blow from a foreign particle while the wearer was working in one of our track gangs. Had goggles not been worn by the employee, he, no doubt, would have suffered a very painful injury, to say nothing of the possibility of losing an eye.

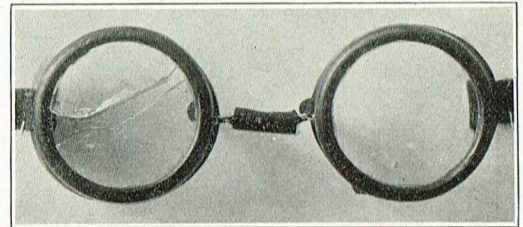
Goggles are provided by the manage-

ment for the workers in all departments where injuries to employees' eyes are apt to occur. In spite of this the company has had to pay thousands of dollars in compensation to employees who have suffered eye injuries because of failure to



This pair saved the eye of J. Minaro, Nov. 7

wear goggles while engaged in work in which eye accidents are likely to occur. Money spent for goggles and compensation cannot possibly compensate those who are injured for the pain and misery which usually follow such an injury.



These prevented blinding of J. Samples, Nov. 16

The following is a summary of eye accidents occurring in the various departments for the period beginning April 1st and ending October 30, 1928, all of which could have been avoided had goggles been worn.

Track	40
West Shops	23
South Shops	8
Carhouses	14
Electrical	8
Building and Drafting.....	2
Material and Supplies.....	2
Total	97

Policeman (examining license): "What's your name?"

Pretty Motorist: "Mabel—what's yours?"

Bachelor: "There's a delicious sense of luxury when one is lying on one's bed and ringing one's bell for one's valet."

Spinster: "Have you a valet?"

"No; but I have a bell."

What About Courtesy?

McGuire's Men Still in Lead—Some Unpleasant Conditions Require Attention

At the half-way mark, sixth month of the Courtesy Campaign, there is still no decided change in the standing of the sixteen contestants.

	Disc.	P.U.	Trns.	Q.S.	Total	Comnd.
1 Lawnd.	18	11	10	2	41	3
2 Blue Is.	19	2	8	5	34	11
3 69th	55	24	24	12	115	27
4 Noble	16	7	12	1	36	5
5 Elston	22	8	8	7	45	6
6 Kedzie	61	33	25	15	134	30
7 Armitg.	29	17	12	5	63	14
8 Archer	69	31	22	27	149	16
9 Limits	29	16	12	5	62	6
10 Lincoln	41	13	13	11	78	14
11 N. Av.	116	40	31	40	227	39
12 Div's'n	39	18	17	10	84	15
13 Burnsd.	38	12	13	8	71	20
14 77th	104	63	27	27	221	35
15 Cot. Gr.	49	32	26	12	119	22
16 Devon	87	46	22	16	171	37
Total	792	373	282	203	1650	300

The record of the chargeable complaints, by months, is as follows:

	Disc.	P.U.	Trns.	Q.S.	Total	Comnd.
May	133	63	64	35	295	51
June	139	69	36	26	270	54
July	131	44	39	31	245	42
August	129	53	60	27	269	40
Sept.	103	54	43	32	232	52
October	157	90	40	52	339	61
Total	792	373	282	203	1650	300

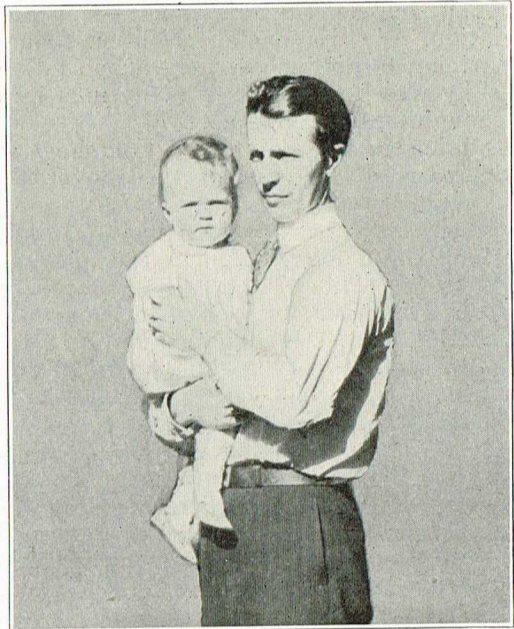
The ups and downs of each of the sixteen depots since the start of the present campaign on May 1, 1928, is shown on the following table:

	1928					
	Oct.	Sept.	Aug.	July	June	May
Lawndale	1	2	2	2	2	6
Blue Island	2	1	1	1	1	2
69th St.	3	3	3	3	3	4
Noble	4	4	5	6	6	7
Elston	5	5	4	4	5	3
Kedzie	6	8	11	12	15	10
Armitage	7	6	6	7	7	1
Archer	8	7	8	11	8	13
Limits	9	11	7	13	9	11
Lincoln	10	9	9	9	10	12
North	11	10	10	5	4	5
Division	12	13	13	15	14	14
Burnside	13	15	14	14	11	16
77th St.	14	12	12	10	13	15
Cottage Gr.	15	14	15	8	12	8
Devon	16	16	16	16	16	9

The most significant thing apparent in the October record of chargeable complaints is that it was, from a courtesy standpoint, the worst in this year's cam-

paign. So many complaints were found to be justified, and charged to trainmen, when we have every reason to expect a decrease instead of an increase, it leaves a wide open question as to the reason.

Do we fully realize that, as trainmen, we are filling a position of trust? That from the time we report at the depot at the start of our day's work until we turn in at the end of the day we are "on our honor" to provide safe, courteous transportation to the hundreds of passengers who daily ride on each of our cars? That by failing to be universally courteous, we are failing to live up to that trust?



Conductor James Harry Burke of Lincoln, Son of Supervisor A. Burke and Jimmy's Daughter, Dorothy Leona.

While in September it was gratifying to note that discourtesy complaints were the lowest in number this year, it is equally disquieting to find that in the following month they have assumed such an increase, 157 in October, against 103 in September, an increase of 54. What for? Just for the satisfaction of having the last word—for saying: "Aw, go in

and sit down," or "Take my number and see what good it will do you." And let's call attention to the fact that a number of complaints, investigated and found to be chargeable and entered on any man's record, do not react in his favor at any time.

"Passing up," which combines a failure to extend courtesy as well as failure to provide transportation, also showed an unwelcome increase, the largest number of chargeable passing up complaints this year. Many of them were on pull-in trips, when the crew should have stopped, picked up the waiting person, explained the destination of the car, and, if necessary, given them a transfer in an onward direction. It is a part of the day's work and something to which a passenger is entitled. An unjustified pass-up is a distinct refusal to sell the public our one saleable article—transportation. We are constantly observing and striving to produce better transportation. Why wreck the work of many men by a thoughtless, careless act?

Transfer complaints did not show an increase, a decrease of three over the previous month.

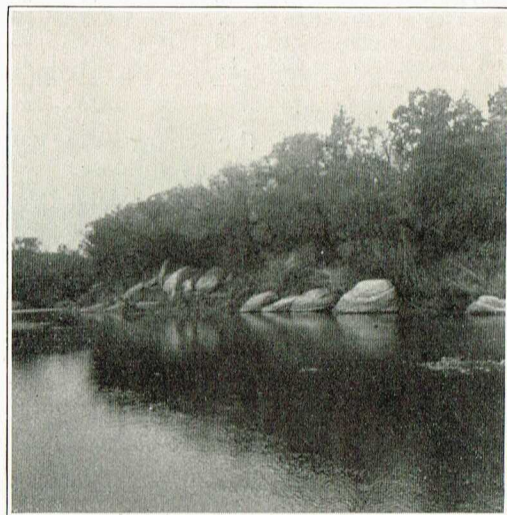
So much has previously been said about the danger of quick starting. The record of 52 in October looks decidedly bad. This number of complaints of quick starting has been equalled once in the entire courtesy campaign, now halfway through its second year, and that was in December, 1927. A typical complaint says, "This conductor was flattened up against the heater and never once looked out alongside his car before giving the go-ahead signal. I narrowly escaped being thrown to the pavement for this reason when I was boarding the car and I afterward observed his actions when passengers were boarding or alighting." Often these complaints are accompanied by an additional charge of discourtesy occasioned by the conductor remarking, in answer to a protest, "Well, you're on, ain't you?"

Quick starting, in October, added another depot to its column, Noble Depot. Blue Island Depot, which had no complaints of this character against it for four months, succumbed in September, leaving Noble Depot alone with the distinction of having none of these com-

plaints. In October, three more were charged to Blue Island and Blue Island tumbled from first place, which it had held for four months, to second place, while one was charged to Noble. Lawn-dale, which has been holding second place for four months, winner of the first Courtesy Campaign, now is in first place.

Now we are actually in the holiday rush. Christmas isn't so very far away and our Christmas present to our passenger patrons should be unfailing courtesy at all times, and it isn't going to cost you a red cent to hand it out promiscuously and with the satisfaction of knowing that it is going to be very acceptable. And now—to you and yours—a Merry Christmas and many more with the C. S. L.

The Judge.



A Picturesque Bit of the Vermilion River Near Bailie's Fall Snapped by Mrs. Virginia Tabb of the Auditing Department.

Silence

His shipmates watched the sailor putting a blank sheet of paper in an envelope he had addressed to his wife.

"What's that for?" they asked.

"Well, me an' th' missus 'ad a row just afore I come aboard, an' we ain't on speakin' terms." —Tit Bits.

Simple Instructions

New Motorman—Do I stop on the near side?

Old Motorman—Not if people are on that side.

New Motorman—But if there are people on both sides?

Old Motorman—Then don't stop at all.

Increased Speed with Safety

Managing Director Storrs Gives Credit to Skill of Trainmen for Improvement

In the November issue of AERA, Managing Director Storrs of the American Electric Railway Association presents the results of a survey of the Electric Transportation field in the matter of increased speed in city transportation. The facts were embodied in an address delivered at the Seventeenth Annual Safety Congress in New York.

"The electric railway industry," says Mr. Storrs, "long has been active member of the National Safety Council and in season and out of season has firmly believed in expounding the gospel of accident prevention. Even when safety work was regarded lightly by many and scoffed at as theoretical, our industry 'stood pat.' Now, with figures to prove that intelligent educational efforts finds its regard in reduced accidents, we are more than pleased to proclaim the facts of our success to the world. Briefly, the electric railway industry during the last year has reduced its fatal accidents to one person in every 155 million carried.

"We are embarking on a new field of endeavor. It is believed, and tests conducted during the last year tend to confirm the soundness of the belief, that not only can passengers be carried in greater safety, but that the speed at which they are carried can be materially increased without adding to their danger. The present top speed of electric railway cars in many urban communities is not in excess of 12 m.p.h. The average probably ranges somewhere between 8 and 11 m.p.h. The local transportation industry firmly believes that if it could increase the speed of its cars to approximately 15 m.p.h. it would relieve traffic congestion, decrease accidents appreciably and add greatly to its revenues.

"There can be no question that increased speed of public transportation would cause owners of private automobiles to leave their cars in garages in increasing numbers. The chief complaint that the electric railway man today hears from private automobile owners is that street cars do not provide a quick ride.

"That you may have firsthand information about results accomplished in Chicago, I am going to take the liberty of quoting a few remarks from Mr. E. J. McIlraith of the Chicago Surface Lines, with whose remarkable traffic engineering record all of you are familiar. In describing the Chicago situation, Mr. McIlraith recently said:

"We have an average speed of operation for the surface railways of Chicago of about 11.3 m.p.h. at the present time. There is no other city with which I am familiar—and I think I know most of them—which can approach that speed. That speed is actually attained as an average between terminals throughout the day.

"Now with an average speed of 11.3 m.p.h.

we have a very low accident record, and I think you will agree that we have as busy streets and as narrow streets on the average as any other large city has to contend with. It is true that in Philadelphia the streets are individually in the central section much narrower, but when used as one-way streets the actual space for traffic in that one direction is greater than we have for one direction in each street in a city like Chicago, and, in fact, in most American cities.

"If the speed we have obtained permits us to operate in so large a city with comparatively few accidents something must have intervened to prevent accidents and to permit the trainmen to be able to operate with intense street traffic without getting into trouble. More than half of the Surface Lines trainmen in Chicago were able to go through an entire year without a chargeable accident, not without an accident, but without a chargeable accident. Where the streets are as intensely used as we have them in Chicago, that means the coupling of increasing speed and accident prevention.

"Speed can be kept high, traffic can be kept moving and accidents may be prevented if the proper attention is given to the right things. Therein lies your problem, namely, discovering what it is that prevents accidents and what it is that motormen and conductors should do on the streets. It calls for a careful analysis of the details of the management job, for getting down to the men's problems, knowing what they are doing, seeing that they understand what you expect of them and that they know what you expect them to do."

"To summarize it very briefly I should say that, with a few notable exceptions, local transportation companies generally are speeding up their cars and making better accident prevention records. I am hopeful that within the year such progress will be made in mechanical equipment that we can report to you that we have greatly increased our speed and decreased our accidents at the same time.

"We in the electric railway field know where the chief credit for our great safety record belongs. It belongs distinctly in the ranks of our employees who are running our cars today with greater safety than ever before. Credit for arousing their enthusiasm in accident prevention should go, of course, to executives, but if the industry had not been possessed of a body of loyal, enthusiastic men, anxious to do their very best to prevent human suffering, this record never would have been achieved."

The Vicar (to old member of his church):
"And so you're ninety to-day, John?"

Old John: "I am ninety years to-day."

"And you have lived all your life in this quiet village?"

"Not yet."

Keeping 'Em Rolling

All Honors to Limits This Month—Over 63,500 Miles Per Pull-in



Limits Flag Winners

G. Chamberlin, C. Holzschuh, E. Gustafson, J. Nardiello, T. Dwyer, L. Buyle, I. Paulauski, L. Verstraete, P. Irvin, H. F. Hayden, S. Solak, W. Tiechner, S. Golembiski, L. Solak, N. Schweig, J. Maykowsak, L. Matich, J. Piclia, E. Verbiest, J. Grant, G. John, J. Kaypust, J. Warchol, J. Vrobel, S. Dykinga, A. Andrewpolis, L. Gawlik, M. Gitts, W. Jackusak, T. Cirrincione.

Limits has had the honor of seeing the Blue Flag fly at their carhouse more than any other house on the system, or ten times.

The leading carhouse operated their cars 63,511 miles per pull-in, an increase of 41.8% over last month. It will be noted this is the greatest percent increase made this month. Limits also holds the record for zero days, having 26 days out of 31 without a pull-in due to equipment failure.

Cottage Grove Carhouse, last month's winner, came in second this month, operating 40,958 miles per pull-in.

The greatest change in position was made by Armitage, moving from 15th position last month to 3rd this month. Blue Island moved from 11th last month to 6th this month.

The average mileage for the system was 29,546, a decrease of 3.9% over last month. Nine of the carhouses increased their mileage over the preceding month, and only two operated their cars below 22,000 miles per pull-in due to equipment failure.

The individual records are shown below:

Rank	Carhouse	Zero Days	Miles		Pct. Inc. or Dec.
			Per Pull-In Oct.		
1	Limits	26	63,511		41.8
2	Cottage Grove	16	40,958		24.7*
3	Armitage	20	39,810		36.2
4	Archer	13	39,649		5.6
5	77th Street	10	37,080		20.3*
6	Blue Island	19	35,669		32.5
7	69th Street	8	35,452		20.1
8	Devon	14	31,652		5.8
9	Division	17	30,039		1.7
10	Lawndale	15	26,952		16.8*
11	Lincoln	13	24,807		2.2
12	Kedzie	9	24,641		13.8
13	Elston	17	24,195		14.0*
14	North	4	22,196		36.4*
15	Noble	15	19,447		21.0*
16	Burnside	11	18,846		18.3*
		227	29,546		3.9*

*Decrease.

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

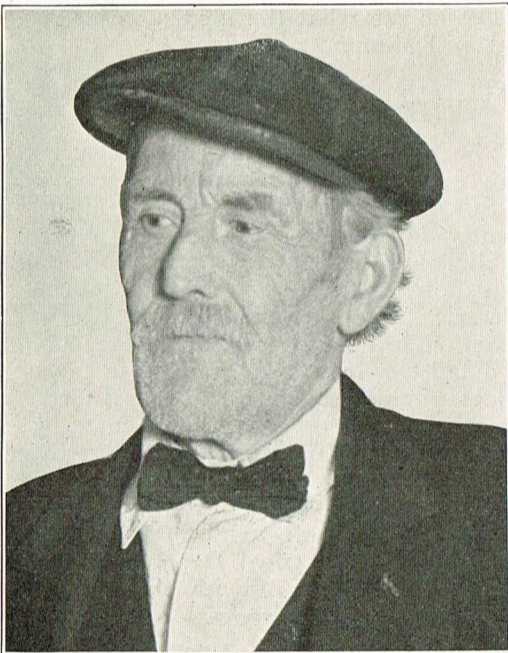
Carhouse	Oct.	Sept.	Aug.	July	June	May
Limits	1	3	1	2	1	1
Cottage Grove	2	1	4	6	8	4

Armitage	3	15	6	4	2	2
Archer	4	4	5	7	5	5
77th Street	5	2	2	3	6	9
Blue Island	6	11	14	16	11	11
69th Street	7	9	8	8	7	10
Devon	8	7	11	10	3	6
Division	9	8	7	11	13	13
Lawndale	10	6	10	14	10	14
Lincoln	11	13	13	5	12	7
Kedzie	12	16	15	13	15	8
Elston	13	10	3	1	4	3
North	14	5	12	9	9	12
Noble	15	12	16	12	16	15
Burnside	16	14	9	15	14	16

FIFTY-SIX YEARS ON THE JOB

Daniel Mackey Now Oldest Employee in Point of Service—Never Ill a Day

Do you ever wonder who, of all the eighteen thousand employes of the Chicago Surface Lines, holds the record today for the longest period of continuous service? Well, here is the answer: He is a quiet, mild-mannered man by the name of Daniel Mackey, now employed as a watchman at Grand Avenue and Leavitt



Street. He began his street-car career as a horse-car driver for the old Chicago West Division Street Ry. October 15, 1872, over fifty-six years ago. Mr. Fred Goodwick was the hiring boss in those days and put "Dan" to work driving out of Western Avenue barn. Twelve win-

ters of driving open-front cars was sufficient for him and he obtained a transfer to the West Side Shops. There he became an expert at repairing and making grips for the cable cars. This he does not boast of, but simply states that after twenty-three years in one line of work one should know it pretty thoroughly. He can tell of many an interesting experience of the old cable days with some of his old-time bosses.

In answer to the question, How do you account for your record of fifty-six years of continuous service? he said, "In the first place, I am thankful to say that I have always enjoyed very good health, only being off one day on account of sickness. Also I believe in doing my duty as ordered, letting the boss take care of the results. I have always tried to believe that by doing my bit, no matter what it was, I was helping to keep the wheels moving. After all, that's the business we are in."

Mr. Mackey has been a watchman at Grand Avenue and Leavitt Street for twenty-one years. He is a family man, proud of his children now educated and grown to maturity. Mrs. Mackey, he is glad to say, is like himself, hale and hearty.



Joan Estelle, Daughter of Motorman Meece of North Avenue.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

**231 South La Salle St.
CHICAGO**

Volume 5 December, 1928 No. 9

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

**Merry Christmas
and
Happy New Year
to All**

GREATER CARE NEEDED

Mr. Pasche, our Supervisor of Accident Prevention, is a good deal disturbed—and properly so—over the wholly unnecessary number of boarding and alighting accidents. Practically all of these are due to quick starting. In all of the talks to the trainmen by Superintendent Evenson and Mr. Pasche particular emphasis has been laid on the importance of being sure that everyone is safely aboard or off the car when giving the bell. And one of the precautions they have urged is for the conductor to satisfy himself of conditions by looking out alongside his car **before** giving the two-bell signal.

This would seem to be so simple as to be within the understanding of every intelligent man; and yet the records of the Accident Investigation Department bear daily witness to the fact that the suggestion, which is merely an amplification of Operating Rule No. 36, Paragraph "C," is ignored by some of the

Conductors. One does not like to think that this is merely a manifestation of heedlessness or indifference.

Every reasonable man should be able to appreciate the serious consequences that follow a departure from this elemental safety requirement; he should know from experience that the injuries, particularly to women, from boarding and alighting accidents, are often of a most serious character, and that lifelong suffering may result from a moment of carelessness. It is not an easy burden to carry—the knowledge that one has been the cause of pain and suffering to a man, woman or child entitled under the law to the protection of the representatives of the Surface Lines, and every man should exert himself to avoid that burden.

The Accident Prevention Contest discloses a disturbing situation, but the remedy is so obvious that a cure should be immediate and effective: Don't start the car until it is **certain** that passengers are safely on or off.

Let us see what the next month's record will show.

THEY LIKE OUR STUFF

The activities of Surface Lines employees in various directions as presented in SURFACE SERVICE have been found sufficiently interesting to be given general publicity in the industry through the columns of a prominent technical journal. Electric Traction and Junior Electric Traction in recent issues have presented in detail two features appearing in earlier issues of this magazine. Junior Electric Traction featured the Garden Contest reproducing the photographs which appeared at the close of the contest and in the November issue of Electric Traction, the interesting pole-welding novelty devised by the Electrical Department was also described in full with the five pictures showing the progress of the work from start to finish.

This is recognition which is appreciated and a deserved compliment to the employees who were engaged in the respective enterprises.

Duty lies where the heart is. If your heart is not in your work, then you are doing your company, your family, and yourself an injustice.

FOR THE RED CROSS

With characteristic generosity, the employes of the Surface Lines responded to the call for memberships by the Chicago Chapter of the American Red Cross, and on Monday, December 3rd, a check for \$9,000 as a first installment was forwarded to the Treasurer. A little later on, there will be another check for an additional amount of something over \$300. It is gratifying to the Red Cross and to this management to know that so many of our employes gladly renewed their membership in an organization whose activities in the relief of human suffering knows no creed and is always first on ground with food, money, physicians, nurses and clothing and an adequate corp of experts in dealing with the care of men, women and children following fire, flood or famine.

GOING AFTER WITNESSES

Elston-Noble Back in First Place—Lawn- dale-Blue Island Second— Many Upsets

Talk about your upsets in football! The Witness-Getting Contest furnished almost as many thrills as some of the Big Ten struggles for the gridiron supremacy. Elston-Noble, which had been out-distanced by North Avenue in September, came back with a bang and North Avenue, which has not been below second place for the previous three months, dropped to fourth position. Burnside struck the toboggan, sliding from second to ninth place. 77th moved up from fourth to third and Archer advanced from ninth to sixth.

There were six divisions with an average of four or better and the average for the system was held above four.

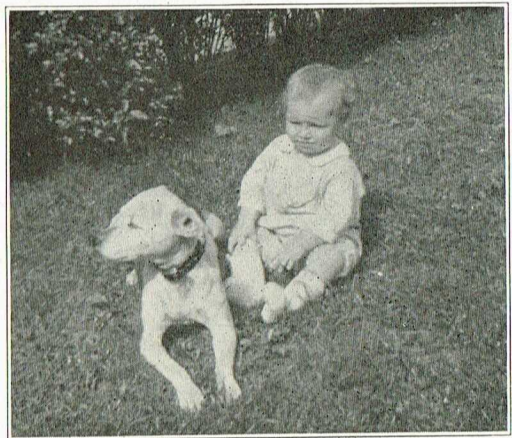
Following table gives the standing of the respective stations from July to October, inclusive.

	Oct.	Sept.	Aug.	July
1. Elston-Noble	5.50	4.69(3)	5.86(1)	5.28(1)
2. Lawndale-Blue Isl.	4.57	4.37(5)	4.32(3)	4.38(3)
3. 77th Street	4.45	4.49(4)	4.26(4)	4.30(4)
4. North Avenue	4.28	5.12(1)	4.94(2)	5.00(2)
5. Cottage Grove	4.13	3.87(7)	4.10(5)	4.17(6)
6. Archer	4.04	3.56(9)	3.71(9)	3.75(9)
7. Kedzie	3.85	3.86(8)	3.96(6)	4.23(5)
8. 69th Street	3.82	3.91(6)	3.80(8)	3.95(8)
9. Burnside	3.52	4.85(2)	3.86(7)	4.06(7)
10. Lincoln	3.45	3.21(11)	3.49(11)	3.22(10)
11. Devon-Limits	3.42	3.08(12)	3.12(12)	3.04(11)
12. Armitage-Division	3.15	3.41(10)	3.60(10)	3.04(11)
Average for the system.	4.03	4.03	4.05	4.02
Diversey Bus	3.40	1.14	2.00	3.43

HAVE YOU VOLUME 1, NUMBER 1?

This Number of Surface Service Is Needed to Complete Several Vol- umes for Binding

In preparing SURFACE SERVICE for the binders, we find that our file of the issue of April, 1924—Volume 1, Number 1—has been exhausted. If there are any readers of the magazine who have retained the old issues who will look them over and see if they can supply us, we will be very glad to pay 50 cents each for the first half dozen forwarded to the office of the Editor. Six will be all we need. Dig around in the closets and attic and see if you can fill this want.



Donald, 13-Month-Old Son of Pete Schornach,
Our Old-Time Pitcher. The Dog Is a
Family Treasure.

If you are only a little pebble in her life,
try being a little boulder.

Attorney: "Do you swear to tell the truth,
the whole truth and nothing but the truth?"

Prisoner (on the stand): "Say! I'm appear-
ing for the defense!"

Street Car Passenger (angrily): "See here,
do you think my feet were made for some idiot
to stand on?"

Strap Hanger (coolly): "Yes, that is what I
supposed."

A Southern colored woman calls her little
boy "Prescription."

"What an odd name," someone said to her.
"Why do you call him that?"

"Ah calls him dat, becaus Ah has such hahd
work getting him filled."

Pleasant Words for Kindly Deeds

Our Patrons Show Their Appreciation of Service Rendered by Our Trainmen

One of the most interesting letters we have received for a long time was from Mrs. Richard Dilworth Moffatt, 257 North Francisco Avenue. The conductors to whom she refers are Julius Barkley, badge No. 4952, of Limits, and George Amann, badge No. 4448, of Limits. Her communication is here presented in full:

Chicago Surface Lines, Gentlemen: On Thursday, October 11th, while riding south on Halsted Street Car No. 6279 with trailer No. 3282, I witnessed an act of kindness by the conductors of above cars which I have told among my friends and I call to your attention. A little old lady in shabby but clean clothes with crippled feet boarded Car No. 6279 with help of passengers getting on at about Chicago Avenue; the conductor gave a hand also. We reached Milwaukee and Grand about 4:35 P. M. As I looked at my watch, a block or two from above corner, the little lady signaled she wanted to get off. Both conductors helped her off as if she was a relative in their care, one on each side. Then they saw it was hard for her to stand on the street and the conductor of Trailer No. 3262 lifted her like a child and set her on pavement out of harm from autos, etc., with the kind remark: "Now don't fall." She waved a "thank you" as she steadied herself with a cane. I also wanted to say thank you, but the kind act was not done for show; it came from their hearts, so I took the number of cars as I wanted you and your officials to hear of the act. You must hear many complaints and now just pass the good words along.

I hope you can trace the employees mentioned from details I have given you and say for me, "God bless you," which has been delayed but none the less sincere.

Yours truly,

Mrs. Richard Dilworth Moffatt,
257 North Francisco Avenue.

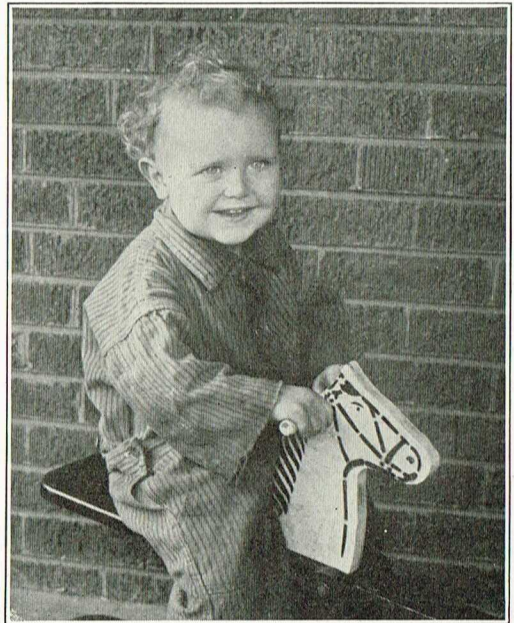
Motorman Charles Mikrut, badge No. 6141, of Blue Island, is the subject of a complimentary letter from Mrs. M. Caroline Stack, 2037 North Erie Street, River Grove, Illinois, who observed an act of kindness and consideration on his part in ably assisting an old lady safely across the street.

Miss M. Gelder, 2816 Cambridge Avenue, sends to Conductor John B. Costello, badge No. 11752, of 77th, stamps to cover her fare paid by him when she boarded his car and found herself with no money.

Conductor Sanford S. Hurlocker, badge No. 10592, of Cottage Grove, receives favorable comment for the assistance he rendered to an old colored blind man in boarding and alight-

ing from his car. The writer of the letter is Mr. H. W. Potts, 5348 Indiana Avenue.

Mr. B. I. Rutledge, General Delivery, Chicago, writes a highly complimentary communication in behalf of Conductor Bernard D. Miller, badge No. 10448, of 77th, for the manner in which he performs his duties, speeding up the loading of passengers and keeping his car on schedule. He also is commended for his neat appearance.



Herbert S., Son of Motorman S. Vessels of Lawndale. This Youngster Has a Record for Good Health and Strength.

Conductor James Behan, badge No. 9704, of North Avenue, is made the subject of a letter of appreciation for the courtesy he extended to Mr. R. D. Fletcher, Crucible Steel Company of America, 650 Washington Street, while a passenger on a Grand-Harlem car.

Mr. Peter Trice, 7942 Champlain Avenue, comments most favorably on the methods of Conductor Ernest S. Nielsen, badge No. 9578, of Limits, mentioning the manner in which he handles his passengers, his pleasant smile for everyone and his able assistance to old folks and women and children.

Conductor Fred E. Mayes, badge No. 9498, of Lincoln, receives a note of commendation from Mr. H. L. Carter, 10 West Elm Street, for his patience and unusual courtesy in performing his duties.

Mr. T. G. Rhodes, 315 West Monroe Street, noted an act of kindness on the part of Conductor Frederick F. Rapp, badge No. 9572, of Armitage, when he handed an elderly lady passenger car fare in order to reach her home when she found that she had lost her purse.

Conductor Elmer P. Taube, badge No. 9294, of Blue Island, is the recipient of a word of praise from Mrs. F. Weinberger, 7007 West 26th Place. She noticed how helpful he was in aiding a blind man from his car, across the street to another car. Conductors like this boost the reputation of Surface Lines trainmen, in the estimation of Mrs. Weinberger.

Mr. G. McEwen, 3721 Lowell Avenue, commends Conductor Ole J. Christiansen, badge No. 8968, of Armitage, for the stand he took in operating his car through to its destination when it was crowded with theatregoers on a Saturday evening.

Conductor Gerald Barker, badge No. 8522, of Limits, is complimented for his courtesy and efficiency by Mr. A. F. Gleiss, 5 South Wabash Avenue.

Mrs. J. J. Rooke, 3215 Lexington Street, calls the attention of the management to the courtesy and kindness she received at the hands of Conductor David Sax, badge No. 7478, of Kedzie. Conductor Sax even entered the car and asked her if the seat she occupied was warm enough for the baby she had with her and he also assisted her in leaving the car and saw to it that she was safely on the sidewalk.

Conductor Irwin C. Swartz, badge No. 7172, of Devon, received a letter from Mr. Jack Kruger, 330 South Wells Street, extending his sincere thanks for the prompt return of a handbag left on one of the cars by his wife. Mr. Kruger enclosed a check in appreciation of the recovery of the purse and extended his hearty good wishes to Conductor Swartz.

Mr. M. H. Ensoninger, 6402 South Morgan Street, observed an act of courtesy on the part of Conductor Thomas J. Hincke, badge No. 6828, of 69th, when he came into the car and apologized to a woman passenger and handed her a penny that had dropped on the rear platform when she boarded his car and after an argument had given him another penny.

Conductor August E. Backhans, badge No. 6646, of Devon, is commended for the clear enunciation in calling every street by Mr. Edgar Pone, 431 South Wabash Avenue.

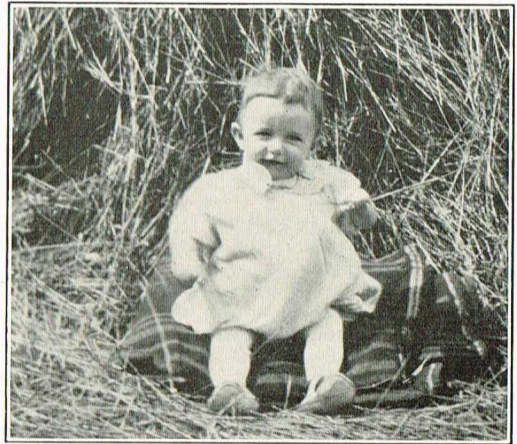
Mr. M. L. Patterson, 6104 Woodlawn Avenue, is the writer of a letter of high praise for Conductor Frank P. Staschick, badge No. 6024, of Devon. Instead of getting "a dirty look" after handing the conductor a dollar bill, he received a pleasant smile with his change. Conductor Staschick also promised that he would call out his street good and loud so that he would know where to get off.

Conductor Otto Lenz, badge No. 5674, of Elston, deserves honorable mention for his courtesy to both old and young writes Miss Annette Anderson, 3800 North Leavitt Street.

Miss Ethel A. Hackets, 5834 North Maplewood Avenue, appreciates the fact that Conductor Arthur W. Bishop, badge No. 5164, of Division, permitted her to ride without paying

fare and also handed her a transfer after boarding his car with nothing less than a five-dollar bill. She enclosed stamps to cover her fare in her communication to the management.

Conductor Patrick J. Deasey, badge No. 5092, of Devon, was complimented by Mr. M. C. Friedman, 1635 Pratt Boulevard, for his courtesy toward women passengers with children. While riding on his car, Mr. Friedman noticed at least four or five instances of such consideration and Conductor Deasey was rewarded with a warm smile from each mother. "This conductor seems to possess excellent personality for the job," states Mr. Friedman in his letter.



Hiding in the Haystack—Walter, Son of Conductor Irvin Peters of Devon.

Mr. J. O. Patty, 2303 Winona Street, commends Conductor Anton J. Kanpert, badge No. 4542, of Archer, for the assistance he rendered a blind man, in escorting him off his car and to the sidewalk to safety.

Conductor Michael Grimes, badge No. 3718, of Kedzie, is made the subject of a letter of high praise from Mr. John L. Enright, 5546 Monroe Street. Conductor Grimes assisted a rather helpless lady and was extremely considerate of her even to the extent of finding her a seat near the door so as to enable him to watch her and listen to her story as to where she wished to go.

Miss Cecile Bartley, 6024 South Park Avenue, writes to let the management know of her appreciation of the honesty of Conductor John A. Muleahy, badge No. 2358, of 69th, in turning her purse to the lost and found department.

Conductor Frank P. Zape, badge No. 10564, of 77th, is thanked by Mr. Isaac M. Mills, 134 North LaSalle Street, for paying his fare on one of our cars and wishes to express his appreciation for the courteous treatment accorded him.

Miss Marion Bremond, 1143 Hinman Avenue, Evanston, Illinois, wishes to say that Conductor George H. Deckert, badge No. 6810, of Noble, is always courteous and a credit to the company.

Supervisor Eric W. Stone, Division Depot, is commended by Mr. O. G. Holler, 4444 N. Artesian Avenue, for his prompt efficiency in rerouting cars thereby accommodating a crowd of intending passengers. "Such service is worthy of consideration," states Mr. Holler in his communication.

Motorman Timothy Dwyer, badge No. 2961, of Kedzie, is commended by Mr. J. M. Coulter, 201 South LaSalle Street, for his courtesy and pleasant manner in the performance of his duties and for his unusual patience.

Mrs. Nell B. Weaver, 7341 South Michigan Avenue, praises Conductor John W. Daley, badge No. 5166, of 77th, for his helpfulness to her while a passenger on his car with two small children.

Conductor S. E. Eriksen, badge No. 3868, of Noble, is highly complimented for advancing car fare to Miss Helen Lyon and her sister, 4408 South Francisco Avenue, when they boarded his car with no purse. Miss Lyon expresses her appreciation and wishes Conductor Eriksen all the luck in the world, as a reward.

Mr. Will R. Stailey, 4320 North Kostner Avenue, writes to report the kindness and consideration Conductor Michael J. Kerrigan, badge No. 9700, of Elston, showed a crippled girl who was a passenger on his car. While riding with Conductor Kerrigan on another occasion, Mr. Stailey noted his thoughtfulness in keeping both rear doors closed one cold day.

Motorman Otto A. Autenrieth, badge No. 10381, of 77th, is commended by his Division Superintendent, Mr. W. A. Bessette, for bringing in a little boy who had been riding on his car and did not know where he lived. The police were notified and took the boy away.

Mr. Stephen Spieler, 2749 North Sawyer Avenue, is the writer of a complimentary letter involving Conductor Clifford N. Calhoun, badge No. 5234, and Motorman Mathew Thelen, badge No. 4777, of Archer, both of whom are credited with unusual politeness.

Motorman George Trumball, badge No. 4509, of Division, is thanked by Mr. O. B. Fensholt, 208 West Washington Street, for the consideration shown him when crossing the street with a baby carriage. He wishes to extend his appreciation for this act of courtesy.

Mr. James F. Keating, Room 308, Hotel Bradley, Chicago, writes a note of appreciation for the treatment accorded him when he fell in the street. Supervisor Robert T. Duffy, of the Central Division, went to his assistance and made an effort to determine how badly he was hurt. Mr. Keating also wishes to commend Conductor Martin Size, badge No. 5774, and Motorman Bert C. Greenslet, badge No. 3565, of Cottage Grove, for their gentlemanly manner and thinks that the company is fortunate in having such efficient men in their employ.

Motorman Albert J. Block, badge No. 2355, Cottage Grove, is highly commended by Supervisor H. J. Gleason, of Cottage Grove, for his able assistance during a blockade although he was off duty at the time.

A group of teachers from the Thomas Brenan

School, 11411 South Eggleston Avenue, express their appreciation of the courteous actions of the following employees: Conductor James Noonan, badge No. 11872, Conductor Floyd W. Bassett, badge No. 504, Motorman John Boone, Jr., badge No. 815, and Motorman Alfred M. Boomgarn, badge No. 1425, all of Burnside.

Conductor William F. Gill, badge No. 10416, of 77th, is made the subject of a congratulatory communication from Mr. A. E. Stachel, 10323 South California Avenue, for his excellent enunciation of all streets and important transfer points. Mr. Stachel states in his letter that Conductor Gill is the best announcer he has observed in the twenty years he has ridden on the street cars in Chicago.

Mr. and Mrs. John M. Nosko, 4542 North Kilpatrick Avenue, extend their appreciation to Conductor Clarence M. Mitchell, badge No. 5280, of Elston, for his kindness in allowing them to ride his car when they found themselves short of funds.

Conductor Benjamin F. Robinson, badge No. 994, of Kedzie, is the recipient of a letter of high praise from Forrest A. Kelly, M. D., First National Bank Building, Winfield, Kansas, a stranger in the city, who boarded his car and was given explicit instructions on how to reach certain parts of the city.

Mr. F. C. Kontz, 333 North Michigan Avenue, writes a letter in behalf of Motorman Neil D. Aitken, badge No. 10097, for the excellent operation of his car and also for his courtesy.

Motorman Benjamin Inthout, badge No. 10047, of 77th, is commended by Miss A. G. Mammekool, Instructor, Chicago Christian High School, 71st and May Street, for his presence of mind in averting what might have been a serious accident when one of the pupils stepped in front of the car.

Miss Anna Noble, 3037 South Canal Street, writes a letter commending Motorman John A. Fitzgerald, badge No. 7473, of Archer, for holding his car to enable Miss Noble to board after seeing her running to catch it. "When you think you're going to miss a car and then find out differently, O, boy! what a grand and glorious feeling that is," states Miss Noble in her letter.



Roland, the 27 Months' Old Athletic Son of Motorman William Piastreli of Devon.

DECEMBER PEAK IS COMING

This is the Trying Month for the Men of the Transportation Department

Another calendar year is on its last lap and in this month of December, unlike any other, we are confronted with a problem of furnishing transportation to an ever-increasing number, day after day, until a record breaking peak is reached as we draw nearer to Christmas Day. And we must be prepared for it, be it great or small.

The Motormen and Conductors handling the great number of people that will send this record smashing over the top will do it with the satisfaction that they have performed their part in the best possible manner by—

- (1) A Safe Journey.
- (2) Running on Time.
- (3) A Smooth Ride.
- (4) Being Courteous.
- (5) Efficient Operation.

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

	OCTOBER	Pct. Saving or Loss
Division		
1 Burnside	6.11	
2 Cottage Grove	5.55	
3 Lincoln	4.57	
4 Archer	4.41	
5 Armitage	3.73	
6 Devon	2.97	
7 Lawndale	2.02	
8 Limits	1.50	
9 69-Ashland	1.37	
10 77-Vincennes	0.00	
11 Elston	*1.59	
12 Blue Island	*2.86	
13 North	*3.60	
14 Division	*3.88	
15 Noble	*4.01	
16 Kedzie	*7.63	
Total Points	8.66	
September Points	*3.03	
October Gain	11.69	
* Loss.		

It Certainly Sounded Bad

The judge had just sentenced the negro prisoner to a long term and the guards were taking him out the door when the judge shouted, "Bring back that prisoner. Don't you know better than to use such language to me and in the court room? I have a god mind to add five years to your sentence."

"Honest, judge," said the prisoner, "As didn't say nothin' against you. Ah was just thinkin' that if ah couldn't get justice on this earth ah would get it in heaven, and ah was sayin' to myself, 'God am de judge, God am de judge,' jest like that!"

Conclusions and a moving street car should never be jumped at.

SURFACE LINES BOWLING LEAGUE Team and Individual Standings to Nov. 16— Engineers Are Leading

The Fourteenth Annual Tournament of the Surface Lines Club Bowling League consisting of twelve teams started its season Friday, September 7th, 1928, and have completed the first round (11 weeks).

The Engineering team is leading with 28 won and only 5 lost, while the Building & Schedule team is bringing up the rear. The way some of the boys are hitting the pins this year, looks like the American Bowling Congress of which we are a member, may have to donate a medal for a perfect game (300). Who will be the first one?

The league bowls every Friday (7:00 P.M.) at the Gold Coast Bowling Alleys, located on Clark Street north of Division and all rooters are welcomed.

Below is the Team and Individual Standings ending November 16, 1928:

Team Standing					
Teams	Won	Lost	Pct.	Totals	Average
Engineers	28	5	848	26,687	809
Financial	21	12	636	25,951	786
Electrical	20	13	606	23,430	781
West Shops	18	15	545	27,006	818
Acc. Invest.	15	18	455	27,635	837
West M. & S.	15	18	455	27,429	831
Car House	15	18	455	26,630	807
Transportation ..	14	19	424	27,670	838
Accounting	14	19	424	26,408	800
Track	14	19	424	25,375	769
Building	12	21	364	26,024	789
Schedule	12	21	364	23,898	724

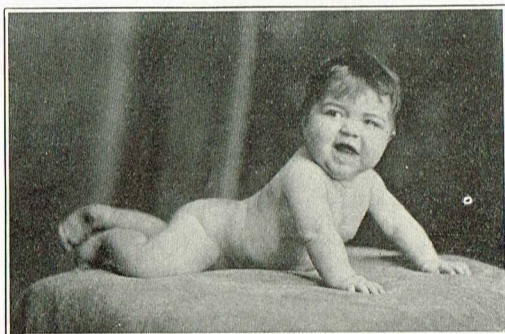
Individual Standings				
Player, Club	Games	Total		
		Pins	High	Average
Demzien, Car House	32	6054	244	189
Zang, West M&S	30	5562	257	185
Wilberscheid, Trans.	21	3884	223	185
Rogers, Electrical	23	4231	234	184
Eger, Acc. Invest.	33	5988	255	181
De Lave, Trans.	33	5902	244	179
Alexander, Engineers	33	5780	225	175
Ebeling, West Shops	33	5778	234	175
Fish, Acc. Invest.	33	5762	229	175
Siers, West M&S	3	525	182	175
Rubey, Accounting	24	4169	236	174
Sedlack, Schedule	33	5676	223	172
Zamzow, Financial	27	4650	225	172
Mirkovitch, Financial	30	5139	260	171
Ambler, Building	23	3903	212	170
Getz, West M&S	26	4429	234	170
Volland, Accounting ..	9	1527	213	170
Altamus, Acc. Invest.	33	5574	222	169
Karioll, Building	30	5058	232	169
Mikulicic, Trans.	30	5051	210	168
Stiglick, Engineers	27	4543	205	168
Glick, Transportation	33	5502	217	167
Wendt, West Shops	33	5521	243	167
Stack, Accounting	30	4977	205	166
Isacson, Building	30	4951	215	165
O'Brien, West M&S	29	4772	226	165
Nuisl, West Shops	33	5416	213	164
Abbott, Track	33	5412	246	164
Collins, Car House	30	4923	233	164
Holland, Electrical ..	9	1475	210	164
Goyke, Transportation	24	3906	201	163
Schima, Engineers	30	4848	213	162

Hauptert, West M&S ..24	3888	200	162
Geiger, Acc. Invest. ...33	5316	215	161
Linn, West Shops ...18	2662	199	148
Figge, West M&S ...27	4310	193	160
Flood, Track27	4307	197	160
Sigwalt, West Shops...15	2398	206	160
Sprenger, Accounting 33	5262	222	159
Gallagher, Electrical ...15	2369	188	158
Nuissl, West M&S24	3784	190	158
Platt, Track33	5209	197	158
Vihnanek, West M&S 33	5194	199	157
Foley, Track33	5170	211	157
Stevesand, Car House 30	4676	202	156
Retzler, Building30	4674	213	156
Nattinger, Acc. Inv. ...30	4669	214	156
Schick, Electrical17	2653	192	156
Lee, Financial33	5081	246	154
Bollinger, Car House ...30	4617	232	154
Coates, Accounting ...23	3537	203	154
Ryan, Financial32	5049	189	153
Renner, Engineers33	5024	195	152
Jann, Accounting33	5021	192	152
Eoness, Electrical21	3161	211	151
Schenck, Electrical ...13	1949	190	150
Phaus, Schedule30	4457	179	149
Linn, West Shops ...18	2662	199	148
Stoll, Building33	4860	190	147
Urquhart, Electrical ...29	4145	198	143
Kubala, Schedule ...30	4230	183	141
Streeter, Electrical ... 3	422	163	141
Cummings, Financial ...30	4203	189	140
Tomin, Schedule12	1672	156	139
McRea, Acc. Invest. ... 3	412	144	137
Roesler, Building26	3531	175	136
Ruzick, Track33	4377	168	133
Figg, Building 6	796	168	133
Hewitt, Engineer 9	1184	169	132
Dahl, Accounting 3	373	143	124
Forty, Schedule 3	365	140	122
DeGrazia, Schedule ... 3	357	142	119
Fisher, Schedule30	3552	162	118
Fathaver, Building ... 6	623	114	104
Wiegthman, Schedule. 3	306	113	102
Johnson, Schedule 3	301	116	100
Blare, Schedule 6	587	108	98
Gilmore, Building 2	193	99	97

High Individual Average—3 games (1st)
Demzien 219 1/3 (2nd) Zang, 219 1/3.

High Individual Average—3 games (1st)
(2nd) Eger, 255.

D. O'Brien, Chairman; H. Sprenger, Secretary.



Janet, 18 Months Old, Granddaughter of Mottorman R. J. Devine of 77th Street.

SURFACE LINES POST

The American Legion

The post officers for 1929 will be installed at the Club Rooms, 40 South Clark Street, on Friday, December 21, 1928, at a joint installation with the Auxiliary. All ex-service men are invited to attend.

The Post and Auxiliary are planning on supplying baskets to the families of needy ex-service men at Christmas time. If you know of a worthy case, please get in touch with Commander McCauley, South Shops, 7749 Vincennes Avenue.

If you are not already a member of the American Legion, we wish to point out a few reasons why you should belong.

The American Legion offers the best opportunity for you to testify your loyalty and service during the war. The lapel button of The Legion is a notice that you did not fail when your country called, and you still subscribe to the patriotism and Americanism for which The Legion stands.

Without the Legion button, the service man has no way of differentiating himself from those who did not go. You may have served, but no one knows it.

With the Legion button, you quietly but effectively identify yourself as one of America's veterans, and as an active participant in the work of a patriotic society which is dedicated to the preservation of American principles. You place yourself as both a wartime and peacetime patriot and true American.

As veterans, we should have a justified pride in our service. If anyone were to assert that we had not played our part as men and as Americans, we would quickly resent it.

We should be proud that we can join the American Legion. There are many young men who would be glad if it were possible for them to join, but as they did not serve, the Legion is not open to them. Those who did serve and who have not up to now come into the Legion are sending in their applications to the various posts daily. They are proud they answered the call, and they want the world to know it.

The Legion's great day is ahead. Its strength and influence grow daily. With each new success it becomes stronger. Its principles and service commend it to all. It is far better to be in the American Legion than to explain why you are not.

Surface Lines Post No. 146 has been organized for the past four years and has consistently increased its membership each year. The present officers before going out of office would like to give the new officers a good start in their membership drive. We invite you to join Surface Lines Post. See any member of the Post, or write The Adjutant, South Shops, 7749 Vincennes Avenue.

Departments and Divisions

Engineering Dept.

Mathew Cox, watchman at 69th and Emerald, one of our oldest employees, is on the sick list and we hope he will have a speedy recovery.

Rumors still persist that Al Becker and Dick Holland have completed negotiations with Paddy Harmon for entrance in the next six-day bike races. They should be a formidable team, considering bulk, as the lap stealers could never pass them. Watch your bikes, kiddies!

Vaughn McAllister recently announced the acquisition of a bride. Congratulations, Mr. and Mrs. McAllister. Mac invested in cigars and the boys enjoyed them immensely.

Walter Klotz has one of the new glorified flivvers, so watch out. If they don't catch you speed, they will pinch you for parking.

E. Coutre has deserted the single ranks. Ed fooled us all and was married November 24, 1928. Congratulations to the new Mr. and Mrs.

Charles Sundberg, Section Foreman in the Track Department, is slowly recovering from injuries received by being struck by an automobile. We all hope to see Charlie back at work soon.

Mike Dinneen, Inspector in the Street Opening Division, underwent an operation at the Washington Boulevard Hospital on November 17th. Mike was doing well at this writing, and has everybody's best wishes for a speedy recovery.

The wife of Harry Dorsch, Foreman in the Northern Track Division, died on November 2nd. The sympathy of all of his fellow employees is extended to Harry and his family.

Transit.

Electrical

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

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

Ben McFarland is the new office boy.

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

H. M. Essington.

Accounting

Michael Kelly, our new office boy, transferred from the Token Department shows good future possibilities, judging from his pep and enthusiasm.

Our sincere sympathy is extended to Mrs. L. Hagberg in her bereavement by the death of her husband, Mr. G. Bauman, the Board of Supervising Engineers representative by the death of his mother, and also Mr. E. Marks by the death of his brother-in-law.

Miss Jean Marshall has resigned her duties as clerk in the Pay Roll Department.

We want to take this opportunity to introduce Misses L. Oesterreich, Comptometer Operator and L. Dyson, Pay Roll clerk.

We most heartily welcome Misses T. Berkowsky, M. Vauhlman, A. Kreps and Mr. L. Schon, transferred from South Shops and Mr. F. Getz, transferred from West Shops.

T. F. Coan.

Legal and Accident Investigation

Miss June Schoentgen is back at work after three weeks disability from an auto accident, apparently in as good health as ever.

Miss Bernice Hines sprung a surprise on the Department by announcing that on June 9th, 1928, she was united in marriage to Elmer Manske, brother-in-law of Mrs. Florence Manske of this department. The happy couple are now residing at 4225 Potomac Avenue.

A new member of the Department of Accident Investigation is Mr. David R. Watson, who entered our service on November 19th, as an attorney in the Department. He has been for several years in the general practice of law before entering the employ of the Surface Lines.

Blackstone.



Vivian, 7; Pearl, 5½, and Vera, 4, Children of Conductor William C. Boggs of Division.



Here's Vera Boggs All by Herself in a Fancy Costume.

Schedule and Timetable

Two Benedicts—not wanting to turn on the spot light too suddenly, we delayed announcing that John Frazen and Jas. McDermott have taken unto themselves life partners. Best wishes for a long and happy life.

Two New Daddies on November 3, 1928—M. B. O'Neill is the proud daddy of a fine baby boy who arrived November 3, 1928 at St. Joseph's Hospital. Mother and boy are doing fine. That same day a young lady arrived at the home of Wm. Devereux, this being his first of course he is a happy daddy too. Mother and baby are doing fine. Congratulations boys.

Wm. C. Brandes who has been at the hospital for several days has gone to his home in Fort Madison, Iowa, to recuperate. Hope to see him back soon, as well as ever.

While playing football several weeks ago John Handlon broke a bone in his foot, putting him on the sick list for several weeks. He is now able to be out again. No more football this year, John.

Earl V. Essington is at the Ravenswood Hospital slowly recovering from a very serious operation he had to undergo. He is making such progress towards recovery that he can now receive visitors. Our best wishes for a speedy recovery.

We are indebted to Fred Excell for the crop of pumpkins he brought down to those in the department who like pumpkin pie; and who doesn't like pumpkin pie? The latest count is an even dozen pumpkins that Fred brought down. If we don't soon have a real frost to kill off the rest of the pumpkins, somebody will have real pumpkin pie all winter.

A Merry Christmas and a Happy New Year to all!
G. Weidenfeller.

Shops and Equipment—North and West

West Shops: Miss Caroline Johnson, who was taken suddenly ill two weeks ago, is improving, and we all send our best wishes for a speedy recovery.

Carl Gerlach has also been on the sick list for the past week, and we hope he will soon be well.

Our sincere sympathy is extended to Jimmie Maher, whose Mother passed away October 26th.

Delayed News Item: Donald Sterling, our own Gene Tunney, must have been so engrossed in reading about two weeks ago, that he forgot to take off his golf togs before coming to the office.

Devon: Mr. J. Duffy, repairman, was struck by an automobile November 6th, and was badly bruised. We wish him a speedy recovery.

North: Bill Filson has been on the sick list, and is not able to attend the usual soccer games on Sunday. The boys hope Bill will be back on the job soon.

Matt. Polowski must have had a nightmare, as he reported for work the other morning at 6 o'clock instead of 8. We wonder if he met Fritz.

Elston: We extend our sincere sympathy to F. Jensen, in the loss of his wife.

Some of the boys were made rich on the

recent election, while others did not fare so well.

Anyone having pets with teeth to extract, see our dentist, L. Nystrand.

Blue Island: In sending a letter to his brother, Jennings dropped a ten dollar bill in the mail box and attempted to buy groceries with the letter.

Maskalas, who fixed wooden shoes across the pond, and now handles brake shoes, says the shoe business reveals many good advantages.

Limits: We had our picture taken again for winning the Pull-In contest, which is shown on another page.

Division: The members of Mr. J. Schwartz's family are growing and a Ford is too small to carry them all, so he bought a larger sedan.

L. Demzien says a victrola is too much like work, so he now has an all-electric Stewart-Warner radio.
Jane V. McCarthy.

South Shops and Carhouses

We are sorry to report that Martin Van Ells, Blacksmith at the South Shops for a number of years, passed away on November 16th. Our sincere sympathy is extended to his bereaved family.

John Sake is batching it these days. His wife who was so sick a few months ago has recovered and is visiting relatives in Michigan.

Joe Birmingham, Machine Department Clerk, has been laid up for the past few weeks with rheumatism. We hope that his recovery will be rapid.

We hope to see J. Hopkins, Tin Shop Foreman, who has been sick at home, back on the job real soon.

A. Jones, Clerk, 69th Street, is the proud daddy of an 8 lb. boy. Mother and baby are doing just fine.

We are glad to hear that P. Burke, Stationary Engineer, has returned home from the hospital.

A. Klann, Car Repairer, Archer, has returned to work after a 3 month vacation in Oregon. He reports a very enjoyable time.

J. P. McCauley.



Betty Jean, Aged 2, and William Dixon, 9 Months, Children of Conductor Albro of North Avenue.

Bo—Say, what is liumburger cheese composed of?

Joe—Limburger cheese ain't composed of nothin'. It's decomposed.

Around the Car Stations

Cottage Grove

The Accident Prevention meetings recently held at this depot were well attended, about 600 trainmen being present at both meetings. Superintendent Evenson and Mr. Pasche, Supervisor of Accident Prevention, gave us some interesting and instructive talks. Then Superintendent Evenson called upon Division Superintendent C. Cricks for a few remarks and the trainmen gave one continual cheer until Mr. Cricks put up his hand for silence. Mr. Cricks in well chosen words asked the trainmen for their loyal support and co-operation and to try and win some of the different contests which are now being carried on. Our Assistant Superintendent H. Hooper also called upon for a few words, was cheered most heartily. He said he was glad to be back with the boys at Cottage Grove again, and needless to say we are glad to have him with us.

Conductor J. F. Doyle recently returned from a 2 months visit to Ireland, seeing the beautiful scenery from the top of the busses in the different parts of Erin more especially the West coast of Ireland.

Assistant Superintendent H. Hooper has just returned from a hunting trip to Piper City on a farm owned by Ex-conductor R. R. Carr, formerly of Cottage Grove depot. Harry brought back a fine lot of rabbits which he and his son shot.

Conductor J. A. Dorval has been confined to the Hospital for several weeks. We wish him a speedy recovery.

The sympathy of the trainmen is extended to Conductor Schlick on the death of his father and Conductor C. F. Malloy on the death of his mother and Conductor Sillery on the death of his brother.

J. H. Pickin.

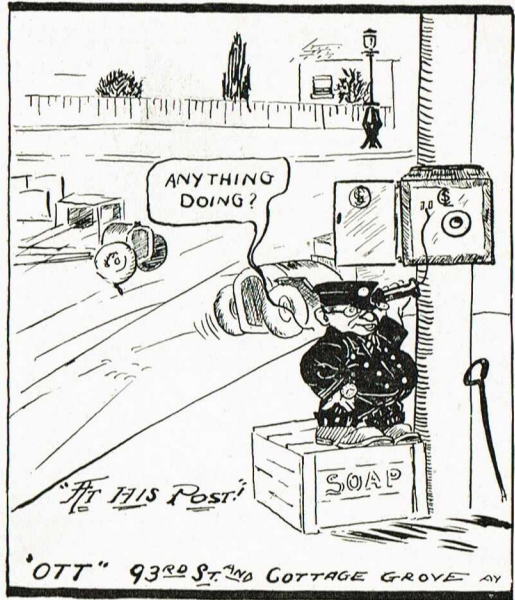
Burnside

It has been reported that Motorman Harold Smith laid off one day and planted two trees in his front yard. During the night the trees disappeared. The next day we are informed that Supervisor Theis had two new trees in his front yard. Buddy Deam our Train-Room-Orator now talks on his new subject, "Trees That Pass In The Night."

Ask our good Friend Floyd Bassett about the (\$1.40) ice cream soda he purchased at 63rd Street and Dorchester Avenue. We wonder if his better half knows he is such a good sport.

The subject of SNOW was taken up at the last regular meeting of the Burnside Trainmen's Glee Club. It was unanimously voted that no snow, ice, sleet or cold weather be scheduled for the second division for the coming winter.

The Mayor of Chesterfield Motorman Pat Loomam is now the proud owner of a lost article which he found some time ago while en route over the South Deering line. Of course we hardly believed anyone would call



for it. Why not send the contents to your Uncle on the farm in Ireland.

W. D. Frank.

Seventy-Seventh

At the last meeting of the club, the directors took action to buy another billiard table and have installed same. This makes two billiard tables and four pool tables for the boys to enjoy themselves with this coming winter.

Conductor Bill Carroll is back on his run again after having passed through a successful operation.

Conductor T. J. Dacey No. 2 has become a Benedict and to Mr. and Mrs. Dacey the boys extend their congratulations.

Receiver George Miller has been appointed to the office of Treasurer of the Club, vice Wm. McConnell, resigned. Billy states the duties of his new home need all his spare time.

Motorman John (Jack) Hogan states he had a wonderful time on his vacation down in Indiana.

Motorman Joe Hennessy is now convalescing at home after having been operated upon at St. Benards hospital.

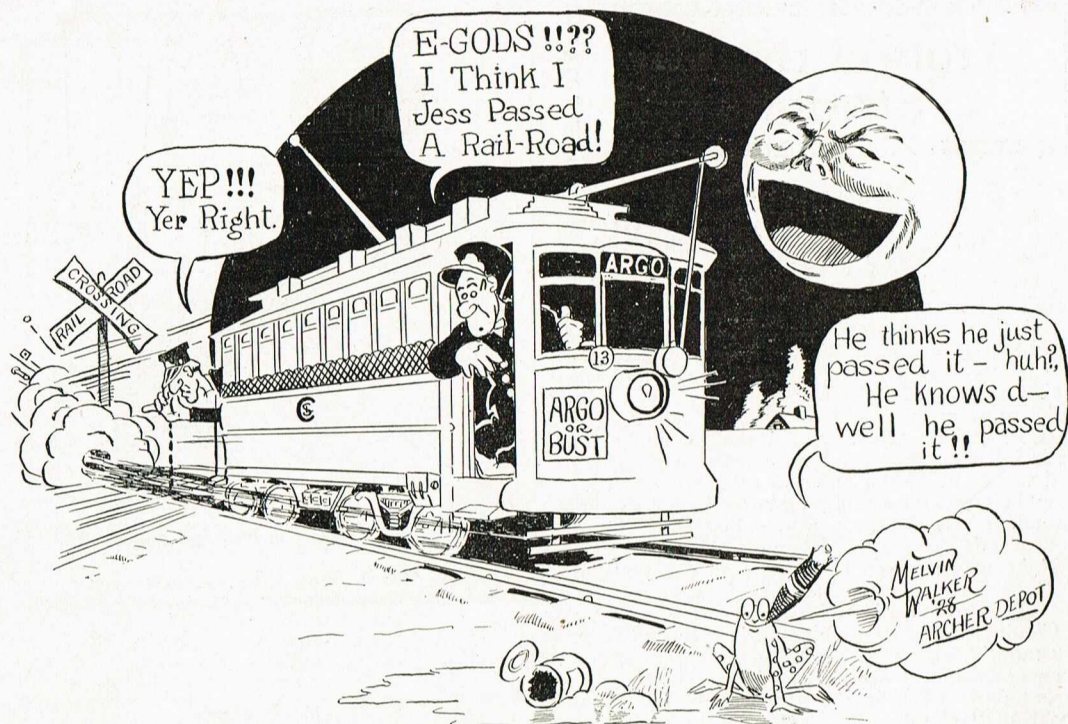
The next few weeks are going to be our heaviest and most tedious on account of the Xmas rush. As we operate three trunk lines that enter the loop we are going to handle a large amount of shoppers. Let us live up to our reputation for courtesy, which means helping the children and their parents to see Santa Claus, pleasantly and safely.

Motorman John Douglas has gone on his vacation. John states everybody can't be fishermen, some have to be Eskimos.

Conductor Paddy Reynolds states he is leaving for California on a vacation. Here's good wishes for a well-earned vacation.

Motorman W. A. Callahan has returned to work after having passed through a successful operation. Glad to see you back Cal.

The Accident Prevention meeting was held



The Crews of Argo Cars Will Appreciate Cartoonist Walker's Idea of the Wrong Way to "Run the Crossing."

on November 2nd, with a large attendance. The talks by Mr. C. H. Evenson and W. Pasche were very instructive and interesting and it behooves us to follow the instructions as expressed at this meeting. A story by Superintendent W. A. Bessette was unexpected and received a good hand.

A new recruit to Professor Willettes Gym class, Charlie Kreiner, is welcome. Now is the time to enroll in the class for the winter months.

Motorman Tom Jorstad has left on his annual vacation in Southern Illinois. Tom usually brings home the bacon in the form of ducks.

The following trainmen state the arrival of youngsters at their respective homes, namely, Conductor W. F. Gill a boy, Conductor W. F. Hart a boy and Motorman E. F. Tyrey a boy. Congratulations boys, may our tribe increase.

The past month has seen the passing away of relatives of the following trainmen: Mother of Motorman Henry Roth, Brother of Conductor E. H. Hamilton, and Brother of Conductor M. J. Sillery. To the above trainmen this division offers its sympathy in their bereavement.

C. A. Gylling.

Sixty-Ninth

A new baby girl weighing 8 lbs., 4 ounces came to the V. P. Chekala home on October 24th.

A son and heir was presented to G. J. Foertsch on November 6th. Weight 8 lbs. 10 ounces.

Since Mr. Mike Hennessy went to the Orangeman's dance held at Viking's temple on Saturday, Nov. 3, they are telling it around that Mike is slightly color blind but he had a royal good time.

Conductor M. J. Lavin was happily married on Saturday, Nov. 24th to Miss Catherine Duffy. St. Thomas church was the scene of the wedding.

Motorman Charles Hosang is known as a mighty obliging fellow around the depot. He is also a mighty good musician and on the occasion of our Accident Prevention meeting on the evening of October 26th he brought in an orchestra of his own assembling and furnished us, free of charge, with some fine music. During the afternoon T. J. Hincks played the piano for us also gratis. We want to thank all these musicians once again for their services.

The efficient crew of car 5115, E. C. Bassett and F. C. Larsen deserve creditable mention for transferring their passengers with no delay and taking their car to the depot after they broke an axle at 55th street on November 6th.

Division No. 4 wishes to express sympathy to Motorman J. J. Covey in the loss of his Mother who passed away Nov. 13, 1928. We also want to extend sympathies to the following motormen: W. M. Rogers who lost a sister on November 5th, 1928, Motorman J. Delohery whose wife passed away on November 12th, 1928, and to Motorman J. L. Kelleher who lost a brother on November 9th, 1928.

An automobile blocked the track at 39th and

Halsted early on the morning of November 7th so that when T. O'Brien and P. Thorgeson, the crew of Racine Avenue car No. 5122 came along, they called a wreck wagon but instead of waiting for same re-routed their car over Root street and did away with any delay.

On a recent Saturday afternoon Motorman J. J. Quinn and J. G. Schwertfeger were headed Westward on 63rd street with a heavily loaded car and on follower when the car developed motor trouble. At Robey street the car was ordered unloaded and this occasioned considerable dissatisfaction among the already disgruntled passengers. For a resourceful crew however this was a small matter soon remedied. They simply hailed an approaching Eastbound car, which carried only a few persons, exchanged cars with Motorman J. A. Byrne and continued Westward with pleased passengers.

W. L. Pence.

Archer

The amusing smile that covers the countenance of Motorman Joe Fregeau (commonly known as Joe Pipes) is beyond telling, when reporting the arrival of Joe Jr., 10½ pound boy, on Tuesday, November 6th. Joe now assumes the duty of daddy and a proud father.

Boys let us put in our best licks on the Accident Prevention contest and see if we can't jump a few points on the remaining months. The last chart shows us in Ninth place which is only five points from first place. A little effort on the part of each trainman, it would be easy to slip in first place and the Trophy is ours.

We regret to announce the passing of Motorman Bernard J. Benson, another of our veterans having been employed in the train service since December 9th, 1919. He well merited his position and was well liked by his fellow employees. Died November 8, 1928 and was laid at rest November 12th. Funeral services from St. Leo's church. His memory will live long with his co-workers who extend their condolence to his family.

Motorman Frank Runowski stepped off on Saturday, November 17th, and made a flying trip to Crown Point, Ind. The result was wedding bells. Frank is somewhat shy in breaking the good news, but from good source comes the report of joyful tidings. Congratulations Frank and may all your troubles be little ones.

We were again honored with the presence of Mr. C. H. Evenson, Superintendent transportation and Mr. William Pascha, Supervisor of Accident Prevention on November 5th, which was greatly appreciated by all. The instructions, refreshing our minds on the rules and the sound advice given from the front lines should instill greater thought for careful operation. From this meeting many lessons were learned which should be of great benefit to all in our daily line of work. Your Division Superintendent Mr. D. F. Bowles was proud of you for the interest taken and for your good attendance.

Have you noticed our rejuvenated starters all dressed up in their new attire, puttees, new



Motorman E. L. Berg of Devon with a Couple of Traverse Bay Prizes

regulation cap and the inspiring starter's badges. They are real good looking fellows now.

Blue Island

The following were presented with new arrivals:— J. Kviatkoski was presented on November 7th with a 9 lb. boy; W. Hellyer was presented with a 7 lb. boy on November 9th; P. Tenca was presented with a 7 lb. girl on November 10th; J. Kosmach was presented with an 8 lb. boy on November 10th and J. Hardek was presented with an 8 lb. boy on November 14th. We wish all the babes the best of health and luck.

Our sympathy is extended to the following and their families in their recent bereavements: J. Alm in the loss of his father-in-law; G. Beilfuss in the loss of his wife.

James Cavanaugh, on November 6th, took unto himself a Life Partner. We all wish you both the best of health and luck in the coming years.

J. Spulak while out hunting one day thought he would rather catch Squirrels than shoot them and succeeded in catching one but it held on to his finger and he had to shoot it in order to get it to let loose. Don't ever try to catch them again, Spulak.

The writer wishes you all a Merry Christmas and a Happy and Prosperous New Year.

C. P. Starr.

Kedzie

Patience + Politeness = Passengers.

Motorman A. Yantis and Conductor J. J. Brennan report the arrival of a youngster at their home. Congratulations.

Conductor J. L. Kapper was married Saturday, October 27th. We wish them a happy journey through life.

Our sincere sympathy is extended to the bereaved families of Conductor Ed. Smalley and Motorman M. J. Dunn both meeting their fate by hit and run automobile drivers.

Our popular clerk Doc. Brady has fallen at last and joined the ranks of matrimony. Hearty congratulations and a prosperous married life. We understand the bride likes salted peanuts and jelly beans.

C. Sonders.

North Avenue

The gradual influx of new words and terms into the peculiar lingo which streetcar men use among themselves in conversation pertaining to the business has been particularly noticeable during the past year.

Conductor "Rags" O'Brien calls the evening rush trips the "five o'clock sprints." Conductor George Graco calls a traffic tieup a "jam." Henry Conrad speaks of boarding and alighting accidents as "spills." Andy Musoff calls a lost trip a "lost lap." Receivers Hansen and Schwabe are always talking about "supper reliefs." We went down to the bike races the other night and found all these boys and a few more yelling encouragement to their favorite riders. We saw Conductor Teddy Lind too but he didn't see us as he only wakes up for the jamming. Anyway these boys are hot fans and talk it.

Another all in the depot wedding. On Sept. 7 Miss Irma Roggeman, daughter of Conductor A. Roggeman, was united in marriage to Mr. Hans Abraham, son of Motorman Abraham. North Avenue wishes the young people success in their venture.

Conductor J. H. Sprague announces the arrival of a boy weighing 7 lb. 13 oz., October 28.

The correction sheet for November 11 showed 10 shortages and 5 overages, a total of 15 mistakes on over 675 turn-ins. Our boys are certainly learning to "figger."

We are deeply grieved to learn of the death of one of our popular young conductors, Harry Henningsen, who was killed in an auto accident November 13. Harry was married a few weeks ago and the sympathy of all North Avenue men goes to his bride and family.

We climbed back on top in the witness getting contest and are doing our best to stay there but it looks like we are headed for the cellar championship in the accident prevention contest and for no apparent good reason. It can't be that we have let loose and decided to let the other depots walk away from us in this race because that is not the North Avenue way of doing things. Heretofore we have made the other divisions fight for everything they have managed to top us in, and we are still "that kind of a guy." There is still time to greatly improve our standing in this contest. Remember what the Boston Braves did in 1914.

Conductor Wally Berg is the proud daddy to a little lady weighing 7 lbs., who arrived November 8. Wally was right on the job with the cigars.

Heartfelt sympathy is expressed to Conductor E. Kremski who lost his five year old daughter during the past month. To Conductor Ehlers who lost his mother and to Conductor T. Fitzpatrick who lost his wife.

We can greatly improve our standing in the courtesy contest with a little more tact in the handling of the public. This is each man's individual problem and in every case it is his own conduct alone which determines whether we get a "rap" or a boost. It's cutting down the "raps" that improves our standing.

Night watchman August Detloff wishes to thank all the North Avenue men for their kindly expressions of sympathy at the pass-

ing away of his wife and wishes to thank the boys of the repair department for their beautiful floral offering.

Our boys certainly turned out for the Roller Skating night at the Madison Skating Rink. The faces we saw there enjoying the evening cannot be printed here due to the shortage of space. However, we just cannot keep from telling you that Harry Herring was seen cavorting around the floors just as spry as any of the younger men. You certainly did well, Harry. Just to show that we have some expert skaters around us, Motorman Chas. Conroy won the "Alligator Race," Motorman Rodger Reed won the sack race and Motorman Jerry Hofman was the victor of the pillow fights. "Baldy" Conroy, if you will remember, won the sack race last year. In all, our boys "took" three of the four events of the evening. Those that attended are unanimous in thanking the Club and so far, all of them say "Give us more."

C. A. Knautz.

Armitage-Division

John O'Conner says look out for the man with the derby hat. John likes to ride in the new Ford but not at night.

The trainmen on Western Avenue and Belmont thank the parties responsible for putting new lights on the bridge at Western Avenue over the river and at Belmont Avenue and Rockwell Street.

This is holiday time. Watch the kids while they are riding with you. Don't let any of them get hurt on our cars.

We are second in the Accident Prevention contest. Let's try and be first. No boarding or alighting accidents will help us.

Motormen use that gong, it will keep the auto driver from pulling out in front of us and help bring the Ninth Division to the top.

The less accidents we have the easier it is to keep on schedule.

Mr. Johnson, Chief Instructor, gave us some good advice, remember what he told us and act accordingly. Mr. Johnson had two good helpers, Gagler and Carlin, if you slip ask Gagler or Carlin to help you before you get into trouble.

Bad rail is here; stay away from your leader.

L. R. O'M. C.

Elston

The members of the Elston Avenue Gun Club made their annual pilgrimage to the Hunting Grounds in pursuit of the elusive Pheasant. Chief Gunner Norcott has not come across up to the present time with the official report as to the success of the drive.

Conductor J. Foley and Motorman T. Stanley are wearing a big smile. The reason: Increase in the family. Congratulations.

We wish to extend our sympathy to Conductor Frank Dahldorf in the loss of his Father.

Well boys, note the way we stand in the following campaigns: Witness Contest, Third; Courtesy, Fifth; Accident Prevention, Seventh. Not so good for us. We can do better, so let us get busy and push Division Ten over the top.

E.

Lincoln

Motorman E. P. Zechlin, badge No. 547 and on run 48 stole a march on the boys and put one over on them, by getting married. No one has been able to find out the exact time, place, or the girl but it happened last month some time. Here's wishing them luck and happiness.

Another one of the old timers has gone from our station. Motorman James J. Gordon, died following an operation and was buried Tuesday Nov. 20th, at Fairmont Cemetery.

Only a few months more of the Accident Prevention contest for this year and the Lincoln boys are slowly coming to the top, being now in 3rd place. Go to it boys, and make the top as we haven't so much time left. It's better to get to the top and stay there than at the end of the contest be one or two behind. H. Spethman.

Limits

Paul Pinzke, son of Cond. Arthur Pinzke, has just been made Installing Master of the Boy Builders, Integrity Chapter, much to the delight of his father.

Our old friend Conrad (Horseshoe) Holzschuh is now at Swedish Covenant Hospital, Room 356. This hospital is located in the vicinity of Foster and California Avenues. "Horseshoe" will be pleased to have a few of the boys come up to see him for old times' sake.

We regret to report the death of the 6 year old son of Mot. Matson. Little Bobby was struck by a truck at Belmont and Sacramento Oct. 30th while coming home from kindergarten and killed almost instantly, suffering a double fracture of the skull. Funeral was from Hultin's chapel at Clark and Belmont; interment Irving Park Blvd. Cemetery. Our deepest sympathy is extended to the bereaved parents.

Samuel B. Fisher is at Alexian Bros. Hospital, Room 427. He says he is always glad to see a familiar face come through the door and he would like a few of the boys to come up to see him. We are looking forward to Sam's early recovery. E. G. Rodgers.

Bus Division

The boys are all glad to see Operator "Charlie" Russell back again after a severe spell of illness.

We notice that Repairman Al Baker is not driving his Pontiac lately. We suggest the Chicago Motor Club's Towing Service as a remedy for hard starting in cold weather, Al.

Repairman Sig Clark has rejected numerous offers of hats and caps. He is, however, in search of a pair of old fashioned ear muffs. Apply: S. E. Clark, Grand & Leavitt.

Fag.

First Salesman: "That young bride worships her husband, doesn't she?"

Second Salesman: "Well, she places burnt offerings before him three times a day."

"Say, Sandy, why did you have only one of your twins photographed?"

"They looked so much alike, it was nae use to spend the money getting pictures of both."

CLUB SPARKS

Successful Costume Party

The Hallowe'en Dance and Costume Party given at the Club House on the night of October 27, was one of the most successful and enjoyable parties ever given by the Surface Lines Club. Mr. R. J. Rumatz of the Track Department was chairman of the committee in charge of the party and it was due to his untiring efforts that the affair was such a success. He and his committee designed and hung the decorations that were so pleasing to the eye, and which brought forth very favorable comment. The music was excellent, the favors were all noise producing, and the cider and doughnuts were served by such charming young ladies, that there was a steady line of young men waiting to be served. There were many striking costumes that added to the scenic effects, and every one present seemed to be having a wonderfully good time. Florence Cherrington, a guest, won first costume prize. Esther Sandstrom of the Schedules Department, won second prize, Phyllis Dobson and Dorothy Deahl, both guests, won third and fourth prizes, and Bill Schenck, Jr., son of our own Billy Schenck, won fifth prize. Marie Sullivan and N. Deutsch were pressed into service to lead the Grand March.

A REGULAR MAN

This I would like to be—braver and bolder,
Just a bit wiser because I am older,
Just a bit kinder to those I may meet,
Just a bit manlier, taking defeat,
This for the new year, my prayer and my plea,
Lord, make a regular man out of me.

This I would like to be, just a bit truer,
Less of a wisher and more of a doer,
Broader and bigger, more willing to give,
Living and helping my fellow worker to live,
This for the new year, my hope and my plea,
Lord, make a regular man out of me.

This I would like to be, just a bit finer,
More of a smiler, and less of a whiner,
Just a bit quicker to stretch out my hand,
Helping another who is struggling to stand.
Joyce Kilmer.

Teacher: "Now, Willie, if James gave you a dog and David gave you a dog, how many dogs would you have?"

Willie: "Four."

Teacher: "Now, dear, think hard. Would you have four if James and David each gave you one?"

Willie: "Yep. You see, I got two dogs at home now."

Guide (an ancient castle): "This is the moat. Are there any questions you would like to ask?"

American: "Yes. How could a fellow get one of those in his eye?"—Life.

Cleaning Windows of Frost

A good view is what a motorman wants and needs. The right move and quick action which at times consumed few seconds has prevented serious accidents. Imagine the result if you had not been on the alert and acted quickly. With frost on the window you cannot see to do your work efficiently.

Coming south on State Street one morning with a cold wind blowing, I observed the motorman looking out of a space about a foot square and it got me thinking how to eliminate it. I saw a barrel of water to be used on electric switches and saw them using salt in it and on switches so I reasoned, "Why can't I have salty water on the window if it won't freeze?" When I got home I

got a small empty tobacco sack and filled it with common table salt and the next morning going downtown with a cold wind blowing and 10 passengers on front platform, their breaths and heat from their bodies caused the inside of the glass to frost up so that I could barely see where I was going, but by the persistent rubbing of the sack of salt on the window I got a solution of salty water which gave me a good view, did not frost and got me there without accident and very much pleased. It's for your own good that you do it. A cent's worth of salt and an old Bull Durham sack is all. A word from or to the wise is sufficient. Do it today! Put it in your uniform pocket and when occasion arises you are prepared.

Old Timer.

A Smile or Two from Everywhere

Voices in the Night

A little girl was put in an upper berth of a Pullman sleeping car for the first time. She kept crying till her mother told her not to be afraid because God would watch over her.

"Mother, you there?" she cried.

"Yes."

"Father, you there?"

"Yes."

A fellow-passenger lost all patience at this point and shouted: "We're all here! Your father and mother and brothers and sisters and aunts and uncles and cousins. All here; now go to sleep."

There was a pause; then, very softly: "Mamma!"

"Well?"

"Was that God?"—Tit-Bits (London).

The Daughter: "Dad, I want some money for my trousseau."

Her Father: "But, my dear child, I didn't even know you were engaged."

"Good heavens, father! Don't you ever read the papers?"

Lady to waiter in station restaurant—"Did you say I had twenty minutes to wait, or that it was twenty minutes to eight?"

"Nayther—Oi said ye had twenty minutes to ate, an' that's all you did have—and yer train's jist gone."

Wife (reading paper): "It says here that a London man boasts that he has had an umbrella for twenty years."

Her Husband: "That's long enough. He ought to return it."

Boxing Instructor (after first lesson): "Now, have you any questions to ask?"

Beginner (in a daze): "Yes; how much is your correspondence course?"

The Girl's Mother: "If you married my daughter it would kill me."

Suitor: "Splendid! Could I count on that?"

Teacher—"Johnny, if you father earned forty dollars a week and gave your mother half, what would she have?"

Johnny—"Heart failure."

Doctor: "Ever have any trouble with dyspepsia?"

Patient: "Only when I try to spell it."

She (after spending the evening with neighbors): "I think the Smythes are an ideal couple—they think alike about everything."

He: "Yes, but I notice she always thinks first."

The only difference between the modern gold digger and the seventeenth century pirate is that the pirate is dead.

"What do you think of the two candidates for the election?" asked one free and enlightened voter of another.

"What do I think of them?" was the reply. "Well, when I look at them I'm thankful only one of them can get elected."

"They say Smith's wife commands his respect."

"No; he respects her commands."