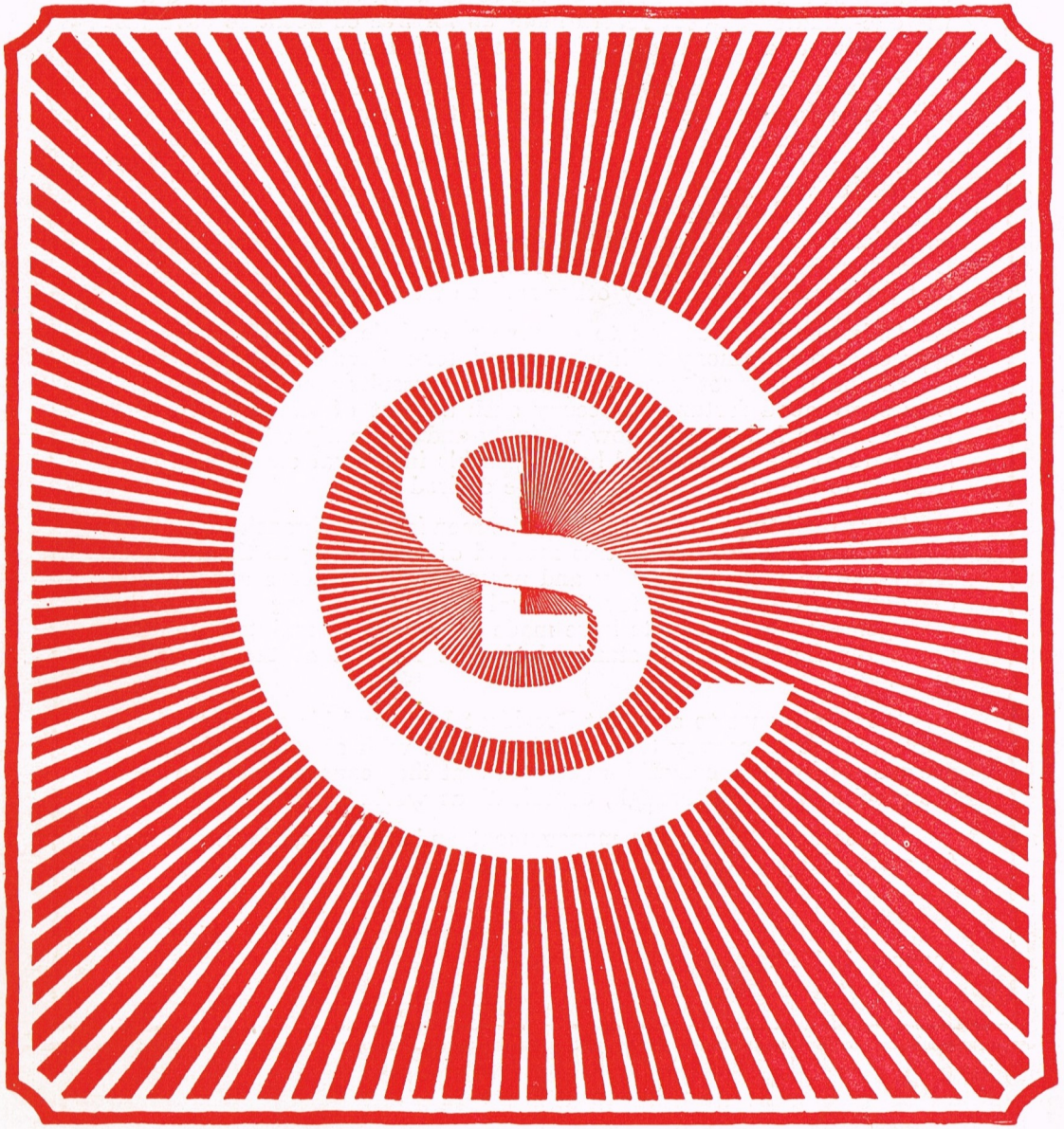
SURFACE SERVICE MAGAZINE

VOLUME 5 January, 1929 NUMBER 10



CHICAGO SURFACE LINES

OFFICE OF THE VICE-PRESIDENT

A Personal Message to the Men of the Surface Lines

In the industrial world nothing is more inspiring than the successful carrying out of a great plan in the preparation and execution of which every member of the organization has participated; and no finer example of the results of harmonious team work can be presented than the one-hundred-percent record hung up for five consecutive days just before Christmas by the men of the Surface Lines.

Other years had made it clear that one-hundred-percent operation of our 3,639 passenger cars was possible on this property. It was missed by only one car in 1925. It was scored for one day in 1926 and for three days in 1927. And the determination to better that record in 1928 was the driving force in the mind of every man having a place in the Surface Lines. Their triumphant success has astounded the transportation world. We reached the high point of our history on Saturday, December 22nd, when we carried 2,934,432 revenue passengers—a record that far exceeds that of any other surface traction system.

Only one in a position to observe the whole field of activity can appreciate the harmony with which the inter-related departments functioned and the smoothness with which the results were achieved, and it was my good fortune to occupy such a point of vantage. No one realizes more fully than I how willingly and efficiently every man bore his share of the burden, and how much his individual enthusiasm contributed to the accomplishment of the desired result.

Thus realizing the fine spirit of the men in every branch of Surface Lines activity, I am taking this method of expressing to them collectively and to you individually and personally my sincere appreciation of your work and thanks for the loyal support you have given to the management. Your efforts have made it possible to maintain and improve the Surface Lines standards in the interest of the public we serve.

It is a pleasure to add that President Blair and his associates have requested me to convey their thanks to you with assurance that they are proud of your accomplishments and that they congratulate you upon the results of your thorough, conscientious work.

Please accept from the management and from me, sincere wishes for a very Happy New Year for you and yours.

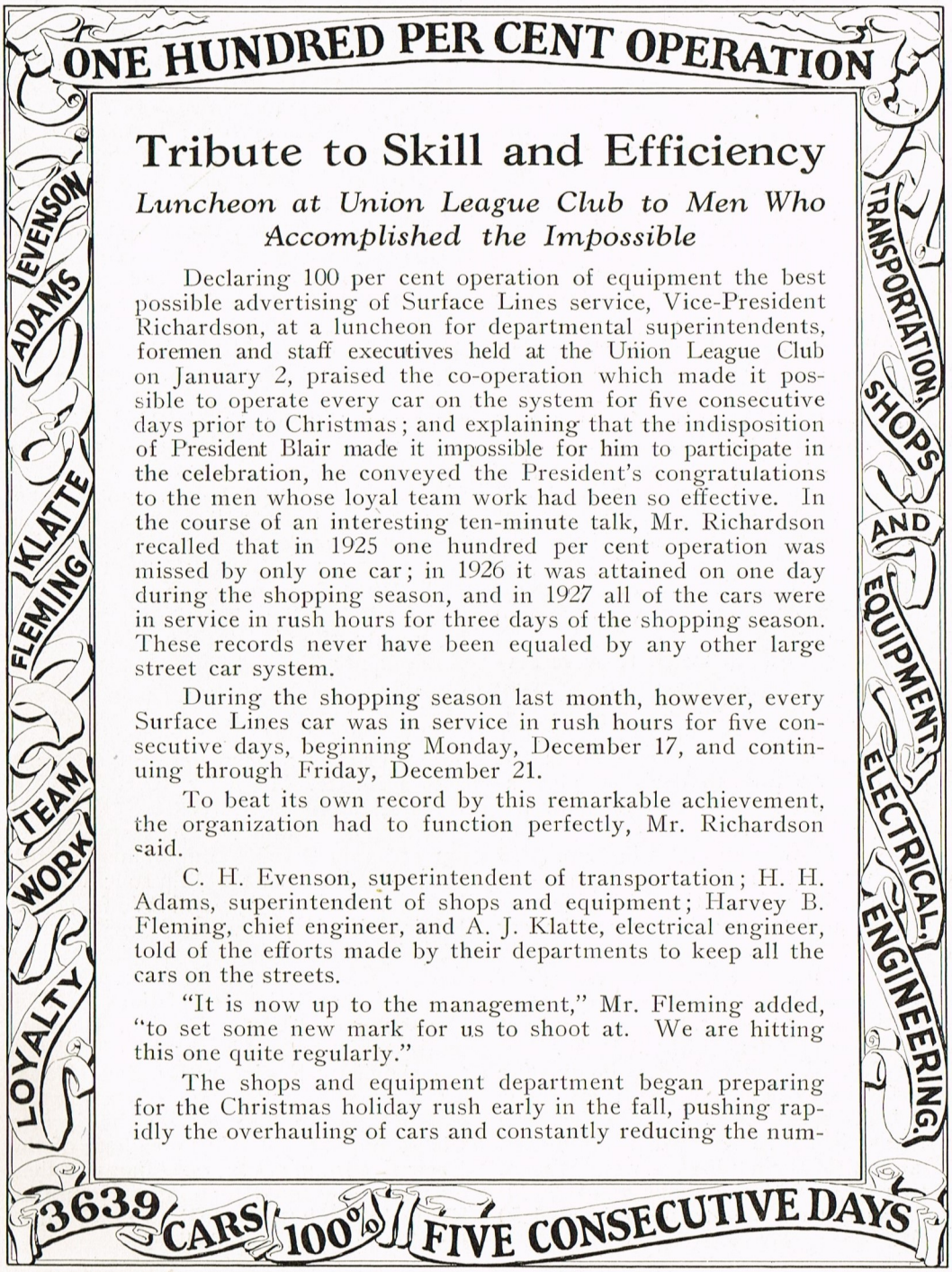
G. A. RICHARDSON
Vice-President.

January 1, 1929.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 5 JANUARY, 1929 No. 10



Tribute to Skill and Efficiency

Luncheon at Union League Club to Men Who Accomplished the Impossible

Declaring 100 per cent operation of equipment the best possible advertising of Surface Lines service, Vice-President Richardson, at a luncheon for departmental superintendents, foremen and staff executives held at the Union League Club on January 2, praised the co-operation which made it possible to operate every car on the system for five consecutive days prior to Christmas; and explaining that the indisposition of President Blair made it impossible for him to participate in the celebration, he conveyed the President's congratulations to the men whose loyal team work had been so effective. In the course of an interesting ten-minute talk, Mr. Richardson recalled that in 1925 one hundred per cent operation was missed by only one car; in 1926 it was attained on one day during the shopping season, and in 1927 all of the cars were in service in rush hours for three days of the shopping season. These records never have been equaled by any other large street car system.

During the shopping season last month, however, every Surface Lines car was in service in rush hours for five consecutive days, beginning Monday, December 17, and continuing through Friday, December 21.

To beat its own record by this remarkable achievement, the organization had to function perfectly, Mr. Richardson said.

C. H. Evenson, superintendent of transportation; H. H. Adams, superintendent of shops and equipment; Harvey B. Fleming, chief engineer, and A. J. Klatte, electrical engineer, told of the efforts made by their departments to keep all the cars on the streets.

"It is now up to the management," Mr. Fleming added, "to set some new mark for us to shoot at. We are hitting this one quite regularly."

The shops and equipment department began preparing for the Christmas holiday rush early in the fall, pushing rapidly the overhauling of cars and constantly reducing the num-

ber of cars in the shops. By the first of December 3,560 cars were available for service, and this number constantly increased during the first weeks of the month until, on Monday, December 17, there was not a single car left in the shops or in the repair bays in the car stations. All of the 3,639 cars were out on the street serving the combined demands of the normal daily workers and the great rush of holiday shoppers.

Some record-breaking repair jobs had to be done in order to maintain this record for the five days.

Car No. 2748 collided with another car at California and Armitage on December 18 and the entire front vestibule was broken in and the platform knees bent out of line. Ordinarily it would have required three days to repair it, but the job was done at the South Shops in nine hours.

On December 19, car No. 3123 was brought into the west shops with a hole in the roof, made when the trolley pole dropped off, tore off its base and part of the light circuit. It reached the shops at 8 A. M. and a crew was set to work on it at once. It was out on the street again in good condition, at 2:15 P. M. Ordinarily the job would have required two or three days.

Throughout the week there were several minor damages to cars which were quickly repaired by the crews in the various stations, but on Friday, December 21, two cars were badly smashed and it appeared for a time that it would be impossible to get them out in time for the evening rush hour.

One of the cars was trailer No. 9019 which was hit in the side by a 5-ton motor truck so hard that the side was caved in and the trucks under the car were twisted. It was a job that ordinarily would have required nearly four days for completion. A large force of men went to work on it, however, at 8 A. M. and it was on the street again at 3 P. M.

Car No. 3074 on the Blue Island line was also badly damaged on Friday. The four front posts were broken, the dash was smashed in, the controller knocked off and all of the air brakes were broken. It was taken into the shops at 11 A. M. and was out on the street again at 4:50 P. M.

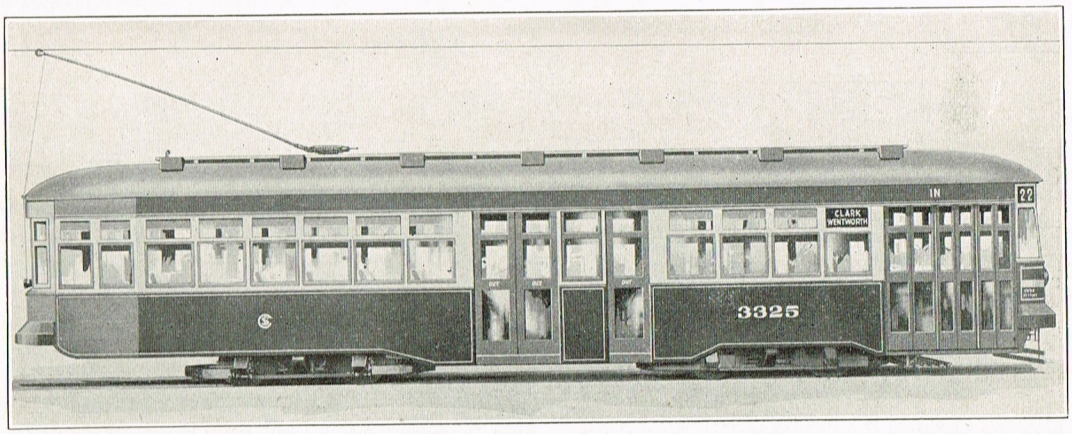
In addition to the record-breaking service given during the week the system also set a new record for rides on Saturday, December 22. The 5,296,081 rides on that day totaled more than on any other day in the history of the local street car service.

Those who participated in the luncheon with Mr. Richardson were: J. Gamen, Day Foreman Cottage Grove; R. Nebelsiek, Day Foreman Burnside; F. W. Meyers, Day Foreman 77th; J. Keane, Day Foreman 69th; R. W. Short, Day Foreman Archer; C. Simpson, Day Foreman Lawndale; H. Hale, Day Foreman Blue Island; W. Krueger, Day Foreman Kedzie; J. Gillen, Day Foreman North Avenue; H. Keller, Day Foreman Armitage; J. Schwartz, Day Foreman Division; W. Goddard, Day Foreman Elston; E. Philips, Day Foreman Noble; A. Bollinger, Day Foreman Lincoln; G. Chamberlain, Day Foreman Limits; P. Radtke, Day Foreman Devon; Frank Abel, General Foreman Carpenters, West Shops; J. D. Newton, Foreman Painters, West Shops; C. D. Mack, General Foreman Carpenters, South Shops; J. Hecht, Foreman Painters, South Shops; Ben. Phillips, General Foreman Carhouses, North and West Division; E. J. Sigwalt, Chief Clerk, Shops and Equipment Department; W. C. Wheeler, Engineer of Equipment; T. H. Shaughnessy and D. McGill, Assistant Superintendents, Shops and Equipment; W. A. Hall and M. B. Quinn, Assistant Superintendents of Transportation; Division Superintendents Bessette, Altemeier, Cricks, Irvine, Bowles, Maguire, McKinney, O'Connell, Bolger, Hayes and Smith; Superintendent of Train Service Employment Peterson; Chief Instructor Johnson; Messrs. Kelly, Schmidt, Figg and Wolfe of the Engineering Department; Superintendent Blakeley of Utilities and Superintendent Becker of Motor Coach Division; Messrs. Bauer, Roper and Jones of the Electrical Department; George Dunlap, Superintendent of Steam Plants; Charles Weston, Advisory Engineer; Dr. Small, Medical Counsel, Department of Insurance; Frank L. Hupp, Secretary of the Surface Lines, and the following members of the Executive Staff: Messrs. Adams, Allen, Crews, Evenson, Fleming, Hamilton, Kennedy, Klatte, McIlraith, Orde, Pasche, Sullivan and Wilkie.

Novelties in Car Design

Features in the Specifications for the Nineteen Twenty-nine Rolling Stock

Early in the fall of 1928 there was a Committee on Car Design and Noise Reduction appointed by the Management, for the purpose of studying car designs in Chicago and other cities, and combining the best features of street car construction into any future cars that would be built. This Committee consisted of Mr. H. H. Adams, Superintendent of Shops & Equipment, as Chairman; Mr. C. H. Evenson, Superintendent of Transportation; Mr. H. B. Fleming, Chief Engineer, and Mr. E. J. McIlraith, Staff Engineer.



After several meetings had been held and discussions on the different types of cars and several designs considered, they were asked to make recommendations for the immediate purchase of a group of cars, as it was felt that more cars were needed in order to give the service we desire to render. The Committee recommended to the Management the purchase of a new type of car for Chicago service. Although the design of the car has not been completed in detail, enough of its features are known so that a brief description can be given.

The new car will be of the single end, double truck, four-motor type, and arranged for front entrance. The front platform will be of the same length as our recent cars, and provided for a triple with entrance passageway. The car is known as the "Pay-As-You-Pass" type, and the conductor is stationed near the center of the car at the point where the exit doors are located.

The exit doors will be of the sliding type, and divided into two groups, one being a single width passageway and the other two combined into a double width passageway. Under ordinary service conditions the double width passageway will be used, and the single width passageway is for the purpose of securing a more rapid movement of passengers at heavy loading points.

The car is designed to accommodate a total of 61 seated passengers, as compared with 51 of the latest previous type, although the maximum number of passengers will not be increased to a great extent. This provides seats for a greater percentage of the total passengers, and is in line with the Management's desire to provide more comfortable transportation.

Inasmuch as the car will be single end, the seats will be nonreversible and will probably be of a much more comfortable type, both as regards construction and upholstery, than anything we have used in the past. Cross seats will be used practically throughout the car.

The car will be approximately 10 inches lower from top of rail to height of roof than our latest cars, and will be

equipped with four motors and 26-inch diameter wheels. The use of the small wheels for the trucks permits the lowering of the floor of the car to such an extent that there will only be one step between the street and the car floor. The four-motor equipment is used in order to obtain a maximum of accelerating ability for the car, and it is expected that the schedule speeds which it will be able to maintain will be measurably greater than the cars last purchased. The cars are intended for single unit operation.

The "Pay-As-You-Pass" principle is new to Chicago operation, but it is in use in a number of the larger cities of the country, and is being adopted in others. It has the advantage of providing a very much larger loading space for incoming passengers and enabling the conductor's duties to be spread out over a greater distance and not concentrated so greatly at intersections. In operation, the passengers will all enter at the front and leave by the center exit doors. Those passengers remaining at the front part of the car will not pay their fares until they leave, but those desiring to pay their fares and go to the rear of the car to be seated, may do so at any time. This provides a loading space of approximately one-third of the car body, in addition to the car platform, for incoming passengers; consequently the conductor can collect fares from these passengers as they pass him towards the rear of the car at any time they desire to pass.

Details of the car construction and equipment have not as yet been settled, but progress is being made on these items, and it is hoped to place orders for the cars in the near future.



Group in Front of the Old 69th and Halsted Street Car Barns in 1890. The Picture Is Owned by B. B. Jones, Still a Conductor at 38th and Cottage Grove, who Is the Fourth from the Left Standing. Sitting on the Window Sill Is the Then Chief Clerk Charles Healy. Standing on the Right with the Straw Hat Is Motorman Manning Still in the Service; Dick Lutton Is Third from the Left on the Bench and Next to Him David Downs, Both Passed On. Seated on the Walk, the First from the Left, Is J. J. Brennan.

Heat Value

It is said that paper can be used effectively in keeping a person warm."

"Yes, I remember a 30-day note once kept me in a sweat for a month."

Never

"Feyther," said litle Mickey, "wasn't it Patrick Henry that said 'Let us have peace'?"

"Niver," said old Mickey. "Nobody by the name of Patrick iver said anything like thot."

The Masculine Spirit

Willie had been naughty and was being sent to bed by his mother, without his supper. He was naturally aggrieved at the feminine sex and tumbled between the sheets without a word.

"Willie," she demanded, "say your prayers."

"I won't."

"Don't you want to go to heaven?"

"Nah. I'm going with papa."

Dick Was at the Party

And He Told Dorothy All About It—Gee! It Was Great!—Santa's Helpers



The Home in the Playlet on the Night Before Christmas.

Both Dorothy and Dick had planned for the Christmas party at the Chicago Surface Lines Club for weeks in advance. When the great day finally arrived, it found Dorothy sick in bed. Grandmother offered to stay with Dorothy while Mother and Dick went to the party, provided Dick would tell Dorothy all about it on his return.

About five-thirty that evening Dick came rushing into the house and then to Dorothy's room.

"Look!" he exclaimed, "at the dandy football and box of candy Santa gave me, and I saved the candy for you. Gee! Dorothy it was too bad you couldn't go, because it sure was a peach of a party, the biggest Christmas tree I ever saw. I'll tell you all about it.

"We got there quite early, but there were a lot there then, and others were coming fast. Mother took me to a seat way down in the second row and said she would sit in the back, as all the front rows were for the kiddies. Soon the seats were all filled and a man came out on the stage and said, 'Let's sing Jingle Bells.' Oh, boy! You should have heard us sing!

"Then the curtain went up and the show started with Punch and Judy. We all laughed and shouted until the alligator finally gobbled Punch up.

"Then a tramp came out on the stage and did all kinds of funny things. He juggled six balls all at one time, and caught them in his hat and made them come out of his mouth. You should have



The Welcome Visitor Who Made the Children's Dreams Come True.

seen him! He also did a lot of tricks with cigar boxes, but what made me laugh most was every time he would light a cigar it would explode just like a firecracker.

"Next a clown came out with a couple of dogs. One could talk, because the clown had it say 'Mamma,' plain as could be. The other dog did all kinds of fancy tricks, but you should have seen him do handsprings, just like an acrobat. Gee, I wish we had a dog like that! The clown was so funny he kept us laughing all the time.

"After this a magician came out and showed us all kinds of tricks with cards, and I even went up on the stage and helped him. I'll show you how he did them all after supper. He did a lot of tricks with a hat that I couldn't quite figure out.

"The movie came next, and gee, it was swell! With all 'Our Gang!' They had the best pillow fight, and all of us laughed our heads off.

"No, that wasn't all. They had a real play next, all about Christmas. A poor family with the father out of work. Both the mother and father were afraid Santa Claus would not come to their house, but the girl and boy hung up their stockings and went to bed. Then Santa Claus came and made them happy and he had so many toys left over that he gave all the girls a big doll or rubber ball and the boys an aeroplane or football, besides a box of candy for everyone of us.

"I hope next year both of us will be able to go to the Christmas party. My, Dorothy! I wish Christmas was every month."

That the 1928 Christmas Parties were of unusual caliber was shown by the enthusiasm of the audiences that filled the hall at both the afternoon and evening performances. Mr. D. Colgan and his efficient committee should be highly

commended for the fine entertainment and gifts. His chief lieutenants were Mr. L. Bohlin, who supervised the vaudeville, and Billy Schenck, the stage manager and director of the one-act play, "Santa Claus and His Unexpected Visit," in which the parts were so realistically taken by Miss A. Sikora, Mr. J. Norton, Miss Dorothy Luck, Mr. Bobbie Schenck, and Mr. G. Griffen, who took the part of Santa Claus. Miss G. Smith, Mr. N. Deutsch and the many others that took active part also deserve much credit for the success of the two parties.

Lawndale-Blue Island Still Leads

But the Way They Are Being Chased Makes 'Em Nervous— Burnside Moves Up

Standing of Divisions—February to November

		Percent
First Place	Division No. 6, Lawndale and Blue Island	86.825
Second Place	Division No. 9, Division and Armitage	85.043
Third Place	Division No. 2, Burnside	83.460
Fourth Place	Division No. 7, Kedzie	83.202
Fifth Place	Division No. 11, Lincoln	83.134
Sixth Place	Division No. 10, Elston and Noble	83.030
Seventh Place	Division No. 4, 69th	82.755
Eighth Place	Division No. 5, Archer	82.108
Ninth Place	Division No. 1, Cottage Grove	81.234
Tenth Place	Division No. 3, 77th	81.118
Eleventh Place	Division No. 8, North Ave.	77.821
Twelfth Place	Division No. 12, Devon-Limits	75.736

Standing of Divisions—November

		Percent
First Place	Division No. 6, Lawndale and Blue Island	89.755
Second Place	Division No. 2, Burnside	89.587
Third Place	Division No. 4, 69th	87.000
Fourth Place	Division No. 7, Kedzie	86.721
Fifth Place	Division No. 3, 77th	85.492
Sixth Place	Division No. 9, Division and Armitage	85.256
Seventh Place	Division No. 10, Elston and Noble	85.153
Eighth Place	Division No. 11, Lincoln	84.902
Ninth Place	Division No. 12, Devon-Limits	84.785
Tenth Place	Division No. 5, Archer Ave.	79.250
Eleventh Place	Division No. 1, Cottage Grove	77.511
Twelfth Place	Division No. 8, North Ave.	76.169

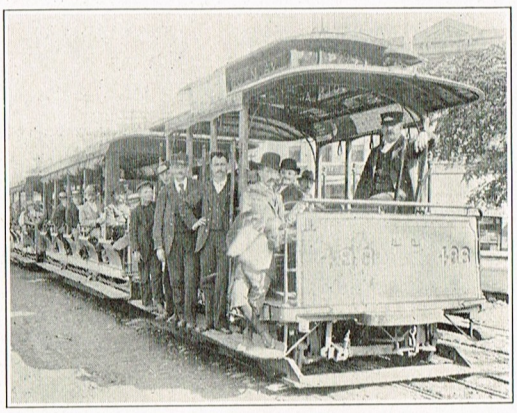
By William Pasche,
Supervisor, Accident Prevention

Lawndale and Blue Island, Division No. 6, and Armitage and Division, Division No. 9, continue as leaders in the Accident Prevention Contest. Burnside, Division No. 2, by its very good showing during the month of November, moved up from fifth to third place and Lincoln, Division No. 11, dropped from third to fifth place.

On Tuesday, December 11th, Motorman Knute O. Bidne, Badge No. 7447, working out of the Division Street Depot and operating on Western avenue, was crushed between two cars at the terminal on Western avenue at 75th street. This accident resulted in a broken leg. Motorman Bidne had pulled down into the pocket to permit his leader who was following him and who was a pull-out out of the Archer Depot to pull in to get in his place. The car operating out of the Archer Depot did not quite clear the switchpoint. The motorman on

this car changed his handles and with his conductor on the ground backed up the car a very short distance, crushing Motorman Bidne's leg between the cars. A little thinking on the part of the man who was injured and the two men on the car that was backed would have prevented this accident.

The decrease in the total number of accidents continues about the same as it was at the close of October. The motormen are just holding their own in vehicle collisions. The sounding of the gong in passing "Through" streets where machines are parked at the curb and when about one hundred feet from an intersecting street will help to reduce vehicle collisions.

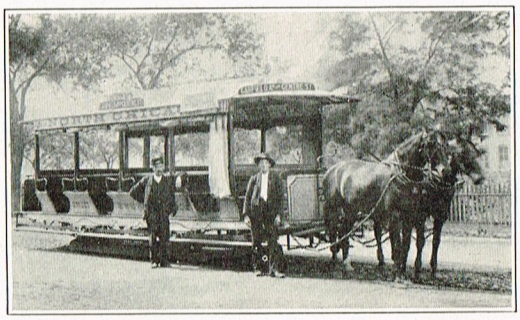


A Lincoln Avenue Cable Train in 1898. William Bailes Was the Gripman; Louie Schield, Conductor on Trailer, and M. K. Kressler, Conductor on the Second Trailer. This Is from Kressler's Collection.

There are a number of things we must remember while operating street cars. Always remember that the driver of a machine running ahead of your car may stop suddenly or turn out at some intersecting street; then if you are not ready you will either have a close call or an accident. Always have your car under such control that you can stop within the distance between your car and the vehicle ahead.

You sometimes have a vehicle run up to the car line from an intersecting street, stop, and motion you across ahead of him. In cases such as that always use the outmost care because most drivers of autos keep the left foot on the clutch pushed out, while at the same time the gear shift is in first speed. In cases like these we know it to have happened that the driver unintentionally has taken his foot from the clutch pedal with the result that his machine jumped ahead and an accident followed. With the slippery rail, which is the usual thing at this time of the year, motormen and one man car operators must make sure that they have plenty of sand and that it is running freely when needed.

Observation has shown that there is considerable double parking at many points along our lines. In passing such points we should always be alert because machines that are parked double generally are very close to our track.



In 1889, Clark-Garfield-Center Horse Car. Joe Richardson, Conductor; M. K. Kressler, Now Night Watchman at the Limits Car House, Driver.

Snow and ice may cover the streets at any time. When this is so we get busy with sweepers and plows to brush it back against the curb. At such times we experience our worst operating days. Cars are delayed and bunched. With the first cars carrying the greatest loads, sometimes there are passengers standing on the rear step. Under such conditions the greatest care must be used when passing vehicles that maybe parked close to the track. Brushing passengers from the rear step is considered a serious accident at the General Office and it is a hard matter for trainmen to make excuses for such accidents. When passengers are on the step, conductors should, whenever possible, politely ask passengers to step up from the step. We realize, however, that this is not always possible.

Brush-offs or striking vehicles stand-

ing near the track with the rear step can be prevented by following Rule No. 38, which reads as follows:

(a) Before passing any vehicle or other obstructions close to the track, Motorman must give four taps on Conductor's signal bell as a warning, and must bring his car to a full stop before passing vehicle or obstruction, unless he has received the "go ahead" signal from the Conductor, indicating that all is clear.

(b) Operator, after bringing car to full stop, must assure himself that there is sufficient clearance before passing vehicle or obstruction. Great care must be exercised by Motorman or Operator in passing over all excavations. Workmen must be warned of the approach of car by the repeated sounding of the gong, and the car must be kept under full control so as to enable Motorman or Operator to make immediate stop if necessary.

(c) Where excavations, openings or obstructions are near regular stopping places, car must be stopped clear thereof, so as to insure the safety of passengers.

In 1927 Alighting and Boarding accidents show a very substantial decrease compared with 1926. So far this year there has been a steady increase over the 1927 figures. During 1927 when conductors were showing a steady decrease in Rear End accidents there was also a very decided decrease in Discourtesy Complaints of all kinds. At this time complaints are increasing, particularly Quick Starting. This indicates that Courtesy and Accident Prevention go hand in hand. The story which is often told in a complaint is that just as a passenger arrived at the rear step or had one foot on the step the car started. We are also told that in some cases the passenger, if he or she is lucky enough to get on the car, and remonstrates about quick starting the reply of some conductors is: "You are on, what more do you want." Quick starting comes from but one thing and that is indifference. Courtesy on the part of employes reflects credit on the individual and his fellow trainmen, also the management, and will surely help to reduce Alighting and Boarding accidents. Let's try it.

Accidents in Other Departments

The following tables present a comparison of employe accidents in the Engineering, Electrical and Shops & Equipment Departments for the ten-month period beginning February 1 to November 30, 1927 and 1928. The Track Department and the West and South Shops are scoring splendid decreases at this time. The record that is being made by these workers can be duplicated by the others who are now showing an increase if they will just bear down a little harder.

Engineering (Track Only)

	1927	1928
Foreign Particle in Eye	57	39
Eyes Inflamed	2	3
Foot Injuries	30	51
Finger Injuries	92	30
Face Injuries	43	34
Leg Injuries	107	33
Chest Injuries	5	4
Arm Injuries	33	29
Rib Injuries	2	4
Head Injuries	52	45
Nose Injuries	2	4
Toe Injuries	4	11
Body Injuries	10	11
Hand Injuries	66	40
Hip Injuries	2	50
Ankle Injuries	8	7
Internal Injuries	1	1
Shoulder Injuries	14	6
Knee Injuries	9	7
Tongue Injuries	1	0
Skull Injuries	2	2
Back Injuries	16	25
Wrist Injuries	10	5
Side Strained	11	1
Neck Injury	7	0
Ear Injury	5	1
Total	646	494

Engineering (Buildings & Drafting Dept.)

	1927	1928
Foreign Particle in Eye	0	2
Sprained Ankle	1	0
Fell from Scaffold	0	1
Finger Injury	0	6
Foot Injury	0	2
Hand Injury	1	1
Wrist Injury	0	2
Total	2	14

Engineering (Utility Dept.)

	1927	1928
Foreign Particle in Eye	0	1
Foot Injury	2	5
Leg Injury	3	3
Head Injury	2	5
Finger Injury	5	2
Back Injury	2	0
Ankle Injury	1	1
Shoulder Injury	1	0
Face Injury	0	2
Hand Injury	0	1
Knee Injury	1	0
Toe Injury	0	1
Total	17	21

South Shops

	1927	1928
Foreign Particle in Eye	17	11
Finger Injury	4	6

Foot Injury	5	1
Hand Injury	12	5
Back Injury	1	1
Face Injury	0	2
Injury Near Eye	1	0
Wrist Injury	2	1
Head Injury	3	0
Leg Injury	2	2
Ankle Injury	0	0
Arm Injury	2	4
Infection in Eye	0	0
Scalp Wound	0	2
Rib Injury	0	1
Flash in Face	1	0
Total	50	36

West Shops

	1927	1928
Foreign Particle in Eye	56	52
Finger Injury	112	71
Foot Injury	8	10
Hand Injury	16	26
Back Injury	4	2
Face Injury	4	5
Injury Near Eye	2	4
Wrist Injury	6	4
Head Injury	6	3
Leg Injury	8	5
Ankle Injury	2	2
Arm Injury	7	4
Infection in Eye	0	3
Burned Eye	0	2
Shoulder Injury	0	1
Total	231	194

North, West and South Division Carhouses

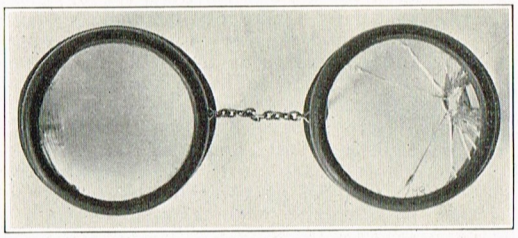
	1927	1928
Div. No. 1, Cottage Grove	13	6
Div. No. 2, Burnside	14	7
Div. No. 3, 77th	14	15
Div. No. 4, 69th	18	5
Div. No. 5, Archer	10	7
Div. No. 6, Lawndale	26	17
Div. No. 6, Blue Island	2	11
Div. No. 7, Kedzie	19	22
Div. No. 8, North Ave	92	87
Div. No. 9, Division	0	10
Div. No. 9, Armitage	11	19
Div. No. 10, Elston	2	3
Div. No. 10, Noble	2	18
Div. No. 11, Lincoln	12	23
Div. No. 12, Devon	2	5
Div. No. 12, Limits	3	11
Total	240	266

Electrical

	1927	1928
Foreign Particle in Eye	5	6
Foot Injury	6	2
Leg Injury	4	2
Ankle Injury	3	5
Hand Injury	5	2
Eye Injury (Welding)	3	1
Head Injury	3	2
Finger Injury	4	6
Wrist Injury	1	0
Face, Ears and Eyes Burned	0	4
Cut Artery	1	0
Back Injury	0	1
Skull Fracture	0	1
Face Injury	0	1
Hip Injury	1	1
Knee Injury	0	2
Arm Injury	1	2
Electrocuted	0	2
Total	37	40

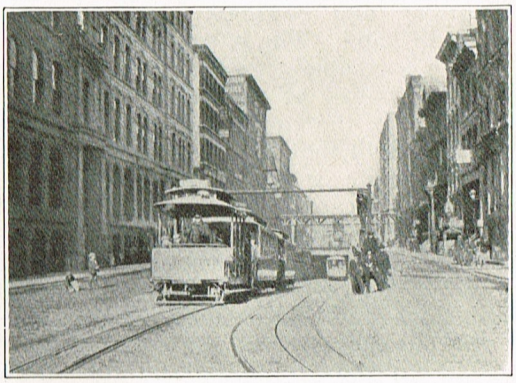
Where Do You Wear Your Goggles?

The protective goggles which have been furnished to employes by the management are intended to preserve the sight of men doing hazardous work. In order to have them effective, they should be worn and not simply carried in the pocket of a coat in the tool box. Some men are careful about this protective feature and others might be more so.



One of the careful men is A. Knatosky, of 4945 South Wood Street, a member of the track force. While he was working with his companions on 47th east of Cottage Grove Avenue, a piece of concrete struck one of the lenses shattering it as indicated in the accompanying cut, but there was no injury to his eye.

Wear your goggles!



'Way Back When the Cable Used to Pull Them Out of the La Salle Street Tunnel. This Makes an Interesting Comparison With Present Day Surroundings.

Professional Touch

Dentist (extracting nail from a tire of his car)—"Quiet now. You won't even feel this."—Life.

OLD TIMER IN LIMELIGHT

Newspapers Feature Conductor George Bell's 54-Year Service Record

Newspapers prove that one man's fame in a large organization like the Chicago Surface Lines will finally reach the general public, even if he has the modesty of Conductor George Bell, of Blue Island Depot.



Old Timer George Bell, Illustrating His Safety Method of Looking Before He Signals.

It has been over two years since we commented in these columns on his remarkable record. But not to be outdone by the newspapers we take pleasure again in reviewing the outstanding features of it.

Starting to work in 1874, he has worked continuously in the street car business for over fifty-four years. It must be a wonderful satisfaction to a trainman to be able to look back over a period of fifty-four years' service and realize that during all that time he has not had one chargeable accident. So it can readily be surmised that the management is just as proud of that distinction as he is.

Then again there has never been a complaint to the company regarding his conduct towards the public. This feature involves a good disposition accompanied by a considerable degree of self control.

When questioned recently, how he accounted for this meritorious achievement he stated that it is a simple, hard and fast rule of his, while on the cars, to "Keep my mind on my work."

During the Christmas season he has a delightful duty to perform in visiting and presenting gifts to each of his thirty-two grand children and four great grandchildren. He is enjoying good health and working a Damen Avenue night car.

OBITUARY

Augustine D. Terbush

It is with deep regret that we must record the passing of Augustine D. Terbush, of 4542 W. Monroe street, an employe of the Accident Investigation and Legal Departments since 1906. A good many years previous Mr. Terbush had a considerable length of service as a millwright with the Chicago Railways Company. He passed away December 23, 1928, at the age of 82, and was buried at Mt. Carmel cemetery on December 26. He was one of the few surviving members of Thomas Post No. 5, G. A. R., a member of the Harrison Council National Union and the Knights and Ladies of Security. Mr. Terbush had not been in good health for about three years, but up to that time was known as one of the most active men of his age connected with the Surface Lines. He was proud of the fact that he had "marched" in practically all of the Decoration Day reviews of the G. A. R., only missing one occasion because of sickness. Mr. Terbush had very vivid memories of early Chicago and the days of the fire, and he had also been connected with Morrison Plumbing Company and the Turner Brass Works.

Supervisor Benjamin Ott

Supervisor Benjamin Jacob Ott was born in Newport, Kentucky, April 26, 1870, and died Christmas day, December 24, 1928, at the age of 58 years past.

Mr. Ott started to work for the Valley City Street Railway Company of Grand Rapids, Michigan, November 10, 1890 and after two years of service was sent to Chicago by Mr. J. R. Chapman, one of the promoters of the Calumet Street Railway Company, to start to work as a motorman. On May 1, 1911 he was promoted to Starter and on September 10, 1913 was made Supervisor and held the appointment until his death.

During Mr. Ott's continuous street car service from 1890 to 1928 he missed twice. On March 16, 1898 Mr. Ott was married to Nellie Vanderbilt.

On December 8, 1928 Mr. Ott was taken sick and seventeen days later passed away at the South Chicago Community Hospital.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.
CHICAGO

Volume 5 **January, 1929** **No. 10**

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

WHAT OF 1929

We stand at the beginning of the New Year which stretches away in the dim distance shrouded in an impenetrable mist which day by day will lift to permit the unknown to become recognized and pass into history.

Though we may not know what is before us, we are all aware of our present responsibilities to those about us; we know how completely and with what measure of success we have met the demands upon us in the past and we can at least pledge ourselves to sincere effort to better our individual record of the past twelve months.

Each of us, all along the line from the president to the most humble employe has a definite place with specific duties in the great organization with which we are so proud to be identified; and the mainspring of each daily activity is service. Every detail of every transaction in every one of the numerous departments of our organization contributes its share in building a system which exists only for the purpose of serving adequately the millions who daily look to us for safe, comfortable and speedy transportation in their business or social activities.

Although denied actual knowledge of what tomorrow may bring, we at least know what is demanded of us today; and we can resolve to so meet the problem of each hour as to demonstrate our worthiness of the confidence that is reposed in us to win and hold the approval of those we serve.

Service. Willing service; careful service; interested service; courteous service. With these our watchwords, we can face 1929 with confidence; and the record that is written when the year has ended will be one we can contemplate with gratification and satisfaction.

OVER-CONFIDENCE IS DANGEROUS

Just before Christmas, "Johnny" Coulon dropped in on the Editor to wish him the compliments of the season. We have known Johnny for a good many years. Time seems to have dealt gently with him, for his eyes are bright, he is as lithe and quick and as full of pep as he was ten or fifteen years ago. "Johnny" is a fine example of what it means to live reasonably and temperately.

Chatting about fighting and fighters, "Johnny" observed that overconfidence on the part of a battler frequently was responsible for the loss of a decision. "The guy who thinks he has all the tricks in his bag and who congratulates himself on the fact that he cannot be any better is in for an awful jolt. Thinking how good he is and what a trimming he is going to give the other guy may cause him to drop his guard for the fraction of a second and—wham! in comes a hook to the button and he is out. I always warn the lads in my boxing classes that if they are to progress, they must never allow themselves to feel that they are so good that they can't be any better."

After Johnny's five feet two of steel springs, whalebone and dynamite had passed out of the office, we wondered whether there was not a lesson to all of us in what this internationally-known clever little athlete had said.

We know that in his heart-to-heart talks with the members of the executive staff, Vice-President Richardson has often impressed upon us the importance of finding better ways of accomplishing our task as a transportation agency. "Standing still in this business really means retrogression," he has said. "No matter how well we may do, we should never be satisfied that it is not possible to improve. At least we should always keep trying to do better in every direction. Our contests in accident prevention, in courtesy, for greater mileage per pull-in, witnesses in accident cases and so on offer wonderful opportunities for advancement. While we may not be able to reach 100 per cent in other records as we have done in the operation of all of

our equipment in the holiday season, we can always hope to better the best records we may have made in any branch of our activity. If we allow ourselves to become self-satisfied just that minute we begin to lose ground."

That, you see, was "Johnny" Coulon's idea, too, but he put it in a little bit different language.

KEEPING THE TEAM IN STEP

"Electric Railway Journal" Comments on Great Managerial Problem

Few electric railways are entirely free from the difficulty resulting from the unequal influence exerted by the heads of the several departments. On one property it may be the equipment man whose influence predominates. On another possibly it is the track man who has the chief say; on a third, the auditor; on a fourth, the safety engineer; on a fifth, the superintendent of schedules—and so forth. To keep the influence of the department heads properly balanced is one of the vitally important duties of efficient management. It is a case of securing teamwork from a group of acknowledged specialists, each naturally enthusiastic for the advancement of his own department and more concerned about that perhaps than about the functioning of the transportation system as a whole.

To keep department heads pulling together for the good of all is not an easy task. There can be no favoritism in arranging budgets. The general manager must be a diplomat as well as an executive. He must be tactful without sacrificing one iota of final authority and he must be able to stand by his decisions as well as to make them.—Electric Railway Journal.

[The closing paragraph aptly describes our Vice-President and General Manager.—Ed. Surface Service.]

HELPED FIGHT THE "FLU"

Commissioner of Health Kegel Thanks Mr. Adams for Sanitary Cars

December 20, 1928.

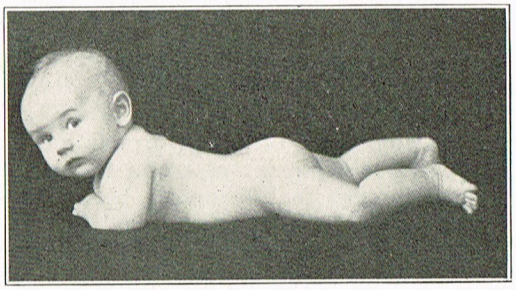
Mr. H. H. Adams,
Superintendent, Shops and Equipment,
Chicago Surface Lines,
Dear Sir:

My attention has been called to the fact that at the time the influenza epidemic began to threaten the residents of Chicago this Department requested the cooperation of the Surface Lines in combating this disease by requesting an increase in its activities with respect to the sanitary conditions of the street cars.

Our inspectional service reports a satisfactory condition as a result of your efforts to prevent a spread of this epidemic, and I desire to take this opportunity to thank the Surface Lines, and you especially, as it was through you that our message was conveyed to the organization.

By continuing these precautionary measures you will have contributed to the prevention of this disease.

Respectfully,
Arnold H. Kegel,
Commissioner of Health.



Richard Edward Karschnik, Son of Clerk Karschnik of Lawndale, Ready for a Sun Bath.



One of the Floats in the "We Want Surface Lines Feeder Buses" Demonstration, the Work of Martin Powroznik.

"I wan to be procrastinated at de nex corner," said the negro passenger.

"You want to be what?" demanded the conductor.

"Don't lose your temper. I had to look in de dictionary mys'f befo' I found out dat 'procrastinate' means 'put off.'"

Bitter Critic Becomes Friend

Documents in an Interesting Case Disclose Change af Attitude

The desk to which "Bouquets and Brickbats" are referred offers unusual opportunities to study the peculiarities of correspondents who write in criticism or praise of the service or its personnel. Uusually the writer who gets a pet peeve off his chest in language more forceful than polite carefully omits his name at the bottom of his communication, and thus deprives the management of an opportunity to demonstrate its interest in the particular matter reported.

Sometimes, however, a red hot letter comes sizzling across the desk with the name of the writer subscribed as an evidence that he means what he says, and in such cases we have a mighty interesting time seeing what can be done in clearing up the trouble. Corrective action is taken by the transportation department, and where we feel the correspondent is mistaken or misinformed we attempt to win his interest and friendship by getting the facts properly before him.

A case not long ago is typical, and the correspondence is given in full in the order in which the letters were written, substituting for the name of the critic the initials X. Y. Z. He is a prominent business man and we admire both his peppery first letter and the fairness with which he admitted he was in error, and the spirit of good fellowship in which he received our personal representative.

A Scorcher to President Blair

October 31, 1928.—Mr. H. A. Blair, President, Chicago Surface Lines.—My dear Sir: One great pleasure that I derive from contemplating my existence in Hell is the fact that you also will be there, because I know a humanity loving God would have nothing whatever to do with one who permits poor helpless human beings to be crushed, crowded, jammed, jerked and pulled around as your riders are around 5:00 to 5:30 in the evening at Root and Halsted when they are attempting to go to their homes on the South Side.

I doubt also if the Devil would have very much to do with one who would permit the street cars to be handled as they are at 79th and Halsted Sts. Us poor folks stand there hours in bad weather, rain and cold, waiting for cars, and many cars come along but they do not go south of 79th St.

My great pleasure in anticipating a life in Hell is the contemplation of possibly becoming promoted to be one of the Devil's chief assistants and probably gaining his favor sufficiently to prevail upon him to permit me to have charge of the punishment of those of the Chicago Surface Lines who are responsible for this raw deal to the riding public.

I am, most sincerely yours, XYZ.

—

We Tell Him He's Good and Make a Proposition

November 7, 1928.—Mr. X. Y. Z.—Dear Sir: We were very much interested in your letter addressed to President Blair and congratulate you on the possession of an epistolary style that is both original and impressive.

I assume, as a matter of course, that most of us "have friends in both places," and there is a measure of comfort in having the assurance that we shall see familiar faces even though as an assistant to his Satanic Majesty the owner of the familiar face should be energetically plying a red hot pitch-fork.

The vigorous language of your letter did not wholly divert our attention from the consideration of a service problem that is of interest to our Schedule and Transportation Departments.

Checks made by observers from these departments about five weeks ago seemed to indicate that under normal conditions there were cars enough on the street to take care of the traffic requirements; always recognizing that at the peak of the evening rush hour, cars are certain to be crowded.

We will be very glad to have your co-operation in acquiring exact information about the conditions at Root and Halsted and at 79th and Halsted; and if you will name the day which will be most convenient for you, we will assign one of our assistants from the Schedule Department and an assistant division superintendent to accompany you to both of the locations mentioned in your letter or any other—at any hour you may select. This will give you an opportunity to point out the inadequacies and will show them the necessity for scheduled adjustments to relieve the objectionable conditions.

Trusting that you are sufficiently interested to comply with our suggestion, I am

Very truly yours,
John E. Wilkie,
Assistant to the Vice-President.

—

Doubtful About His Ability to Help

November 12, 1928.—Mr. John E. Wilkie, Chicago Surface Lines.—Dear Sir: Your favor of November 7th re service Halsted Street—southbound.

If I had the slightest feeling that the contribution of time on my part would assist in securing more cars moving at a higher rate of speed, I would gladly contribute whatever reasonable amount of time was necessary to work with your expert. I am sure I could contribute

nothing to the knowledge possessed by your employes for that purpose.

It seems to me the situation at Root and Halsted is simply a question of sufficient cars.

I realize, of course, at the peak there is a multitude of people to be cared for and it may be possible that everything is being done that could be done, although at times there is an exasperating wait between cars and then they come along bunched up, and in all probabilities having additional empties in the neighborhood to come out when these waits become aggravated would at least remedy in part that situation.

The 79th St. situation is simple to remedy and that is have enough cars go south of 79th to take care of the crowds.

While I am on the subject of street car service, another pet peeve of mine is the manner in which your northbound cars handle the unloading situation at Root and Halsted.

The stop on the northbound course in the morning is Root Street. By far the large percentage of the passengers unloaded enter Exchange Avenue headed for work in the Stock Yards proper.

Yet your street carmen too often insist upon not stopping until they are placed to the inch at the proper stop on Root St. To do this sometimes there is a minute or two consumed in going the last one hundred to two hundred feet.

I think your folks should be instructed to run the cars right up to the point nearest the proper place to stop and there stop and let the people unload.

As stated in the first paragraph of this letter, if I could be of any assistance, I would be only too glad to do what I can to help you. Winter with cold, disagreeable weather approaching, something ought to be done.

Yours truly, X. Y. Z.

—

Keeping Him Posted and Asking for Comment

November 20.—Mr. X. Y. Z.—Dear Sir: In view of the interest you have manifested in our Halsted Street service, I am glad to advise you that a new schedule became effective November 17th. This was made up to take care of some of the criticisms you were good enough to make, and we will be glad to have you, at your convenience, give us the benefit of your observation of conditions under the new arrangements.

Very truly yours,
John E. Wilkie,
Assistant to the Vice-President.

—

Assistant Division Superintendent Becker Gets on the Job

November 26, 1928.—Mr. Bessette: I called and interviewed Mr. Z in regard to attached letter of complaint.

I was invited in by him and found him to be a very nice gentleman to talk to. I showed him the amount of service we had on the street and explained that there were plenty of cars to carry the people under normal conditions and also explained that when cars were bunched or delayed it was almost always caused by things over which we had no control, and that when this happened we switched or filled in cars to cut down these headways as far as possible. Mr. Z. admitted that we apparently had plenty of service if cars came along as scheduled and thanked me for calling and for giving his letters the consideration we had.

J. B. Becker, Asst. Division Supt.

—

Division Superintendent Bessette Adds a Word

November 27th.—Mr. C. H. Evenson: Relative to the attached complaint on the Halsted St. 111th service.

I am sure that Mr. Z. will have no fault to find with this service now since the new schedule is much better than the old one was. It has been explained to him that the stop north bound at Root Street can not be changed because if we do not pull up to the crossing the cars will block Exchange Avenue and the Fire Department is located just a half a block West of Halsted Street on Exchange Avenue.

W. A. Bessette,
Superintendent Div. No. 3.

—

How Different from His First Letter!

November 27, 1928.—Mr. John E. Wilkie.—Dear Sir: Yesterday evening your Mr. J. E. Becker, Assistant Superintendent, called on me and I was very much surprised to learn how intricate your schedules are worked out.

Mr. Becker convinced me, I am sure, that long waits for cars are due as a rule to conditions over which your company has no control.

I am sorry to have put you to so much trouble and am grateful for the opportunity of learning something about your business and that your folks go to such a length to satisfy your patrons, and also appreciate having met Mr. Becker. Yours truly,

X. Y. Z.

STRONG FOR INSURANCE

Editor Surface Service; Sir: From time to time we forget the real value of insurance and what it really means until it hits home. A large share of our big family of Surface Line employes carry the Tribune Accident Policy written by The Federal Life Insurance Company at a dollar a year. I had one of these policies on each one in the family and renewed these the second year.

My mother, Mrs. Kathrine Brudy, was hit by an automobile (driven by an unlicensed chauffeur) on Oct. 16, 1928, and passed away at the hospital about forty minutes later from injuries received in said accident.

A short time afterward The Federal Life Insurance Company sent me a check for eleven hundred dollars as beneficiary of said policy under Clause No. 3.

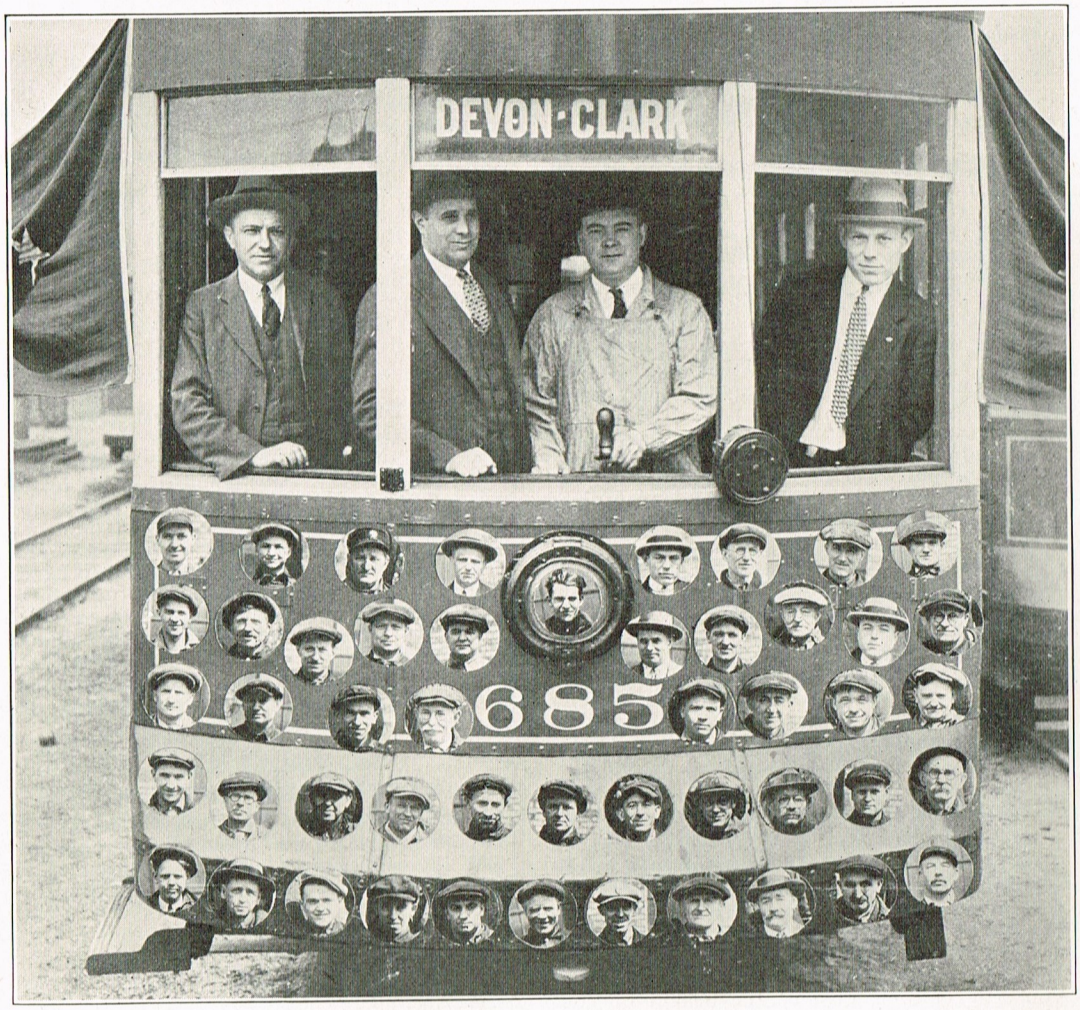
I, for one, know the value because I was hit hard within a few months, losing both my wife and mother, suddenly.

I am writing this letter and you may publish all or part of same in the hopes that our employes will learn the real value of insurance and protection gained.

I beg to remain,
F. C. Brudy,
Conductor at Devon Depot.

Keeping 'Em Rolling

Devon Is the Leader This Month with 49,602 Miles Per Pull-in —Limits Second



The Devon Flag-winning Crew in a Novel Picture.

The number of miles operated per pull-in due to failure of equipment at the Devon Avenue Carhouse, for the month of November, was 49,602. This represents an increase of 17,950 miles over last month, or 56.7%, and is the greatest percent increase of the month. The second highest, 45.6%, was made by North Avenue, and brought them up to 7th place from 14th last month.

Devon was followed very closely by Limits Carhouse, operating their cars 46,732 miles per pull-in. The zero day record is still held by this latter carhouse, having 23 days this month without a pull-in due to equipment failure.

While the average mileage for the system shows a decrease of 2.1% over last month, there were seven carhouses that increased their mileage, and only three were below 21,000 miles.

In addition to North Avenue, the following carhouses made noticeable changes in positions: 69th Street moved from 7th last month to 3rd this month, and Burnside from 16th last month to 11th this month.

The individual records are shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Devon	16	49,602	56.7
2	Limits	23	46,732	26.4*
3	69th Street	11	41,573	17.3*

4 Archer 12	41,292	4.1
5 77th Street 11	40,006	7.9
6 Cottage Grove .17	39,316	4.0*
7 North 7	32,312	45.6
8 Blue Island ...20	31,737	11.0*
9 Division 15	22,538	25.0*
10 Lawndale 11	21,898	18.8*
11 Burnside 14	21,509	14.1
12 Noble 15	21,367	9.8
13 Armitage 11	21,235	46.7*
14 Kedzie 9	19,958	19.0*
15 Lincoln 10	18,841	24.0*
16 Elston 14	18,000	25.6*
216	28,931	2.1*

*Decrease.

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

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

Lawndale Wont Be Headed

Efforts to Displace McGuire's Crews Fail to Work—How They Stand

At the end of November, the seventh month in the current Courtesy Campaign, we find no change in the top or bottom of the list. Lawndale still leads, with its teammate, Blue Island, holding 2nd place. 3rd place now has a new tenant. Elston Avenue, which started out in 3rd place at the start of the contest in May, displaced 69th Street, and is up in 3rd place again. 69th Street dropped to 4th place. Archer Avenue, starting out in 13th place, now holds the 5th position.

Following is the accumulative standing for the seven months:

	Disc.	P.U.	Trns.	Q.S.	Total	Cmnd.
1 Lawnd.	20	11	10	2	43	3
2 Blue Is.	22	4	9	6	41	12
3 Elston	22	8	8	7	45	9
4 69th	65	35	27	17	144	30
5 Archer	74	37	25	28	164	20
6 Kedzie	72	46	28	19	165	33
7 Noble	19	11	15	1	46	6
8 Armitg.	34	20	15	6	75	16
9 Lincoln	44	15	13	14	86	15
10 Limits	33	18	13	7	71	8
11 N. Av.	131	57	39	47	274	40
12 Div.	46	24	20	13	103	19
13 77th	117	74	34	33	258	41
14 Burnsd.	44	16	15	11	86	24
15 Cot. Gr.	57	36	27	15	135	26
16 Devon	103	63	25	20	211	44
Total	903	475	323	246	1947	346

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

	Disc.	P.U.	Trns.	Q.S.	Total	Cmnd.
May	133	63	64	35	295	51
June	139	69	36	26	270	54
July	131	44	39	31	245	42
August	129	53	60	27	269	40
Sept.	103	54	43	32	232	52
October	157	90	40	52	339	61
Nov.	111	102	41	43	297	16
Total	903	475	323	246	1947	346

The position held by each depot throughout the seven months is shown on the following chart:

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

Looking over the records for November, the month in which the nation gives universal thanks, we also are thankful that our complaints show an appreciable decrease over the previous month, October.

Chargeable discourtesy complaints numbered one hundred and eleven, showing a change for the better. Why not make an earnest effort to bring the plain discourtesy complaints well below the hundred mark and then keep them there.

Passing up complaints, after an inves-

tigation had proved them to be justified and chargeable, amounted to one hundred and two. A hundred and two cars refused to stop for cash customers. Poor business management on the part of our individual car managers. Maybe they didn't wait and "let the follower pick them up." Very possibly they found another means of transportation to their destination. Another possibility is that they became so incensed at our failure to quickly provide them with transportation they are still using other means to get about Chicago. More passengers mean more cars and better runs; less passengers the reverse.

Transfer complaints show no material increase or decrease.

Quick starting complaints were still high, numbering forty-three, entirely too high for this dangerous type of complaint. Some of these complaints were actually a claim for injuries received and were forwarded to the Department of Accident Investigation for adjustment. Some fellows just hate to take their backs away from the heater long enough to take a look at passengers getting on or off of the step.

Commendations amounting to sixteen were the lowest in number received during any of the nineteen months of Courtesy Campaigning.

Pleasant Words for Kindly Deeds

Our Patrons Show Their Appreciation of Service Rendered by Our Trainmen

Conductor Frank J. Herold, badge No. 3250, of 69th Street, is commended in a letter from Commissioner of Health Arnold H. Kegel, for the return of Department Star No. 1326 lost on Conductor Herold's car. Commissioner Kegel expresses his appreciation.

Miss Grace Madera Malloy, 1166 East 54th Place, is the writer of a complimentary letter in behalf of Conductor Fred W. Yaeger, badge No. 3760, of 69th Street, for the promptness in which her purse was turned in by him and for the telephone call she received from the depot that same evening.

Conductor Edward T. Moore, badge No. 4048, of Cottage Grove, was the recipient of a letter of commendation from Mrs. Alice Arnold, 3612 McLean Avenue, for his efficiency in performing his duties and courtesy to all of his passengers.

Mr. E. L. Dittmann, 3906 Cullom Avenue, writes the management a note of praise involving Conductor Matthew Wall, badge No. 4782, of Elston, for his courtesy and kindness to everyone under any circumstances and for his patience. Mr. Dittmann thinks he is a credit to the Surface Lines.

Conductor Arthur T. Malmquist, badge No. 5432, of Armitage, receives a word of praise for the clear enunciation of all stop streets from Mr. George H. Gaunt, 4449 No. Mulligan Avenue.

Mr. A. Kopecky, 6028 South Sagamon Street, notifies the management of his observation of Conductor John Bryson, badge No. 5720, of Kedzie, who assisted a blind man from his car onto the sidewalk. Conductor Bryson is also commended for the calling of all stop streets.

Conductor Casimier F. Zendzikowski, badge No. 5928, of Burnside, is commended for his courtesy by Mrs. Logg, 1130 East 47th Street.

Mr. Frank H. Baur, 3926 Greenview Avenue, writes us of Conductor Charles L. Clarke, badge No. 8702, of Elston, who assisted a lady with three small children to board his car and alight. "This not only speeds up traffic but surely shows how an efficient man can render real service to the traveling public," states Mr. Baur.

Conductor Joseph S. McGovern, badge No. 8868, of Burnside, is commended for his courtesy and consideration in paying the fare of Mrs. Logg, 1130 East 47th Street.

Mr. Frank Sullivan, 2720 South Michigan avenue, writes in commendation of Conductor Herbert B. Greenwood, badge No. 9210, of Armitage, for his clear enunciation of all stop streets.

Conductor William F. Gill, badge No. 10416, of 77th Street, is the recipient of a complimentary letter from Mrs. Kate Wood Ray, Assistant Chief, Public Relations Department, Public Health Institute, 159 North Dearborn Street, for the distinctness and quality of his voice in announcing street intersections which removed all anxiety for the traveling public in unfamiliar locations.

Mrs. Lucille P. Powell, 1399 Stanton Avenue, expresses her sincere thanks and appreciation for the consideration Conductor Charles J. Cullen, badge No. 10794, of Burnside, showed her when on his car with a small boy who became car-sick.

Conductor Edward J. Dalaskey, badge No. 10982, of Limits, is commended for his honesty and thoughtfulness in turning in to the lost and found a package of greeting cards lost by Miss Margaret Burkart, 2234 Burling Street.

Mr. Wilbur P. Robinson, 5648 Magnolia Avenue, favorably comments upon the actions of Conductor Benjamin E. Hancock, badge No. 11142, of Devon, during an evening rush period when the rear platform was crowded and Mr.

Robinson inadvertently failed to ask for a transfer at the time he paid his fare thus holding up the passengers. When the conductor noticed him, he immediately handed him a transfer saying "transfer please." The conductor was so patient that he felt he should write and tell the management about it. Conductor Hancock is also commended for the warning given a lady when about to alight from his car, to beware of an oncoming automobile.

The following conductors are commended for their faithful work: Paul Wesenberg, badge No. 1098, of Archer; Carl E. Memsen, badge No. 4118, of Burnside; John F. Hansen, badge No. 4456, of 69th; Victor Andereggen, badge No. 5446 of Burnside; William J. O'Grady, badge No. 6816, of Cottage Grove; Edward J. Hefferman, badge No. 11330, of Cottage Grove, and Will Grary, badge No. 11876, of Cottage Grove. The writer of the letter is Miss Fannie Stein, the East View Hotel, 4941 Lake Park Avenue.

Miss Alice Alm, 1045 Lawrence Avenue, writes a note commending Conductor Clay N. Edwards, badge No. 12102, of Cottage Grove, for his courtesy.

Conductor William J. Youts, badge No. 12734, of 77th Street, is made the subject of a letter of praise commending him for the clearness in which he calls street intersections. "Nowhere have I ridden with a conductor who does his full duty as well as Mr. Youts," states Mr. P. E. Kearney, 7420 Colfax Avenue, in his communication.

Mr. A. L. Klein, McCormick Works, Blue Island and Oakley Avenue, writes the management reporting the honesty of Conductor Michael J. O'Connor, badge No. 13052, of Archer, who returned an overpayment of car fare inadvertently handed him and also commends him for his courtesy.

Motorman Jerrie Madigan, badge No. 951, of 77th Street, is thanked for his honesty in turning in a package which fell off of a truck belonging to The Peoples Store of Roseland, 11201 Michigan Avenue. Mr. C. E. Johnson wrote to the management to express their appreciation.

Mr. Herman Fritsche, 8140 South Throop Street, makes Conductor Cornelius M. Maze, badge No. 3098, and Motorman Daniel E. Radke, badge No. 1883, of 69th Street, the subject of a letter of commendation for the real service they render in holding their car to enable transferring passengers to board. Such splendid service is appreciated.

Conductor Russell A. Rodden, badge No. 3023, and Motorman Steve Elbe, badge No. 5274, of Cottage Grove, are commended by Mr. Jack F. Trude, 7840 Maryland Avenue, for their courtesy in holding their car to enable him to board. Mr. Trude makes mention of the pleasant smile he received from Conductor Rodden which makes life worth living aftter all.

Mr. Timothy McInerney, 2930 Emerald Avenue, commends Motorman James J. O'Neil, badge No. 5773, of 77th Street, for the service he rendered in holding his car to permit Mr. McInerney to board.

Motorman Niels N. Borck, badge No. 7555, of North Avenue, is the subject of a letter of commendation from Mr. V. E. Thelin, Purchasing Agent, Chicago Surface Lines, when he held his car to enable eight or ten passengers to board from a connecting line. When Mr. Thelin thanked him, he replied, "Why shouldn't I, that is what the company has me here for."

Mr. C. E. Brandenburg, 808 North Lawler Avenue, writes a letter in behalf of Conductor Fred E. Larson, badge No. 1486, and Motorman Stephen Brogan, badge No. 12557, of 77th Street, for their kindness toward the aged and small children and also for their consideration to him.

Conductor Myron W. Ayres, badge No. 2649, of 77th Street, is highly commended by Miss Margaret Subject, 1646 West 19th Street, for his courtesy, the calling of all stop streets and all important buildings such as the City Hall, County Building, etc. This was of great importance to Miss Subject, being a perfect stranger in our city.

LINING UP THE WITNESSES

Elston-Noble Holds Lead—North Avenue Second—Burnside Spurts to Third Position

While Elston-Noble holds first place in the Witness Getting Contest by averaging better than 5 per accident, North Avenue comes within 2 points of making 5, and Burnside, which in October was in 9th place, moved up to 3rd position in November. There was a slight improvement in the percentages in the lower half of the frame; Armitage-Division in 12th place scoring 3.52, whereas in October it was only 3.15. The result of the slight improvements among the trailers resulted in an average for the system of 4.28, the best showing in four months. Due to a possible lack of energy among the Lawndale-Blue Island men, they have dropped from second place in October to sixth in November. Perhaps, 4.28 for the system may be considered as fairly satisfactory, but there is no doubt that the Legal and Accident Investigation Department will be much happier in the happy day in the future when the average for the system touches 5.

1929 is a new year and there is no telling what a little real effort on the part of the crews may accomplish.

	Nov.	Oct.	Sept.	Aug.
1. Elston-Nobile	5.39	5.50(1)	4.69(3)	5.86(1)
2. North Avenue	4.98	4.28(4)	5.12(1)	4.94(2)
3. Burnside	4.77	3.52(9)	4.85(2)	3.86(7)
4. Archer	4.71	4.04(6)	3.56(9)	3.71(9)
5. 77th Street	4.64	4.45(3)	4.49(4)	4.26(4)
6. Lawndale-Blue Isl.	4.44	4.57(2)	4.37(5)	4.32(3)
7. Cottage Grove	4.13	4.13(5)	3.87(7)	4.10(5)
8. 69th Street	3.98	3.82(8)	3.91(6)	3.80(8)
9. Kedzie	3.78	3.85(7)	3.86(8)	3.96(6)
10. Devon-Limits	3.67	3.42(11)	3.08(12)	3.12(12)
11. Lincoln	3.58	3.45(10)	3.21(11)	3.49(11)
12. Armitage-Division	3.52	3.15(12)	3.41(10)	3.60(10)
Average for the system	4.29	4.03	4.03	4.05
Diversey Bus.	1.00	3.40	1.14	2.00

Policeman (angrily): "When I blew my whistle why didn't you stop?"

The Girl Driver: "You whistle so beautifully I just had to go on for fear you'd stop."

Departments and Divisions

Accounting

A very enjoyable evening honoring Mrs. T. Thompson of the Stenographic Department, who was formerly Miss Harriet Hanley, was spent at the home of Miss Mary Wiley on Tuesday, December 11, 1928.

Miss Hanley was married on Saturday, December 1, 1928. We certainly wish her happiness.

Since you last heard from us the following clerks have been transferred to this department: Miss L. Dempsey, E. Weber, E. Carlson, E. Paslof, Messrs. E. Ratzel and L. Eckdahl. We are pleased to have them with us.

Miss H. Olson has returned to work after an extended period of absence. She has been ill and we are glad to see her back again.

We wish to extend our most sincere sympathy to Miss H. Baar, in her bereavement by the death of her mother, also Miss L. Kane by the death of her father.

T. F. Coan.

Electrical

Our sincere sympathy is extended to Mr. Chas. Schwertfeger in his bereavement by the death of his mother.

Our sincere sympathy is extended to Mr. Wm. Murphy whose mother passed away early in December.

We also extend our sympathy to Mr. James Jones whose wife passed away the early part of December.

Three new Commonwealth Edison Company substations were put in service last month from which the Chicago Surface Lines will take energy. One of these stations is a manually operated synchronous converter station and the other two are automatically operated mercury arc rectifier stations.

Our sincere sympathy is extended to Mr. Fred Sherke in his bereavement by the death of his mother; and to Mr. Henry Richter whose brother passed away shortly before Christmas.

H. Essington.

Engineering

Dave McCauley, the "Bard" of Racine and Center, purchased himself a nobby sport model car recently, and has been giving the girls in his neighborhood the time of their young lives ever since.

Jack Chambers, son of C. C. Chambers, of the Northern Division, passed the bar examination held recently at Springfield, with flying colors.

The Engineering Team in the Surface Lines Bowling League has passed the half way mark in the schedule, well in the lead and still going strong. Here's hoping they keep up the good work to the end of the season.

Ben Lindstrom says that he feels so "short" after Christmas that he has to stand on a chair to scratch the top of his head.

Mike Korosy rises to opine that a lawyer may "be taken for granted" but never "goes without saying."

A number of the Track Department employes took advantage of the wonderfully good Christmas party given at the Club House on December 22nd, and brought their children to enjoy the entertainment with them. N. R. Alexander, A. B. Bonhomme, J. Wolfe, John Boesen, J. Kamenjarin, Frank Fielding and Paul Britivic were there with their families, and our hard working Director, R. J. Rumatz, also had his little flock with him.

We extend our heartfelt sympathy to Charles Kuehl, chauffeur at Grand and Leavitt, whose mother died December 23rd.

Transit.

Schedule and Time Table

The "flu" wave passing over visited this department during the month of December. It held a number of the employes in its "grippe" for several days; all who were away on account of this are back at work again.

One more newcomer to report before the old year passes; on December 1, 1928, a fine big boy arrived at the home of S. D. Forsythe. Mother and boy doing fine. That makes it a girl and a boy. Congratulations! Yes, we enjoyed the cigars and candy.

Since buying their new radio sets, W. Weightman and M. Johnson find it absolutely necessary to stay home evenings. The latest report is that they are still busy trying to tune in on Amos and Andy.

With the new recruits on the bowling team, the team expects to climb out of the basemen and keep on climbing until they reach the top. Get busy, boys, and bring the cup to this department.

Geo. Weindenfeller.

Material and Supplies

Viola Eger, stenographer at 78th and Vincennes, has been transferred to Clark and Division and her place taken by Florence Lancaster.

Joe Muth has turned out to be quite a singer. His favorite melody is "I'm all alone."

Frank Horn and Emma Weber were discovered recently tripping the light fantastic at Madison Gardens on roller skates. It is rumored that they are planning to enter the next non-stop marathon.

Charlie Matthews reported a very Happy Christmas at his home. His mother, sister and niece came from Uxbridge, Ontario, Canada, to visit him.

Howard Page, son of the well-known Jerry, says that Charlie Matthews had nothing on him. Santa Claus came all the way from the North Pole to visit him.

This sort of weather makes most of us hurry home. Not so with Jim Grimes. He seems to like hanging around the office door at quitting time. Wonder what the attraction is?

Stock.

Shops and Equipment—North and West

West Shops: Our timekeeper, Donald Sterling, has let us in on his little secret, as Miss

Edith Newton of the Material and Supplies Department and the daughter of Mr. J. D. Newton, our Paint Shop foreman, is flashing a very lovely diamond ring on the appropriate finger. Congratulations!

We are sorry to learn of the loss of Tom Cooney's grandfather, who passed away Monday, December 24, at the age of 93 years.

The Engineering Division at the West Shops has had its share of colds, although we have been very fortunate in having a minimum of lost time due to sickness.

John Oswold, trimmer, is the proud daddy of a 9½ pound baby girl. Mother and baby doing fine.

Lincoln: We extend our sympathy to M. Carney, whose sister passed away recently.

An increase in family is reported by A. Kopala.

Devon: The boys at Devon sympathize with the family of Hugh Feely, car cleaner, who died December 14, after an illness of only five days.

We have the honor of flying the Pull-In Flag this month, and our picture is shown on another page.

Elston: A. Gregorgyk is on the sick list. We hope he will soon be well and back to work.

In practicing for the Christmas rush, our carpenter said that it was impossible to have a car that came in at 3:45 P. M. repaired by 4:30 P. M. He lost, as the car was finished by 4:20 P. M.

North: F. Reinke, who has been off sick for some time, is back on the job again. Glad to see you back, Fritz!

Hot Box Stanley, the southside electrician, would make a good soccer player—he is there with the kick. Get him, Filson!

We hope to see all the boys now on the sick list back to work in a short time.

Jane V. McCarthy.

Shops and Equipment—South Division

G. G. Crawford is on the sick list. The boys all hope for a speedy recovery.

L. Parks is the proud owner of a Majestic radio.

We are glad to hear that Harvey Jones of the Motor Repair Department is improving.

We wish to extend our sympathy to Chas. Halbauer, whose father passed away.

Cottage Grove: One of our repair men, Mike McGroarty, has joined the matrimonial ranks. The boys are not particular what brand they smoke, Mike.

J. Gamen purchased a radio some weeks ago. "When will it arrive, Joe?"

John Gotautas is the proud father of a 9-lb. baby boy, brought to his home on Dec. 6th. Mother and baby doing well.

The boys wish to express their sympathy to Charles Pitun, whose brother passed away Dec. 3rd, 1928.

S. Zwinakis, Louis Manus and P. Gedrose have been on the sick list for some time, also A. Daly, who has been injured. We wish you boys a speedy recovery.

Since Leo Keane has purchased new tubes for his radio, he is now able to get Cicero.

Burnside: Burnside Carhouse had a big surprise when Chester Buckley brought in a box of cigars Dec. 1st, and announced that he had been married since Nov. 29th. For withholding this his fellow workers well nigh killed him, but to show their consideration they bought him a large silverware set.

Burnside Carhouse can brag about a new set of crockery, guaranteed not to chip, crack or stain. For more detailed information consult Peter Eckert, as he has been wearing them for a week now.

77th Street: We are glad to have J. Hopkins back to work after an illness.

We are hoping for a speedy recovery for Frank Walseck.

Mike Scahill claims that married life is all right.

Mr. Fred Green is now a car owner.

J. P. McCauley.

D. A. I. and Legal

The girls of this department held their annual chop suey luncheon in the switch board annex on Thursday noon, December 20th. All enjoyed the noon hour spent in this way, exchanging presents.

Mr. Frank L. Kriete, who did not take a vacation during the summer period, has found the time during the Christmas holidays when the courts are closed, to get in a trip to Florida with his wife and son. They have been staying with relatives of Mrs. Kriete at Cocoa on Indian River. We believe that the Transportation Department knew that Mr. Kriete was out of town because the accidents have been exceptionally light for this time of the year during his absence.

Of our trial staff, Mr. A. R. Peterson and Mr. Wm. C. McHenry also managed to slip away to the Southlands for the holidays.

Dr. John Leeming has told us many times at our meetings that at the first signs of illness we should take care of ourselves and not endeavor to carry on when unfit to do so, nevertheless the doctor was one of the earliest victims of the flu, the bug of which found such a firm lodging in his system that he thought it best to leave our germ-laden atmosphere to recuperate at Atlantic City. At this writing the doctor is back in the harness and says that he is fully recovered and ready for a strenuous year.

Edward Dinneen, recently transferred to this department from the Material and Supplies Department, now feels quite at home in any part of this burg at any time of day or night.

Michael Stretch, one of our oldtimers, is at present at the Alexian Brothers Hospital and we hope they will have him fixed up so that he can be back on the job in a short time.

Blackstone.

Tramp No. 1: "What's you eatin'?"

Tramp No. 2: "I ain't eating nothn'."

Tramp No. 1: "You look like you're eatin'. Don't go holdin' out on me."

Tramp No. 2: "I ain't eatin', an' I ain't holdin' out on you. I'm just practicin' so's I won't forget how."—O. B. Bulletin.

Around the Car Stations

Cottage Grove

The Holiday season is over and we now start another year. Let us resolve to make 1929 a better year and get in the lead of some of the contests. Let us all be courteous to all at all times, then we shall soon be in the lead of the Courtesy Contest. And if we would carry out the instructions instilled into us at our recent Accident Prevention meeting by Mr. Pasche we could be in the lead of this contest. So let us all pull together and make a try for these contests.

An interesting letter was recently received from Ex-Motorman Rowley Shelton from Cape Town, South Africa. He leaves there Dec. 14 and expects to arrive in Australia early in 1929.

Another boy recently arrived at the home of Supervisor M. J. Hickey, making a total of 5 boys. Mother and son doing well. Congratulations, Mike.

It is with deep regret we announce the death of Conductor E. K. Christensen on Dec. 13, of pneumonia, after an illness of 8 days, and was laid to rest at Waldheim Cemetery on Dec. 18. Surface Lines trainmen acted as pallbearers. Erick Christensen started with this company in 1893 and made a host of friends amongst the trainmen who always respected him for his honesty and sincerity.

The sympathy of the trainmen is extended to his only daughter, Mrs. J. Puryear, in her bereavement.

The sympathy of the trainmen is also extended to Motorman E. Swanson on the death of his wife, and Conductor H. W. Hewitt on the death of his father.

The following trainmen have been on the sick list for some time: Conductors James Brayley, Duvick, and Chas. Brantigan and Motormen Fred Hughes, A. G. Swanson, Nels Nelson, William Collins, John Birmingham, and Jimmy Jones. A visit to these men will be appreciated. Their addresses will be gladly furnished by any of the clerks.

The newly-elected officers of the Social Club are making arrangements for some form of entertainment in the near future.

Wishing you all a Happy and Prosperous New Year.

J. H. Pickin.

Burnside

Conductors Mike Mulkahee and Swede Nelson have decided on a permanent home. In the past year they have moved fourteen different times but now they have solved the question. They purchased a Covered Wagon.

Our Day Receiver August says it takes time to do anything. Ask to see his new watch. He calls it the Siwelco Special.

Motorman L. Pine and Conductor J. Fish report the arrival of a baby boy. We wish them good luck on their journey through life and hope they turn out to be just as good a motorman and conductor as their Dads.

Wm. Frank.



Donald MacAskill, Son of Conductor MacAskill of Burnside, Looks As If He Just Had a Square Meal.

Seventy-Seventh

Old men and new men greetings. The Club, the first of the year is going to have a drive for new members. Will you come and join the boys? The dues are 25 cents a month. You did belong. Fine. You are welcome to come back again. Step up. Sec'y. O. T. Duncan will be pleased to give you any information you desire. We expect to make this our banner year.

As this is the new year and the season for new resolutions, how about a few in regard to our work? As our Division officials claim we are A No. 1 trainmen let us back them in their statements by making a greater showing in the various contests namely: Courtesy, Witness and Power Saving.

At 6:30 A. M. on December 18, 1928, a fire broke out at 64th and Halsted streets, which necessitated calling for the bridges to resume service. Conductor W. J. Walsh, badge no. 3256, and Motorman E. F. Sullivan, badge No. 2851, of Division No. 4 (69th St.) pitched in and rendered valuable service, thereby reducing this blockade to a minimum. Superintendent W. A. Bessette states should a condition arise he wishes our men to reciprocate not only with Division No. 4, but to all Divisions needing such service.

Conductor Ed. Lynk is back in the harness again after having passed through an operation. Ed must be feeling fine for his hat has the customary tilt when he is looking for an argument.

Did you notice the chest expansion on Superintendent W. A. Bessette? Yes. Why? Well he said I knew if the boys put their

shoulders to the wheel we would leave the fourth place in the witness contest and move up. If we can move up to first position (we will) he will have to buy a new vest. How about making the Boss buy? Let's go, everybody, for more witness names.

Conductor W. M. Gardner has been on the sick list for some time. Here is hoping to see you back soon.



Shirley Jean Rogers, Eleven Months Old, Daughter of Conductor Rogers of Burnside, Monarch of All She Surveys.

Clerk Art Lipphardt states he gave a set of silverware for a Christmas present. That's good business, Art, while you hold the key to the Hope Chest.

Our old friend Mr. Meyers (car house foreman) feels bad on account of being pushed back into fifth place in the mileage contest. Mr. Meyers is a regular fellow boys; help him win that flag for his department. Remember it is up to us for him to win. So let's go for Mr. Meyers and the flag.

Motorman John Coyne is back again and must be feeling fine as that enviable rosy complexion is now returning.

Motorman M. L. Wood and Conductor M. K. Dixon states the arrival of a youngster at their homes. We bet the neighbors know it also. Congratulations, boys.

Asst. Superintendent J. M. Becker must have a host of friends as he licked postage stamps for four hours the other evening after completing his daily toil.

Lest we forget, Conductor Joe Wolfe is still confined at the Municipal Sanitarium. How about a little visit? Also Motorman Charles W. Sill in the Speedway Hospital at Maywood, Ill. As this is cheer season drop in and cheer him up.

Motorman Tony Klarich is now working his run again. When it comes to taking punishment, Tony is there, as he went back a second time for more. He states both operations were successful.

Motorman Joe Hennessy after quite a period of convalescence has returned to work. One of Joe's first acts on returning was to rejoin the Club. Joe states when a fellow gets on his back he sees the world in a different light. The following trainmen have suffered the loss of relatives the past month, namely: Mother of Conductor J. T. Flynn; mother of Motorman H. H. Madsen; wife of Conductor F. W. Rapp; wife of Conductor Thos. Marshall, and Conductor G. L. Smith of this Division. To the relatives of the above this division extends its heartfelt sympathy. C. A. Gylling.

Sixty-Ninth

Goldblatt Brothers, managers of the department store at Ashland Avenue and 47th Street, have expressed their appreciation of the services rendered to their customers by the Ashland Avenue trainmen during the past year and emphasized their appreciation by sending the boys some cigars which were enjoyed by all and we take this means of thanking "Goldblatt Brothers" for their gift.

Division No. 4 extends sympathy to Conductor J. P. O'Malley in the loss of his mother.

December 22nd at 63rd and Stewart Avenue there was a blockade but when the fifth car came up with Conductor E. F. Gross in charge he quickly got all the crew to move up to keep the service going. This was a good remedy for the situation.

Nov. 29th, at 63rd and State Street a man fell off of car No. 5468, run 93. A resourceful crew happened along, however, Conductor M. J. Seifried and Motorman J. D. Ross, who cleverly avoided a delay by trading cars with 93 run crew and broke the blockade which otherwise would have been much longer.

A baby daughter arrived at the home of Conductor C. Wrubel on December 23rd, weighing 6½ pounds.

Recently a Racine Avenue crew, namely P. J. Meegan and Melvin Quick were north bound at Halsted and 47th when a south bound car became derailed on the curve. This crew transferred the passengers from the derailed car to their car and went back south, also saving any delay to the 47th Street line.

Cooperation between the repair force and the Transportation department at this depot was functioning 100 percent. On the last day to maintain 100 percent operation when car No. 5087 of the Racine Avenue line was struck head on by a heavy oil truck. The front vestibule caved in, body posts and side panels broken, steps and journal box and resistance coils and body sills broken and pulled loose. It looked as though our good record would be broken until Mr. Keane with his able assistants, Messrs. A. Bugadizki, J. Lackovig, F. Konenick, G. Godas, C. Lundberg, J. Donaldson and D. Forta assured us that they would have the car in service. Thanks to their efforts the car was repaired and put in service 6 minutes ahead of the appointed time.

W. L. Pence.

Archer

Hurrah! St. Nicholas. The annual Christmas Party held at Archer Depot Saturday, December 15, was a howling success. Old Santa Claus arrived on schedule with his sack filled with dolls and aeroplanes and all the goodies for good boys and girls. Something of a thousand girls and boys were on hand to greet old St. Nicholas and bid him a hearty welcome. Motorman made a graceful looking and was a typical Santa Claus.

Conductor J. E. Leary, another of our faithful co-workers, died after a short illness. John had seniority dating back to March 13, 1905. Died November 25. He will be missed by his many friends. The boys of Archer Depot extend their sympathy to his family.

Conductor Edw. A. Flanders sends us a postal card from Grand Rapids, Michigan, informing us of his marriage. Says the wedding bells rang out November 30. Says he will be at home at the DRAKE Hotel after December 3. Congratulations, old timer.

Our sympathy is extended to Conductor Richard Francis Turner, who was recently called upon to part with his dear mother.

A secret that finally comes to light. Conductor Lester John Winters took a ten-day leave of absence to make a trip to Canada. The cause of all this traveling expense was a woman, who September 1, he called her his wife. Wedding celebrated at Blessed Sacrament Church, 22nd and Central Park Avenue. Congratulations.

Born to Conductor John L. Robinson and his good wife, November 21, a bouncing baby girl. DADDY and baby doing nicely.

Some time ago Conductor William J. Leahy took a trip across the pond to visit his people in Ireland, so he said. But the truth is this, on September 27, while in County Cork, he married one of his school chums and brought her back to America. Congratulations are now in order.

Another STORK story. A bouncing baby girl, Catherine Rita, arrived at the home of Conductor J. E. McCarthy on Sunday, December 2. He now is the daddy of three, two girls and a boy. Wants another boy and he says he will call quits.

Conductor M. L. Mulconrey always wears a smile, but GEE, you should see him today. Ruth Shirley arrived December 19. Says the stork is a mighty fine bird. He is daddy four times—two boys and two girls. Congratulations, Mike, and keep up the good work.

Dusty.

North Avenue

Chicago Avenue from Cicero to Laramie was the scene of celebration and street parade Saturday, December 22, in honor of the completion of the widening of the street. This does away with much congestion due to parking on the former narrow street. Saturday, December 29, saw the openng of the new Symphony Theatre at Chicago and LaVergne, a new gem for the Greater West Side.

Every man at this depot received a package containing three cigars Christmas eve as a merry Christmas from Goldblatt Bros. They were certainly appreciated.

Conductor Nick Getz is papa to a dandy 8 lb. boy born December 9.

Here is Motorman Louis Miller with a 9 lb. boy to report, born Dec. 29.

Conductor Cardiff announces the arrival of a dainty little lady weighing 6 lbs. who arrived December 29.

And here comes John Nesbitt, you all know Jawn. Well he is daddy to an 8 lb. girl who arrived December 24, Christmas eve. Pretty good for John.

Sympathy is extended to the Diebold brothers in the loss of their mother December 28. And to Conductor Bert Kearns who lost his father December 30. Also to Motorman G. Bassette whose father passed away December 15.

One of our new men, Conductor Nels Stenquist, passed away Chrstmas Day. Nels was new in the service but had made many friends in his short time with us. To his family and friends we extend our heartfelt sympathy.

C. A. Knautz.

Elston

Another member of the Royal order of Benedicts: Conductor Panschow has taken unto himself a Bride. "The smokes were great."

Conductors Pierschel, Scannell and Chapliski are on the sick list. Here's hoping for a speedy recovery.

Well, boys, we regained first place in the witness contest but did not better our standing in the other events. Come on, boys, we can do the same in these events as in the witness contest, so let us get busy and take the lead in all events.

Noble

Motorman Litterski was married some time ago but as yet we have not seen any cigars.

We extend our sympathy to Motorman R. Kempiak on the death of his wife. Also to Motorman E. Wegman at the death of his daughter.

Conductors A. Petterson and W. Malecki have decided to buy a farm before they go hunting again. They think it will be much cheaper as there are too many game wardens on other lands.

As this is the time of year for resolutions, let us all resolve to get more witnesses when the occasion arises.

Conductor A. Nygard has deserted the farm for the present at least. Don't try to buy his Ford as he traded it for a gas stove and some plumbing tools.

Motorman John Bingley passed away a few days ago after a long illness. Mr. Bingley transferred to this station from Devon with the old Southport line and was well liked by all who knew him. We extend our sympathy to the family.

C. F. DeMoure.

Limits

Division Supt. Phil Smith received the sad news of the death of his widowed mother, Mrs. Jennie Smith, 76, who resided at Rockfield, Ind., with her daughter, also a Mrs. Smith. She died Friday, Dec. 21st, from heart trouble; funeral Monday the 24th. Mr. Smith left immediately to attend the funeral. Phil, we sympathize with you. Your mother—what sweeter word in any language? What sweet and fond recollections does it bring back? Her sacrifices from that solemn hour when she entered into the valley of the shadow of death that a new soul might see the light of day, through the years that she nursed you, watched over you in your sickness, taught you

to lisp your good night prayer, moulded your character, gave you your altruistic ideals and lofty conception of honor. Nothing that we can do or say can alleviate the pain of her departing but she has gone to her well earned rest.

Motorman Conrad "Horseshoe" Holzschuh, a Halsted St. old timer of 30 years' standing, died Saturday, Dec. 15th. Funeral was Dec. 17th at 2:00 P. M. from his late residence, 1818 Farragut Ave., thence to Waldheim Cemetery. "Horseshoe's" son is the barn repair man foreman at the Limits and to him and the rest of the family and widow we extend our heartfelt sympathy.

Trainman Herbert Hodgkinson's wife died and was buried from St. Sylvester's Church where high mass was celebrated. She left three small children. Herb, old boy, while you miss her it is the little ones who feel the pain and anguish of this Christmas as only children can feel it, and we extend to you our deep sympathy.

Motorman V. J. Steffen welcomed a 10½ lb. boy Nov. 27th, born at the Ravenswood Hospital. Vic says that makes three. Mother and baby are doing well and Vic is in high spirits. Congratulations.

Your correspondent wishes to apologize for the tardiness of the following item: Conductor J. W. Bennett was elected a delegate to the National Encampment of the Spanish-American War Veterans to represent McKinley Post No. 6. This convention was held in Havana, Cuba, from Oct. 7th to 12th, 1928. This being the 30th anniversary of the declaration of war with Spain it was decided to hold the encampment at that place. We congratulate our friend Bennett.

E. G. Rodgers.

Devon

Seeing it's too late to wish you a Merry Christmas, we will wish you a very Happy and Prosperous New Year, and hope that you did have a merry Christmas and that you found everything in your stocking on Christmas morning that you expected to, especially that new book you were looking for to write all your New Years resolutions in.

There having been so many on the sick list, it would take all of the magazine to mention each one—most of them having had a touch of the flu. However, many of them are back on the job again, and favorable reports are coming in from the rest.

George Niebergall has recently retired and has left for Michigan, where he expects to take life easy and let the other fellow work for awhile. George claims he has worked long enough and is entitled to a rest, and I think he is correct.

Santa reports that when he stopped at the homes of E. Willis and Bill Loftus, he found an extra stocking at each place to fill.

Conductor Hagen fell into one of the pits at the barn, and was severely injured. He had to spend the holidays in the Rogers Park Hospital. The boys all join in wishing him a speedy recovery.

Joe McCarthy.

SURFACE LINES POST
The American Legion

The 1929 officers have been installed and with the help of the members of the post look forward to a very successful year.

The various committees will be appointed in the very near future, and it is hoped that the members who are appointed will act when called upon.

The Post in co-operation with the Auxiliary assisted several families of ex-service men during the holidays and the Auxiliary visited all Post Members who are confined at the Speedway Hospital.

It is suggested that all Post Members whose 1929 dues have not yet been paid forward them to the Adjutant, 7749 Vincennes Avenue, or see him at the next meeting, as we are anxious to get the renewal problem out of the way.

Appreciation from Patients

Maywood, Ill., Dec. 12, 1928, Surface Lines Post, No. 146, American Legion, 40 South Clark Street, Dear Comrades:

We, the undersigned, who are all former employes of the Chicago Surface Lines, and are now patients at the Edward Hines Jr. Hospital, wish to take this means of congratulating the Post and the Ladies Auxiliary on the selection of Mrs. Gillespie as President of the Ladies Auxiliary.

The gratitude that we have in our hearts for Mrs. Gillespie since our contact with her as Service Officer of the Ladies Auxiliary is, indeed, very deep, as her kindly wit, together with her sympathic nature, makes her visits every week something to look forward to.

Wishing the newly elected officers of the Post, and the Ladies Auxiliary, and all the members, a Merry Christmas and a successful New Year, we remain

Yours truly,

H. B. Maloney — O. Rogers
D. J. Fitzpatrick — James Noonan

CLUB SPARKS

Mr. Platt Is Grateful

January 4th, 1929.—To Members of Surface Lines Club Bowling League: I very much appreciate your display of goodfellowship and thank you for your generous spirit in taking upon yourselves the lightening of my misfortune.

E. S. Platt.

"Ah, new car. How's the pick-up?"

"Haven't had much chance to try it yet, my wife rides with me most of the time."

Here Is Something To Think About



This trainman believes in Safety ~ He is careful and is thinking about his own welfare, as well as that of others.



This trainman is not careful, nor does he think about his own safety ~~~ and



Such carelessness sometimes results in just another automobile tragedy ~

20 PRINTING PRODUCTS CORPORATION—CHICAGO