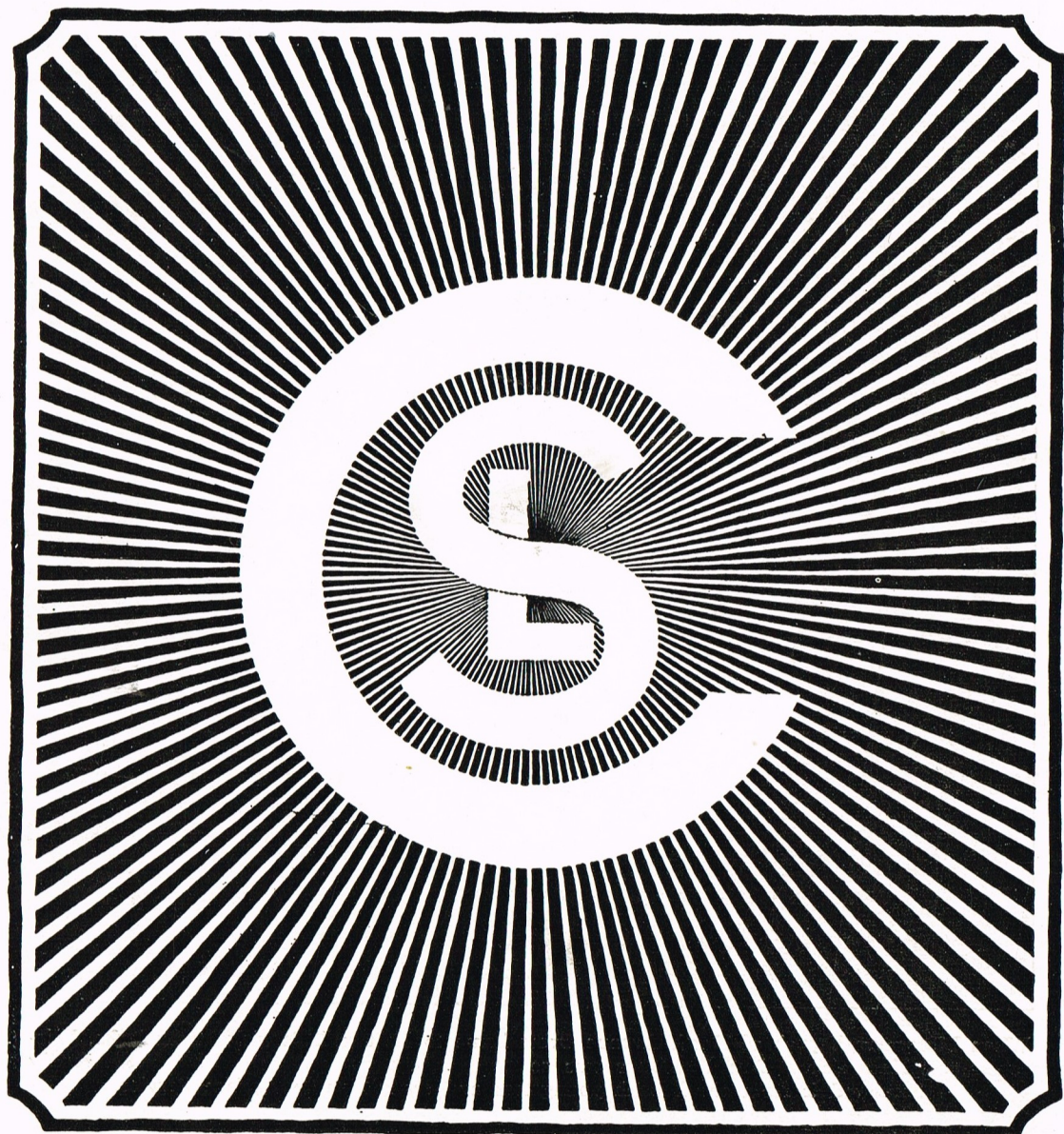


SURFACE SERVICE MAGAZINE

VOLUME 5

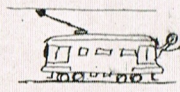



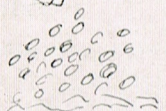


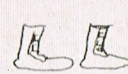


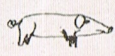
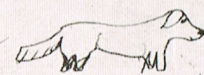




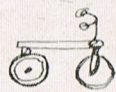







FEBRUARY, 1929

NUMBER 11



A UNIQUE LETTER TO THE CHILDREN

Sunday morning 7:59²
- Jan 1, 1929

 Hello Hi there  how's your  does she ever
 busy you  - I suppose that since it
 you will be busy 
 you must be sure and put your  on
 and your  and your  and your
 big  so that you will keep just as warm
 as a little  or a  or a little
 up in a  how do you like
 your  and your  do you ever ride
 on your  and do you go to  every
 Sunday and do you use your little  to carry your  - Will  and  you
 tell your  that you want to come to Chicago
 and see your 

When Motorman French of North Avenue wrote home to his two little girls at Onalaska, Wisconsin, on New Year's Day, the letter was so much of a novelty that a friend of the family borrowed it from the French youngsters and sent it on to Surface Service.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 5

FEBRUARY, 1929

No. 11

Refuse to Be Headed

Division Six Apparently Certain Winners of the 1928 Accident Prevention Contest

Standing of Divisions—February to December

			Percent
First Place	Division No. 6,	Lawndale and Blue Island.	87.036
Second Place	Division No. 9,	Division and Armitage....	84.540
Third Place	Division No. 2,	Burnside	84.376
Fourth Place	Division No. 7,	Kedzie	83.428
Fifth Place	Division No. 11,	Lincoln	83.408
Sixth Place	Division No. 4,	69th	82.851
Seventh Place	Division No. 10,	Elston and Noble.....	82.411
Eighth Place	Division No. 3,	77th	82.246
Ninth Place	Division No. 1,	Cottage Grove	80.818
Tenth Place	Division No. 5,	Archer	79.750
Eleventh Place	Division No. 8,	North Ave.	78.331
Twelfth Place	Division No. 12,	Devon-Limits	76.439

Standing of Divisions—December

			Percent
First Place	Division No. 2,	Burnside	88.372
Second Place	Division No. 6,	Lawndale and Blue Island.	87.331
Third Place	Division No. 10,	Elston and Noble.....	86.379
Fourth Place	Division No. 11,	Lincoln Ave.	83.000
Fifth Place	Division No. 4,	69th	82.082
Sixth Place	Division No. 3,	77th	80.911
Seventh Place	Division No. 7,	Kedzie	80.730
Eighth Place	Division No. 1,	Cottage Grove	78.920
Ninth Place	Division No. 9,	Division and Armitage....	75.655
Tenth Place	Division No. 5,	Archer	74.848
Eleventh Place	Division No. 12,	Devon-Limits	73.360
Twelfth Place	Division No. 8,	North Ave.	67.218

By William Pasche,
Supervisor, Accident Prevention

When this issue of SURFACE SERVICE reaches its readers the 1928 Accident Prevention Contest winner will be known, but too late to publish in this number and the 1929 Contest will be under way.

At the time this article is being written, Blue Island & Lawndale Division No. 6, is leading in the 1928 Contest by more than two and a half points with only the month of January to go. It is almost certain that Division No. 6 will be returned the winner. The other Divisions are so closely bunched that any-

thing may happen in the fight for position close to the winner.

In December there was an increase in vehicle accidents. On many days during the month the rail was slick or slippery, and we have sometimes in the past attempted to excuse collisions by saying: "Well, we must expect vehicle accidents with the rail in bad condition caused by the weather." This is merely an excuse which is only a way of trying to evade individual responsibility. Every motor-man knows that when the rail is slippery he then cannot operate as he would on a good rail. When approaching intersections or following vehicles in the

track he must exercise more care. He should also know that applying the air hard will cause the wheels to lock and slide, thus reducing the chances of avoiding an accident.

The proper methods of operation when the rail is slippery are found in rules 92 and 93 of the Book of Rules for Conductors, Motormen and Operators which, in part are as follows:

Rule 92. "FOG, SNOW, SLEET, RAIN, OR SLIPPERY RAIL—"

(a) When vision ahead is obscured by fog, snow, sleet, rain, smoke or other cause, car should be operated only at such speed as will permit Motorman or Operator to stop within the limits of his vision, and if rail is slippery he should take that fact into calculation and govern himself accordingly. Under such conditions safety of operation rather than the maintenance of schedules must be given first consideration.

(b) When tracks are flooded run slowly to avoid splashing the water and drift without use of power whenever possible; otherwise there is danger of burning out the motors. Cars must not be run through water in the subways when it is so deep (more than two (2) inches above top of rails) that electrical equipment might be damaged.

(c) On a slippery rail, Motorman or Operator must not allow the wheels to skid; as soon as wheels commence to skid the brake must be released and reset.

(d) Motorman or Operator must use extreme caution to keep car under full control, approaching all intersections, junctions, railroad crossings, bridges, tunnels, boulevards and through streets, being very careful when approaching other cars and vehicles, disregarding schedule if necessary."

Rule 93. "STOPPING CAR—"

(a) In case of a slippery rail, the track must be sanded before applying the brakes.

(b) Sand must not be applied on or at switches except in case of an emergency.

Cutting Down Boarding and Alighting Accidents

During the holiday season most every one does some visiting, meeting old friends and making new acquaintances. The writer, also did some visiting. In some of these groups street car service was discussed. I did not listen to much complaint about regularity of service, but there was in several instances complaint about quick starting and failure on part of conductors to call streets. There is no good reason for quick starting or failure to call streets. Close attention to both of these items does not mean more work, but really makes the job much easier and will surely help to

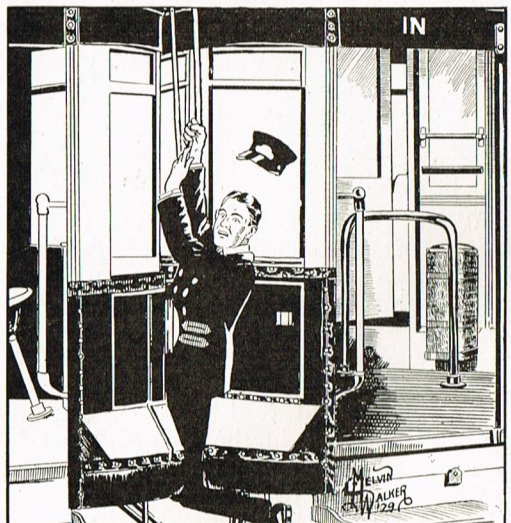
reduce the most undesirable accident, which is alighting or boarding.

During the past few months we have experienced some extremely cold weather. On some of the coldest days we have noticed that many conductors stood inside of the car while passengers were boarding or alighting and even collected fares while inside. We do not object to conductors stepping inside to get warm, but there is no good reason why they should remain there while pas-

TWO GUESSES - BOTH WRONG



JIM AND HIS CONDUCTOR GUESSED THAT IT WAS ALL RIGHT TO BACK UP AND WERE SORRY



BILL GUESSED THAT IT WAS ALL RIGHT TO STEP BETWEEN TWO CARS TO ADJUST THE TROLLEY AND MADE A TRIP TO THE HOSPITAL

sengers are alighting or boarding. Such practice, if continued, will surely result in an increase of this class of accidents. Be on the rear platform while passengers are boarding or alighting.

The following tables present a comparison of employe accidents in the Engineering, Electrical and Shops and Equipment Department Departments for the eleven-month period beginning February 1st to December 31st, 1927 and 1928. The track Department and the West and South Shops continue to score splendid decreases, but it is hard to understand why in one of these instances there is an actual increase in Eye accidents. The simple process of insisting that goggles be worn should entirely eliminate Eye injuries. We have noticed in the past month that some men state that they have had foreign particles lodge in their eyes while wearing goggles. This is simply a case of not properly adjusting the goggles and should be looked after by the foremen on the job.

Engineering (Track Only)

	1928	1927
Foreign Particle in Eye.....	43	58
Eyes Inflamed	3	3
Foot Injury	52	84
Finger Injury	83	92
Face Injury	39	47
Leg Injury	87	117
Chest Injury	4	4
Arm Injury	30	38
Rib Injury	4	2
Head Injury	46	55
Nose Injury	4	4
Toe Injury	12	5
Body Injury	11	10
Hand Injury	41	67
Hip Injury	50	5
Ankle Injury	7	9
Internal Injury	1	1
Shoulder Injury	14	6
Knee Injury	7	9
Tongue Injury	0	1
Skull Injury	2	2
Back Injury	28	19
Wrist Injury	6	10
Neck Injury	0	8
Ear Injury	1	6
Side Injury	2	12
Total	569	663

Engineering—Buildings and Drafting Dept.

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

Head Injury	1	0
Knee Injury	0	1
Total	15	3

Engineering Dept.—Utility

	1928	1927
Foreign Particle in Eye.....	1	1
Foot Injury	5	2
Leg Injury	3	3
Head Injury	5	3
Finger Injury	2	5
Back Injury	0	2
Ankle Injury	1	2
Shoulder Injury	0	1
Face Injury	2	0
Hand Injury	1	1
Knee Injury	0	1
Toe Injury	2	0
Total	22	21

Carhouses

	1928	1927
Div. No. 1, Cottage Grove	6	13
Div. No. 2, Burnside	8	14
Div. No. 3, 77th	15	16
Div. No. 4, 69th	5	20
Div. No. 5, Archer	8	10
Div. No. 6, Lawndale	20	28
Div. No. 6, Blue Island	14	2
Div. No. 7, Kedzie	30	22
Div. No. 8, North Ave.	93	108
Div. No. 9, Division	0	10
Div. No. 9, Armitage	26	11
Div. No. 10, Elston	3	3
Div. No. 10, Noble	18	2
Div. No. 11, Lincoln	24	12
Div. No. 12, Devon	6	3
Div. No. 12, Limits	14	4
Total	300	268

West Shops

	1928	1927
Foreign Particle in Eye.....	59	56
Finger Injury	77	116
Foot Injury	12	8
Hand Injury	26	20
Back Injury	2	4
Face Injury	5	4
Injury Near Eye	4	2
Wrist Injury	5	6
Head Injury	3	6
Leg Injury	5	8
Ankle Injury	2	2
Arm Injury	5	8
Infection in Eye	4	2
Burned Eye	2	2
Shoulder Injury	1	0
Total	222	244

South Shops

	1928	1927
Foreign Particle in Eye.....	12	18
Finger Injury	7	6
Foot Injury	2	5
Hand Injury	5	13
Back Injury	1	1
Face Injury	2	0
Injury Near Eye	0	2
Wrist Injury	1	2
Head Injury	0	3
Leg Injury	2	2
Ankle Injury	0	1

Arm Injury	5	2
Infection in Eye	0	0
Scalp Wound	2	0
Rib Injury	1	0
Flash in Face	0	1
Total	40	56

"WEAR YOUR GOGGLES"

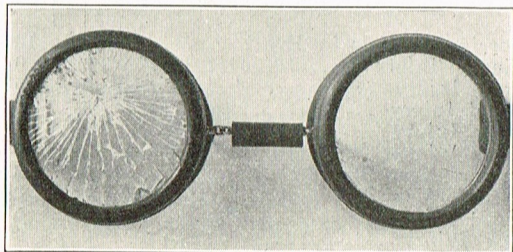
Pasche Warned 'Em But One Poor Guy Thought He'd Take a Chance

I knew two guys
Each with two eyes.
Who went to work one morning.
One guy was wise—
To guard his eyes
He heeded Pasche's warning.
The other guy
Remarked, "Now I
"Am smarter, I won't heed 'em.
"I'll take a chance
"No circumstance
"Today will make me need 'em."
But, O, alas!
It came to pass
That very day—'twas winter—
He swung a sledge
Upon a wedge
Up shot a tiny splinter—
'Twas steel and flew
As splinters do
With bullet speed—a cry!
He staggered, fell,
All heard him yell:
"My God, it got my eye!"
So of these guys
One has two eyes
The other only one.
And he'll regret
Through life, you bet,
He had no goggles on!

J. E. W.

One More Eye Saved

Again the safety goggles have proved their effectiveness and an eye has been saved. On January 17 C. Ratkovich was working at Archer and Stark when



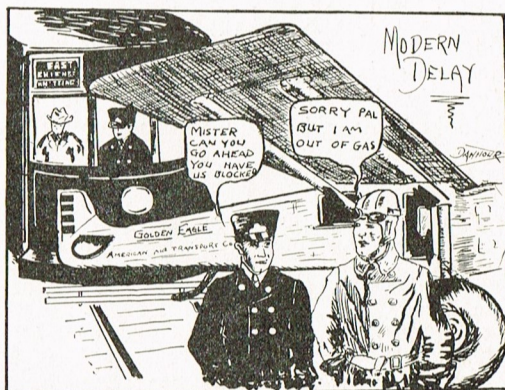
a flying piece of stone shattered one of the lenses but fortunately, there was no injury to the eye.

Enough of these incidents have occurred to demonstrate that the only safe thing for trackmen to do is to wear their goggles when actively at work.

TWENTIETH CENTURY INCIDENTS

Surface Line Blocked by Airplane—Motorist Has Strange Delusion

The most modern delay known to street car transportation happened recently to Conductor Pat Conlon and Motorman Barney Farrell on Whiting Run No. 157 operating out of the Burnside Depot. A Golden Eagle plane landed on the tracks at about 119th Street in front of a gasoline station and after a delay of about four minutes while it was being refueled it soared away in the blue skies and surface transportation was resumed.



Cartoonist Danhour illustrates the modern delay to one of our East Chicago-Whiting cars.

Division Superintendent Bessette made an interesting report to Superintendent Evenson showing the remarkable effects of non-freeze liquid when used as a beverage.

"I am informed that on the morning of December 28, 1928, an automobile ran into the concrete block at the loading zone on the southeast corner of 75th and Vincennes Avenue. The man stopped with considerable damage to the left front part of his auto.

"The man driving it stepped out and staggered over to the raised platform and asked Mr. J. W. Burton, 7538 Wentworth Avenue, who was standing there, if he had seen that fellow hit his machine. Mr. Burton asked him what fellow? The intoxicated automobilist said: "That street car, and he never stopped. The street car which Mr. Burton was waiting for was just turning the corner of 81st Street at this time and there was no other car in sight."

A little later the motorist might have been convinced that he had been hit by a red, white and blue elephant.

The Courteous Sixth Division

Lawndale First, Blue Island Second, in the Courtesy Race—Lincoln Up

After eight months of courtesy campaigning, at the end of December and starting out in January 1929, there is still no change in the three leaders in courtesy or in the four depots that comprise the rear guard. Lawndale still holds the distinction of having the most courteous trainmen, with its teammate in the Sixth Division, Blue Island, holding down second place, while Elston is still entrenched in third position. Lincoln Avenue, starting out in twelfth place and alternating thereafter between ninth and tenth position shot up to fourth position displacing 69th Street, which up to December had never been lower than fourth place in this year's contest.

Following is the cumulative standing for the eight months:

	Disc.	P.U.	Trns.	Q.S.	Total	Cmd.
1 Lawndale	24	12	11	3	50	4
2 Blue Is...	22	5	9	6	42	13
3 Elston	27	8	12	7	54	11
4 Lincoln	47	15	13	14	89	16
5 Noble	24	11	15	1	51	7
6 69th	78	41	31	24	174	36
7 Kedzie	80	56	30	21	187	35
8 Archer	90	50	28	32	200	22
9 Limits	36	23	14	7	80	9
10 Armitage	42	23	17	7	89	17
11 Division	50	27	23	16	116	20
12 North Av.	150	80	47	51	328	41
13 77th	137	88	37	39	301	53
14 Burnside	54	19	17	14	104	31
15 Cot. Grove	71	44	32	17	164	37
16 Devon	114	74	25	22	235	45
Total	1046	576	361	281	2264	397

The record of complaints investigated and found chargeable, shown by-months, is as follows:

	Disc.	P.U.	Trns.	Q.S.	Total	Cmd.
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
September	103	54	43	32	232	52
October	157	90	40	52	339	61
November	111	102	41	43	297	16
December	143	101	38	35	317	81
Total	1046	576	361	281	2264	397

For the same period in 1927, our first year of courtesy campaigning, we find a total of 2406 chargeable complaints, as against 2264 in 1928, representing a reduction of 142. For the same period in

1927 we had received 297 commendations, or recognitions of our interest in the welfare of our patrons. This year we have 397, just an even hundred more.

Last year at this time we had recorded 1,117 complaints on plain discourtesy. This year 1,046, a decrease of 71. Not much to brag about but still on the good side of the ledger.

On "passing up" complaints we slipped, having 576 complaints this year against 510 last year, an increase of 66.

Transfer complaints show a decrease of 74—435 in 1927—361 in 1928.

Quick starting also show a decrease—344 last year—281 this year.

The following chart shows the positions held by each depot since the start of the campaign in May, 1928:

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

The following article appearing in the Daily News of January 25, 1929, plainly indicates how appreciative our passengers are of the little courtesies shown them on their short travels about the city.

Praise for Conductors

"There has been so much criticism of conductors lately I would like to say a word in their favor.

"I use the Clark Street cars twice daily and find many of the conductors very courteous. I wish to refer particularly to the one on whose car I rode last Friday evening when it was snowing and slushy. He was so cheerful, helped elderly women on and off the car; it made one forget the inclemency of the weather. I sat on a front seat and could hear distinctly when he called the streets. I think his badge number was 9000. I know the run number was 65.

"I also wish to thank a Clark Street conductor who calls the nonstop streets with the stop streets; it is a great help to strangers, who may want a street where cars do not stop.

"I am not a car man's wife or relative, but I know they have a lot to contend with and I want those who do their duty to know they are appreciated.
Chicago. R. W. R."

Conductor 9000 is Thomas M. Malone of Devon Depot and digging down into conductor Malone's record we find two other commendations of a similar nature, one back in 1923 and another in 1925. And still more interesting and vital, we find no complaints charged against his record from the time he started working for the Chicago Surface Lines in August 1921 up to the present time. Seven years and five months of service without a complaint—truly an enviable record of courtesy.

Present operating conditions, the worst we have had to contend with for years, call for care and courtesy on our part every minute that we are on the job. Since early in the morning of January 1st we have had ice covered streets, rain, sleet and snow at intervals causing discomfort to all. Motormen, on account of sleet covered windows have been forced to lower them and take the stinging sleet and hail straight in their faces on more than one occasion in order to provide safety for their passengers. Conductors have had to be constantly on the alert to safeguard passengers boarding and alighting on streets that were a glare of ice, warning them from the danger of other vehicles temporarily out of control and dangerously skidding toward them.

We are doing these things almost daily. Let's not let the tough weather conditions make us any the less courteous toward our passengers. They too have troubles of their own.

Conductor Dorney Courtesy Prize Winner

Lady Reporter of Evening Journal Tests Him and Surprises Him With \$10 Award

The Chicago Evening Journal is conducting an interesting experiment in looking for courtesy in various lines of activity, with a \$10 reward to the subject who meets the test conditions which are usually made a bit difficult. In the issue of February 1 appears the story of how Conductor D. R. Dorney, badge No. 7566 of Kedzie, qualified for the prize:

Did you ever try paying your fare on the street car, bus or elevated with a \$10 bill? Not always so pleasant, is it? The courtesy reporter knows—from experience.

For the manner in which D. R. Dorney, conductor on the Madison-Fifth avenue street car, gave the reporter the change for \$10 and directed her to her place of destination, he was awarded the \$10 prize for the day.

"Where does this street car take you?" the reporter asked calmly of Conductor No. 7566.

"Where do you want to go?"

"To Oakley boulevard," came the reply as she handed him the bill.

"Then stay right on. I'll let you know where to get off."

He looked at the amount handed him. Then he glanced at her. Without another word he began to pull out money from the changer.

"There's 93 cents of it," he said with a grin. The rest he took out from a purse. The re-

porter then asked him if there was a quicker way to get out there.

"Well—yes—if you get an airplane," he laughed. "But there isn't any around so you might as well ride with me."

After several more questions, she sat down in the center of the car. When Oakley boulevard approached, he shouted out the street three times. The reporter pretended not hearing. The conductor walked all the way up and reminded the reporter that "this stop is Oakley."

Here's a Grateful Friend

January 19, Chicago Surface Lines. Gentlemen:

I would like to commend to you Clerk John R. Carlson, of North Avenue in the "Lost and Found Department" who did for me a favor.

Tuesday afternoon, Jan. 15th, I boarded a car at Long and Grand Avenues, transferred to a car on State Street, rode about two blocks, when I discovered I had lost my handbag. I was not inconvenienced as to money, for I always carry a little, knowing such emergencies are likely to arise. However, there were keys and Grand Opera ticket gone. It was too late to phone to the offices as I supposed them to be closed at that hour. Realizing there was nothing to do but wait until the next day when I could phone and find out if the handbag had been found and turned in, I came home.

Upon reaching the house I found a note in my mail box from a neighbor to whom Mr. Carlson had phoned asking her if she could get in communication with me about my handbag having been turned in at the office and I could call and receive it in time to use the ticket for Grand Opera.

Upon examining the handbag to find out to whom it belonged, he found my address but no phone number, as I have no phone. He then chose from among the several addresses of friends I have noted down, the one living nearest me and phoned her. I went over to the Car Barns on North and Cicero Avenues, received my handbag and arrived at Grand Opera and had a pleasant evening.

I have been telling this to each and every friend I have come in contact with since it happened and, without fail, each and every one would say, "I never heard of such thoughtfulness." Somehow, we expect the car men to be honest and turn in the things found, but when it comes to the thoughtfulness that makes one go to a little extra effort for strangers, we are all surprised but pleased. Again, I wish to express my gratitude to you and say that Chicago is not the worst place to live in at all. Thanking you, I am

Yours respectfully,

Ethel E. Holton.
3263 Wrightwood Ave.
Chicago, Ill.

Aided By Experts

Standard Johnson Company, Inc., 200 N. Jefferson Street, January 26th, 1929. Chicago Surface Lines. Gentlemen:

This is a rather belated expression of thanks I wish to express to the crew of wrecker No. 112. On Friday, January 11th, while I was driving south on Canal Street about at Fourteenth, a quilt blew off a north bound truck and trickily wound itself up in the fly-wheel and universal joint of my automobile.

I was on the south-bound rail and was unable to move the car; the wrecker came and very quickly got me from off the rail. And then, despite the fact that it was a terribly cold day with almost a gale blowing, one of the chaps quickly got under my car and cut away the offending quilt and I was able to proceed on my way.

I had to marvel at the ease and facility with which they moved my car from off the rail, and was astonishingly pleased at the action of the crew, for instead of abandoning me to my grief, they quickly removed the cause.

Please extend my unbounded thanks to these thoughtful and Christian gentlemen and my congratulations to your organization in having such employees.

Very truly yours,

R. A. Donnellan.

Tribute to Efficiency

Hibbard Junior High School, January 31, 1929. Mr. C. H. Evenson, Superintendent of Transportation, Chicago Surface Lines. My dear Mr. Evenson:

Let me express my appreciation and thanks for the splendid and courteous service and attention we received from employees and executives of the Chicago Surface Lines on Tuesday, January 29th, when they carried over six hundred of our pupils to and from the Crane Technical High School on the occasion of our game with Farragut Junior High School. The courteous attention we received and the care in handling our pupils that no accident might occur were a delight. Mr. R. J. McKinney, Division Superintendent, and Mr. Thomas Fahey, Assistant Superintendent of Division Seven, gave us their personal attentions as well as sending extra men to aid in loading.

We are very grateful for all this. I know of no way we can show our appreciation, but I wish to express it to you.

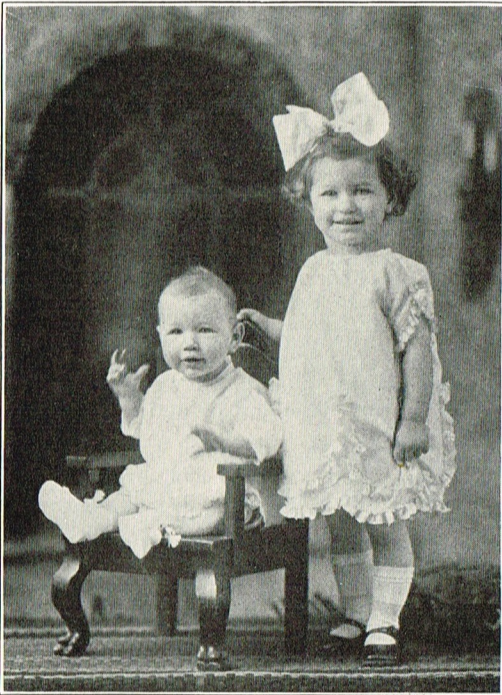
Sincerely,

T. C. M. Jamieson, Principal.

Pleasant Words from Appreciative Patrons

Starter Frederick C. Hennessy, of Division, is highly commended by Mr. O. G. Haller, 4444 North Artesian Avenue, for his exceptional service rendered on a disagreeable morning to Surface Lines patrons.

Alderman John J. Hoellen, of the 47th Ward, writes to express his sincere appreciation of the good work done by Supervisor Andrew VanDee, of Lincoln, stationed at the intersection of Lincoln Avenue and Irving Park Boulevard, during the recent snowstorm. Alderman Hoellen has received favorable comments in-



Jean Mary Denby is very proud of her brother, Everett John. These are children of Motor-man L. C. Denby of Burnside.

volving Supervisor VanDee from different business men of the Northcenter District.

Motorman August N. Moreland, badge No. 12201, of Devon, is the recipient of a letter of praise from Mrs. Avery Fitzmaurice for averting a long delay to the Broadway service.

Mr. Emil Linberg, of The Trojan Laundry, 2834 Broadway, thanks Motorman Claude B. Cobb, badge No. 11279, of Limits, for the return of a laundry package picked up at the Limits Car Station.

Conductor Alford Johnson, badge No. 8982, and Motorman Niels N. Borck, badge No. 7555, of North Avenue, are made the subject of a letter of commendation for the splendid service they render by Mr. C. M. Majewski and Jimmie Petress of the Western Electric Company.

Mrs. George H. High, Hotel Ambassador, Chicago, writes a note of praise in behalf of Motorman John O. Glass, badge No. 3755, of 77th, for his ability in the operation of his car and for his patience and excellent judgment under trying conditions.

Conductor Patrick J. Loftus, badge No. 9626, and Motorman John Daly, badge No. 163, of Burnside, are commended for their efficiency in

how to reach her destination in a strange part of the city.

Mr. William Laube, 6043 South Ashland Avenue, wishes to commend Starter George F. Dowd, of 77th, for his unusual kindness and good judgment in permitting passengers to take shelter in a car that was in the pocket.

Conductor Joseph A. Dorval, badge No. 14012, of Cottage Grove, is complimented by Mrs. L. Kuieger, 4448 North California Avenue for the clear enunciation of all stop streets. Such service is much appreciated by the public, says Mrs. Kuieger.

Mr. Raymond Loving, 3407 Monroe Street, (Conductor Badge No. 4296) thanks his fellow Conductor, Stewart D. Sim, badge No. 13802, and Clerk George Linger, of Kedzie, for turning in his changer full of money left in the car station. It was received by Conductor Loving with its contents intact.

Conductor Edward E. Thatcher, Jr., badge No. 12974, of Devon, is made the subject of a letter of favorable comment from Mr. G. Ivar Hiler, 5045 Windsor Avenue, for his kindly treatment of passengers and for the clear enunciation of street intersections.

Mr. Samuel G. Beers, 4115 Kenmore Avenue, writes a note commending Conductor William C. Bogge, badge No. 12920, of Division, for his courtesy and consideration.

Conductor William T. Vestal, badge No. 12480, of 69th Street, is thanked by Mr. George J. Verdos, International Forwarding Company, 431 South Dearborn Street, for advancing him car fare when he found himself without funds and enclosed with his communication the money due Conductor Vestal.

Mr. Guy Van Schaick, of Gann, Secord and Stead, 120 South La Salle Street, thanks Conductor Dennis A. Morris, badge No. 11860, of 69th Street, for paying his fare when he found himself with no small change and enclosed a check for the amount.

Conductor Martin F. McGinty, badge No. 10704, of Archer, is commended by Mr. Walter Johnson, 1950 West 38th Street, for the courtesy and consideration shown to a woman with two small children in assisting them safely from his car to the sidewalk.

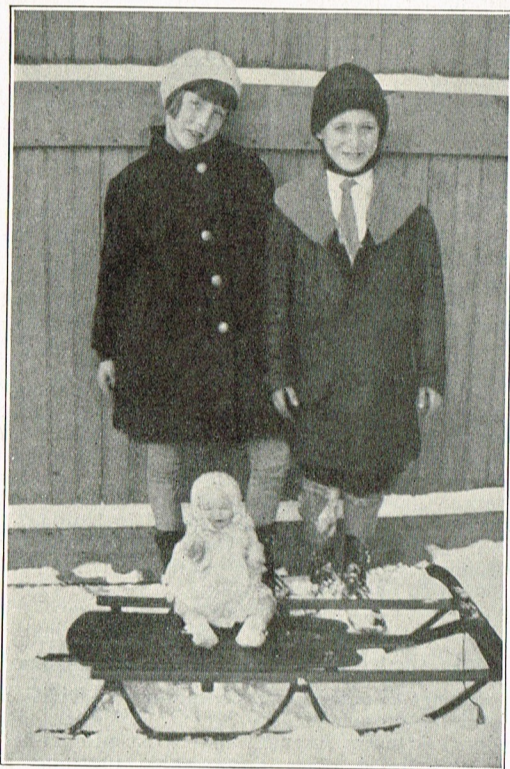
Mr. George J. Sharkey, 900 West 18th Street, writes in behalf of Conductor Edward J. Ludvik, of Blue Island, for his kindness in holding his car for Mr. Sharkey. "This man is a gentleman and deserving of notice," states the correspondent.

Conductor Stephen Derenski, badge No. 5736, of Division, was observed and favorably commented upon in a letter of praise by Mr. Claude C. Poenside, 3215 Leland Avenue, for the service he renders to the lame and blind passengers.

Mr. Joseph Hergarten, 6455 North Washenaw Avenue, writes a letter in behalf of Conductor Frank Fischer, badge No. 4836, of Noble, for his consideration toward the aged, and mothers traveling with small children.

Conductor Arthur E. Crawford, badge No. 4754, of Burnside, is the recipient of a note from Mr. C. W. Keil, 7612 Colfax Avenue, thanking him for forwarding carfare to his wife who found herself with only a five dollar bill and enclosed stamps for reimbursement.

Mrs. David Moore, 925 North Keeler Ave-



Mary and Jack O'Neil, children of J. J. O'Neil of Devon Depot, giving their dolly a sleigh ride.

rendering service. Motorman Daly held the car unusually long to enable Miss Lucy Ward, 6800 Crandon Avenue to board it, and Conductor Loftus instructed her very definitely

nue, is the writer of a letter of commendation involving Conductor John J. Leonard, badge No. 4086, of North Avenue, when he was kind enough to pay her fare after discovering that she had left her money at home. She wishes to express her gratitude for his kindness.

Conductor Myron W. Ayres, badge No. 2694, of 77th Street, receives another letter of congratulation for his efficient service to the public. Dr. Guy E. Ross of 6723 North Clark Street, states that he has ridden on Surface Lines cars for eight years and never has found such a polite and thoughtful conductor as Badge No. 2694.

Mrs. Anna Newsome, 1540 East 65th Place, is the writer of a congratulatory communication praising Conductor Albert Piker, badge No. 2496, of 77th Street, for his consideration in rendering prompt assistance to an old crippled woman about to board his car, lifting her onto the car and to a seat. When Mrs. Newsome spoke to Conductor Piker after observing this act of kindness, he replied, "It was only my duty."

Conductor Robert Brindisi, badge No. 2246, of North Avenue, is the recipient of favorable comment from Mrs. Adella Vaughan, 3548 Ellis Avenue, who approves his request to a woman to hold her child on her lap to enable standing passengers to have a seat. He did this in such an admirable manner that Mrs. Vaughan felt that the management should know about it.

Mrs. Mary Train, Juvenile Detention Home, 2240 Roosevelt Road, expresses her sincere appreciation of the prompt turn-in of her purse containing a large amount of currency belonging to her co-workers by Conductor Frank A. Anderson, badge No. 1424, of North Avenue. She states that Conductor Anderson's honesty will never be forgotten and that she will hold the employees of the Surface Lines in the highest esteem.

Conductor William R. Beatty, badge No. 630, of 77th Street, is thanked by Mrs. Catherine Colgan, 8112 Elizabeth Street, for turning in to the car station her purse lost on Conductor Betty's car.

Mrs. F. Leser, 13322 Commercial Avenue, very much appreciates the consideration showed to her and other passengers on a cold and rainy day when Conductor James P. Brown, badge No. 3830, of Burnside, permitted them to board his car before he switched. Such an accommodation is appreciated during inclement weather.

The following trainmen are commended for their efficiency and meritorious service rendered to the traveling public: Conductors Andrew J. Jacobsen, badge No. 594; Jack Gouderjann, badge No. 728; William L. Brown, badge No. 3862, and Harry W. Harrington, badge No. 4298; Motormen Nichola C. Schuberth, badge No. 291; Claude H. Stewart, badge No. 2833; John C. Stegenga, badge No. 4245; Thomas A. Fitzsimmons, badge No. 10983, and Otto Peterson, badge No. 12537, all of Burnside. Mr. John McMillan, 10214 South Park Avenue, writes a letter in behalf of the residents of his community.

Mrs. Isabelle M. Dickey, 350 West 69th Street, is the writer of a complimentary letter involving Conductor Harry B. Harris, badge

No. 1498, and Motorman William H. Lorenz, badge No. 9479, of Cottage Grove, for the interest in her safety.

Mr. R. G. Cole, 4823 Lake Park Avenue, observed a kindly act by Motorman Charles J. McCaffrey, badge No. 5655, of Lincoln, when he assisted a lame lady from his car to the street. Motorman McCaffrey lost no time as he performed this little act between the red and green stop lights.



This plump Little Chap is Norman Rose, grandson of Motorman James R. Perks of Burnside.

Miss Hattie Benedict, 1746 Estes Avenue, writes the management of the unusual courtesy rendered by Conductor Miles A. Crozier, badge No. 8356, of 77th Street. "He performs his duties in such an efficient manner that it is most noticeable," states Miss Benedict in her communication. He was so considerate of passengers in assisting them on and off his car and enunciated very clearly the names of all stop streets.

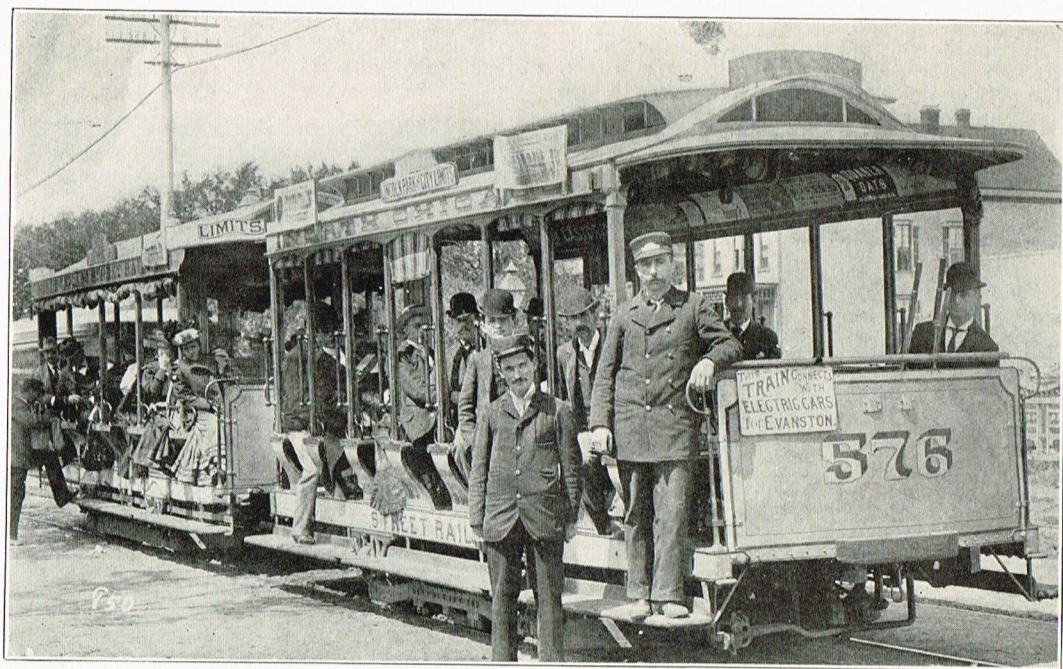
Motorman Freeman R. Wilson, badge No. 799, of North Avenue, is highly commended for his skill in applying his brakes and averting an accident when a large truck swung across the car track in the path of his car. Miss Genevieve Cook, 647 North Waller Avenue, was a witness to this incident and writes the management to tell them about it.

"Do you suffer with rheumatism?"

"Certainly; what else could I do with it?"

Seniority Leaders at Devon

Conductor Pohlman and Motorman Pattison Splendid Examples of Long Service Efficiency



Robert Pattison when a gripman on the Clark Street line in 1890.

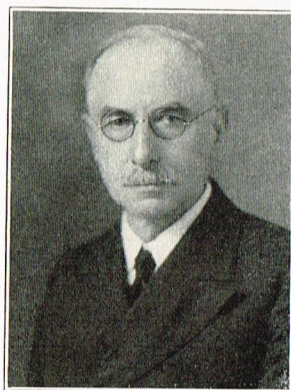
Before June 30, 1888, street cars didn't mean so much in the life of Wm. Pohlman as they have since. For over forty years street-railroading has been his continuous occupation. His first assignment

In those days the conductors had no transfers to handle. From the year 1889 to 1890 he was a conductor on the Clark Street line, when there was a general order issued permitting passengers to ride



Conductor William Pohlman

was a position as conductor on the Larabee St. horse-car line, and from there he went to the Limits Barn and worked on Clark Street, Diversey to Lawrence Ave. and the old Evanston Ave. line.



Motorman Robert Pattison

free south of Belmont to the Limits Barn. It was understood that these passengers would pay their fares when they boarded the cable cars. This line soon became famous for special service with-

out charge. Many women would insist on the car being stopped in front of the particular store at which they intended to shop. This became too much for some of the trainmen and they refused to obey these special requests from non-revenue passengers. However, the management issued orders specifying that the passengers' wishes should be complied with. But Mr. Pohlman tells us that the trainmen had their inning the first day that transfers went into effect without notice.

In answer to the question: What particular experience do you recall that could not happen today? He related the following: "We often found our way blocked by a frame house being moved. I remember one instance on Clark St. near Schiller when we drove up to a frame house and saw by its position in the street that with careful driving we could go around it, we derailed the car with a broom-handle, drove around it without disturbing the passengers and were soon on our way. Many a time during the chilly Spring days, when it was not thought cold enough for coal fires in the cars, I often gave the driver the bell to stop when I saw some suitable pieces of wood on the street and by this means kept the passengers on the old Evanston Ave. line comfortable. Just as regularly as the seasons came around, so the old horse-car track (at the joints) had a never-failing way of turning up in the summer and down in the winter."

Mr. Pohlman is a well-preserved man and looks good for many more years of service.

Motorman Robert Pattison

It was away back in 1884, during the month of June, nearly forty-five years ago, that Robt. Pattison was hired as a driver by former Superintendent Fred Threedy. Recently when Mr. Pattison was asked to relate some of his past experiences with the company, his remarks were substantially as follows:

"My first experience driving a horse-car commenced at the Racine and Belden Ave. barn. A new line had been started from the barn to State and Lake Streets, and I started with it. Our horses were required to make two trips a day. We generally had the same car and horses daily. The winters were more severe then than they are now. We frequently had twenty below zero weather, with lots of snow. Nevertheless, the company always managed to keep the tracks open. It required ten horses to pull the sweeper. When the track became too heavy, we doubled up with four horses to

the car. It was somewhere about 1888 that the cable was installed and I became a gripman at the Limits barn. This was a big improvement on horse cars. It took us fifty-six minutes to make a round trip from the barn to Dearborn and Monroe streets. So regular was the running of the cable cars that a gripman could tell within a few feet where on the street he would pass certain other trains daily."

Mr. Pattison still has in his possession the first rule-book issued to him. This was printed in the year 1884. The following rules show how street-railroading has changed since then. "Three sounds of the bell, to drive faster. Four sounds of the bell, to drive slower. Four or more sounds of the bell, to notify teams that are in the way. The conductor should observe passengers closely, and ascertain when they wish to get off. Driver will not be allowed to drive faster than time gait on his last trip. He will not allow any person to sit on the front dashboard under any circumstances."

Mr. Pattison has the reputation of being a careful motorman, with a good record to back it up.

LINING UP THE WITNESSES.

Elston-Noble Still Leads; Burnside Pushes Up to Second Place, Nosing Out North Avenue.

There were a number of shifts in positions in the contest for witness-getting and for the first time, there were eight divisions that scored four or better. Burnside succeeded in passing North Avenue, gaining second place and 77th managed to overtake Archer for the honor of the fourth position. Lawndale-Blue Island remained in sixth and Kedzie, by scoring an even four, passed 69th. Armitage-Division, evidently tiring of living in the basement, got upstairs into tenth place.

Taken as a whole, and considering the difficulties under which operation has been maintained during December, the showing is creditable. It will be a happy day throughout the system when the average for all stations will touch five.

The following shows the standing for the four months ending December 31st.

	Dec.	Nov.	Oct.	Sept.
1. Elston-Noble	5.13	5.39(1)	5.50(1)	4.69(3)
2. Burnside	4.62	4.77(3)	3.52(9)	4.85(2)
3. North Avenue	4.58	4.98(2)	4.28(4)	5.12(1)
4. 77th Street	4.54	4.64(5)	4.45(3)	4.49(4)
5. Archer	4.48	4.71(4)	4.04(6)	3.56(9)
6. Lawndale-Blue Isl.	4.30	4.44(6)	4.57(2)	4.37(5)
7. Cottage Grove	4.05	4.13(7)	4.13(5)	3.87(7)
8. Kedzie	4.00	3.78(9)	3.85(7)	3.86(8)
9. 69th Street	3.84	3.98(8)	3.82(8)	3.91(6)
10. Armitage-Division	3.60	3.52(12)	3.15(12)	3.41(10)
11. Devon-Limits	3.46	3.67(10)	3.42(11)	3.08(12)
12. Lincoln	3.41	3.58(11)	3.45(10)	3.21(11)
Average for the system ..	4.16	4.29	4.03	4.03
Diversey Bus	1.00	1.00	3.40	1.14

Friend: "There wasn't a very big account of your daughter's wedding in this morning's paper."

Parent (sadly): "No; the big account was sent to me."

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

**231 South La Salle St.
CHICAGO**

Volume 5 February, 1929 No. 11

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

TOUGH GOING

January will be remembered as one of the toughest months from an operating standpoint since January, 1918. Days of rain and sleet and slush flooding subways and burying the tracks under lakes of partly frozen mush; then subzero temperatures and snow—these combined to challenge the ability of the Surface Lines snow-fighting men and equipment. The challenge was accepted by hundreds of dauntless men who by twenty-four or more hours of continuous labor cleared the tracks and made possible the continued operation of cars on every line.

Naturally, under these conditions, schedules were "shot"; but the important thing was that the cars were kept moving. The delays necessarily inseparable from such conditions were heart-breaking to the management and annoying to our patrons. But as shown by our correspondence, the physical difficulties of the situation were generally recognized and our men were complimented for their accomplishments.

True, there were numerous complaints from those who observed irregular operation and, who making no allowances for extraordinary conditions, made sarcastic references to "banana lines" where cars were operated in bunches, with long intervals between cars at other times. In their irritation, these critics failed to realize the extent to which the right-of-way we had cleared was utilized by miscellaneous traffic with a very large increase in the breakdowns that tied up our cars; and when there were no stalled or broken down autos to deal with, there was the long procession of miscellaneous heavily-loaded coal trucks, milk wagons and other vehicles to slow us up.

An unprejudiced survey of conditions justifies the awarding of a very large bouquet to the men of the transportation and track departments whose self-sacrificing labors scored a victory with benefits shared by the millions who daily depend upon the Surface Lines for transportation.

THOMAS REIDY

For many years the commuters arriving over the Burlington at the old Union Station were met on the Adams Street viaduct by a stockily built, rosy-cheeked uniformed representative of the Surface Lines "Tom" Reidy, no less. In spite of his more than three score years Tom was vigorous and actively on the job every day. And the worse the day the higher his spirits. There was a twinkle in his eye, and two deep dimples played about his cheeks as he smiled his welcome to the stream of incoming passengers who used the Adams Street line to the loop shopping district. Many a grouch melted under Tom's cheery salutation, and one suburbanite who had received his daily greeting for many years observed: "Old Tom not only kissed the Blarney Stone—he christened it and put it in its place in Blarney Castle."

It was an education to watch Tom in action. He knew most of the regulars by name, and somehow seemed to have an intimate knowledge of their family affairs. He was especially attentive to the elderly lady passengers who sought his assistance and protection in boarding a car. Listen to him with that delicious brogue: "Good morning, Mrs. Sturgis! 'Tis a beautiful day an' how well you're looking. I hope that little gran'daughter is quite herself again. She's surely the picture of her gran'mother—an' what a beauty she's grown to be! Oh, I'm quite well, thank ye ma'm. This is your car coming up the grade now. Right up this way—now, careful! There ye are. Good morning!" And with lifted cap and a smile he sent them on their way.

During the sixteen years he served at the Union Station stop he made hundreds—yes, thousands of friends who not only held Tom in high esteem but had a higher respect for the management whose representative he was. His service covering a period of fifty-four years

stretched back to the rehabilitation of Chicago following the Great Fire; and he saw the downtown territory a cluttered mess of helter-skelter one, two, three or four-story buildings along State Street served by a bob-tailed car drawn by one horse, transformed into a wilderness of skyscrapers with all the modern forms of transportation that science had evolved.

With the weight of years and a waning of physical vigor Tom, no longer able

to stand the hardships of winter duty on the streets was transferred to the Superintendent's office, and in 1927 following a nervous breakdown was forced to retire. Later he was moved to the home of a daughter at Eagle River, Wis., and there, in the midst of the wild beauty which he loved for its suggestion of the verdant hills and dimpled lakes of the Emerald Isle where he first saw the light, he passed peacefully to rest. He now sleeps in Calvary.

This Was a Real Party

Reception and Dance Closes the Formal Social Season of Women's Auxiliary

Officials and their wives and members of the Chicago Surface Lines Club were guests at a reception and dance given at the Club House on Saturday night, January 26, by members of the Woman's Auxiliary of the Surface Lines Club.

general dancing there were two prize dances—a waltz in which President N. Deitsch of the Men's Club and Anne Simek, treasurer of the Woman's Auxiliary, were the winners, and a fox trot in which Virginia Schoentgen, sister of



New Directors and Officers

This, so far as club life is concerned, is the principal social event of the year, and was attended by more than 350 persons.

The doors were open at 8:30 o'clock, and a brief reception preceded the dancing. Music was furnished by Barney Richard's Orchestra, and in addition to

June Schoentgen of the Legal Department, and her partner, Leo Colsant were the winners. Each winner received a Marshall Field merchandise certificate for \$2.50.

The Club House presented an attractive appearance with its newly-decorated

walls, the new rugs and the gaily decorated auditorium. The color scheme was green and orchid and was used in the decorations and in the favors—carnations for the men and dainty wristlets of green with a tiny program attached to the orchid flower, for the ladies.

Frappe and cakes were served.

The chairman of the evening, Esther Sandstrom, was assisted by members of the board of directors. They wore shoulder bouquets of gardenias.

In the receiving line with Miss Sandstrom were Frances Canny, Edna Horrom, Irma Jahn, Myrtle Kinney, Lydia Matheny, Jane McCarthy, Lauretta Melody, Dorothy Peacock, Florence Pierce, Evelyn Scheimann, Anne Simek and Georgia Smith.

New Directors and Officers

A new board of directors of the Surface Lines Club was elected on January 15th as follows:

C. J. Mersch, Accident Investigation; A. E. Johnson, Accounting; W. Schenk, Electrical; J. E. Hewitt, Engineering; J. V. Sullivan, Executive; H. A. Smith, Legal; J. E. Williams, North and West; C. J. Collins, South; Dr. D. J. Fanning, Purchasing-Insurance; A. F. Andresen, Secretary-Treasurer; W. C. Wheeler, Shops and Equipment, North and West; J. P. McCauley, Shops and Equipment, South; R. M. Sedlack, Schedule; and L. E. Bohlin, Transportation.

On January 21st the following officers of the Club were elected: President, L. E. Bohlin; 1st Vice President, Dr. D. J. Fanning; 2nd Vice President, H. A. Smith; Treasurer, R. M. Sedlack; Assistant Treasurer, C. J. Collins; Secretary, A. E. Johnson; Assistant Secretary, J. E. Hewitt.

Taking time by the forelock the new Board of Directors decided to put the Clubhouse in better condition and all members are invited to visit the premises at 1124 North Dearborn Street and study the effects caused by decorating as well as by new rugs.

A Night in Hawaii

The first event of the new club year will be a Travelogue entitled "A Night in Hawaii," arranged through the courtesy of M. Edward Kienappel, Traveler

and Lecturer. This interesting lecture will be illustrated with moving pictures and colored lantern slides. There will also be a musical program with real Hawaiian entertainers. This event will be held at the Clubhouse on a date to be announced by bulletin.

BASKET BALL

The Club Basket Ball League opened its second season of athletic endeavor on January 16, 1929, with five department teams entered, namely, Transportation, Engineers, West Shops, South Shops, and Accident Investigation.

With the first two weeks of the schedule played we find the West Shops and Engineers tied for first place, each boasting a record of two victories and no defeats.

The West Shops Five, which won the pennant last year from the Engineers after a great uphill fight, appear to have a very formidable team and at the present writing are going to be hard to stop. The Engineers, too, can be expected to give a good account of itself.

The South Shops, a new entry this year, although defeated by the West Shops in their opening game, have a very good looking team and can be expected to provide many upsets before the season draws to a close.

The Transportation Department Five, another new entry, are still an unknown quantity. However, they have many supporters in attendance at the games who predict that this department will prove a surprise before the schedule gets very far under way.

The Accident Investigation team has two or three excellent basket shooters and with a little practice will provide many anxious moments for the opposition.

It will be noted that the largest games are played each Wednesday evening at the West Side Armory, Madison and Rockwell Streets, the first game starting promptly at 6 o'clock. The schedule of the remaining games is as follows:

February 20th—Accident & Legal vs. Transportation. South Shops vs. West Shops. Engineers Bye.

February 27th—West Shops vs. Accident & Legal. Engineers vs. Transportation. South Shops Bye.

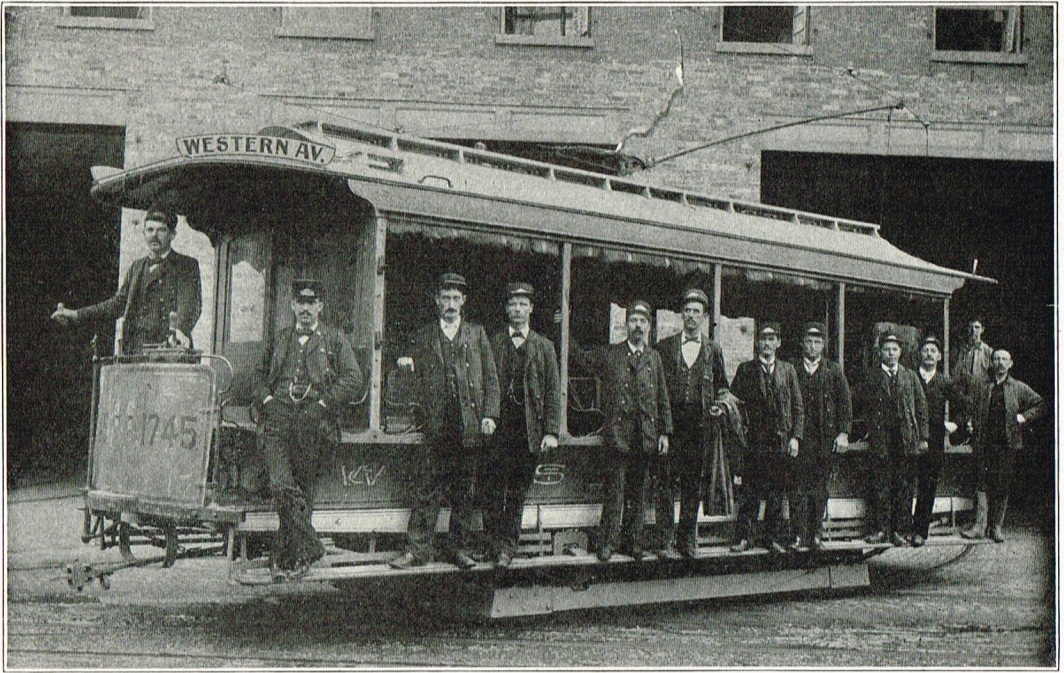
March 6th—Transportation vs. West Shops. South Shops vs. Engineers. Accident & Legal Bye.

March 13th—Accident & Legal vs. Engineers. Transportation vs. South Shops. West Shops Bye.

March 20th—Engineers vs. West Shops. South Shops vs. Accident & Legal. Transportation Bye.

—G. L. Griffin.

"I'd love to be wise and know everything," said the pretty girl to the smart young business man. "It must be wonderful to be like that." "You're right," said the young man, "it is!"



THIRTY-THREE YEARS AGO

John Roeser in a Photograph Taken in 1895— Some Reminiscences of World's Fair Year

The accompanying photo, taken at Western Avenue Depot, summer, 1895, with John M. Roeser, 23, at controller. He is now starter at Clark and Halsted. Reading from left to right are Conductor Jerry Connors, still in service; Mike Shea, now farming in Ireland; John Johnson, out of service; Motorman Wiese, now at Kedzie Avenue; Motorman Henry Hahn (later policeman), deceased; Conductor Arthur Post, out of service; next out of service (name forgotten); Conductor Lue Hahn, now in commission business; Motorman William Kern, deceased; Jim Henreatte, car placer, deceased, and Chas. Ontank, office boy, later conductor, but no longer in service.

John Roeser started in January, 1893, as a horse car driver on Randolph Street line from Western Avenue to State Street during World's Fair year. On Chicago Day of that year, still on the extra list, he was sent to Van Buren Street Depot and put on Van Buren Street from 6:00 a. m. till 8:00 p. m., with no time off, only eating sandwiches furnished by the Company at the Depot between arriving and leaving. He made trips that day with men riding on the roof of the car and such loads required two tow horses to pull them up the grade to the bridge. Every available car was put into service and at the close of the day the horses as well as the men were all tired out.

He was given a steady run on the Western Avenue line, also horse cars, when it started in 1894. This street was paved only between the tracks north of Indiana Street (now Grand Avenue) with deep ditches on the sides. From Chicago Avenue to Division there was not a building between Western and Robey except the Division Street car barns. It had not been subdivided then. Mr. Roeser is now a starter at Clark and Halsted Streets.



Messrs. Kelly and Becker, then both in the Engineering Department, settling an election bet in 1912.

OBITUARY

Daniel Boal

Wednesday, January 23d, at the close of business, the associates of Dan Boal, Supervisor of Schedules and Timetables, bade him good night. There had been late conferences as to important matters to be taken up on the morrow and his response to each was a pleasant "Good night—see you in the morning"—and always with the quiet friendly smile that was habitual with him.



Thursday morning came the brief and tragic news from the Boal home that our associate and friend had passed on to dreamless sleep during the night.

It was a shock to all of us and we deeply mourn the untimely death of one whom we had learned to admire and for whom we had formed an affectionate regard. He was so companionable, so amiable, so courteous and kindly in his contact with all of his fellow employees. Even under high pressure by the exacting and difficult demands of his office, he was never too hurried to give full and sympathetic attention to individual problems submitted by his assistants. Other departmental representatives always secured his ready co-operation in correcting or improving service to the public whose interests he served so faithfully and conscientiously.

Our farewells were taken on Saturday, January 26th, at the Hemenway Methodist Church in Evanston where he had long been a member and where his talent had been recognized by appointment to an official position of importance. Interment was at Oakwoods Cemetery. His

surviving family consisted of Mrs. Boal and a son and daughter.

Daniel Boal, as superintendent of schedules and timetables of the Surface Lines, succeeded E. J. McIlraith who had been acting superintendent of the department and staff engineer. Mr. Boal started from the bottom of the ladder, entering the service of the Chicago City Railway, the South Side lines, about 1902 as a window washer. Later he became transfer clerk, working nights. During these years of service he attended the University of Illinois medical school and graduated in 1906. In 1909 Mr. Boal went to Seattle, Washington, entering the mechanical department of the Seattle Street Railway system, then known as the Seattle division of the Puget Sound Traction, Light and Power Company. The following year he entered the schedule department in which position he remained until 1919, when he went to Philadelphia to accept a position in the schedule department of the Philadelphia Rapid Transit Company. Mr. Boal returned to Seattle in 1920 and in May, 1923, came to Chicago to enter the schedule department of the Chicago Surface Lines as assistant to Mr. McIlraith.

TWO ANTIQUES

MOS.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	AM	PM
JAN.	North Chicago Street Railroad Co.																1	
FEB.	TRANSFER SLIP GOING SOUTH																2	
MAR.	ON LINCOLN AVE.																3	
APRIL	This slip will not be honored unless presented at the corner of LINCOLN and WRIGHTWOOD Avenues, with month and day punched, and within 60 minutes from hour punched in margin.																4	
MAY	For continuous trip only.																5	
JUNE	F. L. THREEDY, SUP'T.																6	
JULY	1899.																7	
AUG.	17 18 19 20 21 22 23 24 25 26 27 28 29 30 31																8	
SEPT.																	9	
OCT.																	10	
NOV.																	11	
DEC.																	12	

Out of the Past. A North Side Transfer Nearly 40 Years Old Submitted by Mr. James R. Carney, 624 North Lawndale Avenue.

12	11	10	9	8	7	6	5	4	3	2	1	PM	W. Chicago St. R. R.	FROM	ASHLAND AVE. and Paulina St.	TO	1	2	3	4	5	6	7	8	9	10	11	12	AM
APR 23																													
THIS TRANSFER																													
Not a Stop-over Check																													
Entitles the holder to a continuous ride East or West on Division Street, Chicago Avenue, Grand Avenue, Lake Street, Randolph Street, Harrison Street, Taylor Street, Franklin Street, Fullerton Street, or Twenty-first Street, as started at the starting point of the last connecting car.																													

This transfer was received by Motorman Sam McBroom of Burnside Depot when a passenger on an Ashland Avenue car on April 23, 1899. Fred Storm, now of the Noble Depot, was the conductor. Sam says "hello" to Fred.

Keeping 'Em Rolling

Archer Tops the List for First Time—Three South Division Houses December Leaders



Archer's Blue Flag Winners

Day Foreman R. W. Short, Night Foreman B. Flynn, Asst. Night Foreman H. Stuewe, Clerk A. Wessel; Car Repairers, J. Scalamera, B. Oschatz, J. Hicks, S. Bacevica, L. Novitski, D. Babilus, R. Jones, A. Kasmuskas, A. Klann, J. Jacka, P. Steponatis, F. Reimer, F. Aldonis, T. Jankauskis, F. Leonhardt, P. Krick, M. Venstus, P. Rimkus, A. Wakefield, M. Schmitt, W. Henderson, J. Baranauskas, F. Sherpetis, J.

Wagner, K. Astrowski, J. Szwaekas, J. Mizeris, P. Martikonis, J. Burnetsky, D. Wizgird, C. Anderson, F. Goldick, T. Rudes, C. Paulus, J. Gallowitch, J. Jankowski, T. Petun, C. Mikal; Car Placers, F. Witkouski, J. Shlensky, V. Javra; Car Cleaners, G. Pappas, J. Grecunas, S. Begos, C. McCullough, F. Gordon, C. Orent, C. Johnson, R. McGrath, G. Clark, S. Pocius, F. Pavlis, J. Caulfield, J. Bandza, A. Dzieginski, J. Hett, R. Gragido, A. Clair.

The South Division looks very good in the line-up this month, with Archer Carhouse first, Cottage Grove second and 69th Street third.

Forty-seven thousand three hundred and twenty-three miles operated per pull-in due to equipment failures, brought Archer to the head of the list, and this is their first appearance in that position.

Armitage made the greatest percent increase for the month, or 63.3%, and moved from 13th place last month to 5th this month. Division moved from 9th last month to 6th this month, and Elston from 16th to 12th.

The average miles per pull-in for December is 1,440 miles less than November, but this is not to be wondered at, as the weather was more severe. The operation of all the passenger cars owned, at the rush hour, for five consecutive nights, shows what conditions the carhouses were working under in order to keep all the cars on the street, and consequently there were more chances for pull-ins than otherwise.

The increase in the number of pull-ins this month is also partly due to the cases of frozen air, there being 33 pull-ins on this account during the month.

The average mileage for the month of December, 1928, is 576 miles higher than that of 1927.

Below are shown the individual records:

Rank	Carhouse	Zero Days	Miles Per Pull-in	Pct. Inc. or Dec.
1	Archer	14	47,323	14.6
2	Cottage Grove ..	17	45,923	16.8
3	69th Street	10	43,706	5.1
4	Limits	23	39,705	15.0*
5	Armitage	18	34,670	63.3
6	Division	19	32,154	42.7
7	77th Street	10	31,462	21.4*
8	North	6	30,588	5.3*
9	Lawndale	17	29,471	34.6
10	Burnside	18	27,767	29.1
11	Blue Island	16	27,167	14.4*
12	Elston	17	20,812	15.6
13	Devon	12	20,197	59.3*
14	Lincoln	8	19,601	4.0
15	Noble	17	16,872	21.0*
16	Kedzie	3	14,928	25.2*
		225	27,491	5.0*

*Decrease.

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

Carhouse	Dec.	Nov.	Oct.	Sept.	Aug.	July
Archer	1	4	4	4	5	7
Cottage Grove	2	6	2	1	4	6
69th Street	3	3	7	9	8	8

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

Departments and Divisions

Engineering

The Engineering Department is represented by a team in the Surface Lines Basket Ball League composed of Louis Renner, G. Cassell and A. Langley as Forwards; J. Retzler, Center, and H. Isaacson, R. Koch and H. Wood as Guards. They won their first game by default and hope to win many more games in actual contest. They play every Wednesday night at the 131st Regiment Armory at Madison Street and Washtenaw Avenue. Come over any Wednesday night and root for the boys.

Herb Harner, Emergency Chauffeur at Van Buren and Jefferson, is following in the footsteps of Lindbergh. Herb is "soloing" now and it should be no great surprise to find him and his plane on your roof or back yard.

A. M. Knutsen, our Sherlock Holmes, has discovered a way to find a needle in a haystack. He sits on the stack.

Congratulations are extended to Pat Doran, Emergency Chauffeur at 62nd and Wabash, and the Mrs., on the arrival of an 8½-pound baby girl, December 18, 1928.

Hugo Schmidt says the pioneers were a hardy race; they had to start their cars with a crank.

Many of the boys in the Engineering Department "took in" the Stag at the Club House on the night of January 12th and enjoyed themselves immensely. Roy Caul and Andy Johnson were in ringside seats, looking like the latest West Side fashion plates. Mike Doljanin and Steve Ivich came up from Burnside to make another try at lifting Johnny Coulon, but Johnny was afraid of them this year and refused to put on his act.

John O'Neill, our philosophizing watchman, who has not smoked in years, say the greatest tobacco evil is the man who habitually swears off smoking.

Harry Damrow, one of the Lincoln Welding operators in the Northern Division of the Track Department, died of pneumonia on December 31st, at the Chicago Hospital. Mr. Damrow had been in the service of the companies for about eight years. He was not married. The sympathy of his fellow employees is extended to his surviving relatives.

Transit.

Schedule and Traffic

After a lively campaign, the final result shows Robert Sedlack re-elected director of the Surface Lines Club for this year. Congratulations, Bob; keep up the good work.

Art Langohr's new camel's hair coat was a Christmas present direct from Santa Claus. Art is not trying to supersede the Prince of Wales as fashion arbiter; however, it might be well for other departments to take notice.

The members of our bowling team say that it seems to help them win more games when note is made of their activities in the column. They are now in fifth place and going strong. They look like pennant winners now.

Harry Todd says that on February 23rd he will be 23 years age; that is the day he has set aside for taking the important step, when he will say "for better or for worse", with our best wishes that it may all be for the better.

There is a rumor abroad that Le Roy Dutton has invested in a lady's beautiful diamond ring. There is only one good reason why Le Roy would buy a lady's diamond ring.

Max Kipping bought a loud speaker for his radio; 3½ feet in diameter. The day Max took it home, he says, he had to get off the car three times on one car line. Max did not say whether it was because the loud speaker (3½ feet in diameter) spoke too loud or because there was not room for him, the loud speaker and the passengers on the car.

George Weidenfeller.

Shops and Equipment—North and West

West Shops: Mr. T. H. Shaughnessy is slightly incapacitated, due to a broken right arm, but he is doing very well with his left.

John Landeck has some cat, known as the Maine Coon cat. It won the Blue Ribbon and a special prize at the recent cat show given by the Beresford Cat Club at the Sherman Hotel.



"Bramble"

We are glad to see Gus Olson, painter, back to work after two months' illness.

We congratulate Walter Hager on his election as Captain of the West Shops basketball team.

John Riska, of the Paint Shop, has taken unto himself a wife (again). Congratulations.

John Scitar, painter, is the proud daddy of a baby boy. Mother and baby doing fine.

Division: We extend our sympathy to George Holzschuh, whose father passed away in December, and to J. Rasinski, in the death of his 1½-year-old daughter during the same month.

Elston: D. Nelson is the proud father of a bouncing baby girl, weighing 9½ pounds. Congratulations.

Limits: The daughter of Mr. Lehocky, night repairman, was injured by an automobile on January 21st, and we hope she will soon recover.
Jane V. McCarthy.

South Shops and Carhouses

Our sincere sympathy is extended to F. W. Meyers, Repair Foreman, 77th Street, and N. Meyers, Repairman, Cottage Grove Depot, in the loss of their brother, who died on January 14th.

Charlie Riley, Millwright, quit his summer house and is back in town again. What Charlie needs is an aeroplane.



Joe Hecht and Frank Russ of the South Shops painting department with their mallards and blackjacks secured near Liverpool, Illinois, on a recent hunting trip.

J. Margetic, Clerk at Burnside, is interested in wrestling. He is a middleweight and issues an open challenge. Joe is enthusiastic and, from appearances, can give a spirited match.

Peter Eckert, also of Burnside, after extended reflection or inspection has invested in a new Dodge Sedan. We might suggest that Pete's motive was either necessity of capacity, or bargain hunting. Anyway, his farewell to the Old Essex must have been touching.

We regret to hear that G. Crawford is still ill. We hope for a turn for the better, and that he will be back on the job real soon.

It has been noticed that John Buza is sporting a well groomed mustache and a wrist watch. How about a derby and a pair of spats, John?
J. P. McCauley.

Around the Car Stations

Cottage Grove

At the last regular meeting at Christmas of the Social and Athletic Club, the directors instructed that new lights be bought and installed over the pool tables. The improvement is wonderful. They also recommended that new pool tables be purchased which will be procured shortly.

After the regular business was transacted the President, F. M. Sullivan, called upon the Secretary, Harry Kennedy, to escort our Chief Receiver, E. Ahern, before him, in well chosen words said that Mr. Ahern had just completed 19 years as Treasurer of the Club and, on behalf of the members, presented him with a beautiful fountain pen and pencil set for his faithful services and a token of esteem which the members held for him. Mr. Ahern, who was much surprised at the gift, in accepting said he would be pleased to use them to make out and sign the checks for the Club and he would guard the funds of the Club in the future as he had in the past.

We have often read the Motto, the A B C of Safety is Always Be Careful. It would be very fitting to make it read A. B. C. D. E. F., which would mean "Always Be Careful, Don't Ever Fool." If this motto had been carried out, Motorman John Olson would be working at the present time and would not be in pain and suffering with an injured hip. The trainmen wish him a speedy recovery.

We are glad to see Motorman James Calder (The Skipper) around again. Jim has been very ill for several weeks. We hope to see him occupying his usual seat on the Old Timer's Bench shortly.

Conductor H. Hovmuller has been on the sick list for several weeks. The trainmen wish him a speedy recovery.

It is with deep regret we announce the death of another of our Old Timers, Conductor James Brayley, after an illness of several weeks. He passed into the Great Beyond on January 1st of pneumonia. Conductor Brayley had been in continuous service at Cottage Grove Depot since 1892, and made a number of friends amongst the trainmen. The sympathy of the trainmen is extended to his immediate family in their bereavement.

John Hill, former Terminal man and son-in-law of Starter H. Eichhorn, recently passed away, leaving his wife and daughter, Doris May Hill to mourn his loss. The sympathy of the trainmen is extended to H. Eichhorn and his daughter, Mrs. Hill, and his granddaughter, Doris May.
J. H. Pickin.

Seventy-Seventh

Conductor Lou Miller is now spending his annual winter vacation at Chelsea, Michigan, hunting and eating.



This alert looking youngster is the five-year-old son of Conductor C. E. Memsen, of Burnside.

Motorman J. J. Quilty is now on the sick list and has been for some time. Here's hoping for a speedy recovery.

Superintendent W. A. Bessette wishes to thank the boys that operated the snow equipment during the recent storms. He states their work was very satisfactory and they upheld the reputation of the Third Division, which is, Keep the lines moving, Always.

Motorman John Moriarity is at home sick and we wish him a speedy recovery. John is the father of George Moriarity of baseball fame and whose articles appear in our daily press from time to time.

The latest report from California, Conductor Paddy Reynolds arrived and states he is enjoying the climate greatly.

Motorman Grant Martin is still convalescent. Grant is having a long siege of it. Here's wishing Grant a soon recovery to health.

At the November meeting of Club Directors, action was taken to have a picture of our late Superintendent, Mr. C. E. Jones, hung in the Club rooms. We are pleased to report that same has been done and the picture now hangs on the west wall of the room.

Motorman M. Grady was run down and injured by an auto while on his way to work. To date he has not returned and his many friends wish him a short convalescence.

On the evening of February 5th the Club will stage an entertainment, followed by a light buffet lunch. As this is a new feature

by the Club, its continuance will depend upon its popularity. The next issue of the magazine will contain the interesting side lights of the evening.

This division extends its sympathy to Mr. Meyers (Car House Foreman) in the untimely death of his brother at Indianapolis, Indiana.

Motorman Pete Stump is still convalescing from an auto accident while on his way to work. Pete states he will be back soon as fine as a fiddle.

In the Witness Contest we showed an increase in our percentage but we did not arrive at the coveted position of first place. A few more spurts and we will make it and maybe we'll make some Whoopee upstairs.

Motorman L. E. Jordan is now on the mend after injuries he sustained in a collision.

During the last month the following trainmen have been called upon to part with relatives, namely: Sister of Motorman P. F. Melaniphy, mother of Motorman A. J. Lester, mother of Conductor E. H. Hamilton, mother of Conductor M. A. Crozier, mother of Motorman E. J. Hickey, mother of Motorman C. Anderson No. 4, and father of Conductor E. F. Riedel. To the above mentioned trainmen this division extends its sincere sympathy in their bereavement.

C. A. Gylling.

Sixty-Ninth

A moving company moved a house on the street at 3144 South Ashland Avenue, blocking the North and South Ashland Avenue cars at 9.15 A. M., January 25th, and when the movers despaired of their job and seemed as though they would have left the house on the car tracks indefinitely, Mr. Blakely and car crews: C. H. Sturm and R. Michaels from 69th and a Noble Street crew, G. Mas, No. 8266, and H. Adamson, No. 8441, pitched in and with their car, brains and muscle moved the house off the tracks. These boys helped splendidly and were especially commended by Mr. Blakely, whose responsibility it was to keep the tracks clear.

Conductor J. F. Doubek, badge No. 13710, was especially reported for being courteous and helping when a lady with a small child in arms alighted from car.

A 7-lb., 1-ounce boy was born to Mr. and Mrs. Postulka at 1:55 A. M. January 17, 1929, and a new baby boy, weight 10 lbs. and 12 ounces, came to the T. Sheehan home on January 7, 1929. Congratulations.

Division 4 regrets to learn of the loss of the mothers of Conductor Ralph Huinzenga, on December 6, 1928, and O. F. Olson No. 2, on January 23, 1929. Also we regret hearing of the fathers passing away, since the last issue of SURFACE SERVICE of Conductor W. T. Vestal and Motorman J. W. Kenney.

Mr. B. R. Connolly, Assistant Receiver, has a son that is now breaking in as a motorman at this station.

W. L. Pence.

Archer

A New Year's present for Conductor J. V. Murray. As the clock was striking the hour a bouncing baby girl, 7½ pounds, Jean Anna

Murray by name, made her appearance at the Murray home.

Born, to Motorman M. G. Gier and wife, a bouncing baby girl, 7 pounds, Emily Claire Gier by name. Keep up the good work and may the next one be a boy.

Motorman Felix Gorniak reports the death of his sister, who died December 29, 1928. The boys extend their sympathy in your bereavement.

Conductor Richard F. Turner reports the arrival of an 8½-pound baby girl on January 15th. Comes by the name of Elizabeth. Congratulations in order.

Our sympathy is extended to Motorman M. G. Gier on the death of his father, who died January 11th.

Our expression of sympathy is extended to Conductor John F. Nash on the death of his father, who died January 15h. Also the brother of Motorman Thomas Nash.

Blue Island

We all wish to extend our sympathy to the following in their recent bereavements: E. O'Neill in the loss of his uncle; L. Szacik in the loss of his father; E. O'Donnell in the loss of his baby; W. Walsh in the loss of his wife; J. McKillop in the loss of his aunt; C. Gurschke in the loss of his mother; L. Karsch-nik in the loss of his son and to G. Kutschke in his loss, and A. McKay in the loss of his wife.

We hope that when this issue comes from the press we will be the winners of the Accident Prevention Contest. Let's keep up the good work and keep on top during the next year in all the contests.

Conductor T. Dowdal took unto himself a life partner and we all wish them both good luck and a very happy future.

Conductor E. Wickham, who underwent an operation, is coming along fine and we hope to see him on the job.

C. P. Starr.

Kedzie

At this time our very popular Chief Clerk and correspondent is gravely ill at home. We extend our sincere sympathy and hope for a speedy recovery.

The sympathy of the trainmen is extended to Conductor Jorgensen on the death of his mother.

Let the wedding bells ring out, say T. Redmond and Patrick F. Loftus. "Oh, Paddy, how could you after all these years—but you would." You're just the type.

The ever ready Mr. Stork came to the home of Edward J. Leahy and left a beautiful eight-pound baby girl.

Now, boys, how about our standing in accident prevention? Can't we give one big push, and shove one of those divisions out of the way? Fourth place is good, but not good enough for Kedzie. We're better fighters than that. Now, altogether, boys, one big push!

Supervisor Dan O'Brien says taking care of the street and his other duties are easy but the real job is when he tries to start his car.

Our old enemy, the flu, laid up a good many



Dorothy, Daughter of Phillip Koch, Armature Winder at South Shops, and Granddaughter of Robert Koch of 77th Street.

of the trainmen, but they are coming back every day, now, well and ready for work.

We have in our office a very clever magician, none other than Receiver H. Connolly. After he takes a few more lessons he says the conductors won't have to turn in. He will extract it from their pockets to the drawer.

Conductor R. C. Schultz is at home recuperating after a serious operation. Hold tight, Ruddy, won't be long now.

Well, the boys are still getting bouquets for kindly deeds. Don't forget a smile goes a long, long way.

North Avenue

Conductor Frank Koerner passed away January 3d. Frank was a very young man and had been with us some six years, during which time he had won himself a host of friends by his good nature and easy-going temperament. He will be missed. The men of this division offer their sympathy to his family and friends.

Conductor E. Arswald, one of our new men, is the recipient of a very nice letter thanking him for turning in a purse and commending him for his honesty.

Here is our boy Vic Falecki knocking 'em dead again. We quote in part from the Herald and Examiner of December 30th: "The greatest performance undoubtedly was at the North Cicero Recreation alleys, in the Major League. It was the sensational rolling of Vic Malecki that had a great deal to do with the fine team (Rohmer & Co.) performance. Vic registered a series of 297, 256 and 195. His 297 game came in the opener, when the team smashed the maples for a 1178 total.

The new year was saddened for a number of our men and their families by the loss of loved ones. To Motorman W. Rahn we extend sympathy in the passing of his father, and to Motorman U. Tschui in the loss of his father. Also to Conductor H. Lassman, whose father passed away December 31st.

We were asked not to say anything about Clerk Forbes salmon pink hat, recently acquired through the saving of cigar coupons, so we

won't; we suggest, however, that the boys throw in enough soap wrappers and coupons to enable our Harold to get himself some of those new multi-colored galluses.

And that brings to mind the fact that those boys over at Elston and Noble pulled our galluses back and let them snap us down into second place in the witness getting contest. We can't stand for that, so we are right out after them to regain our proper place. Come on, boys, get hot!

On January 17, when it snowed much, Motorman Sam Potesta was sent out on Diversey to do a solo flight, from 1 A. M. to 5 A. M., to keep the line open. About 5.30 he called up and wished to know what time "We" should come in.

And now, about the Accident Prevention Contest for the ensuing year. We start with a clean slate and we are going to keep it as clean as we possibly can. Let us get behind J. B. and Brookman and show the rest of the system how it is done. We got more than our share of "bum breaks" last year, but that has nothing to do with the coming year. So give your best and the contest is in the bag already.

C. A. Knautz.

Elston

Have you noticed the smile on Conductor Jerry Scannell? A new arrival in the family. Congratulations, Jerry.

Gus Neuhaus, our popular Receiver, made a trip to Cary, Illinois last Sunday, January 13th, to witness the Ski Jump. "Never again," says Gus; "not only froze myself, but even the gasoline in Henry froze."

Motorman Hegarty and Conductor McManmon were the victims of a wild auto driver, but from latest reports John and Pat are progressing nicely. Here's hoping that they will have a speedy recovery and suffer no ill effects from the accident.

Well, Boys, we are back in the lead in the Witness contest and have moved up to third place in the Courtesy campaign, but have made no progress in the Accident Prevention. This is a new year, so let us get a good start and put our Depot on top.

E.

Lincoln

The boys are all glad to see C. Franks back on the job again, after an operation for appendicitis at the Deaconess Hospital; also E. F. Kannally, who is back again after a long illness out at the Speedway Hospital, and A. Golden, who was off several months suffering from rheumatism. We still have several on the sick list whom we will be glad to see back on the job. One of the boys is J. Zimmer and another one Emil Giese, Motorman, who lives at 1832 Melrose Street and has been sick for many months.

Conductor Charles A. Prather, after a short illness, died Saturday, January 12th, was buried from Schmidt's chapel and laid to rest in Rosehill Cemetery. The boys extend their sympathy to the family, also to M. Daugherty, who buried his wife the early part of January, and Pete Scharnach, who buried his father January 11, 1929.

H. Spethman.



Ruth Elsa and Walter, children of Motorman Herman Schroeder of Devon.

Limits

Our Clerk, Harold Eash, announced that on January 26th he will wed Miss Ethel Sherman. This article going to press before the wedding date, I am unable to give details until the next issue. However, the boys learning of the coming event purchased a beautiful steamer wardrobe trunk and presented it to the bride and groom to be. Through the efforts of Conductor Hess we were able to get this high-grade trunk at wholesale and take this opportunity of thanking Hess for same.

The wife of Motorman J. Bucher died on December 8, 1928, and was buried the same day due to having had a contagious disease. This is the reason we were somewhat tardy in learning of her passing, and we wish to extend our sympathy to Motorman Bucher at this time.

Samuel B. Fisher, an oldtimer of the Limits, died on December 27, 1928, at Alexian Brothers Hospital and was buried, with Masonic services, from Bentley's undertaking parlors December 31st. Interment was at Acacia Park, from the entrance of which to the grave the remains were escorted by the Knights Templar drum and bugle corps. Sammy started his career at the Blue Island Avenue barn as a horse car driver, later working as a gripman under Superintendent McGuire. He left there to volunteer in the Filipino insurrection and served as chief packer with his regiment during that period. He also participated in the "gold rush" to the Klondike and in 1904 reentered the employ of the company at the Belden and Racine barn, being one of the first motormen to pull a State Street car into the new Limits depot after its completion. Sam was a member of Blair Lodge, A. F. & A. M., Washington Park Chapter, Chicago Commandery and drum corps of that organization, Medinah Temple Shrine and Aryan Grotto.



Conductor Calderwood of Devon photographed with his father, Alexander, during a recent visit to Ireland to see his invalid mother.

He is survived by a son, Walter; a daughter, Mrs. Julia Barth, and one grandson, George Barth, to whom we extend our heartfelt sympathy. A beautiful floral piece was sent by the boys of the Limits.

Repair Foreman Charles Holschuh, son of Conrad Holschuh, has requested me to thank the boys on behalf of himself and his family for the beautiful floral offering and the sympathy extended during their recent bereavement.

Motorman Fred D. Clayton was installed as Master of Comfort Lodge No. 1103, A. F. & A. M., on January 19th at a public installation in Doric Temple. Following his installation, his daughter rendered a very touching musical recitation entitled, "Dear Old Dad," at the close of which she presented him with a beautiful floral tribute. His friends also gave him a handsome ebony gavel as a token of their esteem. This being the first time that a trainman of the Limits was elevated to an office of this kind, the boys turned out strong. Among those who participated in the program were Conductor Peter Mochan, who entertained with a series of stories and character impersonations, and Starter E. A. Davis, assisted by two charming young ladies, who favored the audience with a couple of ballads in his clear, melodious tenor voice. On the whole it was a successful evening.

Motorman George Routzong was also installed as an officer in Comfort Lodge No. 1103 on January 19th, he being tyler of that lodge.
E. G. Rogers.

Twin Coach Section

Many admiring glances are cast towards Operator "Jack" Bailey of late. Reason: His new uniform cap. Grand Duke Nicholas and General Pershing have nothing on him.

Operator P. J. McCarthy has indefinitely postponed his trip to Texas. Pat has decided to visit the Stock Yards instead of the Western atmosphere.

R. Gilbertson, repairman, has seemingly lost none of his vitality, in spite of his recent attack of the "flu".

John Carlson and Harry Mooney, nite

clerks, are displaying marvelous form of late on the ice of Lincoln Park lagoon. Shin guards and football pants are standard equipment for both.
Fag.

Busy Buses

The Boss of the Fageol Fleet says to take this home and try it on your loud speaker:

For seventeen months—
They have been doing stunts,
Five and one-half days a week,
Through storm and every peak;
With complaints very few
They have been going through
One hundred per cent—
Through rough road and rent;
Don't try to disturb us,
We'll continue this service,
During Nineteen twenty-nine as well,
Thanks to our super personnel.

CLUB SPARKS

Annual Stag Party

The Surface Lines Club Annual Stag Party was held at the Club House on Saturday, January 12, 1929, before a capacity house. The members and their friends were treated to a show that would be hard to beat and judging from comments next year's stag will have an attendance that will be difficult to handle. Five boxing bouts were held and the decisions rendered by Mr. C. H. Evenson and Mr. W. A. Hall met with the approval of the fight fans. Al Chappelle had a gruelling 20 minutes before he finally succeeded in pinning his opponent's shoulders to the mat in the only wrestling bout of the evening. Refreshments and smokes were served.

Chairman Andy Martin wishes to take this opportunity of thanking his committee for services rendered during the evening and also to the young ladies who helped to cut and butter some 60 dozen rolls during the afternoon.

Ode to a Strawberry Blonde

Her eyes were big and dark as plums,
Her lips as red as cherries.
He gave one look at the little peach
And murmured: "You're the berries.
"You are the apple of my eye
"We'd make a dandy pear
"This should be grapes for me," he said,
"To make a date I'll dare."
Raisin' her eyes, she quickly said:
"You're a lemon through and through
"I don't give a fig for what you say
"Raspberries—for you!"

—Selected.

The old-fashioned girl certainly knew how to get a dinner. The modern girl does, too, but she uses a different method.

Mr. Whalen Popular But Wrong

Street Cars Necessary, New York Papers Declare—Commissioner Whalen Not Well Posted

Grover Whalen, the popular new Police Commissioner of New York, gave out an interview the other day suggesting elimination of all surface cars from the city streets as a means of relieving traffic congestion and thereby drew the criticism of the *World*, *Sun* and *Times*, all New York daily newspapers.

The newspapers pointed out that at present the New York surface lines are carrying more passengers than either subway system and that it was futile to talk about dispensing with their services. The *Sun* said:

"The Useful Street Car"

"Many persons who do not ride on the surface lines think, as Police Commissioner Whalen does, that street cars are obsolete and the city ought to get rid of them. Yet street car passengers who paid fares in New York city numbered more than a billion this year and 109,000,000 persons rode on transfers from other lines.

"Every day street cars carried 300,000 more passengers than were transported in the Interborough subway. The surface line nickels made \$50,162,000, which was \$17,000,000 more than the receipts of the B. M. T. subways. In Manhattan the passenger traffic showed a loss of nearly 5 per cent, but the Bronx traffic increased 5.90 per cent and Brooklyn showed a slight gain.

"It is well understood that the traveling public cannot dispense with the Manhattan elevated until subways are built to take care of the million passengers who use the elevated daily in traversing Manhattan and the Bronx. What provision could be made for the street car passengers who are three times as numerous? The Fifth Avenue Coach Company would need to multiply its capacity by fifteen to carry all of them. If traffic relief had to wait on the elimination of the street car it would face a sorry future."

The *Times* declared, in part:

"Easier Said Than Done"

"Commissioner Whalen is nothing if not enterprising. Having shaken up the Police Department and shaken it down again, and having bidden farewell to the crooks, all in the course of his first week in the Police Department, he has also found time to turn his attention to the traffic problem. He thinks it would be a good plan in the first place to get rid of the surface cars. Many of them have virtually perpetual franchises, but that does not seem to bother him. The city is 'almighty and all-powerful.' Where there's a will there's a way.

"Is there a will? From the windows of Wanamaker's one sees the surface cars almost

at their worst. It might surprise Mr. Whalen to learn that they carry nearly a third of all the city's common carrier traffic. Year in and year out they handle about 1,000,000,000 passengers. This is more than either the Interborough or the B. M. T. manages to squeeze into subway trains. In Manhattan, where congestion is going up and population down, the surface lines are gradually losing their patronage. In the Bronx they seem to be more popular than ever. The Regional Plan Committee, after its survey of transportation in the metropolitan area, came to the conclusion:

"This type of transit will, to a greater or less degree, continue to have its definite field and there is no immediate prospect of its being generally superseded by other kinds of facilities, except in certain restricted locations."

The *World* said:

"Mr. Whalen on Transit"

"In the midst of his duties as Police Commissioner, Mr. Whalen has found time to give some attention to the transit problem and has expressed the opinion that the surface car must be removed from New York's streets. There are some surface-car lines in the city which have long been obsolete because of the shift of population or the construction of subways nearby. The removal of these would clearly be in the public interest. But it is a far cry from this to the general elimination of surface cars.

Bouquet from a Distinguished Contemporary

Perhaps you don't see the *Surface Service Magazine* which goes to the many thousands of employees of the Chicago Surface lines. Important morale publicity, this sort of printer's ink. Something from the November issue. A courtesy campaign is in progress, and he is some Chesterfield of a conductor or motorman who can take the rush at the rush hour and be 100 per cent nice about it. But they're coming through. Discourtesy complaints from the public for any one month were never lower than in last September when they totaled 103. Besides being courteous employees must be honest, and the public must have evidences of it. Last July there were turned in eighty-six pocket-books having \$592.62 in currency. Also was turned in heaven knows what else—bushel of apples, live chicken, etc., etc.—Chicago Commerce.

SURFACE LINES POST

The American Legion

As in past years, the month of February, is devoted to membership. American Legion posters will be displayed on billboards throughout the country, urging ex-servicemen to become members of the organization.

How many ex-servicemen who served during the war do you know, who would be Legionnaires if they were informed of the values and benefits of being members of the Legion? The American Legion Monthly has many articles to show you why they should become members. When you are through reading, pass it on to some ex-serviceman who does not belong and then note how easy it is to sell him membership in the Legion.

Below is a brief outline of the major legislation desired by the Legion.

Universal draft.

Scout cruiser construction bill.

Twenty amendments to laws for disabled.

Construction of 2,750 new hospital beds costing \$10,000,000.

Creation of a Committee on Veterans Legislation in the Senate.

Maintenance of our naval ratio under the 5-5-3 treaty.

Reaffirming approval of the National Defense Act for the Army.

Approval of the restrictive features of the Immigration Act of 1924, but requesting that veterans, their wives and children be accorded a non-quota status.

There are still a number of our old members whose 1929 dues have not been paid. Your courtesy in forwarding check for \$3.00 to cover at this time will be appreciated. This will enable us to get our membership renewal problem out of the way and prevent possible discontinuance of the American Legion Monthly. Mail your check to Adjutant L. J. Page, 7749 Vincennes Avenue, or if this is not convenient bring the three dollars with you to the next meeting. The Post holds regular meetings on the first and third Fridays, at the Club Rooms, 40 South Clark Street.

Vice-Commander Brady, our Entertainment Chairman, has a number of good things up his sleeve for the coming year, but he is anxious to get in touch with some additional talent among the members. If you can put on any kind of an act, get in touch with Comrade Brady, 323 N. Keeler Avenue. He may be able to use you.

If you know a Comrade who is sick advise the Chairman of the Visiting Committee, J. M. Moore, West Shops. He will see that a member of his committee visits the sick comrade.

Pat—"Well, Mike, I fooled the boss today."
Mike—"How's that?"

Pat—"Well, I carried the same hodful of bricks up and down the ladder all day, and the boss thought I was working."

NOVEL USE OF CREOSOTED WOOD

Trolley Troughs Under Elevated Structure Installed by Electrical Department

The January issue of "Wood Preserving News" has an interesting story on the use of creosoted wood by the Surface Lines. The article says in part:

In the City of Chicago there is a considerable extent of street railway mileage constructed beneath various overhead structures, such as elevated railways, grade-crossing structures, and in tunnels, where the trolley wires are supported in some way or other on the overhead structure or ceiling. In order to prevent trolley poles from striking against the steel work or ceilings of overhead structures when they "jump" the trolley, it is necessary to construct some sort of continuous protection, which in the case of the Chicago Surface Lines consists of inverted wooden troughs, described below, in which the trolley is mounted.

In practically all cases there is considerable moisture to contend with where these troughs have been installed, and it has been the experience of the Surface Lines that untreated wooden troughs of Douglas fir in which the trolleys are mounted have a life of only about ten years under these conditions. These inverted wood troughs are constructed of comparatively thin lumber and require but a small volume of timber per unit of length, but in the aggregate a vast amount is involved. What is of greatest importance, however, is the high cost of labor required per unit of installed wood. For example, the labor cost of installing troughs alone amounts to approximately \$1.00 per lineal foot of trough, or about \$250.00 per MBM of lumber.

The first installation of this material was completed recently in Chicago on Lake Street near Crawford Avenue where the Surface Lines run underneath the Lake Street Elevated Lines. This material is yellow pine, treated by an empty-cell process with 6-pound Grade 1 coal-tar creosote per cubic foot.

This work provides an example of perhaps the most unique use of creosoted lumber to be found, and the boring of the parts for attachment before treatment gives some idea of the accuracy of framing operations that can be successfully done at modern treating plants.

The use of creosoted timber by the Chicago Surface Lines for these troughs and other construction work stops one of the "leaks" in the cost of service which every corporation these days must watch closely.

Mr. A. J. Klatte, Electrical Engineer, and Mr. E. L. Miley, Estimating Engineer, for the Chicago Surface Lines, are largely responsible for developing with a reality the idea of using creosoted timber for the purposes outlined above, and we are indebted to them for the data used in this article.

Stores Accounting System

Readjustments Result in Concentration, Convenience and Efficiency in Important Accounting Methods

There is, no doubt, only a small percentage of our 17,000 employees who ever give more than a passing thought to the great amount of clerical work that is necessary, and the methods which are employed in carrying on the system of accounting for materials used in the operation of this Company.

Probably no other street railway property in this country is required to keep constantly on hand such a large quantity of materials and supplies. These include everything necessary in keeping up the property from pins to large street intersection track lay-outs. Our rolling equipment consists of many different makes and types, all requiring numerous parts. Our large fleet of automobiles, trucks, and buses, also require parts to replace those which have become worn out, and so on, all through this large system.

We might here mention that we carry on hand in our own store rooms a total of over 43,000 separate and distinct kinds of materials which represent an investment of more than three and one-third millions of dollars. The annual turnover (that is, the cost of materials used each year) runs well over four million dollars. This latter figure alone is greater than the total gross income of many public utility properties.

These supplies represent real money, and must therefore be properly handled and accounted for at all times. To properly care for this material, suitable store rooms and store yards are conveniently located on the system, and are under the jurisdiction of a General Store Keeper and a force of assistants.

For the protection of materials and supplies the next thing in line with good store keeping is a well laid out system of stores accounting. Such a system should show at all times, the quantity of each and every article of material on hand, and its cost. In addition, the system to be complete and effective should be molded so as to show when it is necessary to make purchases to replenish ma-

terials before they are completely used up.

Incorporated in such an accounting system controls should be established; by that we mean, the store records should at the same time of accounting in detail for material and supply transaction, carry a total of these transactions into groups in which are represented the total quantity on hand, and its value in money segregated by the various locations at which materials and supplies are stored.

Up until a few months ago our system of accounting for this material was similar to that in use by many other street railway companies. The old system, however, was not satisfactory in many respects, and for some time it has been felt by the Management that improvements should be made. The financial department, with the co-operation of the material and supplies department was delegated to make a thorough study of this branch of the work, and to work out the details necessary in the adoption of a new and improved method of stores accounting.

What Mother Thinks

While I was walking down a crowded street
the other day,

I heard an urchin to another turn and say,
"Say, Chimmie, let me tell youse, I'd be happy
as a clam

If I only was de feller that me mother thinks
I am.

She thinks I am a wonder, and she knows her
little lad

Could never mix with nuttin, dat was ugly,
mean or bad.

OH, lots of times I sit and tink, how nice
twould be—GEE WHIZ!

If a feller was de feller dat his mother tinks
he is."

My friends, be yours a life of toil or undiluted
joy,

You still can learn a lesson from this small
unlettered boy.

Don't try to be an earthly saint, with your eyes
fixed on a star;

Just try to be the fellow that your mother
thinks you are.

(Selected and submitted by Receiving Clerk
Frank Fisher, 78th Street M. & S.)