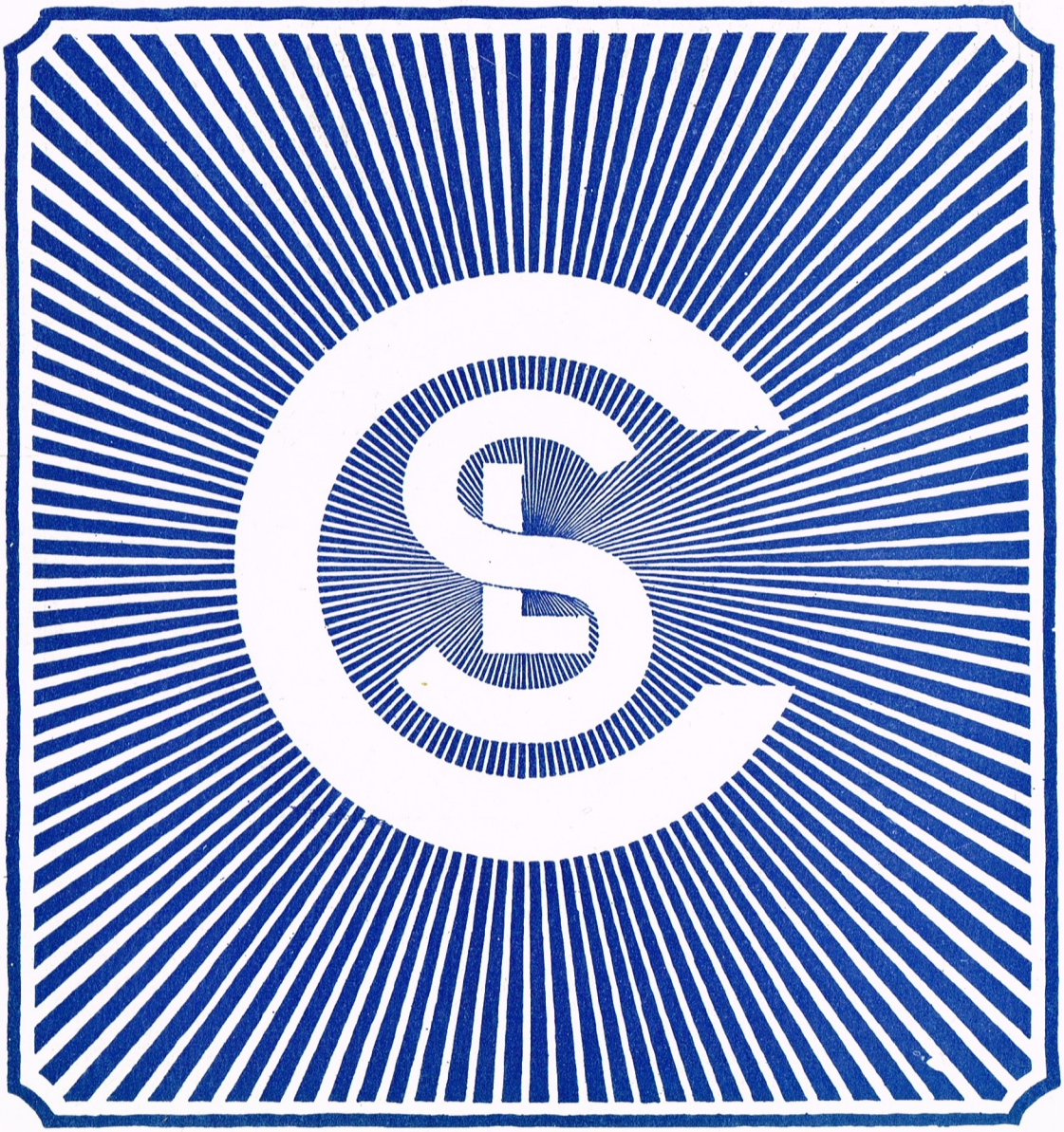
SURFACE SERVICE MAGAZINE

VOLUME 6 MAY, 1929 NUMBER 2



The Event of the Season

KABARAY-NITE

Entertainment Extraordinary

at the

CLUB HOUSE—1126 North Dearborn St.

Saturday Evening, May 18

Dancing at 9 o'clock

Admission by Special Ticket Only
Ask your Director.

SURFACE LINES CLUB

J. V. SULLIVAN, *Chairman*

Surface Service Magazine

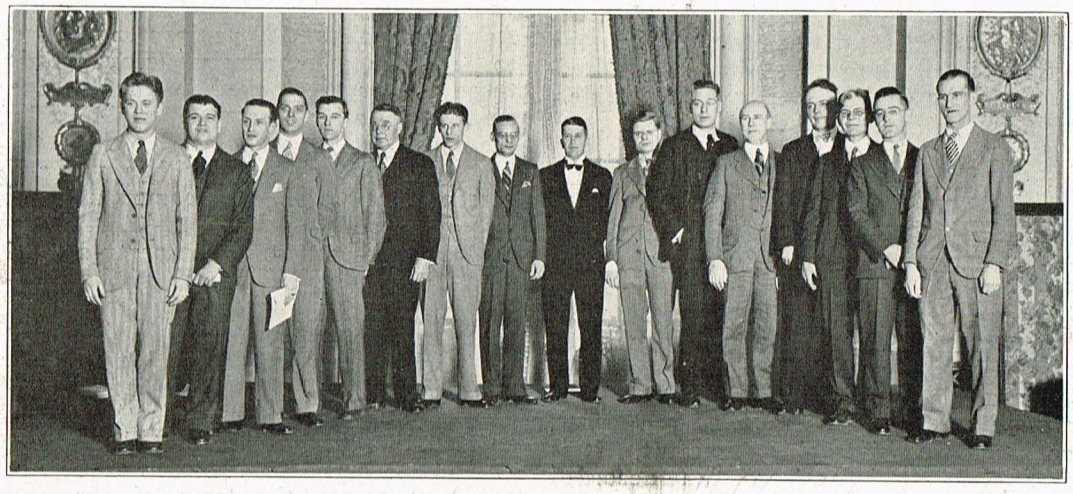
A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 6 MAY, 1929 No. 2

C. S. L. Club Annual Dinner

Glee Club Introduced—A Surprise for "Bill" Hall Provided by President Bohlin

The big surprise at the fourteenth annual dinner of the Surface Lines Club, held at the LaSalle Hotel on the evening of April 23, was the first appearance of "our own" glee club. Few in number, but effective in vocalization, this new group of singers, whose five rehearsals had been carried on without knowledge of their fellow employes, made a real hit. Encores were prohibited by the restrictions of the program, but much praise was heard about the effective results of the work of Director Harry Walsh.



The dinner was strictly a club affair at which the president of the organization, Louis E. Bohlin, acted as master of ceremonies and kept the program moving at a lively pace. His initial speech which was well received was carefully planned as a "comeback" at one of his associates. "Silver tongued oratory," he declared, "is always enjoyed by an audience of superior mentality and higher intelligence such as this one tonight; and your Committee should be congratulated upon its success in securing as its chief orator of the evening, a distinguished member of our own organization. He is a man whose ability as a speaker is recognized not only by our club members, but by hundreds of men who have been privileged to listen to him; and who have sat spellbound and fascinated by his fluency and the beauty of the phrases falling from his lips. They have expressed regret when he has finished and have left his presence with their ears ringing with the music of his voice and their minds stimulated by the poetry of his thought. It is a pleasure and a privilege to introduce to you as our first speaker tonight, that widely known and universally admired word juggler, William A. Hall, Assistant Superintendent of Transportation." Mr. Hall was taken off his feet by this unexpected introduction and before he could say anything to justify the eulogy he was gaveled down amid uproarious laughter and applause and the regular program proceeded.

The speaker of the evening was then presented in the person of W. C. Dornfield, who was introduced as a leading

transportation official from Sydney, Australia, but was really a humorist with a good line of stories.

The Keystone Serenaders kept up an appropriate line of orchestral music during the evening, and "Cheer Leader" Bill Madden kept the club members stirred up with community singing between the various courses of the dinner. Others on the program were dainty Audrey Carnes with dancing and songs, Howard and Hill in a skit entitled "Just for Fun", and Dulmage and Kitty with some thrilling stunts on small and large unicycles.

The dinner itself was worthy of mention and the final course of cigars and souvenir key holders pleased everyone. A new feature of the program was the presence of the entire Board of Directors of the Club at the Speakers' table.

Glee Club Doing Well But Wants More Members

Herewith is a photograph of members of the Surface Lines Glee Club, who made their first appearance at the Club Banquet on April 23. The fact that such an organization was in existence was news to most of the members and the manner in which they presented their program, after only five rehearsals, caused much favorable comment. It is expected that the reception accorded this small group will lead to many additions to the number before they again appear in public. It is planned to have them sing before other organizations and broadcast some of their concerts at a later date.

Organization of the Glee Club was started by the new Board of Directors of the Surface Lines Club, and Joseph Marshall of the Legal & Accident Investigation Department, who has sung at several other company affairs, was elected as manager. The Club also engaged Harry Walsh as Director and this well-known leader is largely responsible for the good results which were evident at their first public appearance.

Those shown on the picture, reading from left to right, are W. Smith, Accident Investigation Dept., A. Mueller, Accounting Dept., James Ryan, Financial, G. E. Andrews, Transportation, T. F. Moore, Transportation, A. F. Andresen, Financial, John Williams, Accident Investigation, L. E. Bohlin, Transportation, Harry Walsh, Director, W. J. Powers, Transportation, Joseph Marshall, Accident Investigation, Geo. E. Copithorn, Medical Dept., R. Battles, Engineering Dept., A. D. Oldfield, Accident Investigation Dept., C. J. Mersch, Accident Investigation Dept. and R. M. Sedlack, Schedules Department.

Another Successful Roller Skating Party

Once again through the courtesy of Mr. Chas. McCormack, the employes of the Surface Lines and their friends were permitted the use of the Madison Gardens Roller Rink, and on the evening of April 15th, about 550 persons turned out to help make the party a success. That these parties are looked forward to and enjoyed by all who attend, is shown by the fact that as early as 8 o'clock the floor was well crowded with a gay and carefree throng who had come early and were prepared to stay late.

During the course of the party several races were held. R. Walsh of the Electrical Dept. and Chas. Becker, North Ave. Depot, skated off with the prize awarded in the men's three legged race. Miss Lauretta Fox won the ladies' candle race. Several enthusiastic teams entered the chariot race, but due to the skillful driving of Anne Simek of the Accounting Dept., the team of Mr. and Mrs. Walsh and Miss Simek, their charioteer, carried off the honors. Marie Sullivan and T. Roberts shared honors with Miss Hitzeman and Henry Hart in the block game. As a finale to the program, Mr. C. H. Evenson, Supt. Transportation Dept. and Mrs. Chas. McCormack, our hostess, led the grand march in which all participated. Novelty paper hats were distributed which added color and gayety to the affair and when the strains of "Home Sweet Home" finally drifted into the Rink, a tired but happy crowd reluctantly turned in their skates and wended their way home with thoughts of a pleasant party and with hopes of other such parties in the future.

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

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

Lincoln Still Well in Front

Strong Competition from Other Divisions—High Average for the System

Standing of Divisions—February and March

		Percent
First Place	Division No. 11, Lincoln	88.034
Second Place	Division No. 2, Burnside	87.490
Third Place	Division No. 6, Lawndale-Blue Island	86.689
Fourth Place	Division No. 3, 77th	86.682
Fifth Place	Division No. 10, Elston-Noble	85.985
Sixth Place	Division No. 1, Cottage Grove	82.250
Seventh Place	Division No. 9, Division-Armitage	82.090
Eighth Place	Division No. 4, 69th	79.772
Ninth Place	Division No. 7, Kedzie	78.881
Tenth Place	Division No. 12, Devon-Limits	77.698
Eleventh Place	Division No. 5, Archer	71.133
Twelfth Place	Division No. 8, North Ave.	67.434
	Average for System	82.236

Standing of Divisions—March

		Percent
First Place	Division No. 3, 77th	87.663
Second Place	Division No. 10, Elston-Noble	87.490
Third Place	Division No. 6, Lawndale-Blue Island	86.012
Fourth Place	Division No. 2, Burnside	85.294
Fifth Place	Division No. 11, Lincoln	84.097
Sixth Place	Division No. 9, Division-Armitage	83.074
Seventh Place	Division No. 1, Cottage Grove	83.054
Eighth Place	Division No. 5, Archer	82.853
Ninth Place	Division No. 4, 69th	81.784
Tenth Place	Division No. 7, Kedzie	81.247
Eleventh Place	Division No. 12, Devon-Limits	77.520
Twelfth Place	Division No. 8, North Ave.	71.494
	Average for System	83.132

By William Pasche,
Supervisor, Accident Prevention

Lincoln continues to hold first place in the Accident Prevention Contest with Burnside and Lawndale-Blue Island, and 77th close on their heels and Elston-Noble in fifth place, not far back of the leaders. Seventy-seventh, Division No. 3, made the best showing for the month of March.

In the past month many trainmen have called at the General Offices wanting to know what accidents had been charged to their records. This indicates a healthy condition and is as it should be and we are hoping that it continues. The Superintendent of Transportation, Mr. C. H. Evenson, will be pleased to show any trainman his record and where it is found that an accident has been classed "Chargeable" to explain why and if it is found that an accident has not been correctly classified he will see to it that it is changed.

When trainmen write accident reports the reports are first sent to the Department of Accident Investigation where they are written up. On the following day the reports are sent to the Accident Prevention Department where they are classified as "Chargeable" or "Non-Chargeable." In most cases they are marked "Questionable." When a report is marked "Questionable" or "Chargeable" it is discussed with the trainman by the Division Superintendent and if in his opinion it should be changed to "Non-

Chargeable" he again discusses it with the Supervisor of Accident Prevention. If these two cannot agree an investigation of the witnesses is made before the report is finally disposed of. All reports are carefully scrutinized and we find that in most instances it is necessary to mark the report "Questionable." When a report is marked "Questionable" and it is not changed to "Non-Chargeable" it then becomes "Chargeable" and is so entered on the trainman's record. Trainmen should in all instances insist on knowing from the Division Superintendent how the case was disposed of; whether or not it was declared "Chargeable" or "Non-Chargeable." If the trainman is not satisfied how the report was classified he should make known to the Division Superintendent that he desires to have the matter referred to the Superintendent of Transportation who in turn will again take up the case with the Supervisor of Accident Prevention. If these two cannot agree the entire matter will be referred to the General Advisory Council on Accident Prevention.

During the past few months we have noticed that we are having "Thrown in Car" accidents at intersections where traffic is controlled by traffic lights. This type of accident usually occurs when the car has been brought to a stop to allow passengers to board with the green light in favor of the motorman, the light remaining green while the passengers are boarding and remains green for a second or two after the signal to go has been given by the conductor, but just as the motorman starts his car and it has moved several feet the light changes to orange and then to red.

In cases such as described above we know that some motormen throw off the power and apply the air by throwing the air handle into the emergency position. This will in each instance cause the car to stop with a jerk. When a car is stopped with a jerk there is always the danger that some one who has just boarded and is passing through the car being thrown to the floor. We know that when the light is green or red that it will usually change in about thirty seconds. When the car is started it should be started with the power applied so that it will not be necessary to make an emergency application of air to make a stop.

Accidents involving vehicles pulling away from the curb are again on the increase. Sounding the gong about twice in each block while passing parked vehicles will help to reduce this class of accident. It is also possible for the motorman to see whether or not the driver is at the wheel of a parked machine and, if so, special care must be taken when passing such a vehicle.

Car collisions for the months of February and March also show an increase compared with the same months for 1928. A sure way to reduce car collisions, in fact collisions of all kinds, is to operate your car on schedule. Beating the schedule is a sure way to have accidents and get in trouble.

Quick starting complaints continue to come to the General Office. In most instances the persons writing the complaints state that just as they had one foot on the step the signal to go was given or that as they were alighting while one foot was still on the step the car was started quickly causing them to fall. A passenger is entitled to and should be given sufficient time to alight or board safely.

While riding on street cars we notice that some conductors have not yet learned the value of looking out alongside of the car before giving the signal to go. A snappy, live conductor always looks out and calls all streets where cars make service stops. There are many conductors who never have an alighting or boarding accident, why not you?

Static

John White—"Do you care for dancing?"
Marie Amick—"No."
John White—"Why not?"
Marie Amick—"It's merely hugging set to music."
John White—"Well, what is there about that you don't like?"
Marie Amick—"The music."

The Wife—"This is news—someone has invented a shirt without buttons."
The Husband—"Nothing new about that. I've been wearing them that way ever since I was married."

"How you all gettin' on wid yous 'rithmetic, Sam?"
"Well, I learned to add up de oughts but the figgas bottah me some."

Nearing Finish of Courtesy Contest

Lawndale-Blue Island Victory Certain—Limits Coming Up—Favorable Inspection Reports

One more month to go before we end the second Courtesy Contest on April 30, 1929, and we are still behind the records of the initial Courtesy Contest in that at the end of March, 1929, we have 3434 chargeable complaints as compared with 3410 last year. True, only an increase of 24 but enough to pull the scale in the wrong direction.

Following is the accumulative standing at the end of March 1929:

	Disc.	P.U.	Trns.	Q.S.	Total	Cmnd.
1 Lawndale	35	24	14	6	79	8
2 Blue Is...	32	13	12	12	69	14
3 Lincoln ..	56	25	20	20	121	20
4 Limits ...	48	30	19	10	107	19
5 Archer ..	116	91	39	44	290	42
6 Elston ...	49	15	17	18	99	15
7 69th	112	77	42	49	280	52
8 Noble ...	40	21	18	6	85	9
9 Armitage .	66	34	26	11	137	21
10 Kedzie ..	121	108	44	50	323	51
11 North Av.	191	140	54	78	463	62
12 77th	198	138	53	60	449	80
13 Burnside .	76	37	22	22	157	43
14 Division .	85	59	34	29	207	32
15 Devon ...	150	105	30	29	314	65
16 Cot. Grove	106	76	43	29	254	52
Total 1481	993	487	473	3434	585	

A new face appears in the four depots comprising the leading squadron Limits Depot, doggedly fighting its way toward the top, now holds fourth place. Starting last May in eleventh place and dropping to thirteenth position in July, the men in that division have consistently moved upward toward the front rank and incidentally this is the highest position held by Limits Depot in 23 months of courtesy campaigning.

Commendation from Our Inspectors

Following are a number of commendatory reports received from the Inspection Department concerning the boys who wear the blue.

On April 1st we received the following report concerning conductor John W. Cassidy, badge No. 938 of 77th Street Depot, who entered service on November 16, 1921 and who works on the Clark-Wentworth line:

"At Van Buren Street this conductor assisted an aged woman to board the car by taking her arm and assisting her up the steps and onto the platform. She appreciated this act of courtesy and thanked the conductor.

Throughout trip this conductor was courteous in his conduct towards passengers and fulfilled his duties in a commendable manner."

On April 2nd the following concerning conductor James T. Herbert, badge No. 3562 of 69th Street Depot, who entered service on November 17, 1923, and who is on the 63rd Street line:

"At Drexel Avenue a woman boarded carrying in one hand a shopping bag and in the other a bundle. She had difficulty in managing shopping bag while she sought for her fare. This conductor noticed her struggles and immediately took the bag allowing her free access to her purse. This act was not only courteous, but it prevented a crowded platform—sure to follow upon the woman's failure to pay her fare promptly."

On April 2nd, an inspector's report had the following to say of conductor Cornelius Weidler, badge No. 5016 of North Avenue Depot, who holds a run on North Avenue:

"At Hamlin Avenue this conductor assisted a woman to alight by taking her arm and aiding her down the steps and to the street. The woman was carrying a baby in her arms and the assistance was opportune. She thanked the conductor for his courteous and helpful act.

"This conductor was courteous in his treatment of the passengers throughout the trip and fulfilled his duties in a creditable manner."

Again on April 2nd, a trained investigator says of conductor John Murray, badge No. 2716, who works on Cottage Grove Avenue:

"At 14th Street this conductor handled a woman's bundles while she alighted from the car, thereby saving her considerable inconvenience and trouble.

"Throughout the trip this conductor was courteous in his conduct towards the passengers and discharged his duties faithfully."

On April 6th, an investigator riding on an Ogden Avenue car reported of conductor Thomas M. Sullivan, badge No. 10684 of Lawndale Depot, who entered service on January 14, 1929:

"At Cicero Avenue and at Kedvale Avenue women boarded with small children by their side. In both instances this conductor lifted the children to the platform and assisted the women to board the car.

"Throughout the trip this conductor was courteous in his conduct towards the passengers, and discharged his duties faithfully and well."

On April 7th, we had the following concerning conductor Fred Brenner, badge No 8808 of Archer Depot, who entered service on January 14, 1908. Conductor Brenner is on the Western Avenue line.

"Above conductor very considerate of passengers' safety and comfort, and special attention is called to his care of children boarding his car. His politeness and general good nature brought forth complimentary remarks from passengers. At Augusta Street he assisted women and children off the car and stopped automobiles encroaching on 10 ft rule."

On April 9th, the following double-barreled commendation concerning motorman Frank W. Weyh, badge No. 6801 of Cottage Grove Depot and conductor Victor E. Olson, badge No. 7926 of 77th Street Depot. Motorman Weyh entered service February 8, 1928. Conductor Olson on November 21, 1922:

"At 35th and Halsted southbound car No. 5238, 8:22 P. M. stopped to take on passengers. An elderly lady was getting on car assisted by a trainman, badge No. 6801, who also assisted her to a seat in car and asked her where she got off and then went to the rear platform and talked to the conductor. At 53rd he came back into car, helped the elderly lady to platform and off the car to sidewalk. Conductor, badge No. 7926, held car for him until he returned."

On April 10th, conductor Wylie J. Koontz, badge No. 6262 of Lincoln Depot received the following commendation. Conductor Koontz, who works on the Lincoln Avenue line, entered service November 9, 1922.

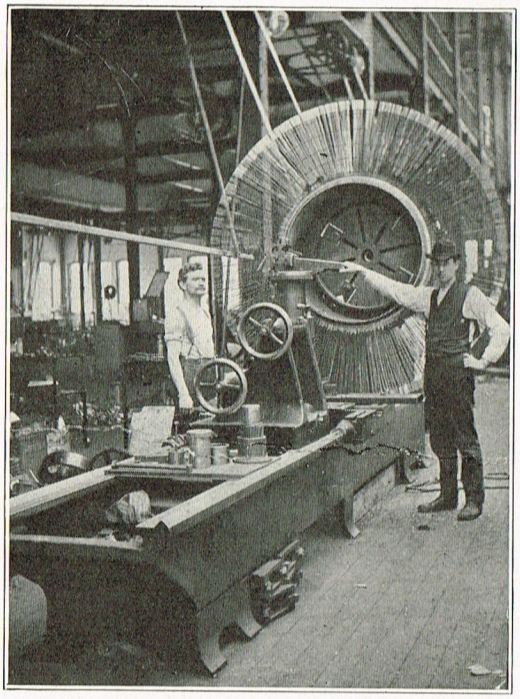
"I noted on 4 or 5 occasions throughout the trip from Belmont to North Avenue, conductor, badge No. 6262, would go to the trouble and assist elderly people and women with children off and on the car."

On April 14th, conductor Louis Swanson, badge No. 956, of Burnside Depot, who entered service October 2, 1920, was the subject of a commendation by an observing inspector. Conductor Swanson is on the Stony Island Avenue line.

"At 79th Street a woman with a baby in her arms and with another small child by her side, prepared to board the car. This conductor aided her to board by lifting the child to the platform and then helping her to mount the steps. This assistance was appreciated by the woman and she thanked the conductor warmly.

"Throughout the trip this conductor maintained a courteous attitude towards the passengers and discharged his duties faithfully and well."

As can be readily seen, the commendatory reports come from practically all parts of the city and concern alike men who have just entered service and men with long years of experience in handling the public. Needless to say, these commendations, as well as others which have been received at various times, are entered on the records where they remain for all time.



An old-time 504 bar commutator being prepared at the South Shops on July 15, 1904. Foreman J. Seaman is on the right and J. Ambrose, machinist, on the left.

The chargeable complaint record from May 1928 to March 1929 inclusive, is as follows:

	Disc.	P.U.	Trns.	Q.S.	Total	Cmnd.
May, 1928 ..	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
January, 1929	162	190	49	73	474	51
February ...	141	147	38	57	383	59
March	132	80	39	62	313	78
Total	1481	993	487	473	3434	585

Passing up complaints are showing a decrease and should show a further decrease in April. During the first Cour-

tesy Contest passing up complaints averaged 69 to the month. For the eleven months in the present contest, they have averaged 90 per month, a very unwelcome increase and the reason for the total number of chargeable complaints (3434) received up to March 31, 1929, exceeding those (3410) for a like period last year.

Sizing up the other three classifications of complaints upon which the contest is based, we find verification of that statement in the following:

Discourtesy complaints for the twelve months in the first contest averaged 139 per month. This year the average has dropped to 135 per month for the first eleven months.

Transfer complaints for the first contest averaged 51 per month. For the past eleven months they have dropped to an average of 44 per month.

Quick starting complaints just about held their own, 44 per month last year. 43 per month for the eleven months just past. Clearly then, passing up complaints constitute the class upon which we must focus our attention.

The progress of each depot during the eleven months is shown on the following chart.

	Mar.	Feb.	Jan.	Dec.	Nov.	Oct.	Sept.	Aug.	July	June	May
Lawn.	1	1	1	1	1	1	2	2	2	2	6
Blue Is.....	2	2	2	2	2	2	1	1	1	1	2
Lincoln	3	3	4	4	9	10	9	9	9	10	12
Limits	4	7	9	9	10	9	11	7	13	9	11
Archer	5	5	6	8	5	8	7	8	11	8	13
Elston	6	4	3	3	3	5	5	4	4	5	3
69th	7	8	5	6	4	3	3	3	3	3	4
Noble	8	9	8	5	7	4	4	5	6	6	7
Armitage ...	9	6	7	10	8	7	6	6	7	7	1
Kedzie	10	10	10	7	6	6	8	11	12	15	10
North 11		11	11	12	11	11	10	10	5	4	5
77th 12		12	12	13	13	14	12	12	10	13	15
Burns. 13		13	14	14	14	13	15	14	14	11	16
Div. 14		14	13	11	12	12	13	13	15	14	14
Devon 15		16	16	16	16	16	16	16	16	16	9
Cot. Gr. ...16		15	15	15	15	14	15	15	8	12	8

Unquestionably the street car is the safest passenger vehicle on the streets. Let's put our shoulder to the wheel and make it also the most pleasant by extending kindly, courteous treatment to our patrons at all times. Most of us try to do this and do succeed. Let's make it unanimous.

The Judge.

Pleasant Words for Kindly Deeds

Car Riders Show Their Appreciation of Service Rendered by Our Trainmen

Conductor Charles Heller, badge No. 3672 who runs a night car on Archer-Cicero lines was eastbound at 3:55 A. M. on April 16th when he discovered a fire in a building on Kolin Avenue. He left his car and ran over to the burning structure, when, finding no evidence that the occupants were awake, woke up a doctor, one of the occupants, and then together they roused everybody else and got them safely to the street. In the adjoining building there was a grocery store whose proprietor lived in the rear. Heller pounded until he got that family up and enabled the owner to save his automobile from the garage which shortly after was destroyed. Conductor Heller was warmly thanked by the residents who might otherwise have lost their lives and then he returned to his car and proceeded on his eastward trip. He said nothing of his experience and the first knowledge the company had of what had happened was the receipt of a letter from the grocer to Division Superindent Bowles asking him to please excuse the conductor of the night car for being late. This lead to an investigation and the discovery that Heller had probably saved the lives of a half dozen or more people. This is his second experience of the kind. A few years ago when he was running on 38th Street in the winter, a building containing four Polish families was discovered by him to be in flames, and there also he succeeded in getting everybody out safely.

Mrs. G. L. Wood, 50 North Long Avenue, is the writer of a communication of high praise involving Conductor Rudolph C. Schultz, badge No. 338, of Kedzie, for his unusual consideration and helpfulness in assisting her husband who had lost a leg on and off the car. Mrs. Wood very much appreciated this act of kindness on the part of Conductor Schultz.

Conductor James W. Esoue, badge No. 430, of Cottage Grove, is the recipient of a letter of commendation from Mr. Logg, 1230 East 47th Street, who observed an incident worthy of mention. The conductor shielded a woman passenger carrying a baby from a number of rowdies who were on the car.

Mr. J. I. Eden, Evanshire Hotel, Hinman Avenue at Main Street, Evanston, Illinois, writes a note favorably commenting on the splendid service that is rendered by Conductor James M. Dodgion, badge No. 540, of 77th. Mr. Eden states in his letter that Conductor Dodgion is especially kind to the lame and blind.

Conductor John G. Rauen, badge No. 1468, of 77th, is the subject of a letter from Mr. T. Rygh, 720 North Wells Street, commending him for his courteous, accommodating and good natured attitude toward his passengers.

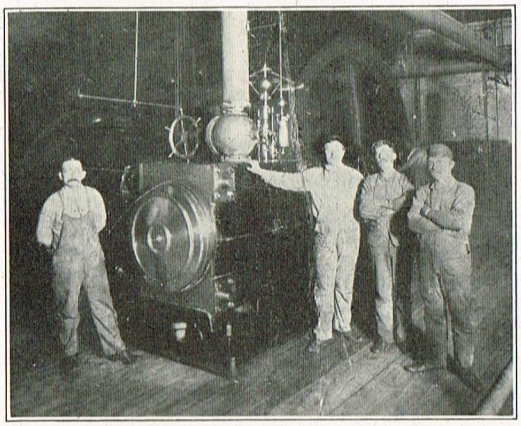
Mrs. Mary M. Dannehy, 4005 Irving Park

Boulevard, writes the management commending Conductor Hartog Looper, badge No. 2486, of Devon, for his kindly and gentlemanly act in rendering assistance to an old lady suffering from physical disability.

Conductor George L. Lennartz, badge No. 2572, of Devon, is complimented for his clear enunciation of streets and also for his politeness. "I like his style," writes Miss Margaret Hauch, 5625 Gunnison Street.

Miss Freida Fortshikoff, Conlon Corporation, 19th Street and 52nd Avenue, thanks Conductor Alvin F. Kusch, badge No. 2874, of 69th, for the return of an addressed letter which she dropped on his car.

Conductor William J. Cannon, badge No. 2976, of Kedzie, is thanked by Mrs. Marie Ahrens, 535 Taylor Avenue, Oak Park, for the prompt return of a package left on his car.



Interior of the old Cable Power House at Illinois and La Salle. Oswald Weden, Oiler is at the left, John Olsen, Engineer now with the Cook County Traction Company is next to the cylinder. Others are Walker Hamilton, Wireman and John Stiglich, Tunnel Electrician now at Grand and Leavitt. This photo was taken in July, 1901.

Mrs. A. E. Stanton, 1642 West 77th Street, writes a commendatory letter involving Conductor Frederick J. Schmidt, badge No. 3112, of 69th, for paying her fare when she found herself with nothing less than a twenty dollar bill.

Conductor John A. Hockenbery, badge No. 3152, of Cottage Grove, is commended very highly for the service he is rendering the public. Mr. William H. Burquest, 1840 Calumet Avenue, states in a letter that Conductor Hockenbery had already given the motorman the go-ahead signal but after noticing Mr. Burquest hurrying, stopped his car thus enabling him to board in safety.

Mr. L. H. Salisbury, Chicago Surface Lines, Accounting Department, 231 South La Salle street, misplaced his 62-ride ticket and found that he had nothing but a large bill. Conductor Daniel B. Larisey, badge No. 3354, of Noble, with whom he rode, provided his fare which he much appreciated.

Conductor Frank J. Base, badge No. 4326, of Lincoln, receives appreciation for the return of a pair of glasses left on his car by Miss Nellie M. Lang, 3415 North Claremont Avenue.

Miss Ethel Lange, 931 North Newton Street, thanks Conductor Arthur Bouley, badge No. 4716, of Division, for the consideration he shows her due to her lameness while riding on his car every day. "I want to thank him a million times as he does not know what a help it is to me," writes Miss Lange in her letter.

Conductor Harry Feldhahn, badge No. 5078, of Lincoln, is commended for the clearness with which he calls the streets. This was brought to the attention of the management by Mr. C. A. Myers, 2330 North Halsted Street.

Mrs. O. Kunz, 3904 Fullerton Avenue, writes the management giving them the benefit of her observations of Conductor John Lynch, badge No. 5794, of North Avenue, when he so kindly assisted a lame lady passanger off his car, even stepping into the crowded car and helping her through.

Conductor John G. Kelly, badge No. 6056, of North Avenue, is commended highly for his honesty in turning in a lost purse belonging to Mrs. Mary Lehmden, 4733 West 20th Street, Mrs. Lehmden also wishes to commend Conductor T. Guerin, badge No. 13228, who was at the North Avenue Car Station at the time she called for her purse.

Dr. B. G. Rux, 5730 West Huron Street, makes Conductor Joseph M. Coury, badge No. 6170, of Kedzie, the subject of a letter of praise after observing his pleasant attitude in calling the stop street for three elderly ladies and for assisting them off the car to the sidewalk. Dr. Rux found Conductor Coury likewise accommodating in calling his street on a previous ocasion.

Conductor Joseph M. Coury, badge No. 6170, of Kedzie, is the recipient of a letter of high praise from Miss Evelyn Schoel, 871 Cornelia Street, who described him as a most courteous, neat, diplomatic and cheerful conductor. She states in her communication that she and her fellow passengers have missed him from the Sheffield Avenue line where it was always a pleasure to ride with him.

Miss Gladys I. Barry, 4555 Malden Street, writes a commendatory letter in behalf of Conductor Michael J. Reilly, badge No. 6260, of Devon, for his kindness and courtesy to all of his passengers.

Conductor George Eichaker, badge No. 6308, of Lincoln, is made the subject of a letter of commendation from Miss Rose Pollex, 1748 Melrose Street, who extends her heartfelt thanks to Conductor Eichaker for his honesty in returning her purse.

Miss Elizabeth Alsberg, 5502 Hyde Park Boulevard, commends Conductor Carl O. Lyon, badge No. 6350, of Lincoln, for his kindness to a lady passenger who had become ill or weak on his car, assisting her off and placing her in an automobile.

Conductor Henry C. Shultz, badge No. 6422,

of Limits, is highly commended for his pleasant "Good Morning, Sir," and for the excellent manner in which he handles his passengers. This incident was brought to the attention of the management through Mr. T. G. Hansen, Manager, Park View Secret Service, 4326 Elston Avenue.

Miss Louise M. Zech, 2575 March Avenue, Norwood, Ohio, writes a letter in justice to Conductor James W. Bennett, badge No. 6744, of Limits, who became involved with two irate women passengers. "He acted like a gentleman in every respect," states Miss Zech in her communication.

Conductor Peter Martin, badge No. 7646, of Devon, is complimented for his kindness in escorting an elderly lady who evidently was blind across the street to safety. This incident was observed by Mr. J. Scott Higgins, Service Adjustment Bureau, 180 West Adams Street.

Mr. E. F. Mains, 1310 Farwell Avenue, writes a congratulatory note involving Conductor Frank G. Scheuer, badge No. 7676, of 77th, commending him for "calling" a smoker who was greatly annoying other passengers.

Conductor Martin J. Nolan, badge No. 8292, of 69th, receives a letter of praise from Mrs. S. L. Seabrook, 7436 Eggleston Avenue, who expresses her appreciation of the kindness he showed her when thrown to the car floor just as she was about to enter after paying her fare.

Mr. Robert Rodney, 1401 East 60th Street, favorably comments on the actions of Conductor Albert J. Bittner, badge No. 8534, of Cottage Grove, when he assisted a blind man from his car to the sidewalk. Conductor Bittner did this with all sincerity and with a smile.

Conductor Joseph Sweeney, badge No. 8584, of Division, receives a congratulatory communication from Miss Irene Enright, 7335 Lafayette Avenue. Conductor Sweeney upon noticing a little old lady standing at the curb, who evidently wished to board his car but who was too timid to step over to the car due to the heavy traffic, alighted from his car and picked up the woman and carried her safely to the platform.

Mr. J. C. Kimes, General Freight Agent, Baltimore & Ohio Railroad, 105 West Adams Street, commends Conductor Edward Leahy, badge No. 8800, of Kedzie, for the careful manner in which he informed him on how to reach a certain destination.

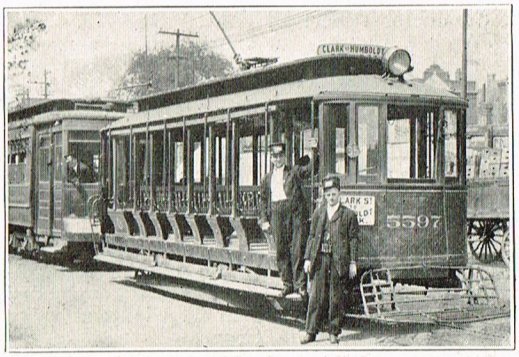
Conductor Louis Schoot, badge No. 8854, of Archer, is praised for his consideration and courtesy by Mrs. Daniel Kelly, 7712 West 65th Place, Argo, Illinois.

Mr. William Matthiesen, 7630 South Park Avenue, is the writer of a letter commending Conductor Judson Dilworth, badge No. 9598, of Devon, for his honesty in turning in a purse belonging to his daughter which she valued very much.

Conductor Gustav Pelz, badge No. 9984, of North Avenue, is complimented for his honesty in turning in a two and one-half dollar gold piece which was inadvertently handed the conductor for a penny. This incident was brought to the attention of the management by Mrs. Thomas Holden, 4947 Roscoe Street. She also commends him for his pleasant manner.

Mrs. W. W. Schick, 3531 North Lowell Avenue, writes the management of her observance of a kindly act by Conductor Joseph J. Majchrzak, badge No. 10338, of Lincoln, assisting an elderly couple across a crowded street.

Conductor Carroll E. Thurston, badge No. 10436, of 69th, is the recipient of a letter of praise, commending him for the courtesy he showed in helping a somewhat physically handicapped woman passenger. Miss Edna C. Dunlap, 6337 Kimbark Avenue, brought this incident to the attention of the management and she also wishes to thank the conductors as a whole on the 67th-69th Street line for the consideration they showed her mother who was aged and lame.



Conductor Paul Dibbern and Motorman Michael Noonan working out of Division Street in the long ago.

Mr. Arnold Moritz, 5255 Henderson Street, makes Conductor Joseph R. Lewis, badge No. 10764, of Archer, the subject of a letter of high praise for holding his car to enable Mr. Moritz and his wife to board. "A face with a smile always wins," states Mr. Moritz in his communication. Conductor Lewis was very courteous in assisting Mrs. Moritz on and off the car and did it with a smiling face.

Conductor Otto H. Dode, badge No. 1074, and Conductor John A. Gebel, badge No. 10938, of Armitage, are commended for their courtesy to passengers, especially to children.

Miss Ida M. Brown, LaSalle School, commends Conductor Joseph M. Loftus, badge No. 11212, of Kedzie, for the courteous treatment he accorded a lame man in boarding his car.

Conductor Thomas M. Dineen, badge No. 11722, of 79th, is favorably mentioned for his honesty in turning in a package belonging to the daughter of Mr. J. Winegarden, 1416 East 75th Street.

Mr. C. E. Brandenburg, 804 North Lawler Avenue, thanks the crews on the Chicago Avenue line for their kindness to him, and particularly mentions Conductor Harry A. Luedtke, badge No. 12166, of North Avenue.

Conductor Elmer H. Thieben, badge No. 12576, of Burnside, is the recipient of a congratulatory letter from Mr. Lincoln A. Hagerty, 2101 Insurance Exchange, 175 West Jack-

son Boulevard, for the gracious manner in which he assisted him on several occasions during his temporary physical disability. Mr. Hagerty noticed that Conductor Thieben was also very obliging to any and all patrons traveling on his car.

Mr. Henry Maxted, 3849 West 60th Street, says a good word for Conductor Fred L. Morris, bodge No. 13026, of 69th, who on several occasions has been saved from falling on the ice when alighting from his car. Mr. Maxted speaks well of all the Surface Lines trainmen.

Mr. E. V. Whalen, 4123 West Madison Street, sends to Conductor Joseph Hodys, badge No. 13564, of Kedzie, with thanks seven cents in stamps to reimburse him for fare supplied.

Conductor Albert E. Hinz, badge No. 13740, of Archer, receives an expression of appreciation from Mrs. M. F. Cassidy, 933 East 46th Street, in the form of a highly congratulatory letter thanking him for restoring the purse she dropped as she was about to board his car, which contained nearly one hundred dollars. Mrs. Cassidy offered Conductor Hinz a reward but he politely refused saying, "That was nothing."

Mr. Guy R. Lyman, 5821 Maryland Avenue, wishes to call the attention of the management to an unusual act of courtesy extended him by Motorman William T. Claxton, badge No. 1217, of Cottage Grove.

Motorman Walter J. Hayward, badge No. 2091, of 77th, is made the subject of a letter of praise from Mr. H. H. White, 12025 Wentworth Avenue, describing him as very courteous and exceptionally competent in the operation of his car.

Mr. V. A. Cimino, 250 West 24th Place, is the writer of a letter making favorable comment on the efficiency and courtesy of Motorman Alfred Stockwell, badge No. 2383, of 77th, in holding his car to enable him to board after noticing that he was in a particular hurry. Such a deed is a service that is much appreciated by the traveling public.

Motorman Owen O'Rourke, badge No. 4297, of 77th, by rendering service to an old feeble lady, won the good will of Mr. M. Coure, President of the Loraine Zinc & Lead Company, 11 South LaSalle Street, who took the opportunity to write the Surface Lines management and tell them of the incident.

Mr. George Abel, Superintendent, Mitchell Construction Company, 105 West Adams Street, writes a letter commending Motorman Patrick McHale, badge No. 5155, of Lincoln, for the courtesy extended one rainy morning in holding his car to permit him to board in safety. "I think this man is the type that makes friends of the car-riding public," states Mr. Abel in his communication.

Motorman Walter E. Croke, badge No. 6211, of 77th, is the recipient of a complimentary letter from Mr. E. S. Haas, John S. Jackson & Company, 7320 Stony Island Avenue, with reference to the good natured self control when a coal truck held the car tracks for nearly half a mile and when it finally pulled out, Motorman Croke just went right on without even turning his head or saying a word.

Mr. M. J. Duggan, 6436 North Seeley Avenue, writes in appreciation of the kindly manner in which he was treated when he was overcome with a dizzy spell and fell to the floor of the car. Motorman Joseph Hennessy badge No. 8061, of 77th, is warmly thanked for his kindness.

Conductor Patrick McGrath, badge No. 13100, and Motorman Leo A. Domrese, badge No. 9953, of 69th, are commended for their gentlemanly treatment of passengers by Mr. A. C. Boerner, Albert Pick-Barth Company, Inc., 1200 West 35th Street.

Mr. Joseph Louis Gautchier, 3523 North Marshfield Avenue, writes complimenting Supervisor John Hart, of Armitage, stationed at Milwaukee and Addison, for his unusual courtesy. Mr. Gautchier says no supervisor could be more courteous than Supervisor Hart.

Conductor Thomas J. O'Grady, badge No. 6734, and Starter Charles F. Dawson, of North Avenue, are thanked by Mrs. Julia Doherty, 2224 74th Court, for their assistance in locating a package which she left on Conductor O'Grady's car. When she called at the lost and found office of the North Avenue Car Station, Starter Dawson was very courteous to her and she much appreciated his pleasant manner.

Mrs. William F. Gingrich, Gary School, 3000 South Ridgeway Avenue, wishes to commend the attitude and behavior of the crews of the Western Avenue line since the filing of a complaint of premature starting.



Jack Lowe, son of Conductor E. Lowe, of Armitage.

Editorial Bouquets

Discriminating Contemporaries Comment on Subjects We Have Featured

Accomplishments in various departments of Surface Lines activities have been made the subject of extensive reference in the technical publication specializing in transportation. For instance Electric Traction for April and Electric Railway Journal News of April 13 devoted much space to the Safety Contest banquet and each of these publications reproduced a cut of the big flashlight photos taken as souvenirs of the occasion. Electric Traction in its March issue gave two pages to John B. O'Connell's story of the organization and operation of Surface Lines snowfighting forces which was interesting and instructive.

In Aera for April there was this editorial comment on a recent feature in Surface Service, under the caption: "Fathers and Sons in the Street Railway Industry":

At a single carhouse of the Chicago Surface Lines there are six examples of fathers and sons employed in the train service. Each of the fathers is a veteran, having from 20 to 50 years of service to his credit. It is, of course, nothing unusual for sons to follow in their fathers' footsteps in business or in the trades, and perhaps it is no more than natural that this should hold good in the street railway industry. That the father should, after years of service, have sufficient faith in their work to recommend so seemingly unromantic a career to their offspring indicates a feeling that runs deeper than any mere thought of the pay envelope. Knowing from experience some of the exactions that go with work on the platform of a street car in a great city the elders know, too, that the service has its compensations. They know that it develops men of good character and clean habits. They know that the young man who selects to go into this service must undergo a rigid training which will either bring out the best that is in him or throw him quickly into the discard. To succeed he must be punctual, honest, courteous, and careful. He must be neat in appearance, he must pay his bills, he must treat his family decently, he must be careful in the selection of his associates.

In compensation for the rather strict discipline to which he submits himself and for the more or less narrow routine of his pursuits he is assured of steady, healthy employment, in season and out, unaffected by periods of depression. His work is pleasant, his associates congenial, his contacts varied and interesting. If he displays real ability his chances of promotion are excellent. All things considered these Chicago veterans have chosen well in recommending to the younger generation the career which they themselves have elected to follow. With such splendid examples of faithful service before them the younger men will do well to maintain and continue the family tradition.

WORLD'S FAIR FEATURES

Some of the Interesting Things the Committees Have in Contemplation

The Chicago World's Fair of 1933 will be quite different from the fairs that have preceded it. Instead of there being miles and miles of displays of goods of commerce, and countless repetitions of competitive exhibits, there will be co-operative and collective exhibits showing what each and every industry (as a whole) has contributed toward progress in the past century.

Thus, the main theme of the Fair in 1933 will be scientific achievements in their relation to industry and to agriculture. The present plan contemplates a huge Temple of Science, centrally located in a beautiful plaza, from which will radiate the many buildings in which will be the displays of industry—all co-ordinated with the purely scientific exposition. The Architectural Commission already has submitted tentative plans for grounds, groups of buildings, towers, lagoons, air port, etc. These are indeed astounding in their beauty and originality. Nothing to compare with them has been attempted heretofore.

Present plans for the exposition buildings provide for approximately six million square feet of exhibition space. The prospective attendance is estimated to be a total of 90 million admissions, with a daily average of about 405,000.

Experienced estimators for the World's Fair of 1933 figure that there will be 12,000 additional automobiles on the roads leading to Chicago from outlying districts, on days when there is some special event. Drivers will be urged to park outside the city—probably in the Forest Preserves, where suitable parking spaces will be provided. Special bus lines will convey the drivers and their passengers to the Fair grounds.

The amusement and sports programs for the 1933 World's Fair promise to be the most elaborate and entertaining that the world can supply. Many famous bands, orchestras, choral societies, and individual artists have already consented to augment the general musical program with their performances. Marvelous spectacles of illumination, water and land pageants, and carnivals, great sports events in Soldier's Field and in the Grand Canal, or lagoon, will provide Fair visitors with the best entertainment they ever have witnessed.

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

THE WATCHFUL PUBLIC

Sometimes an unexpected slant is provided by an observant patron who is good enough to take the time to put his thoughts on paper and send them along. For instance:

Chicago, May 4, '29.—General Manager, Chicago Surface Lines. Dear Sir: For many years I have been a daily rider, usually using the Broadway line of your system. I have noted with satisfaction the improvements that from time to time you have made in the service and the generally high average of courtesy and efficiency on the part of your crews. Today I was much impressed by the natty appearance of the men I rode with—uniforms were snappy, buttons shining, shoes polished, linen clean, and the man who was not freshly shaven was rather conspicuous. New caps with a fine cane-work ventilating band were good-looking and promised comfort during the warmer days to come.

Possibly these things merely indicate that your men have gone into new seasonal dress; but in any event I wish to congratulate you upon the choice of a uniform that is unusually presentable. And I think your men should be commended for the response they have made to the stimulus of the new outfits—I mean in the way of care in the details of their personal appearance. It is an evidence of proper pride and self-respect that is most creditable to them as men who are brought into such close contact with the public.

Very truly yours,
Lewis S. Eaton,
No. 4168 Clarendon Ave.

Mr. Eaton's letter confirms a suspicion we have harbored for a long time—that we are under a much closer inspection from our patrons than we realize. Here is another letter received a few days earlier:

Chicago, April 27.—Chicago Surface Lines. Gentlemen: I am a school teacher and twice a day I travel on the Stony Island Surface Lines to Roosevelt Road. Yesterday (Friday) I sat on the front platform at the left of the motorman. He was a young man. I want to tell you something about him. He was shaven, clean and well-groomed, as if he had been going to a dance. His hair was short, and in fact, he looked like he had just come from the barber's. His suit was absolutely clean.

An old gentleman was smoking a big black cigar and the air was full of smoke. The motorman turned to him and said very quietly, "Please don't smoke on the platform, it is against the rules." The old man said, "Why, I thought I could smoke on the platform." The motorman simply pointed to the printed prohibition tacked on the front of the car, and that ended the smoking.

Besides this he knew how to run the car. Many motormen stop and start their cars with such a violent jerk, that the passengers are thrown back and forth. Not this young man; he stopped and started, as he spoke, quietly.

Yours very truly,
Mrs. Eleanor Elliot,
4740 Woodlawn Avenue.

The man who knows how to do his work and does it well; who maintains a decent self-respect; who is considerate of the rights of others and yet firm and courteous in seeing that the regulations are observed; who makes it his business to see that his passengers are transported comfortably and are kept advised of their whereabouts—such a man is bound to win the approval of those who entrust themselves to his care.

The car-riding public reacts to quality service. It only needs a glance at the scores of commendatory letters to prove that point. We know that the majority of our men have the right idea and it is not strange that they are growing to resent the carelessness and indifference of some of their fellow-employes whose failure to live up to their obligations reflects discredit upon the whole force. It has been demonstrated that 100 percent operation is possible under great handicaps. It should be possible to score 100 percent in courtesy. If not, why not?



This transfer was found slipped into a book in the library of Mr. Sidney Loeb, 1124 East 46th Street.



THE SHOWERERS

Left to right: Front Row: Florence Pierce, Frances Canny, Marie Sullivan, Hildur Carlson, Marie Krausman, Lydia Shaughnessy, Mary Wiley and Mildred Humes. Middle row: Fern Schweiger, Bernice Schweiger, Estelle Kuntzner, Agnes Hume Morrison, Jane Mitchell, Helen Hume, Grace Roe, Erma Raible, Ruth Utley. Back row: Henrietta Fisler, Ruth Soutter, Clara Smith, Gertrude Shipley, Myrtle Roe, Alice Nichols and Bessie Cowdry.

Mrs. Russell H. Morrison, formerly Miss Agnes Hume, of the executive stenographic force, was pleasantly surprised on Tuesday evening, April 23 when a miscellaneous shower was given by Misses Estelle Kuntzner and Jane Mitchell at the Club House, 1126 North Dearborn Street.

Twenty-six girls attended the party and the evening was spent in playing bunco. The prizes were won by Alice Nichols, Myrtle Roe and Helen Hume.

The table was beautifully decorated in pastel shades and in the center stood a huge wedding cake.

Many attractive and useful gifts were received by Mrs. Morrison, who leaves the Chicago Surface Lines with the sincere good wishes of all her friends for her future happiness.

One of the features of the evening was the reading of the following poem written by Mr. Wilkie for the new bride:

There's nobody here, so, at least, I presume,
Who doesn't recall having frequently seen
A tall, smiling girl, who was known as Miss Hume,
Who rattled the keys of a typing machine.

You saw her for years in the fourteenth floor hall—
Vivacious and kind, she was quickly endeared
To scores of the girls. So 'twas startling to all
When news flew around—"Agnes Hume's disappeared!"

'Twas true; though reports were misleading in part—
No blackhanded gang could be charged with the blame;
A mighty nice chap who had captured her heart,
Had carried her off and she'd taken *his* name.

No longer Miss Hume—Mistress Morrison now.
She'll cook all the meals; and that raises a question:
Can Agnes prepare all the Morrison chow
So Russell and she will escape indigestion?

Let's hope that she can, and that all through the years
They both may be blessed with good friends and good health,
That joy may be theirs and that naught interferes
With winning their share of the national wealth.

To make a peach cordial in these prohibition days, send her a box of candy.

Keeping 'Em Rolling

The Leader, Burnside, Makes a Very Good Showing—Other Stations Score Large Increases



Burnside's Able Fixers

R. Nebelsiek, Day Foreman; E. Lindgren, Night Foreman; F. Kazmerczak, Asst. Day Foreman; T. Carson, Asst. Night Foreman. Car Repairers: D. Murphy, C. Koest, T. Uksas, A. Baffo, J. Biton, P. Eckert, A. Rizzuto, T. Kasputes, A. McKechnie, J. Zallys, F. Mathiesen, J. Vartelko, J. Petika, P. Orban, L. Wingerd, J. Tinyo, P. Puzas, E. Goranson, S. Milchz, K. Starinsky, J. Musacchio, P. Markunas, L. Roches, P. Streelman, W. Gracie, A. Galdik, F. Urban, F. Kulovitz, W. Doering, M. Husayko. Car Placers: S. Rekas, J. Fitzgerald. Car Cleaners: J. Byrne, T. Cannon, P. Gorman, F. Carlson, H. Eyre, M. Gorman, W. Guzek, T. Lambros, M. Dwyer, W. Walker, S. Samis, F. Albertine, G. King, J. McElwee, C. W. Buckley, J. Smith.

Burnside Carhouse comes in first this month for the first time, with 57,931 miles operated per pull-in. This is over 23,000 miles more than the second highest carhouse, and is the highest record made by any of the carhouses since last October. It also represents an increase for Burnside of 39,470 miles, or 213%, over March, 1928, when they operated their cars 18,461 miles per pull-in due to equipment failures.

While there were no noticeable changes in positions, four carhouses, namely, Burnside, Division, Limits and Archer, increased their mileage more than 100% over the preceding month. The greatest percent increase, 188.3%, was made by Burnside, who also holds the record of 21 zero days for the month.

Fifteen of the sixteen carhouses show an increase in mileage over last month, and seven operated their car over 25,000 miles per pull-in.

The average for the system is 15,946 miles.

The individual records appear below:

Rank	Carhouse	Zero Days	Miles Per Pull-In Mar.	Pct. Inc. or Dec.
1	Burnside	21	57,931	188.3
2	77th Street	12	34,199	93.3
3	Archer	9	31,775	100.8
4	Limits	13	30,667	113.5
5	Cottage Grove	10	27,218	32.1
6	69th Street	5	26,414	36.5
7	Division	14	25,869	148.5
8	Devon	10	19,693	62.3
9	Armitage	9	13,797	2.5
10	Kedzie	9	13,580	1.9*
11	Elston	10	12,390	44.6
12	Blue Island	11	10,756	35.0
13	Lawndale	6	10,175	64.4
14	North	1	10,150	21.1
15	Lincoln	1	7,360	39.5
16	Noble	2	5,908	27.0
		143	15,946	44.3

*Decrease

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

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

FIREMEN END PARKING

Downtown Baltimore Bans Parking on Protest from Fire Department Officials

In an editorial the Electric Railway Journal says: "Baltimore has at least got started in the right direction on parking. It has put on the ban in certain downtown streets during business hours. The circumstances, however, are peculiar—so peculiar that they seem worthy of special attention. Traffic experts have long said that this was a step Baltimore needed to take; the railway officials have insisted that prohibition of parking on certain congested streets was necessary to prevent the convenience of a relatively small number of automobile users from interfering with the rights of all other users of the public streets; the newspapers sensed the evil of parking and doughty Mr. Mencken, whose pen drips vitriol when he goes crusading, said in the Baltimore Sun recently that the use of congested public streets as free garages is a reflection on the intelligence of modern Americans. But Baltimore remained adamant; that is, the selfish had their way.

It was the clang of the fire bell that finally aroused Baltimore. Engines racing to the scene of a conflagration were able to get through the streets only after the usual traffic difficulties, but when they reached the fire the way of the crews to the fire plugs was obstructed with parked cars. The firemen had of course recognized the parked car as an incipient menace. Now it became a real one. As Grover Cleveland used to say, it was a condition not a theory that confronted them. They put out the fire, and then they let out a roar that quickly brought action in Baltimore. It is too bad that nothing short of a threat of public catastrophe could arouse the city to exercise its common sense. The menace of the parked car is not Baltimore's alone. It exists in every city of any size.

A news paragraph notes that the no-parking regulations put into effect on Fayette Street, Baltimore, recently, have resulted in speeding up the movement of cars of the United Railways & Electric Company on that thoroughfare. Officials of the company declare that the cars have been enabled to increase their speed between 10 and 15 per cent. Opposition to the banning of parking on both Fayette Street and Lexington Street, which developed before the new rules were put into effect, has subsided.

BRAINS—NOT FACT BOXES!

The really able man is the man who can do things, and the man who can do things is usually the man who possesses plenty of perseverance.

Ability is often confused with knowledge. No amount of knowledge can take the place of mental activity.

Knowledge, education if you like, is merely the raw material. It is the use that is made of this raw material that counts. There is nothing much to be gained by making the brain a mere receptacle of facts. There are lots of encyclopedias and reference books that do that sort of thing much better than any human brain.

To be able to do things in the world, you must do more than merely gather knowledge. You must have a mind that can really think thoughts.

You must set out daily on a mental voyage of discovery. You must set about finding out things for yourself and not be satisfied with just overloading your brain with things other people have found out for you. That is the only way you will ever do anything, and you will only do it then if you back up your enthusiasm with perseverance to carry through your ideas to the end.

There are two things that every man must do if he wants to achieve anything. He must be master of his own life and must steer a course towards a definite goal.

Master of life is the only pass-key to the doors that open to success in any sphere of life.—Submitted by J. D. Newton, Foreman Paint Shop, West Shops.

Watch, Here Goes!

The golfer nonchalantly stepped up to the tee and swung one of those carelessly careful drives. The ball sailed straight down the fairway and leaped gaily across the green and dived into the hole like a prairie dog.

"What have you suddenly gone crazy about?" inquired the golfer's wife, who was trying to learn something about the game.

"Why I just made a hole in one!" yelled the golfer, as he essayed a double handspring with a wild gleam of delight in his eyes.

"Did you?" sweet!- said the little woman. "Please do it again, dear; I didn't see you."

Confusing

Blonde—"I can't find a single pin. Where do they all go to, anyway?"

Matty—"It's hard to tell, because they're pointed in one direction and they're headed in another."

CLUB SPARKS

Next event on the Surface Lines Club program is a Cabaret Party, scheduled for Saturday evening, May 18, at the Clubhouse. The Entertainment Committee promises some novel attractions, and members of the Club and the Women's Auxiliary are expected to help make a real success of this closing program of the winter season.

Engineering Winners in Bowling League

The Fourteenth Annual Tournament of the Surface Lines' Club Bowling League has just ended after a very successful season of thirty-three weeks. The League was composed of twelve teams representing various departments of the organization.

The Engineering Team won first place by a margin of 16 games. Louis Renner, Captain, N. R. Alexander, George Schima, George Lynn and Matt Stiglic comprised their team, with J. A. Wirtel acting as their rooter and scorekeeper. The Engineers held first place without a waver throughout the season. They won 70 games out of a total of 99 rolled. They needed a handicap in only 10 of their victories, and in 60% of their games they gave a handicap to their opponents.

Lee Demzien of the Car House team was the individual leader throughout the entire season; also leading with a score of 297 for high single game and tying with G. Zang of the West M. & S. Team for high individual average for three games with 219⅓.

The Transportation Team in the last game of the season rolled 1,011 to take first place in the high team game prize award.

During the season there were approximately eighty-five club members who participated in this sport at various times; extra men filling in at various times for regular bowlers who were unable to roll due to sickness, work or other reasons.

Following is the final Team and Individual standing:

Team Standing

Teams	Won	Lost	%	High	Totals	Av.
Engineers	70	29	707	975	81,878	827
Financial	54	45	545	949	78,762	796
West M. & S.	53	46	535	992	84,814	857
Transportation	51	48	515	1011	85,578	864
Track	49	50	495	964	77,359	781
West Shops	48	51	485	928	81,422	822
Accounting	48	51	485	979	80,352	812
Car House	46	53	465	997	81,075	819
Accident Invest'n.	45	54	455	980	84,050	849
Building	45	54	455	946	78,952	797
Schedule	43	56	434	978	74,489	752
Electrical	42	57	424	932	71,296	775

Individual Average

Name and Club	Games	High	Total Pins	Av.
*Demzien, Car House	95	297	18,010	189.58
*Wilberschied, Transportation	84	257	15,697	186.87
*Zang, West M. & S.	93	257	17,330	186.35
*DeLave, Transportation	99	244	17,847	180.27
*Eger, Accident Invest'n.	99	257	17,760	179.39
*Rogers, Electrical	67	234	11,947	178.31
*Fish, Acident Invest'n	96	245	17,059	177.70
*Sedlack, Schedule	99	246	17,450	176.26
*Alexander, Engineers	99	242	17,421	175.97
*Ebeling, West Shops	96	254	16,875	175.78
*Stiglic, Engineers	93	244	16,305	175.33
*O'Brien, West M. & S.	86	233	14,957	173.92
*Rubey, Accounting	90	243	15,635	173.72
*Mirkovitch, Financial	96	260	16,569	172.60
*Goyke, Transportation	87	237	14,993	172.33
*Haupert, West M. & S.	81	236	13,951	172.23
*Mikulicic, Transportation	96	225	16,410	170.94
*Altemus, Acident Invest'n.	99	229	16,899	170.70
Getz, West M. & S.	50	236	8,466	169.32
*Ambler, Building	89	215	15,061	169.22
*Geiger, Accident Invest'n.	99	232	16,651	168.19
*Zamzow, Financial	93	229	15,637	168.14
*Glick, Transportation	81	217	13,606	167.98
*Stack, Accounting	84	235	14,083	167.65
*Wendt, West Shops	96	243	15,965	166.30
*Schima, Engineers	96	235	15,925	165.89
*Isacson, Building	90	246	14,920	165.78
*Collins, Car House	90	233	14,911	165.68
*Karioll, Building	90	232	14,880	165.33
*Nuisl, West M. & S.	81	219	13,374	165.11
*Abbott, Track	96	246	15,827	164.86
Platt, Track	99	232	16,302	164.67
Nuisl, West Shops	99	233	16,297	164.61
Flood, Track	84	246	13,702	163.12
Figgs, West M. & S.	90	212	14,602	162.24
Lynn, Engineers	96	233	15,538	161.85
Bollinger, Car House	96	232	15,425	160.68
Vihnanek, West Shops	88	213	14,096	160.18
Coates, Accounting	74	205	11,849	160.12
Retzler, Building	84	213	13,439	159.99
Sprenger, Accounting	99	242	15,639	157.97
Stevesand, Car House	89	218	14,059	157.97
Jann, Accounting	96	233	15,117	157.47
Linn, West Shops	84	222	13,204	157.19
Foley, Track	93	211	14,568	156.65
Pfaus, Schedule	89	217	13,933	156.55
Lee, Financial	54	246	8,396	155.48
Nattinger, Accident Invest'n.	96	219	14,895	155.16
Ryan, Financial	96	221	14,848	154.67
Schenck, Electrical	40	199	6,180	154.50
Renner, Engineers	93	201	14,162	152.28
Boness, Electrical	72	211	10,822	150.31
Cummings, Financial	96	234	14,340	149.37
Stoll, Car House	96	230	14,320	149.17
Urquhart, Electrical	79	198	11,756	148.81
Kubala, Schedule	96	207	14,038	146.23
Roesler, Building	86	234	12,434	144.58
Streeter, Electrical	45	195	6,470	143.78
Ruzich, Track	96	189	12,910	134.48
Fisher, Schedule	93	193	11,841	127.33

*Prize winners.

HIGH TEAM AVERAGE—3 GAMES
(1) Transportation 960⅓
(2) West M. & S. 951⅔

HIGH TEAM GAME
(1) Transportation 1,011
(2) Car House 997

HIGH INDIVIDUAL AVERAGE—3 GAMES
(1) Demzien 219⅓
(2) Zang 219⅓

HIGH SINGLE GAME
(1) Demzien 297
(2) Mirkovitch 260

D. O'Brien, Chairman H. Sprenger, Secy.

He Rolled a Perfect 300

The greatest desire of a bowler to roll a perfect 300 was realized by Ed Wilberscheid, conductor at the Limits, while playing with the Broadway Trust Team in the Parkway League on the night of March 19th. He placed 12 straight pocket hits in 1-3 for the first 300 in the league's bowling. He will receive his gold medal from the A. B. C. and possibly one may be given by the management of the alleys. Conductor Wilberscheid also bowls with the Transportation team of the Surface Lines league.



Conductor Ed Wilberscheid of Limits.

GOING AFTER WITNESSES

Elston-Noble Continued to Lead During March—77th in Second Place

Although seven stations scored 4 or better, the low figures turned in by the tailenders pulled the average for the system below that figure. North Avenue was pushed down to third place by 77th, Cottage Grove moved up a peg, Kedzie got back into sixth place and Armitage Division for some reason dropped below third for the first time. The local department is hoping that the boys will take a brace and show an improvement for April.

Following is the record for the last four months:

		Mar.	Feb.	Jan.	Dec.
1.	Elston-Noble	5.18	5.23 (1)	4.77 (1)	5.13 (1)
2.	77th Street	4.73	4.43 (4)	4.63 (2)	4.54 (4)
3.	North Avenue	4.29	4.60 (2)	4.58 (3)	4.58 (3)
4.	Archer	4.28	4.55 (3)	4.09 (4)	4.48 (5)
5.	Cottage Grove	4.22	4.02 (6)	3.77 (7)	4.05 (7)
6.	Kedzie	4.08	3.55 (9)	3.84 (6)	4.00 (8)
7.	Burnside	4.01	4.07 (5)	3.61 (8)	4.62 (2)
8.	Lawndale-Bl. Isl.	3.94	4.02 (6)	3.89 (5)	4.30 (6)
9.	69th Street	3.54	3.79 (7)	3.41 (9)	3.84 (9)
10.	Devon-Limits	3.35	3.56 (8)	3.18 (11)	3.45 (11)
11.	Lincoln	3.16	3.24 (11)	3.33 (10)	3.41 (12)
12.	Armitage-Div.	2.81	3.30 (10)	3.07 (12)	3.60 (10)
	Average for the system	3.97	4.04	3.89	3.60
	Diversey Bus	0.20	3.00	3.00	1.00

Two Scotchmen took dinner together in a restaurant. After dinner, the waiter brought the check. The two sat and talked for a couple of hours, after which conversation failed, and they merely smoked in silence. At one a. m. one of them got up and telephoned to his wife.

"Dinna wait up any longer for me, lass," he said, "it looks like a deadlock."—Exchange.

OBITUARY

A. C. Victorson

Mr. A. C. Victorson, General Foreman in the Central Division of the Track & Roadway Department, died at the Auburn Park Hospital on April 4, 1929; death being caused by a paralytic stroke.

Mr. Victorson was 73 years of age and had been in service of the companies since 1883. The last day he worked was March 15, 1929. He started to work for the Chicago City Railway Company as a blacksmith in the Frog Shop located on 21st Street between State Street and Wabash Avenue. In later years when the cable construction period was started, he was made General Foreman in charge of cable construction. During the rehabilitation period he was made General Foreman on Track Maintenance and continued in this capacity until his death.

He was our good friend and a loyal worker of proven ability in his chosen field. We wish to extend our sympathy to his surviving wife and two children.



William E. Wilson

Motorman William E. Wilson, Badge 7643, Devon Depot, born in Sweden in the year 1861, and coming to the United States from Smoland, Sweden, in the year 1889, he entered the street railway service in Chicago, July 5, 1907. After twenty-two years service, he died April 10, 1929. Motorman Wilson was known as the largest trainman at Devon Depot; at one time he weighed three hundred and fifty pounds. He was genial and good natured and will be missed by his many friends at Devon Depot.

A. J. Stockley

We regret to announce the death of A. J. Stockley, general foreman at 39th and Halsted Street Yard on March 13th, 1929 at 3:00 A. M. He entered the employ of the Chicago City Railway Company October 26th, 1909 as a clerk. He later became General Foreman of 39th and Halsted Street Yard which position he held at the time of his death. We wish to extend our sincere sympathy to the bereaved family.

George J. Cotter

George J. Cotter, passed away on March 13th, 1929, after a long illness. He was employed as a messenger in the M. & S. Dept. Our most heartfelt condolences are offered to his family.

Departments and Divisions

Engineering

James J. O'Connell, Tunnelman in the Western Division of the Track Department, passed away at St. Anne's Hospital on April 7th. Mr. O'Connell was 65 years of age, and entered the service on July 1, 1885. The sympathy of all of his co-workers is extended to the surviving members of his family.

Peter Asp, Watchman in the Track Department, was struck by a taxicab on April 6th while on his way to work, and died on April 10th. For many years he had been employed as a Switch Cleaner but was recently changed to Watchman account of old age. He entered the service on March 18, 1884, and was 74 years of age. We extend our sympathy to his wife and surviving children.

A news item says that business men predict aeroplanes will soon be used as auxiliaries to motor travel. Mr. Figg remarks that as he understands it, the aeroplanes will be sent ahead to scout for parking places.

Hugo Schmidt estimates that if all the energy wasted on cigar lighters in one day was put into one big effort, it would be enough to move you to tears.

The sincere sympathy of all the employees is extended to Walter Cotter, Timekeeper in the Western Division of the Track Department, on account of the death of his brother. Also to J. McNeil, Assistant Section Foreman in the Northern Division, whose wife died recently.

We also wish to extend our sincere sympathy to Mrs. Stockley and the surviving relatives of the late E. J. Stockley.

Transit.

Electrical

Chas. Cox, chief operator of the Broadway Sub-station, sprained his ankle stepping from the bottom step of a ladder. He suffered intensely for several weeks but we are glad to report he is back on the job again.

R. Carteron of Illinois Sub-station, had a painful electric burn. He is recovering rapidly and expects to be back to work by the time this issue is in your hands.

G. Carteron of Grand and Leavitt, was slightly injured by a cut over the eye, but fortunately he was able to be out.

From the report of accidents in our Department during the past month we should be entitled to a "lecture" by our Accident Prevention Supervisor, Mr. Pasche. Boys, let's put more effort toward preventing these accidents, no matter how minor they may be. After attending the recent meeting of the National Safety Council at the Stevens Hotel, and hearing what the various companies, including our own, are doing to make working conditions safer for their employees, it simmers down to the one idea that continual practice along safe lines will so become a habit that fewer accidents will be the result.

Our sympathies are extended in the hour of deep sorrow to H. L. Overton, in the loss of his beloved wife, and to John McDermott in the loss of his son, Frank.

Heartfelt sympathies are also extended to the family of the late John McDonald of the Line Department.

Pete Nelson, West Side Bonding Foreman, has returned to regular work after his long siege of confinement, due to his recent injury.

Congratulations are due John Smith, of the Line Department, who recently celebrated his 77th birthday.

Roy Walsh of the Electrical Maintenance department won two prize honors at the recent roller skating party. Who said we didn't have some professional skaters?

We are glad to report the return to our department of Dan McNamara and M. Mullin, both having recovered from their recent illnesses.

This is no "Bull' story. A. Sorenson and Billy Ryan, while working at the 39th and Halsted Street yards recently, were chased up on a pile of steel rails by a stock-yards "bull" which had jumped his bonds in the yards. Both men lost about twenty pounds in weight due to the fast work necessitated by climbing what they thought were the Alps.

"Billy."

Accounting

Congratulations to the newly elected President of the Women's Auxiliary, our Mrs. Virginia Tabb, of whom the Financial Department feels justly proud.

Congratulations are also in order for our two new directors, Misses Ruth Wohlford and Rose Kleefeld, we wish them success and know we will enjoy many good times under their leadership. To our two retiring directors, Misses Anne Simek and Lauretta Kane, we will say—well done!—with thanks and appreciation.

A "farewell" party was held in honor of Miss Mary Wiley at noon on Thursday, April 18th, 1929, in the Stenographic Department.

Miss Wiley has been transferred to the Executive Department and the best wishes of the Accounting Department follow Miss Wiley in her new position.

We take this opportunity to introduce Misses Alberta Bapst, Rita Holonbeck, Olive Ericson and La Con Peters and are glad to have them with us.

We haven't forgotten but just neglected to announce that we think Miss Florence Wolke will be the next bride, inasmuch as she sprung a diamond ring on us some time ago.

Our sincere sympathy is extended to relatives and friends upon the death of Miss J. Warren on Friday, April 5th, 1929. Miss Warren had been sick for some time and was confined to her home for about five weeks previous to her death.

Mrs. De Cola underwent an operation for appendicitis and we are pleased to know that she is rapidly improving.

Mr. and Mrs. E. J. Mark are receiving the congratulations of their friends on the birth of a son on Monday, April 15th, 1929.

T. F. Coan.

Accident Investigation and Legal

It is with deep regret that we must record the death of Michael Stretch, who entered the services of the Legal Department in 1904, after having been in our train service for some years. Funeral services were held at the home of his daughter, Mrs. Marcella Brennan, and at the Church of the Visitation, and the interment was at the Holy Sepulchre Cemetery. A daughter, Eleanor, and a son, Henry, who is an employee of our track department, are the other surviving children. Mr. Stretch was an efficient, valuable and faithful employee and this department extends its deepest sympathy to the members of the family.

Our department extends its deep sympathy to Mr. Hubert A. Smith, whose father, Patrick M. Smith, age 72, died on March 4th. Mr. Smith had been ill for some time but until recently it was always a pleasure for him to meet visitors. The funeral was held from the residence, 4501 Woodlawn Avenue, and services at St. Ambrose Church. The interment was at Mount Carmel.

H. P. Neuberger of this department suffered a deep loss in the death of his adopted daughter, Helen, age 16, who passed away on March 16th. The services were held at the Huttin Chapel and interment at Memorial Cemetery on March 19th.

Blackstone.

Shops and Equipment—North and West

West Shops: Donald Sterling has resigned as timekeeper, and is now working at Lincoln Carhouse. Louis Kramer, clerk in the Paint Shop, has also left us, to go to Lawndale Carhouse. Donald's position at the shop has been filled by Ted Kuta, formerly utility clerk, and Stanley Icen was transferred from the Carpenter Shop to take Louis Kramer's place. They all have our very best wishes for success in their new positions.

Have you seen Mr. Frank Abel's new Chevrolet? Neither have we, but he says it rides like a Packard and passes anything on the road.

John Hickey, car inspector at the West Shops, is now back to work, after being confined to his home for a month, due to an infected finger.

We congratulate Miss Ella Rall on being elected Director of the Women's Auxiliary.

Have you heard the story about Mr. John Cunningham, lubrication inspector, and the stepladder? It is very interesting, and true.

Frank Norton is making quite a "hit" with the girls, especially since he has been driving his new Peerless. What a whale of a difference a LITTLE car makes.

G. Sladek of the Paint Shop is laid up with a bad case of rheumatism. We hope he will soon be well and back to work.

Severe colds are still taking their toll, even though spring is officially here. Jim Canavan, Mike Pare, Gene Foster, and Tom Cooney, have all been indisposed within the past month.

And after all the hard work and looking so distinguished, Ed Wendt goes and shaves off his mustache. His reason was that he wanted to look younger.

George Zamzow's old Ford has been relegated to extraordinary duty. It will in the future be called upon only for fishing trips. A new Pontiac takes its place for service on Sundays and Holidays.

John Gossy of the car wiring gang has lost quite a bit of time since January 1st, because of his severe "Kopf-Schmartzen" on Monday mornings.

Girls! Girls! If you want your lives saved this summer, you will have to travel to the 55th Street Beach, because our handsome lifeguard, Edw. Pflug was transferred to that location.

Lincoln: Andy Nelson, who spent some time in the Augustana Hospital, is now convalescing at home, and he would appreciate a visit from his fellow employes.

Division: The sympathy of the boys at this carhouse is extended to the family of A. Begdon, who passed away April 10th.

F. Pelzman is a happy man since he was promoted to car cleaner. He intends to work hard so he will merit the next promotion soon. Wedding bells, Frank?

We welcome our new clerk, Clark Hurley, to Division.

Elston: A. Gillespie, one of our old-timers, passed away after a long illness. We extend our sympathy to his family.

G. Baker, one of our bachelors, joined the ranks of married men recently. Congratulations, and thanks for the cigars!

Kedzie: Mr. W. Krueger's sister, Mrs. Frederick Baas, passed away March 8th. Our sincere sympathy is extended to the family. Mr. Krueger wishes to thank all his friends for their kindnesses during their bereavement.

Jack Burzes, repairman, was greatly disappointed at the change in the weather the other day, as he was thinking seriously about getting his yearly haircut, but it was too cold.

We are glad to see Tony Macas back to work again. He was struck by an automobile and laid up for a few days.

Jane V. McCarthy.

South Shops: We sympathize with Herman Pott, Tinning Department, whose mother passed away recently.

J. G. Hecht, Jr., of the Painting Department was married on March 12, 1929, to Miss Elizabeth Love, and went to Detroit and Canada on their honeymoon. We wish them many years of success. Of course, the customary cigars were passed around by Joe.

Harvey Wilderspin of the Tinning Department is on the sick list.

The boys in the Paint Shop, are glad to see George Boora back on the job.

Cottage Grove: C. Tanis is the proud daddy of a ten-pound boy. Congratulations, Christ. How about the cigars?

E. Eyer is at it again. After he gets this new accessory for his radio perfected, he may be able to get China.

Mr. Gamen has finally located and purchased a vehicle he can get into. It has special heavy duty springs. He said that the truck can pass anything on the road but a gas station.

Burnside: Fred Kuhlovitz came in wearing a smile that covered his whole face. After a cross examination by Pete Eckert, we found that he had been a principal in a great event. He was led up a long aisle banked with flowers, at the

end of which he found "The One" waiting for him. Fred was in such a daze that when the ceremony was performed, he gave his wife ten dollars and kissed the minister. His fellow workers gave him a mantel clock and of course he retaliated with a box of imported cigars. Well Fritz, Old Boy, the depot wish you and your wife a happy and prosperous wedded life.

Mr. Nebelsiek, Day Foreman, experienced a short siege of illness.

W. Wilson, car cleaner, obtained a furlough to visit his folks in Erin. We wish him a pleasant journey.

On March 13, John Stork brought a boy and girl to the home of Michael Gorman. Unfortunately, the boy passed away. Mother and baby girl are doing nicely.

We are hoping for a speedy recovery for Frank Martinkus.

C. Marvinet, car placer, seems to be quite a dancer.

T. Kenahan, Car Repairer, is a proud daddy once more.

Archer: Mr. Short made a radio set for John Sake. Mr. Sake reports he is still trying to get some music out of it.

J. P. McCauly.



"Bobby" Mitchell, son of Conductor V. Mitchell of 77th already for spring inspection.

Around the Car Stations

Cottage Grove

The 1928 Accident Prevention Banquet held at the Stevens Hotel on Thursday evening, April 4, was a magnificent success and the statistics given by Wm. Pasche showed a decided improvement at all depots. Our depot held the same place at the finish as last year, but our trainmen were present at the banquet 100 per cent. If any of the trainmen have any suggestions to make so we can win the trophy for 1929, Superintendent C. Cricks and his assistant, H. Hooper, will be pleased to receive them and act on them if possible.

So let us all pull together and be a winner.

There is another contest we show a slight gain in which is gratifying, viz.: the getting of witnesses which is very essential to the Accident Investigation Department. Do not spare any energy to secure names, pass the cards freely amongst the passengers whenever it is necessary to procure witnesses.

Pool Championship Again Changes Hands

The Pool Championship has been creating a great deal of excitement. Motorman John Dunker reliquishes the title to Conductor Joe Kuhnlein. A 300-ball game was agreed upon and the first game was witnessed by about 250 fans, the rules as previously agreed upon. No remarks or cheering during the game was strictly adhered to. Some remarkably good playing was shown by both players and at the finish of the first game Conductor Joe Kuhnlein was declared the winner by 19 balls. Score: J. Kuhnlein 300, J. Dunker, 281.

John Dunker asked for a return game to reclaim his championship which J. Kuhnlein granted and was played three weeks later. At this game Conductor Kuhnlein retained the championship, winning by a larger majority, 76 balls. Final scors: J. Kuhnlein, 300; J. Dunker, 224.

Another deserter from the Bachelor's Club: The marriage of Motorman Ed Mulligan who hails from Mayo, Ireland, to Miss Mayme McGoldrick of Sligo, Ireland, took place on April 3. They did not go to foreign countries but spent their honeymoon visiting the beautiful places around Illinois and Michigan and are now at home, No. 7917 Maryland Avenue, receiving congratulations from their many friends.

The following trainmen are reported sick: Conductor H. Hovmueller has been seriously ill for several months. Conductor Isaac Jones has been laid up several weeks. Conductor W. Hurley, who was recently operated on, is again in the hospital under observation and reported improving. Motorman H. H. McCullom is dangerously ill at his home, 917 W. 53rd Place. Motorman John Olson is reported improving. Motorman John Clark, who recently had an accident at the depot, is improving and ex-

pects to be at work again in a short time. To each of these trainmen we wish a complete and speedy recovery.

We are all pleased to see Motorman Fred Hughes well and able to work again.

Conductor John O'Donnell, who has been laid up for some time, after an automobile had knocked him down near his home, is working again, and is receiving congratulations on his recovery. Motorman Greenslet has been very sick for several months. The trainmen wish him a speedy recovery.

Mrs. Thom of Columbus, Wisconsin, mother of Motorman Wm. Thom and Conductor Chas. Thom, recently passed away. The sympathy of the trainmen is extended to them and their two brothers and two sisters in the loss of their beloved mother.

The wife of Conductor M. J. Dinneen recently died and the sympathy of the trainmen is extended to the husband and family in the loss they have sustained.

It is with regret we announce the death of Motorman John O'Connor. John, for a number of years picked a run on 39th St. The sympathy of the trainmen is extended to his immediate family.

Mrs. Goulden, widow of the late Motorman Louie Goulden and mother of Conductor Geo. Goulden, passed away and the sympathy of the trainmen is extended to George and his brother in their loss.

Have room for three men musically inclined; must be good entertainers, to complete a party for an auto trip to Canada this summer. For further information see Motorman D. Crowley, Run. 269 or Wm. Collins, Run 270. All expenses paid. J. H. Pickin.

Burnside

We are very happy to see the Pull-In Flag at this Depot. The oldest equipment on the South Division is located at this carhouse, and we are very proud of the fact that we were able to go through the entire month with but ten equipment failures.

Conductor O. Nelson, badge No. 9338 and Motorman M. Fitzgerald, badge No. 4049, rerouted their car when they arrived at a delay which they knew would not be cleared very shortly. Much credit is due these men for their quick thinking.

Ask Dave Drasky about the court call. It pays to come to the depot and find out what is going on. What do you say Secretary Casey?

The mystery of this missing boat has now been solved by Jack Theis. The boat was transferred from the 122nd Street pier on the Hegewisch Line to the Midlothian Harbor. Conductor Sawyer uses it to row from his backporch to the railroad embankment where he catches the Red Ball Special which gives him direct transportation to the depot via the I. C.

Motorman: This is Mr. Rattigan calling, Will you please give Mr. Rattigan his show up?

Clerk: 3:30.

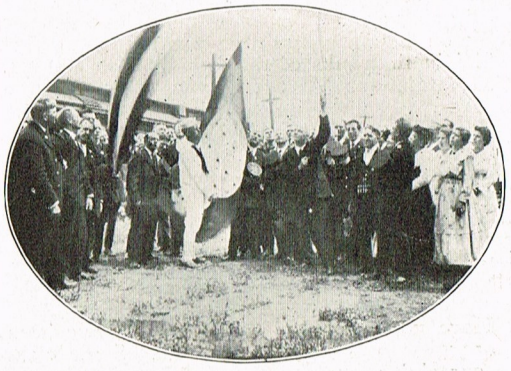
Motorman: A. M. or P. M.? Thank you. Good by.

What's the matter boys? Why the slump in the witness contests. Let's try to get back near the top again. Don't forget that if it requires a report it also requires witnesses.

The trainmen extend their sympathy to conductor H. L. Duke whose four-year old boy passed away March 10th, 1929.

Our boy wonder Conductor got off the other day to do his spring shopping. Ask him about the Rest Room and the Escalator. Robert, as a Floor Walker you will never make good.

Conductor R. C. Gibbons boasts of a pretty little girl who arrived at his home February 26th, 1929. Mother and baby doing fine. Congratulations.



Burnside Depot Service Flag Being Raised by the Late Division Superintendent S. Boal. Among Other Veteran Employes, in the Picture Who Have Passed on, Are Ed. Tucker, B. J. Ott, Andrew Swanson and Edward Kelly.

Our Chief Day Receiver, August, is now seen sporting a brand new Pontiac. Gus says, "No Sir. It's not a junk. It's an up-to-date modern Chariot."

It has been reported that Motorman Mike Clifford has the latest in dogs. Pure Milk Fed Irish Blood Hounds. Any one wishing to see these rare specimens may be able to do so by making arrangements with Mike's Secretary, Roy Underwood.

On April 1, 1929, Conductor E. C. Freel, badge No. 7242, became the proud father of a baby boy weighing ten pounds and he says, "Believe me it was no April fool, it was the truth. Healthy, good looking, and a wonderful pair of lungs." Mother and baby doing fine. W. D. F.

Seventy-seventh

How about a good Tug O' War Team? We understand they have an excellent team at Englewood Celtic Field, 74th and Bishop St., that needs a trimming. Boys get together and go over some Sunday and bring home the bacon.

Conductor Bert Hebner has been operated upon and is now confined at home. Pay a visit to Bert and help cheer up a weary hour.

Conductor O. M. Duggan is now confined at Oak Forest Sanitarium. As these are driving days drive out and visit an old Comrade.

Motorman G. Raymond presented to the club a very handsome radio and we are pleased to say it works like a charm. Many thanks G. R. for your generosity.

The following trainmen report the arrival of little ones at their homes: Motorman M. J. Hanley, Motorman B. W. Behrendt, Motorman J. Coyne, Conductor F. McNichols and Clerk Walter J. Daly. All girls. Nuf sed! Congratulations boys and may your clan increase.

Our Fashion Plate Clerk Mike McKenna has a new hobby now, "ties and more ties", and the nobby way they are tied. Mike states he is going to have necktie class for instruction. Don't push boys, don't push.

We wondered why Clerk Art Lipphardt had been going around for some time with a serious look on his face, but the secret is out. Art will join the ranks of the Benedicts on June 1. Congratulations Art; see you later for the smokes.

To Master Bill Hurley, son of Motorman D. W. Hurley, we wish to apologize for the omission in the last issue of the magazine of the part he took in our entertainment. Master Bill rendered a very fine selection on the piano.

Conductor Willie Manley was seriously injured by being run down by an auto but from all accounts is progressing as well as can be expected.

Have you noticed the pool tables have been thoroughly overhauled? Yes Sir! Some class to our club room.

Motorman Gus Erickson has been operated upon and is now convalesing at his home. We wish you a speedy recovery Gus Old Boy.

During the past month the following trainmen have been called upon to part with relatives, namely: Conductor Thos. Beggan, his father; Conductor M. P. Micetic, his father; Motorman P. Stump, his wife. To these trainmen this division extends its profound sympathy in their bereavement. C. A. Gylling.

Sixty-ninth

Division No. 4 regrets to hear of the loss of another member—Motorman B. Beggan, who passed away April 9, 1929, from the effects of an operation. Sympathy is extended to the bereaved members of his family. Sympathy is also extended to Motorman P. E. Weber whose mother passed away during the month.

63rd Street crew E. F. Gross and G. Clancy deserve creditable mention in their deed of service rendered on March 29th when car 5504 East bound at 63rd and LaSalle Street was blocked by a truck. This crew called for the wagon and then went back to Wentworth Avenue and took crossover switch to West bound track and continued East again on West bound track to State Street. There was no delay.

Clerk R. E. Wooldridge recently made an inspection tour of the Psycopathic Hospital.

Introducing our new statement clerk Mr. A. L. Nygren. Mr. Nygren can certainly tell you all about "Boy Scouts."

Motorman J. N. Karlovich and Conductor J. F. Henry very obligingly turned over their good car to an extra motormans burned out car on Saturday night, April 13th, on 63rd Street. This backing up of a burned out car was a big situation for the extra man and we are pleased that Mr. Karlovich volunteered his car avoiding any delay and possible accident.

Each conductor on 63rd Street has been supplied with a list of all industries at present in the Clearing Industrial District west of Melvina Avenue so they will be able to give directions to passangers requesting such information. W. L. Pence.

Archer

Our sympathy is extended to Motorman F. Macek on the death of his sister who died suddenly on her way home from a funeral April 14, 1929.

Conductor George Drozdz met with a hurry up call Wednesday, April 17, and slipped off. The result was a wedding which he claims came to him as a surprise. Congratulations, George, and may all your troubles be little ones.

Conductor Jas. McVay was called to Homesdale, Pa., to the bedside of his father, who died April 6, 1929. The boys of Archer depot extend their sympathy.

Among those on our sick list is Conductor John Lenzen, one of Archer's oldest veterans, who underwent a serious operation at St. Luke's Hospital and who is struggling valiantly to regain his health. John, the boys are all with you for a speedy recovery.

Conductor M. J. O'Connor reports the arrival of an 8-pound baby boy who made his appearance April 9. Daddy doing fine. Here's wishing you a speedy recovery.

Motorman J. J. Adcock was called upon to part with his dear mother who died April 4, after a long illness. The many friends among the trainmen extend their sympathy in your bereavement.

Another stork story. A bouncing baby boy, 9¾ pounds, arrived at the home of Conductor F. Tibbitts on Thursday, April 11. Frank always wears a smile. But, Gee! you should see him today. Mother and baby reported doing fine. Tibbitts says the stork is a mighty fine bird.

The daughter of Conductor R. F. Ott was run over by a truck on April 16th and seriously injured.

Our honest-to-God friend Jimmy J. Durkin, who is known on Western Avenue line as the only conductor who calls all streets from 75th to Howard Avenue, lies seriously ill in the Mercy Hospital. The boys of Archer wish him a speedy recovery and we hope to soon see him back on the job as good as new.

Motorman Alex McCluckie took a funny notion in his head and on the Q.T. he slipped away to Crown Point Sunday, April 21, and took upon himself a wife. Alex, they say the truth always leaks out, however we congratulate you on your choice and may your path be ever strewn with roses and sunshine.

Dusty.

Blue Island

The following were presented by new arrivals: W. Collins, a 9-lb. boy on March 19; M. Marose, an 8-lb. girl on March 23; W. Chandler, a 7½-lb. girl on March 26, and J.

Lenau, an 8-lb. girl on April 3. Congratulations, boys.

We all wish to extend our sympathy to the following and their families in their recent bereavements: Supt. E. L. Maguire in the loss of his sister; Thos. Heffernan in the loss of his wife; O. Weber in the loss of his mother; J. Prosek in the loss of his father, and J. Kouba in the loss of his brother-in-law.

Wm. Vobruba is welcomed back as Supervisor, vice James Powers, who has returned to the Tran Service. We wish you good luck, Bill.

We are all very proud to be the winners of the Accident Prevention and Courtesy Contests and now it is up to us to show our pride by getting to the front and winning again this year.

Our handsome Supervisor Fred Hirsch is starring in the movies, appearing in his first picture at the Atlantic Theatre in "The 34th Anniversary Jubilee of the West 26th St. Merchants." Freddie sure played a wonderful part and it won't be long before Hollywood will be after him.

J. M. Johnson, Chief Instructor, spent a couple of weeks with us with his instruction car. His instructions are being followed out as you can readily see. His classes were attended 100 per cent and we were all glad to have him with us once more.

R. Davis is an expert watch repairer; he can take any watch or clock apart and put it together with half the parts and it will still run. How do you do it, Bob? C. P. Starr.

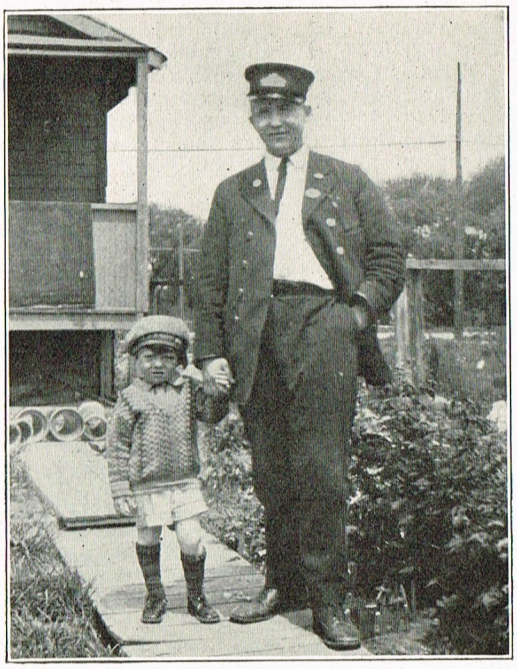
North Avenue

At the meeting held in our assembly hall April 9 in honor of our junior past Division Superintendent Mr. O'Connell and at which meeting he received a handsome watch as a little token of esteem from the men at North Avenue the many speakers stressed the beneficient results of co-operation among the various departments in the organization. North Avenue has always believed in co-operation and we are out to give our new executives the same willing support which has characterized our work for the last few years. Both Division Superintendent Brookman and Assistant Division Superintendent Solberg are dyed-in-the-wool North Avenue men, both having held their seniority rights at this depot and we are with them to a man.

At the New Apollo Theatre April 15, Conductor Robert (Rip) Schanzle and Conductor Al Martin met in a four round bout. The boys are amateurs and put up a very interesting battle. Schanzle got the decision on points and Martin said he got a good time of it so battlers and spectators were all satisfied. The boys may meet some time in the future. Schneider said if there are any more headliners on the card from North Avenue depot they should give everybody a ten-minute fallback between rounds.

Conductor Wm. Herbert announces the arrival of an 8-pound girl April 18. That is three for William.

A series of five ball games is scheduled for the month of May between Red Corbetts married men and a single men's team out at Amphion Diamond, in back of the depot. Be on hand to cheer the boys in their battles.



Motorman Norris of North Avenue and his Granddaughter.

At the banquet, Mr. O'Connell on seeing the position of our tables just inside the door remarked "Looks like we just made it." Conductor Louie Meyer was there with that flowing black Windsor tie. How Conductor Reitmeir has been able to hide his light under a bushel all these years is a mystery. That boy can sing. He has a rich baritone and to hear him sing "In the Good Old Summer Time" is a delight. Conductor John DeJuren passed around his silver etched snuff box after the feed. John knows the fine points alright. Motorman Neaumeyer was there with his conductor and boy friend Pat Haggerty and the way they applauded that Olive O'Neill girl was a scandal.

Hammond, Ind., lost one of its fairest young ladies when Conductor C. McCabe brought her to Chicago as his bride during the last week of March. Congratulations, Mac old top, and thanks for the perfectos. C. A. Knautz.

Elston

We wish to extend our sympathies to the following Trainmen: Conductor W. Lehman and Conductor P. Kern in the loss of their wives; Conductor T. Gillispie and Motorman E. Lindberg in the loss of their fathers, also Conductor J. Podgorski in the loss of his mother.

Elston Ave. was represented at the roller

skating party by Supervisor E. Balfanz and Conductor A. Porcell. Balfanz is walking lame. I wonder if he gave an exhibition.

What is our loss is North Ave.'s gain. Our popular Register Clerk C. Skrickus was transferred to North Ave., receiving a promotion. Congratulations, Casimer, and best wishes from all the boys of Elston Depot. E.

Noble

We extend our congratulations to Motorman C. McDowell on the birth of a baby girl.

After attending the big banquet and enjoying himself, Motorman Harry Hanson thought it best to take a little exercise. He was seen enjoying the scenery in the vicinity of State & Monroe Sts. at a very late hour—probably too much turkey.

Our sympathy is extended to our former chief clerk, A. J. Asp, on the death of his father. Also to Conductor M. Bruno.

Lest we forget, always carry a good supply of witness cards and a few extra pencils even if they are short. It is easier to get a card signed if you have a pencil handy.

C. F. DeMoure.

Lincoln

Congratulations and best wishes to Grandpa. Who? None other than our superintendent, Mr. Robert Lee Hays, whose only daughter presented him with a 7½-pound grandson, Roald Robert Oslund, born at Augustana hospital April 4, 1929.

Conductor E. W. Doering has joined the married men's ranks by traveling down to Crown Point, Ind., Wednesday, April 10th and getting married. Congratulations to the couple who are now living at No. 4846 N. Rockwell St.

Two of our boys each took a new boarder into their homes, a baby being born to Mr. and Mrs. D. Moyer March 2 and a 10-pound baby boy born to Motorman John Earl Tierney and wife April 5th. Best of luck to both families.

Conductor Conrad Althaler, who was a guest at the banquet April 4 enjoyed himself very much, but met with a slight mishap during the evening. The young lady serving at the table where he was sitting accidentally tilted her tray and the thousand island dressing that was being served oozed gently onto Conrad, but he being a regular fellow took it as a good joke and the boys at the table enjoyed a good laugh with him.

Two of the boys have met with queer accidents lately, which have caused them to be laid up and treated at the Alexian Brothers hospital. Motorman W. Thurnhoffer burned his hand while changing a fuse on April 18th and Conductor Henning burned his fingers while trying to repair the buzzer. Among others on the sick list is Motorman M. Slump, who is down with measles; Motorman A. H. Anderson, who underwent an operation at the Veterans' hospital, and Motorman M. Moloney, who is recovering from an operation.

Evidently you readers noticed a little write-up in the March issue about Conductor Jimmie Sullivan. Now we write another about him with sorrow, for Jimmie was taken sick suddenly and after being ill a few days passed away. Services were held on Monday, April 1, from McPhees chapel to St. Clement's church and laid to rest in Calvary cemetery. He was 56 years old and had worked with the company many years. The boys extend sympathy to the family. H. Spettiman.

Limits

Our good friend, Paddy D. O'Connell, was called from his earthly toil on Feb. 25th at 8:15 P. M., at the home of Brother Dwyer, 5916 Mulligan Ave. He was buried from St. Tarcissus Church where high mass was celebrated, Father Hayden officiating; from thence to St. Joseph's Cemetery. Paddy was born in County Tipperary, Township of Tipperary, 51 years ago, having left the old sod 27 years back. He started to work for the Company 22 years ago at the Larrabee St. barn under Supt. Crawford. Paddy had a thorough knowledge of Irish history and a remarkable knowledge of Irish poetry and Shakespeare. He endeared himself to the boys by his dignified, courteous and gentlemanly manner among men, with his ever ready sense of humor and witty repartee. We miss our Paddy and deeply regret his passing.

Conductor John A. Burke was returning home from his day's work and was apparently struck by an automobile. He managed to get home and into bed but a little later when a doctor was called it was discovered that he had a fractured skull as a result of which he died March 5 at Alexian Bros. Hospital. Funeral services were held at Bentley's chapel March 7, 1:30 P. M., with Wrights Grove Lodge, A. F. & A. M., officiating at the chapel and the grave. Services were also conducted at the chapel by Wm. McKinley Camp No. 6 of the Spanish-American War Veterans, with Capt. Lee, our paymaster, in charge. Jack worked here a little over 20 years and always took a very active part in Spanish-American War Veteran affairs, never missing any of their affairs when possible for him to attend. We extend our heartfelt sympathy to the bereaved widow and family.

Conductor Peter Kane celebrated St. Patrick's day in true Irish fashion by having his little daughter chistened in the Queen of Angels Church, Father O'Malley officiating, Jack Feehan being godfather and Anna Feehan godmother. Following this there was a rousing reception held at the home of the proud parents at which there was much feasting and drinking of lemonade. Pete, we rejoice with you in this happy event. E. G. Rodgers.

Twin Coach Section

Operator J. A. Nelson is the proud possessor of a new pair of breeches and three new uniform coat buttons. We hope he did not have a terrible accident.

We welcome Operator P. McCarthy back again after a severe spell of illness.

Although our debonair repairman, Raleigh Gilbertson, stoutly denies washing dishes at home, we suspect he is not the "boss." Why should he be seen fondly gazing at automatic dishwashers in the Commonwealth Edison Electric Shops. Fag.

SURFACE LINES POST
The American Legion

Locations in the loop will again be assigned to Surface Lines Post, for Poppy Day, on May 29, 1929. Comrade James Gillespie, South Shops, has been appointed chairman of the Poppy Day committee, and he would be glad to receive the names of any ladies who would like to assist in the disposal of poppies on Poppy Day. If you will furnish Comrade Gillespie with the names, he will be glad to see that the ladies receive the necessary instructions. Remember—Our Service Work is largely dependent on the proceeds of poppy sales.

On Memorial Day, the Post will participate in the annual parade, and will take care of the graves of the members of the Post, as well as the other Surface Lines employes who were in the Service and have since died, unless they are being taken care of by some other post. If you know a former employe whose grave is not being decorated on Memorial Day, please advise Past Commander R. W. Ambler, 165 North Clark Street, so that he can see that a member of his committee takes care of the grave. The final arrangements for Memorial Day will be completed at the meeting on May 17, 1929.

There are still a few members who have not yet paid their 1929 dues. If you have not taken care of this, we urge you to do so as soon as possible .

Are you moving this Spring? If so, don't fail to notify the Adjutant so that he can correct the Post Mailing List, and arrange for the correct delivery of The American Legion monthly.

And Then the War Began Again

For years a bitter feud had existed between the Browns and Robinsons, next-door neighbors. The trouble had originated through the depredations of Brown's cat, and had grown so fixed an affair that neither party ever dreamed of "making it up." One day, however, Brown sent his servant next door with a peace-making note for Mr. Robinson, which read:

"Mr. Brown sends his compliments to Mr. Robinson and begs to say his old cat died this morning."

Robinson's written reply was bitter:

"Mr. Robinson is sorry to hear of Mr. Brown's trouble, but he had not heard that Mrs. Brown was ill."

"Who's the absent-minded one now?" said the professor in triumphant tones suddenly producing a couple of umbrellas from under his arm, as he and his wife were returning from church. "You forgot your umbrella, and I remembered not only mine, but yours as well."

His wife gazed blankly at them.

"But," said she, "neither of us brought one!"



Motorman James Fahey, of Devon, presents proof of his skill with the gun on the Irish downs

Too Real

While a surgeon was finishing an operation on a patient, a fire started in a warehouse across the street, illuminating the whole operating room.

"You had better pull down the shade?" said the doctor to the nurse as the patient began to come to, "I don't want him to think that the operation hasn't been a success."

Quite Correct

Teacher—"What is an island, Charles?"

Charley—"A place where the bottom of the sea sticks up through the water."—Denison Flamingo.

Oh, Johnny!

Sunday School Teacher—"We should never do in private what we would not do in public."

Bad Boy—"How about taking a bath, teacher?"

"Rastus, who is dat solvent looking gentlemen speculatin' up an' down de aisles wid de gold obstacles?"

"Don't yuh organize him?"

"Noh, ah don' organize him. Ah's never been induced by him."

"I'se franchized yuh don' organize him. He's de most confiscated man in our whole diaphragm. He's de new pasture at our church."

"About nine patients out of ten don't live through this operation. Is there anything I can do for you before we begin?"

Dusky Patient—"Yessah. Kindly hand me mah hat."

A Smile or Two from Everywhere

Couldn't Keep Up Installments

An insurance company wrote out a $1,000 life policy in the name of one Samuel Johnson. Premiums were paid promptly for a few years but suddenly stopped. After sending a few delinquent notices, the company received this reply:

"Deer sirs: Please excuse us as we can't pay no more premiums on Sam. He died last May. —Yurs truly, Mrs. S. Johnson."

Two negro expressmen mixed their trucks at the depot.

"Hey, dar, culled man," yelled one to the other, "I'll knock yo' out of house an' home ef yo' don' back up."

"I'se got no home," retorted the other offending driver. "Now what yo' gwine do 'bout it?"

"I'll dig yo' one, black boy—I'll dig yo' one."

"Bredern an' sistern, youall been to Burmingham an' seen dem steel foundries, ain't ye?"

From all parts of the church came the nods and answers in affirmation.

"An' youall done seen dat white hot iron runnin' like wateh outeh dat big pot, ain't ye?"

Again came the affirmation.

"Well, bredern an' sistern," said he with great impressiveness, "In Hell dat stuff's ice cream soda."

An old Scotch lady looked out of a car window as the train drew into the station, and hailing a little boy, said:

"Little boy, are you good?"

"Yes'm."

"Parents living?"

"Yes'm."

"Go to Sunday School?"

"Yes'm."

"Then I think I can trust you; run with this penny and get me a bun, and remember God sees you!"

During a railroad strike in England a voluntary engineer on the London-Liverpool express performed the remarkable feat of bringing the train into Liverpool 25 minutes ahead of time. The passengers went forward in a body to thank him. A pale face emerged from the cab.

"Don't thank me," it gasped, "thank God. I only found out how to stop this thing 10 minutes ago."

The Mean Thing!

The treatment of prisoners in one South Australian jail is remarkably humane. A regular visitor inquired recently regarding an old offender:

"What wrong with Bill? He seems to have a grouch."

"No wonder," said one of his mates. He threatened the warden with a shovel today, and now they won't let him go to choir practice."

Wife (disguising her voice)—"Guess who this is!"

Husband—"It is—ah—Phyllis?"

Wife (furiously)—"PHYLLIS!!!"

Husband (disguising his voice)—"Guess who this is!"

Bolten—"How'd you lose your job?"

Nut—"Went fishing one day and 3,564 Fords went out of the factory without any steering knuckles."

Witness—"Then he upped and 'e knocked me down with a leaf."

Magistrate—"With a leaf?"

Witness—"Yes, your Honor. With a leaf from the table."—London Opinion.

A hoss-faced reformer went into a barber shop to get a shave. The colored barber was mellow from the effects of corn likker, and made several bad cuts on his patron's face. Whereupon the reformer, wishing to point a moral, said, "Now you can see the harm booze does!"

"Yessuh," replied the darky, genially. "Hit sho' do make de skin tenduh."

A young man with a pretty, flirtatious fiancee, wrote to a supposed rival:

"I've been told that you have been kissing my girl. Come to my office at 11 o'clock Saturday. I want to have this matter out."

The rival answered—"I've received a copy of your circular letter and will be present at the meeting."—Exchange.

They were arguing whether it was correct to say of a hen "she is sitting" or "she is setting."

"The question," said the farmer, "don't interest me at all. What I want to know when I hear a hen cackle is whether she is laying or lying."—Exchange.

Truant Officer: "Why haven't you sent your son to school? Don't you want him to learn to read?"

Father: "It ain't necessary, now that we have the talking movies."

"Look, darling! Here's something about me in the newspaper."

"Oh, really? What does it say?"

"It says, 'In June the street car company carried 5,289,207 passengers.' Well I was one of them, wasn't I?"—Let's Go.

Voice over 'phone—"Are you the lady that washes?"

Other End—"No!"

Voice over 'phone—"You dirty thing!"

Then there was the Scotchman who gave a penny to a blind man. He needed the pencil.