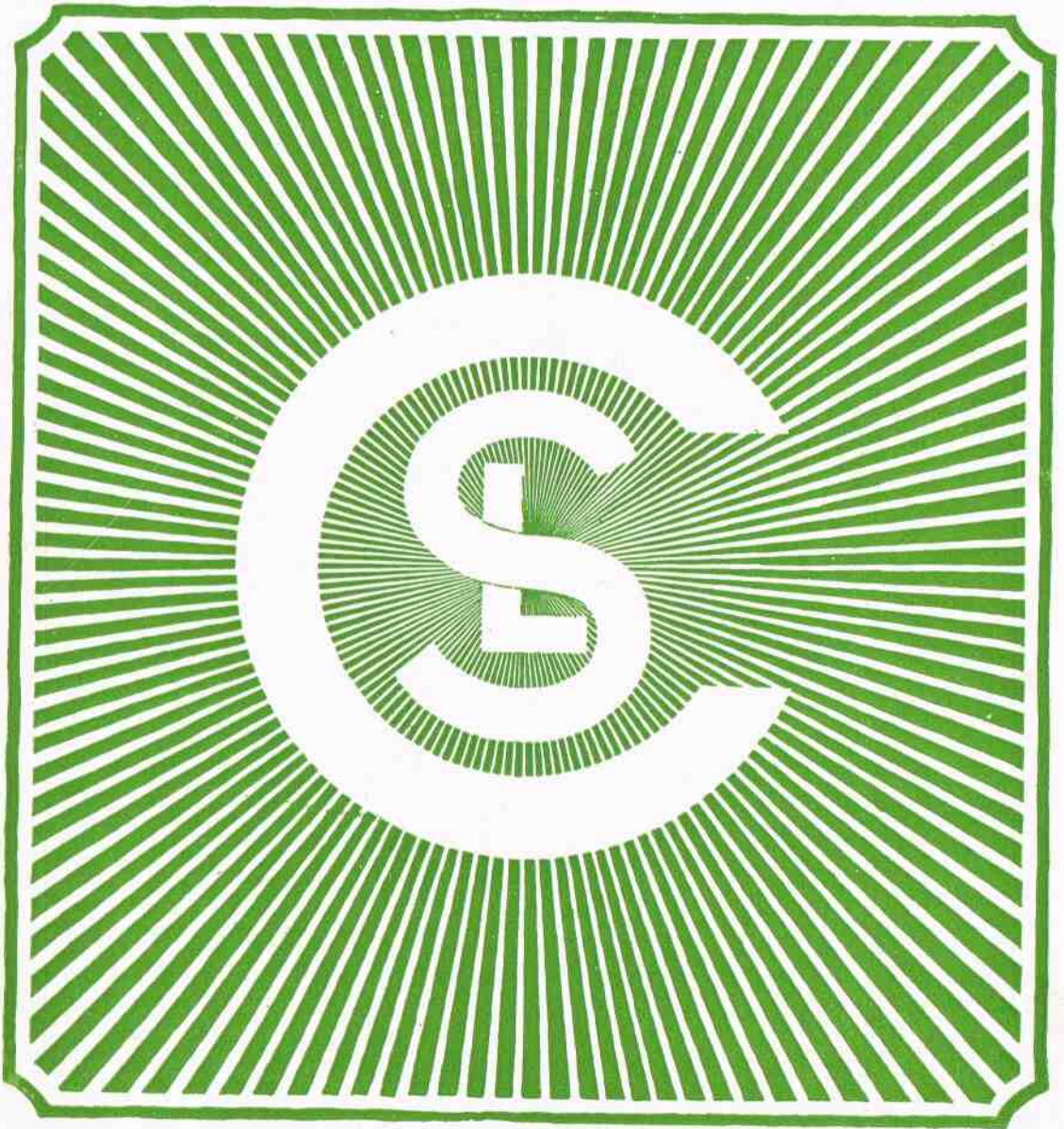


SURFACE SERVICE MAGAZINE

VOLUME 5

MARCH, 1929

NUMBER 12





April 4, the Big Night

The Fourth Annual Trophy Dinner, in honor of the men who have not had a chargeable accident during 1927 and 1928, will be held at the Stevens Hotel on April 4th at 6:30 P. M. The event of the evening will be the presentation of the Silver Car to the Sixth Division Winners.



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 5

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Lawndale-Blue Island Winners

Superintendent Maguire and His Men of the Sixth Division Get the Silver Car for a Year

Standing of Divisions—February 1st, 1928, to January 31st, 1929

		Percent
First Place	Division No. 6, Lawndale and Blue Island.....	87.568
Second Place	Division No. 11, Lincoln	84.320
Third Place	Division No. 2, Burnside	84.278
Fourth Place	Division No. 4, 69th	83.468
Fifth Place	Division No. 9, Division and Armitage.....	82.904
Sixth Place	Division No. 10, Elston and Noble.....	82.810
Seventh Place	Division No. 7, Kedzie	81.476
Eighth Place	Division No. 3, 77th	81.124
Ninth Place	Division No. 1, Cottage Grove	81.059
Tenth Place	Division No. 5, Archer	80.136
Eleventh Place	Division No. 8, North Ave.	75.784
Twelfth Place	Division No. 12, Devon-Limits	70.612

Standing of Divisions—January, 1929

		Percent
First Place	Division No. 10, Elston and Noble.....	88.711
Second Place	Division No. 6, Lawndale and Blue Island.....	88.196
Third Place	Division No. 2, Burnside	85.819
Fourth Place	Division No. 3, 77th	85.788
Fifth Place	Division No. 11, Lincoln	85.226
Sixth Place	Division No. 4, 69th	83.900
Seventh Place	Division No. 1, Cottage Grove	82.957
Eighth Place	Division No. 9, Division and Armitage.....	80.164
Ninth Place	Division No. 5, Archer	77.630
Tenth Place	Division No. 7, Kedzie	76.820
Eleventh Place	Division No. 12, Devon-Limits	75.093
Twelfth Place	Division No. 8, North Avenue	68.587

**By William Pasche,
Supervisor, Accident Prevention**

The 1928 Accident Prevention Contest is now a matter of history and Lawndale-Blue Island, Division No. 6, has been returned the winner. This Division has been very consistent in its work throughout the entire year. Not only have they been holding the lead in Accident Prevention, but the men working with Messrs. Maguire and Eigelsbach have been showing that courtesy pays and has a direct bearing on all phases of our activities. The entire force at Division No. 6 from Superintendent Maguire down is to be congratulated on its splendid showing.

Lincoln, the 1927 winner, in the last month of the contest made such a good showing that it moved up from fifth place in the contest to second, and for this extremely good showing all of the men at Lincoln are also to be congratulated and we begin to wonder if it isn't advance notice from Mr. Hays that he and his men intend to win the next contest.

At the close of the contest we find that ten of the twelve Divisions have a percentage of more than eighty. This proves that the work is continually improving.

At the close of the fiscal year we find that there has been a slight increase in the total number of reported accidents as compared with the year of 1927. In

seven of the ten classifications slight decreases have been scored. Six classes of accidents in which motormen were involved showed decreases. "Vehicle Collisions," "Car Collisions," "Thrown in Car by Sudden Start or Stop" and "Brushed from Step" are all on the decrease. This is an exceptionally fine record when we take into consideration the fact that the months of December and January were two of the poorest operating months we have known for a number of years.

Everything considered, we can realize the great work that our motormen are doing in preventing accidents and at the same time giving the high standard of service required by our patrons who are more exacting in their demands for high-grade service when the weather conditions are bad than when they are good. During the month of December day after day the rail was slick and slippery, but motormen continued to do the real job of keeping their cars reasonably close to their schedules and at the same time were not having an abnormal number of accidents.

We wonder why with the motormen making such a good showing the conductors finished the year with an increase in "Alighting and Boarding" accidents. The exact increase in this class of accidents over 1927 is 2.35% or in round numbers we had one hundred sixty-one more Alighting and Boarding accidents than we had the previous year. There is no good reason for this increase and we know that this class of accidents can be decreased if our conductors will only look out alongside of the car before giving the signal to go.

In 1927 on the Chicago Surface Lines system there were 5,441 no-accident men, or men who had not had a chargeable accident. This year we have 6,420 no-accident men, 3,570 of whom are two year no-accident men. Interest yourself in how your accident is finally classified. It may help you also if you are not now a no-accident man to become one next year.

She: "My, you look bad. You look very much upset."

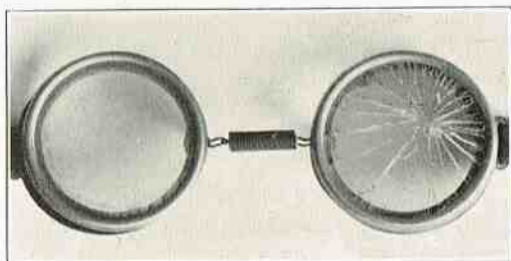
He: "I am upset, my bank busted yesterday and I lost my balance."

ONE EYE LOST, TWO SAVED

Tragedy Follows Failure to Wear Goggles—Wiser Men Protected in Two Cases

One of the laborers employed on a brick paving job at 111th and Cottage Grove avenue on February 3rd was P. Lisicich of 6206 South May Street. He was working with two other men replacing brick paving. He had been supplied with protective goggles but either had forgotten or neglected to put them on. Just after resuming work at half past twelve, a jagged fragment of brick struck him in the left eye. He was given temporary treatment at the Burnside Hospital and later on received the professional services of Dr. T. J. Williams of 30 North Michigan Blvd. Unfortunately, as is sometimes the case, infection set in and on February 11th, the left eye of this man was removed by Dr. Williams at the Evanston Hospital.

More fortunate were two other employees. On February 2nd, M. Bejo of 3525 Wells Street was working at Madison and Franklin Streets. Fifteen feet away, some men were using sledges breaking concrete and a flying piece of this material struck the lens and was deflected without injury to the eye.



The other man whose wisdom protected him was K. James of 722 East 91st Street who on that same day was working at 95th and Commercial Avenue. As in the other case, it was a bit of concrete that did the damage, and the completeness with which the lens was shattered gives some idea of the force with which the missile struck.

Wise Boss

"What did the boss say when you told him you sat up all night with the baby?"

"He asked me if she was a blond or brunette."

More Honors for Sixth Division

Leaders in Courtesy—Other Divisions Trail—Public Not Properly Considered

On closing and balancing the records for the ninth month, January, in the Courtesy Contest, we again take a peep over the fence of our next door neighbor to note that the leader of the Courtesy Contest is also the winner in the Accident Prevention Contest ending January 31st, 1929, demonstrating that "courtesy and care" are ever prominent factors in good operation. The Sixth Division, Lawndale and Blue Island Depots have won that distinction. Winners of last year's Courtesy Contest and runner-up (second) in the Accident Prevention Contest, they have clearly demonstrated the value of perseverance and now stand at the very top. Congratulations to the men in the Sixth Division!

Following is the accumulative standing in the Courtesy Contest at the end of the ninth month:

	Disc.	P.U.	Trns.	Q.S.	Total	Comnd.
1 Lawnd.	25	16	12	4	57	4
2 Blue Is.	26	10	11	9	56	13
3 Elston	34	11	13	12	70	11
4 Lincoln	50	20	15	18	103	17
5 69th	88	61	35	32	216	40
6 Archer	101	68	30	36	235	27
7 Armitg.	49	26	19	8	102	18
8 Noble	31	17	16	3	67	7
9 Limits	45	26	17	9	97	11
10 Kedzie	99	79	41	30	249	40
11 N. Av.	164	116	49	58	387	49
12 77th	160	108	42	47	357	60
13 Div's'n	65	42	29	21	157	23
14 Burnsd.	61	26	18	19	124	34
15 Cot. G.	84	55	37	22	198	42
16 Devon	126	85	26	26	263	52

Total	1208	766	410	354	2738	448
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Not much change in the standing of the sixteen depots since December. We have the same four leaders in Lawndale, Blue Island, Elston and Lincoln. 77th Street Depot, one of the four comprising the rear guard in December, advanced to twelfth place, and Division Depot took its place.

The courtesy record for January was the most unsatisfactory from many angles of any month since the start of courtesy campaigning in May, 1927, both in the number and character of complaints, and each and every one received a thorough investigation before it was

declared justified and chargeable.

Never before in any of the nineteen months have we received so many complaints of plain discourtesy. Did it make the work any easier or more pleasant by being grumpy and uncivil? It certainly did not.

True, we have been and still are working under the most adverse weather and street conditions we have had for many years, and these same conditions are ones over which we have no control, but we should at all times have absolute control over our individual tempers. Losing this and letting the tongue run without control is what causes letters and personal calls charging discourtesy. There were 162 chargeable complaints of discourtesy in January.

Complaints on passing up passengers, running by them as they stood at the regular stopping places, sometimes on ice and snow covered streets, in rain, snow and often in zero weather increased to such an extent that it must be checked at once by prompt, effective, disciplinary action.

Any trainman who deliberately runs by people waiting for his car when he has room to accommodate them is unworthy of the trust reposed in him and is responsible for the loss of the good will of the public for which we are constantly striving.

The rule is very clear on running by passengers: "When the car is disabled, or has an unusually long headway, or is crowded and **another car of the same line follows within the same block.**" That does not mean that passing up of passengers is justified if you are a minute or two behind schedule, or if your follower is three or four blocks behind you.

We all know that regular headways, with conditions such as we have had since January 1st are an impossibility but there is no act more annoying or exasperating than to have a car whiz by you with plenty of room aboard and the next car blocks away. The result is exactly the same, both to the company and the party

passed up—"it doesn't get us anywhere." Passing up complaints in January totaled 190, the worst record we have made in almost two years.

Transfer complaints were about the average, a total of 49.

Quick starting, ever a danger to life and limb, as well as to courtesy, also shows a heavy increase. The largest number of complaints, 73, received during the entire nineteen months of contest. "Courtesy and care" are inseparable in preventing complaints of this nature. If you are careful, you are also courteous, you don't have accidents or "near accidents" and you are not the subject of a complaining letter. If you are courteous enough to look out alongside your car for intending passengers, who may be hurrying to board and are almost at the step, before giving the go-ahead signal you will have neither complaints nor accidents of this character entered on your record. This type of operation must also be subjected to the strictest scrutiny and careless violations corrected by prompt disciplinary methods.

Needless to say that the total number of complaints, 474, was the largest we have received in any month.

The record of chargeable complaints from May, 1928, to January, 1929, inclusive, is as follows:

	Disc.	P.U.	Trans.	Q.S.	Total	Cmd.
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
Sept.	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
Jan., 1929	162	190	49	73	474	51

Total 1208 766 410 354 2738 448

The standing of each depot throughout the nine months is shown on the following chart:

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

THE JUDGE.

LINING UP THE WITNESSES

January Records a Serious Slump But Elston-Noble Still Leads; Seventy-seventh Second

Either the witnesses had writers' cramp and couldn't write or the fingers were so stiff with the cold that the use of a pencil was impossible during the month of January, for the record of witnesses per accident is the lowest recorded for many months. The average for the system was 3.8, whereas heretofore the average has been better than 4. No division scored as many as 5 and this is rather extraordinary when it is remembered that Elston-Noble has held consistently above 5 for a long time whereas we have been running as many as eight divisions with averages of 4 or better. January has only 4 who managed to reach this number. Well, January is behind us and with many of the other troubles past that are always appreciated with the kind of traffic conditions prevailing for nearly two months, there will undoubtedly be a marked improvement for the subsequent months as the spring-like weather helps to clear things up.

The following is a table for the four months ending January 31:

	Jan.	Dec.	Nov.	Oct.
1. Elston-Noble	4.77	5.13 (1)	5.39 (1)	5.50 (1)
2. 77th Street	4.63	4.54 (4)	4.64 (5)	4.45 (3)
3. North Avenue	4.58	4.58 (3)	4.98 (2)	4.28 (4)
4. Archer	4.09	4.48 (5)	4.71 (4)	4.04 (6)
5. Lawndale-Blue Isl.	3.89	4.30 (6)	4.44 (6)	4.57 (2)
6. Kedzie	3.84	4.00 (8)	3.78 (9)	3.85 (7)
7. Cottage Grove	3.77	4.05 (7)	4.13 (7)	4.13 (5)
8. Burnside	3.61	4.62 (2)	4.77 (3)	3.52 (9)
9. 69th Street	3.41	3.84 (9)	3.98 (8)	3.82 (8)
10. Lincoln	3.33	3.41 (12)	3.58 (11)	3.45 (10)
11. Devon-Limits	3.18	3.46 (11)	3.67 (10)	3.42 (11)
12. Armitage-Division	3.07	3.60 (10)	3.52 (12)	3.15 (12)
Average for the system	3.89	4.16	4.29	4.03
Diversey Bus	3.00	1.00	1.00	3.40

Charles J. Mersch Moves Up

On February 1, 1929, Mr. Charles J. Mersch was appointed Assistant Superintendent of the Department of Accident Prevention. Mr. Mersch was born in Evanston, Illinois, 38 years ago. On May 22, 1916, he entered the employ of the Chicago Surface Lines as an outside adjuster, under the late Frank J. Gatrell. Mr. Mersch continued in that capacity until October 1, 1928, when he was specially assigned to assist Mr. Payne, the Superintendent of the Department of Accident Prevention. Mr. Mersch is married, and resides at 1638 June-way Terrace, Chicago, Illinois.

The Jinx

Georgie McGordon was told that if he wanted good luck on his next trip to the city, he should watch his chance and when the train passed over a bridge under which there was running water, he should throw a penny into the water. Soon afterward he made the trip and when he came back his friend asked if he had followed his advice.

"Aye, I did it, but never again," said Georgie. "Why, what happened? Didn't it bring you luck?"

"The trip was nae so awfu'," replied the Scot, "but th' string got aye tangled up an' I a'most lost th' penny."

It Runs in the Family

Fathers and Sons Find Trainman's Work Attractive—Fine Group at Kedzie

When our conductors and motormen can recommend their line of work to their sons, it is an excellent sign that they believe the job is "O. K." The same can be said of brothers.

Division Superintendent McKinney of Kedzie Depot is of the opinion that it makes for greater efficiency when fathers give to sons and brothers give to each other the benefit of their ripened experience.

In some instances we find these relatives working together on the same runs and helping each other out. These men are careful railroaders as shown by their records. Most every one in these groups is on the Accident Prevention Honor Roll for 1928, and in many instances also on the Accident Prevention Honor Roll for 1927.

The Knight Family

Away back in the '80s when Chicago street cars were pulled by horses, the company needed young men to drive the teams between the horse barns and the places where the changes in teams were made. Motorman John Knight,



Motorman John Knight, 7841

Badge 7841, was one of those young men. So it was natural for him to apply for the position of Street Car driver, which he did in the year 1882. At that time there were just two cars on Kedzie Avenue, which ran from Madison street to Roosevelt Road. Mr. Knight has worked on the Kedzie night car for many years. It stands to reason that a man on the job for forty-six years would acquire a thorough working knowledge of it. This is proved by Mr. Knight's record for carefulness and reliability, as evidenced by his name being on the 1928 Acci-



Conductor John Knight, Jr., 8206. Motorman Wm. Knight, 13385

dent Prevention Honor Roll. Mr. Knight has two sons who are also working at Kedzie Depot.

Conductor John Knight, Jr., Badge 8206, started to work on the cars in the year 1901. During the twenty-eight years of his service he has occasionally worked runs with his father. His ability as a careful trainman is shown by his name appearing on the 1927 and 1928 Accident Prevention Honor Rolls.

The other son, Motorman William Knight, Badge 13385, has worked for the company for nine years. Maintaining the family tradition, he appears on both Accident Prevention Honor Rolls.

The Toomey Family

In these days when courteous service is being stressed, we sometimes look back by way of comparison to conditions as they were say



Motorman Cornelius Toomey, 1575. Motorman Wm. Toomey, 5255



thirty years ago, when courteous service meant more than politeness. The trainmen in those days sometimes stopped their cars in the middle of the block to accommodate a passenger, or waited at the corner for some one who was half a block away. There are many trainmen today who get a real "kick" out of serving the public with a smile, enjoying the expressions of appreciation which they receive in return. Among those West Side trainmen enjoying this kind of a reputation, Conductor Cornelius Toomey's name must be mentioned. He is known as the "Grand Old Man of Fulton St." Mr. Toomey began service with the company in the year 1891, and has always had the respect of the public, his fellow employees and those under whom he works. During 1928 he did not have a chargeable accident. On March 27, 1913, his son William entered the service. His name is on the 1928 Accident Prevention Honor Roll also.

The Rumney Family

In the street railway business, as in other lines of industry where large bodies of men are employed, there are individuals here and there, who by their thoroughness and willingness acquire reputations for reliability. It is doubtful if any industry ever has to put these qualities



Motorman John A. Rumney, 7607. Motorman Harry E. Rumney, 7077

to a more severe test than is done by the street railways during snow storms. This was particularly true of conditions that existed during the "open front" days. Such a reputation, Motorman John A. Rumney acquired years ago. He applied for the position of driver back in the year 1885, and his barn boss, Mr. Pat Duffy, when questioned about Mr. Rumney, told of the twelve winters from 1885 to 1897 when he sent the eight-horse sweeper out regularly during many severe snow storms; the reins were always in the hands of Jack Rumney. With Rumney on the job he knew the streets would be kept open if at all possible. The 1928 Accident Prevention Honor Roll carries his name.

Mr. Rumney's son Harry, came to work for the company in 1920. He inherits his father's sense of carefulness, as shown by the fact that he did not have a chargeable accident during 1928.

The Dorgan Family

Some years ago there were four Dorgan brothers working for the street car company. After a short time Patrick Dorgan went with the Park police, James Dorgan became a city policeman, and Richard Dorgan passed away after a serious accident. This left John Dorgan, Badge 9369, who is still on the job at Kedzie Depot.



Motorman John J. Dorgan, 9369. Motorman Geo. Dorgan, 2901

Motorman John Dorgan started to work for the Chicago West Division Street Railway as a horse-shoer. About thirty years ago he gave up the horse-shoe trade and became a motorman at Lawndale Depot, transferring later to Kedzie Depot, where he has worked for the last ten years. His name appears on the 1927 and 1928 Accident Prevention Honor Rolls. Mr. Dorgan has had three sons, Patrick, who is a Park policeman; Michael, formerly a Supervisor at Lawndale, who has since passed away, and George, Badge 2901, who is working on the cars at Kedzie Depot, having started there six years ago. The 1927 Accident Prevention Honor Roll bears George Dorgan's name.

The Cahill Family

Some extensive improvements have taken place on the West Side during the last twenty-five years. No one realizes this fact more than some of our trainmen who have watched this development day by day. Although Madison street has not changed materially in every block out to Austin avenue, it has been transformed considerably in some locations. Madison street today is very much changed from what it used to be, both as to business centers, and in the class of passengers riding on the cars. All of these changes have entered into the experience of J. J. Cahill, Badge 8154, who started to work on the cars many years ago, left the service, and after an absence of ten years, came back in 1904. He worked out of the Madison street loop house at Fortieth street. When the loop house was closed he went to Kedzie depot, where he has been ever since. When a trainman like Conductor Cahill has his name on the 1927 and 1928 Accident Prevention Honor



Conductor J. J. Cahill, 8154. Conductor John Cahill, Jr., 12938

Roll, it can safely be assumed that he knows his business.

His son, John Cahill, Jr., Badge 12938, took up the duties of a conductor February 22, 1913, and has been in the service for sixteen years. He emulates his father in careful operation, as seen by his name being on both the 1927 and 1928 Accident Prevention Honor Roll.

The Mulcahy Family

Among the many advantages of street railroading in comparison with other occupations is steady employment. Regardless of the kind of weather or the season of the year, there is



Motorman John Mulcahy, 907. Conductor Daniel Mulcahy, 14094

regular work. Years ago when the Chicago City Railway power house was in operation at 52nd St. and Wabash Ave., John Mulcahy, Badge 907, worked there for nine years. Leaving there he found other employment, but finally came back to the street railroad and has been at work at Kedzie Depot for the last ten years. He has worked on Harrison St. most of the time.

Mr. Mulcahy's son Daniel, Badge 14094, came into the service in 1927. His carefulness in op-

eration is manifested by his name appearing on the 1928 Accident Prevention Honor Roll.

The Kern Family

In the street-railway world, as well as in other walks of life, we find many different types of men to relieve the monotony of a general sameness. We are enabled to take a brighter and more cheerful view of life when we meet a fellow employe who has a keen sense of humor, who can see the point of a good joke



Motorman Fred Kern, 6005. Conductor Frank Kern, 9172

and will occasionally bubble over with hearty laughter. Motorman Fred Kern, Badge 6005, is just such a man. He began his street car duties March 21, 1893. This gives him over thirty years of service. He is still full of "pep" and knows how to step off the Irish jig to perfection. The 1928 Honor Roll of Accident Prevention bears his name.

In the year 1907 his son Frank Kern, Badge 9172, started to work on the cars. He has worked the same run with his father. Both the 1927 and 1928 Accident Prevention Honor Rolls include his name.

Three Bloyd Brothers

Born and raised on a farm in Hodgenville, Ky., near the Abraham Lincoln farm, the Bloyd



Conductor R. M. Bloyd, 114

brothers came to Chicago and started to work on the cars

R. M. Bloyd, Badge 114, entered the service in the year 1919, after the close of the World War. He did his "bit" in the Navy for five and one-half years, during which time he made ten trips to France on a United States transport. The most exciting experience he had was to see one of our empty transports sunk. During the nine years that he has worked on the cars, he has missed only once. His name appears on the 1928 Accident Prevention Honor Roll.



Conductor I. A. Bloyd, 2690. Conductor W. E. Bloyd, 626

W. E. Bloyd, Badge 626, came to work with the Company May 21, 1920. He knows how to perform his duties carefully as shown by his record—no chargeable accident during 1927 and 1928.

I. A. Bloyd, Badge 2690, started in the street car business February 11, 1922. The 1928 Accident Prevention Honor Roll bears his name.

The father of these brothers still lives on the homestead in Hodgenville, Ky., where his ancestors lived before him.

Three Pierce Brothers

There are many trainmen on the system who have a quiet manner of reporting for duty, al-



Conductor Thos. Pierce, 8126

ways on the job, seen now and then but seldom heard. Similar traits characterize the Pierce brothers.

Conductor Thomas Pierce, Badge 8126, was hired as a conductor on Chicago street cars March 19, 1904. His twenty-four years of service is marked by carefulness as shown by his name appearing on the 1927 and 1928 Accident Prevention Honor Roll.



Motorman Michael Pierce, 6285. Motorman Richard Pierce, 1941

Motorman Richard Pierce, Badge 1941, entered the street car service December 15, 1914. His name appears on the 1928 Accident Prevention Honor Roll.

Motorman Michael Pierce, Badge 6285, started to work on the cars October 18, 1909. He maintains the Pierce traditions for careful operation of cars by having his name on both the 1927 and 1928 Accident Prevention Honor Rolls.

C. L. Altemus.



"Jimmy," five years old, giving an imitation of his Dad, Conductor W. C. Wilke, of Lincoln Station

Lady—Are you sure that this milk is fresh?
Milkman—Lady, half an hour ago that milk was grass.

Keeping 'Em Rolling

69th & Ashland the Winner This Month—Severe Weather Causes Serious Conditions in Operation



FLAG WINNERS AT 69TH

J. Keane, Day Foreman; M. Burke, Night Foreman; W. Gerth, Asst. Night Foreman; A. Jones, Clerk. Car Repairers: C. Forta, D. Krivich, D. Condon, G. Shputis, A. Dructeis, F. Yomans, P. Muduras, S. Von Huben, M. Shuman, P. Cricius, J. Donaldson, M. Hogan, P. Dymosh, C. Gugaitis, P. Jordan, R. Bigelow, M. McKenna, F. Krasankes, J. Cernauskas, F. Schroeder, A. Daukas, J. Laudenski, C. Boster, J. Fitzgerald, A. Zemankis, P. Mockela, J. Uzandenis, K. Zlebauskis, M. Marcus, J. Bernasky, M. Basso, J. Stankus, J. Kosmaiski, D. Forta, P. Balzicek, J. Burtheiwick, J. Sparakos, F. Burmeika, G. Ditchie, T. Zigmont, A. Green, A. Daly, G. Tieg, J. Foley, J. Kasmanski, W. Bardo. Car Placers: G. Booras, W. Goheen. Car Cleaners: G. Belockas, J. Cleary, R. Caplis, G. Georgopolas, P. McCoy, P. Fitzgerald, W. Coombs, J. Millas, D. Mustaccio, J. McClements, J. Dempster, A. Goundas, M. Kirby, F. Levans, J. Michuskis, M. McTigue, C. Panagas, R. Ryan, L. Little, A. John, W. Bailie, J. Howe, J. Brazawskis, L. Morley, G. Grant, M. Lane.

The Flag flies South again this month, and again the first three highest are South Division Carhouses, as follows: First, 69th Street with 26,883 miles; second, Cottage Grove with 25,801 miles; third, 77th Street with 19,930 miles.

The very severe weather encountered during the month of January accounts for the unusually large number of pull-ins. During this month there were five days when the weather was zero or below, and on January 13th the minimum temperature was 9 degrees. The mean temperature for the month was 17.6 degrees, which compares with a normal temperature of 23.7 degrees, or a difference of 6.1 degrees. On January 22nd we had a heavy rainstorm, and this, combined with the icy condition of the streets, caused considerable trouble with our equipment.

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

Carhouse	Jan.	Dec.	Nov.	Oct.	Sep.	Aug.
69th Street.....	1	3	3	7	9	8
Cottage Grove..	2	2	6	2	1	4
77th Street.....	3	7	5	5	2	2
Limits	4	4	2	1	3	1
Armitage	5	5	13	3	15	6

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

The individual records appear below:

		Miles		
Rank	Carhouse	Zero Days	Per Pull- In Jan.	Pct. Inc. or Dec.
1	69th Street	8	26,883	38.3*
2	Cottage Grove..	16	25,801	43.8*
3	77th Street	6	19,930	36.7*
4	Limits	18	19,703	50.4*
5	Armitage	11	17,040	50.9*
6	Blue Island	13	15,732	42.1*
7	Archer	10	14,454	69.5*
8	Division	11	13,073	59.3*
9	Kedzie	5	12,562	15.8*
10	Elston	11	11,835	43.1*

11 Burnside	9	11,666	58.0*
12 Lincoln	131	11,425	41.7*
13 Devon	4	10,154	49.7*
14 North	3	9,718	68.2*
15 Lawndale	7	8,955	69.3*
16 Noble	12	7,942	47.0*
	157	13,511	50.9*

*Decrease.

It will be noted that the average mileage for the system was only 13,511 miles, a decrease of 50.9 per cent as compared with the previous month.

CLUB BOWLING LEAGUE

Demzien Gives Wonderful Exhibition—Scores at End of Second Round

The second round of the Surface Lines Club Bowling League has been completed with the Engineering team still leading with 50 victories and 16 defeats. Seems as though no one can stop these boys.

For years some of the boys have been seeking a nickname for Harold Ebeling of the West Shops. It seems that we have finally found a most suitable one, for after watching him bowl, we can only think of him as "Lucky Ebeling." Before going to press, on Friday, February 15th, one of our boys, Mr. Lee Demzien of the Car House showed the boys a wonderful exhibition of bowling by turning in a score of 297 for the first game, followed by games of 192 and 193 for a series of 682 pins. Lots of wood. Just think of it eleven (11) straight strikes and a little hard luck on the twelfth ball. The boys were sure pulling for him. Tough, I'll say.

The league bowls every Friday at 7:00 P. M. at the Gold Coast Bowling Alleys located on Clark Street at Division and anyone and everyone are cordially invited.

Surface Line Club Bowling League standing of teams and individuals at the end of the second round:

Team Standing				
Teams	Won	Lost	Pct.	Totals Average
Engineers	50	16	758	54,322 823
West Shops	36	30	545	54,026 819
Financial	35	31	530	52,075 789
Electrical	34	32	515	49,103 779
Track	32	34	485	51,362 778
Schedule	32	34	485	49,210 746
Car House.....	31	35	470	54,046 819
Accounting	31	35	470	53,289 807
Transportation	30	36	455	56,101 850
West M. & S.	30	36	455	55,632 843
Building	28	38	424	52,465 795
Acc. Invest.....	27	39	409	55,538 841

Individual Standing				
		Total		
Player, Club	Games	Pins	High	Average
Demzien, Car House	65	12310	244	189
Wilberschied, Trans..	51	9390	233	184
Zang, West M. & S. ..	60	10985	257	183
Rogers, Electrical....	50	9041	234	181
De Lave, Trans.....	66	11783	244	179
Eger, Acc. Invest....	66	11749	257	178
Alexander, Engineers	66	12177	242	176
Fish, Acc. Invest.....	66	11561	229	175
Sedlack, Schedule ...	66	11497	223	174
Ebeling, West Shops, 63		10982	234	174

Stiglich, Engineers...	60	10419	244	174
Rubey, Accounting...	57	9937	236	174
Mirkovich, Financial.	63	10794	260	171
Ambler, Building	56	9583	215	171
Glick, Trans.	57	9689	217	170
Stack, Accounting ...	51	8646	235	170
Altamus, Acc. Invest.	66	11157	222	169
Mikulicic, Trans.	63	10624	211	169
O'Brien, West M.&S.	53	8967	226	169
Getz, West M. & S. ..	50	8466	236	169
Wendt, West Shops.	63	10357	243	168
Zamzow, Financial ...	60	10039	229	167
Karioll, Building	57	9510	232	167
Schima, Engineers....	63	10477	235	166
Goyke, Trans.	54	8940	237	166
Hauptert, West M.&S.	51	8486	212	166
Nuisl, West Shops...	66	10917	233	165
Geiger, Acc. Invest...	66	10917	223	165
Platt, Track	66	10890	232	165
Abbott, Track	63	10371	246	165
Isacson, Building	60	9915	221	165
Collins, Car House...	57	9356	233	164
Nuisl, West M. & S. ..	51	8339	219	164
Lynn, Engineers	63	10224	233	162
Figge, West M. & S. ..	57	9255	206	162
Bollinger, Car House	63	10122	232	161
Holland, Electrical ..	24	3875	218	161
Flood, Track	57	9127	242	160
Stevesand, Car House	59	9352	210	159
Coates, Accounting ..	47	7479	203	159
Foley, Track	63	9967	211	158
Retzler, Building	57	8982	213	158
Vihnanek, West M&S	55	8670	199	158
Sprenger, Accounting	66	10379	222	157
Nattinger, Acc. Inv...	63	9828	219	156
Pfaus, Schedule	57	8881	217	156
Lee, Financial	54	8396	246	155
Linn, West Shops...	51	7915	222	155
Ryan, Financial	66	10181	220	154
Jann, Accounting ...	66	10179	231	154
Schenck, Electrical ..	33	5094	199	154
Renner, Engineers ...	63	9487	201	151
Boness, Electrical ..	51	7684	211	151
Stoll, Car House.....	63	9456	230	150
Dahl, Accounting ...	18	2700	222	150
Urquhart, Electrical..	60	8854	198	148
Kubala, Schedule	63	9124	189	145
Roesler, Building	53	7607	234	144
Cummings, Financial.	63	9036	192	143
Streeter, Electrical ..	27	3855	195	143
Ruzick, Track	66	8757	189	133
Fisher, Schedule	60	7581	162	126

High Individual Average—3 games (1st) Schedule 943, (2nd) Electrical 924 1/3.

High Team Game—(1st) Transportation 991, (2nd) Car House, 983.

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

High Single Game—(1st) Mirffkovitch 260, (2nd) Eger 257.

D. O'BRIEN, Chairman.
H. SPRENGER, Secretary.

Mary, golfing, ripped her skirt,
'Twas nearly torn in half.
No one noticed Mary's lamb,
But who could miss her calf?

Mary had a little dress,
'Twas dainty, neat and airy;
It didn't show the dirt a bit,
But gosh! how it showed Mary.

Choked to Death by Skyscrapers

New York Editor Forecasts Manhattan's Fate—How About Chicago?

A prominent New York Editor, Mr. Deems Taylor, who has been giving some attention to traffic and pedestrian congestion in New York, has reached the conclusion that the builders of skyscrapers are gradually but surely choking the city to death. The results of his studies presented in *Vanity Fair* make mighty significant reading not only for New Yorkers but in Chicago where the loop congestion is being steadily increased by the erection of more, larger and higher office buildings.

This situation being one acutely affecting transportation we find Mr. Taylor's observation exceedingly interesting:

The skyscrapers, New York's invention and America's proudest architectural boast, may yet be the ruin of New York and many another American city unless we do something about them. They are another proof of the fact that man's cleverness is generally far in advance of his intelligence, that his ingenuity in devising new instruments of civilization is by no means accompanied by any resourcefulness or imagination in handling them. The skyscraper was born of the sudden realization that if you pile floor space vertically, instead of spreading it horizontally, you can easily house an acre-full of people in a hundred-foot square. (The daily population of the Woolworth building, for instance, would ordinarily be a city of ten thousand population, covering several square miles of territory.)

Like all brilliant discoveries, this was a simple one; and if it had been intelligently handled, would have made New York or any other city a paradise to live in; for if only part of the space so liberated had actually been left free, if the skyscrapers had been spaced five hundred feet apart, as they should have been, the American metropolis would have comprised a series of towers surrounded by vast areas of parks, gardens, and drives. Indeed, if the skyscraper had been, say a French invention, the city of Paris would present just an appearance today; for the French, being a realistic people, well aware that the average man knows and cares nothing about the common good, have laws telling him just where and how and what he may build.

But this is a free country, wherein any man, provided he does not actively annoy his neighbor, may lay up as much future trouble as he pleases for his neighbor's grandchildren. So the skyscrapers, with their enormous housing capacity and consequently enormous rent-producing potentialities, were allowed to go up as close together as they could be built. The final

result is a street like Forty-second Street between Lexington and Fifth Avenues, three blocks whose sidewalks can accommodate perhaps 10,000 people and upon which 50,000 people are discharged at five o'clock every afternoon.

What is going to happen when still more and bigger skyscrapers go up, no one seems to know. At present, except for the floating population in the hotels and the dwellers in the endless and dreary rows of skyscraper apartments on Park Avenue nobody lives any more in the heart of New York. The streets are too full of people going to business and the buildings are too full of people doing business, to allow any space to be wasted in mere living. It is safe to say that the average New Yorker lives from five to thirty miles away from the office in which he earns his living, and spends from one to four hours a day simply in getting to and from his place of business. His means of transportation are becoming consistently slower.

He still has his subways, the New Yorker, and the elevated; but the latter, badly as it is needed, cuts off so much of what little light and air the skyscrapers have left that it will inevitably have to go. As for the subways, however fast new ones may be built, the skyscrapers outstrip them, so that every new line is jammed to twice its theoretical capacity within a week after its opening.

There are plenty of other proposed remedies for this congestion, of course. The city abounds in stable-door lockers, who predict, in due time, such blessings as "a separation of grades at street crossings, underground or overhead pedestrian sidewalks, the elimination of street cars and the substitution of buses, the exclusion of unnecessary vehicles during business hours, the widening of roadways, the establishment of parking facilities on private ground or at least off the streets; the elimination of left-hand turns . . . possibly in the construction of multi-deck roads from river to river."

The trouble with many of these panaceas—the widened streets and the private parking spaces, for instance—is that there is no land left available for them. The trouble with the rest is that by the time any of them can be installed the populace of New York will probably have trampled itself to death, or have been run over. The only thing that will cure the disease of the skyscraper is to stop building skyscrapers.

Perhaps the best thing to do, after all, would be to wait ten years, until New York is so hopelessly congested that no one can move at all. The population will then migrate in a body, and New York can be set aside by the government as a national park—the city that was so prosperous that nobody could afford to buy real estate, that was such an ideal place of business that nobody could transact any business, the metropolis so greedy for population that it choked itself to death.

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MAGUIRE OF THE SIXTH

Division Superintendent Edward L. Maguire whose Sixth Division has just been declared winner of the 1928 Accident Prevention Contest and will hold the Silver Car Trophy for a year, is to be congratulated on three notable grounds—the annexing of the highly-prized and much coveted Silver Car; carrying off the honors in the Courtesy Contest in which his double-barreled Division, (Lawndale-Blue Island) made a most creditable record; and celebrating his fiftieth year of service with this organization.

Nearly 2,000 men serving under him at his stations with the knowledge that he was completing his half century in transportation seem to have entered into a conspiracy to make the year a memorable one for him by going after everything in sight for the honor of their chief and their own Division.

How well they succeeded is indicated by the fact that they took first place in the first month of the contest and were never overtaken by their competitors though there were times when their lead was only a point or two in the scoring.

"Mac" as he is familiarly and affectionately known in the service, modestly refuses to take much credit to himself. He insists that his Assistant, T. H. Eigelsbach, who was everlastingly on the job, was chiefly responsible for keeping the men "pepped up." "Tom" undoubtedly shares the honors with his boss, but anyone who has observed the tireless energy high spirits and inspiring leadership of the smiling white-haired veteran of the Sixth will understand just why his men put their hearts into the great contest.

FRANK A. FORTY

Named as Successor to the Late Dan Boal as Superintendent of Schedules.

The vacancy caused by the sudden passing of Dan Boal was filled February 1 by the promotion of Frank A. Forty who had been closely associated with Mr. Boal in the Schedule Department.



Mr. Forty who is a Chicago product was educated in the public schools of this city and later graduated from the University of Illinois in the Electrical Engineering class of 1915. During his public school days he spent his vacations in 1912, '13, and '14 as a clerk in the Mechanical Department of the Chicago Railways Company. Following his graduation from the University he was employed as a Railway Engineer in the Engineering Department of the Westinghouse Electric and Manufacturing Company and at the outbreak of the World War he entered military service as a private in the infantry service. Later, transferred to the Engineer Corps his ability won him advancement until he went overseas as a Captain in the 37th Engineering Corps A. E. F. While in this unit he participated in the Meuse-Argonne offensive in the early Fall of 1918. At the conclusion of his military activities he was associated with the John A. Beeler organization which was engaged at that time in some important work for the Chicago Surface Lines, and in 1921 was transferred to the Schedule Department where since October of that year he has been actively employed.

Advantages of No Parking

Some Results of the Abolition of Downtown Parking—News of the Industry

The ordinance prohibiting parking in the Loop district, or downtown section, of Chicago is proving a great success. It now has been in effect since January, 1928.

Here are some of the outstanding results of the practical working of the ordinance:

Traffic through the Loop has been speeded up tremendously.

Accidents of all kind in the Loop have been decreased about 10 per cent.

Passenger traffic of all kinds through the Loop has appreciated approximately 18.33 per cent.

Pedestrian traffic has increased slightly more than 2 per cent.

The speed of automobiles has been increased from 20 to 30 per cent.

The speed of street cars has been increased from 15 to 30 per cent.

Business has not been injured by the ordinance. On the contrary, there is every indication that business has been greatly aided by it. There still are a few complaints, but they come chiefly from small merchants.

An interesting sidelight on the increased business in the Loop since parking was prohibited is found in the fact that wage payments and employment in Chicago both were down during these months. Ordinarily under such conditions business should have been off from the preceding year.

During the first five months that the ordinance was in effect the amount of rented office space in the Loop increased 221,516 square feet.

A recent survey also showed that only 50 per cent of the motor cars that enter the Loop stop in it.

Motor Bus vs. Street Car

In Paris, France, they are discussing doing away with motor buses and getting back to electric lines which would radiate from Paris out into the suburban districts, says the Alton, Ill., Telegraph. Motor buses, if the plan works out, are to be excluded from the use of the streets of Paris. That sounds like something new. For a long time motor buses and automobiles have been digging into the business of street car and interurban lines. Right here in Alton it is a matter of common prediction the day will come when motor buses will take the place of the electric cars on our streets. Yet Paris, which sets the styles in some ways, thinks the electric car should come back and the motor bus go into permanent retirement.

Agree With Mencken

Henry L. Mencken, editor of the American Mercury, who causes more persons to disagree with him, perhaps, than any writing man on earth, finally has said something with which almost everyone can agree. He declares in a current issue of his magazine that traffic con-

gestion, caused mainly by parked cars, is an unmitigated nuisance. When three out of every four persons use the street cars, it is a crime, Mencken declares, to permit parked motor cars to blockade the streets and delay electric railway passengers. Furthermore, he adds it would be as reasonable to permit people to keep lions in their back-yards as to allow the parking of automobiles in narrow streets.

Henry Ford Against Government Ownership of Utilities

On being asked how he felt about government ownership of electric utilities, Mr. Ford replied that he shared Abraham Lincoln's belief that the function of government was to do for the citizens what they could not do for themselves. He continued:

"I do not hold the theory of government ownership and operation in any industry. The political control of any productive mechanism has no possible end but inefficiency and failure. This is not opinion; it is experience. In theory the idea of political ownership and operation seems plausible, but it fails in practice. The law of the land is not so swift to the punishment of wrong or vicious business practices as is the unerring economic law.

"Private enterprise is the road on which progress travels; that is, if any enterprise can be called 'private.' Back in the beginnings of the light and power companies the element I heard most discussed was *service*. How we used to stir ourselves to recommend electric light and power to the people by giving them service! Well, service is always a personal result, but it requires people with strong personal pride, interest and ability to make service possible, especially in business where initiative is required. Progress is personal effort personally applied for personal good. Somehow, politically controlled and operated enterprises have not been able to draw out this kind of personal effort."

Cost of Heating Cars

It requires about twenty-five tons of coal annually to heat the average trolley car in the northern part of the United States, according to statistics recently compiled by The Connecticut Company. This is about four times the coal required to heat the average five room apartment.

Cheaper to Settle Than Sue

Persons who are unfortunate enough to be injured on public utility properties have begun to learn that if they have just claims it is cheaper and better for them in the long run to settle directly with companies than to sue in the courts. Almost all public utility companies desire to deal fairly with injured persons when the companies are at fault.

Pleasant Words for Kindly Deeds

Our Patrons Show Their Appreciation of Service Rendered by Our Trainmen

Conductor John W. Waszak, badge No. 14154, of Lawndale, is commended for his courteous service to passengers, especially in the case of a blind woman and man whom he assisted from the car. This was brought to the attention of the management by Miss Lucille McCormick, 318 South Seeley Avenue.

Dr. Eugene Murray Aaron, 3238 North Oakley Avenue, is the writer of a highly congratulatory letter involving Starter Frederick C. Hennessy, of Division, for the splendid service he renders to pedestrians in performing his exacting duties and always having a pleasant smile and a courteous word for everyone. Starter Hennessy is also the subject of a letter of praise from Mr. O. G. Haller, 4444 North Artesian Avenue, commending him for his courtesy and efficiency.

Supervisor Andrew Van Dee is complimented by Mrs. Fred Klein for the consideration and kindness he shows towards her husband whose sight is impaired. Supervisor Van Dee is stationed at the intersection of Lincoln Avenue and Irving Park Boulevard.

Mr. A. P. Lawn, 5748 South Turner Avenue, is the writer of a letter in behalf of Supervisor Albert C. Luetlich, of the Central Division, stationed opposite the North Western Depot. He always renders service with a smile and gives orders to the crews in the same pleasant manner.

Motorman Harry P. Guzy, badge No. 12939, of Division, is the recipient of a letter of commendation for his honesty in returning a purse which Miss M. Graskovak, 12426 May Street, had dropped. She writes to thank Motorman Guzy and let the management know how much she appreciated this act of courtesy.

Mr. Richard Whittington, 417 Roslyn Place, commends Conductor Thomas H. Hartnett, badge No. 4410, of Devon, for his courtesy, and Motorman Herbert W. Zobott, badge No. 11361, of Devon, for his consideration to passengers in sprinkling sand on the floor of his car to prevent slipping.

Conductor Timothy J. Crimmins, badge No. 14548, and Motorman David B. Dunn, badge No. 10663, of Archer, are the subjects of a letter of praise from Mrs. M. Garish, 1526 East 72nd Place, for their consideration in rather unusual circumstances, holding the car long enough to enable her and her daughter to board late one evening. This little act of courtesy impressed her so that she thought we should know about it.

Miss Amelia Schweitzer, 16 West Maple Street, writes to let the management know how much she appreciated the fact that Motorman Ralph J. G. Lexow, badge No. 9903, of North Avenue, held his car so that she might board it safely.

Conductor Edward C. Rush, badge No. 13294, and Motorman Frank Runowski, badge No. 9423, of Archer, are the recipients of a congratulatory communication from Mrs. M. Cupit, 3049 West 59th Street, for the assistance they

both rendered her when accompanied by her three children.

Mrs. Jessie E. Arndt and Mrs. Eva C. Garn, 6133 South Carpenter Street, commends Motorman Barkley Millar, badge No. 7057, of Archer, for his courtesy.

Conductor John J. Bobus, badge No. 6782, and Motorman John Millar, badge No. 4191, of Cottage Grove, are the subjects of a letter of favorable comment from Miss Marie J. Peterson, 17 North State Street. She observed an act of efficient service whereby intending passengers were accommodated promptly avoiding a wait in the cold one morning.

Mrs. Mary M. Hill, 2341 West Superior Street, observed an incident worthy of praise when Motorman Ferdinand A. Kort, badge No. 3811, of Archer, noticed an elderly lady running to catch his car. His consideration in holding the car won for him a letter from Mrs. Hill.

Conductor William F. Loftus, badge No. 14324, of Devon, is highly commended for his kindness and consideration to a lady passenger carrying a baby and for assisting an old lady from his car to the street. Miss Rachel W. Russell, 1063 Dakin Street, writes to tell us about these two incidents.

Mr. Tom F. Blackburn, 4873 North Hermitage Avenue, is the writer of a complimentary letter in behalf of Conductor Philip Davis, badge No. 14102, of Division, whom he observed assisting a woman with two children from the street car.

Conductor John LeFevour, badge No. 13872, of North Avenue, is made the subject of a commendatory letter from Mr. E. C. Carter, 1700 North Luna Avenue, for the courtesy and thoughtfulness he displayed in handling a case where a lady fell running for his car.

Mr. A. M. Youngdahl, 7523 Dante Avenue, writes the management complimenting Conductor William J. Youts, badge No. 12734, of 77th, as he did not want to pass up the opportunity of reporting his observation of Conductor Yout's efficiency and courteous manner to all boarding and alighting passengers.

Conductor Henry Gunther, badge No. 12278, of Armitage, is complimented for his clear enunciation of streets, by Mrs. A. Williamson, 7043 South Sangamon Street.

Miss Ruth H. Bowman, 11415 Indiana Avenue, wishes to thank Conductor Michael H. Tierney, badge No. 12092, of 77th, for the courteous and thoughtful service he rendered her one blizzard day.

Conductor Frank J. Ricca, badge No. 10446, of Kedzie, is complimented for his unfeigned courtesy and politeness during periods when his car was stalled, fares were dropped by passengers, the frequent opening and closing of the doors, etc., all due to the bad weather. His patience under such trying conditions is worthy of high praise, writes Mrs. W. S. Morton, Hyde Park Hotel, Hyde Park Boulevard and Lake Park Avenue.

Conductor Robert A. Smith, badge No. 9496, of 69th Street, is commended for his chivalry in ejecting an intoxicated passenger from his car. The man was annoying the daughter of Mrs. M. O'Leary, 1042 West Marquette Road, who wrote the company, bringing the incident to their attention.

Mr. J. Dooruehin, 6439 Drexel Avenue, compliments Conductor Orley E. Frey, badge No. 9436, of Kedzie, for his courtesy in making special efforts to force a connection with the 63rd Street service early in the morning.

Conductor King H. Denny, badge No. 8864, of Kedzie, is commended for his unfailing courtesy to women and children and for his willingness to answer questions promptly and intelligently. This was brought to the attention of the management by Mr. William C. Kahns, 158 Eugenie Street.

Mr. W. Hudson, 5953 Indiana Avenue, wishes to express his appreciation for the special care Conductor Leo Kraft, badge No. 8774, of North Avenue, took in his passengers—keeping the doors closed during the recent cold wave; his clear enunciation of stop streets and his pleasant and courteous manner to everybody.

Conductor Allan E. Stuart, badge No. 7822, of Cottage Grove, receives favorable comment in a letter of praise from Mrs. William B. Thomas, 227 Champlain Avenue, for the courteous handling of his patrons which "places him far beyond the average," states Mrs. Thomas in her communication.

Mrs. P. Simon, 3053 Clifton Avenue, tells the management of her pleasant experience with Conductor Edward J. McCarthy, badge No. 6824, of Division, who assisted her with her two small children in boarding and alighting, for which she wishes to express her thanks.

Conductor Thomas J. Coughlin, badge No. 4452, of Archer, deserves credit for the courteous service he rendered in directing Mrs. Logg, 1230 East 47th Street, on how to reach a particular destination. This incident was made the subject of a note of thanks to Conductor Coughlin by Mrs. Logg.

Mrs. G. R. Douglas, 205 East 82nd Street, makes Conductor Patrick Gavin, badge No. 3826, of 69th, the subject of a letter in appreciation of his honesty in returning her lost purse to the depot. Mr. Agnew of the 69th Street depot called her on the phone to say that the purse was turned in by Conductor Gavin.

Conductor John F. Woods, badge No. 3756, of Kedzie, is made the subject of a letter of commendation from Mr. Floyd D. Gibson, Commonwealth Edison Company, Room 839, 72 West Adams Street, who observed his courteous conduct in trying to locate the owner of a string of beads lost on his car.

Mr. P. J. Barry, 2240 Transportation Building, 608 South Dearborn Street, writes the management in behalf of Conductor Richard Bird, badge No. 3164, of Cottage Grove, commending on his extreme courtesy in handling a situation one Sunday morning.

Conductor John A. Hockenbery, badge No. 3152, of Cottage Grove, is commended for his efficiency in calling the streets clearly and

distinctly. He is also praised for his unfailing patience and courtesy. This was brought to the attention of the management by Mrs. Jennie W. Summerfield, 4153 Drexel Boulevard.

Mr. W. N. Mullen, The Crowell Publishing Company, 333 North Michigan Avenue, thanks Conductor Henry W. Strelow, badge No. 2632, of 77th, for advancing his fare when he found himself minus any currency. This act of kindness was much appreciated especially as the temperature was hovering around the zero mark and he was saved a long walk in the cold.

Conductor William F. Peterson, badge No. 2444, of North Avenue, is made the recipient of a letter of commendation from Mrs. A. Houghtby, 3476 North Clark Street, for his consideration to a blind man whom he escorted from the street car to the sidewalk. "He certainly is a man with a heart," states Mrs. Houghtby in her communication.

Mrs. Frances Dunlop, 7711 Crandon Avenue, writes a congratulatory letter involving Conductor Charles A. Gylling, badge No. 2398, of 77th, for his unfailing pleasant manner on all occasions, especially one day when he assisted a blind man to the sidewalk who was almost crying with fear that he would not reach the walk safely.

Conductor Frank I. Smith, badge No. 1864, of North Avenue, is commended for his consideration of passengers and for his courtesy by Mrs. Louis Hoehn, Jr., 644 Diversey Parkway, who made it the subject of a letter.

Miss Catherine Schram, 4148 George Street, takes the opportunity of commending Conductor Thomas J. Fitzpatrick, badge No. 1636, of North Avenue, for his courteous assistance to women and children on a cold and icy evening and also for calling the streets very distinctly.

Conductor Thomas J. Cagney, badge No. 1256, of Limits, receives a word of praise from Mr. J. S. Jackson, 4816 Berneau Avenue, for the distinct manner in which he calls the streets.

Miss E. M. Rydell, care of W. A. Gibson, Jr., 515 South Loomis Street, writes a letter of high praise involving Conductor Frank H. Arriva, badge No. 1170, of Division, for the special kindness he showed her when she found herself without her purse although she had seven cents in which to pay her fare. When she told the conductor her predicament and wished to leave the car, he advanced a quarter to enable her to reach her place of employment without any delay.

Conductor Raymond W. Kurtzrock, badge No. 868, of North Avenue, is commended for his assistance to children, the calling of every street distinctly and the helping of a blind man to safety. This was brought to the attention of the company by Mrs. R. Sullins, 1457 North Western Avenue.

Miss Luella M. French, 2502 West Adams Street, writes a complimentary letter in behalf of Conductor Clarence C. Voss, badge No. 760, of North Avenue, who called the streets very distinctly which was a great relief to Miss French as it was a dark evening making any house numbers invisible. "He deserves great praise for giving this service," states Miss French in her communication.

MORE ABOUT ACCOUNTING

What Was Done to Bring About Greater Efficiency in Handling "M. & S."

After many months of study a complete new system was worked out, and adopted on June 1, 1928.

The inauguration of this system called for a transfer of all stores accounting records formerly kept in the material and supplies office at Clark and Division Streets, together with those which were kept in the various store rooms, to the accounting office downtown in order to centralize all of this work in one location where it could thus be more readily supervised. The removal of these records from the store rooms relieved the store keepers of all clerical work, so that they can now devote all of their time to the handling of materials.

One of the principal thoughts in mind in working out details of the new system was to eliminate, in so far as possible, the amount of clerical work handled by individuals which can be done by mechanical equipment. To this end therefore, we installed Underwood bookkeeping machines and specially constructed National accounting machines, which equipment records daily all transactions affecting materials and supplies.

The volume of work which it is necessary to record through these machines is astounding, for example: materials are delivered by the storekeepers to the various departments using same, on written request. These requests, together with so-called material received reports which record the receipt of materials in the storerooms, amount to approximately one million per annum. These records coming into the Accounting Division at the rate of more than 3,000 daily, must be priced, recorded, and audited. By the employment of the above mentioned mechanical equipment, it is now possible to make a complete record of all these transactions with twenty-two less people than was required under the old system, thereby relieving these employees for other important work.

While all the refinements in connection with the new stores accounting system have not yet been completed, and further savings can be obtained, we are now benefitting from the savings already secured of several thousands of dollars an-

nually, and at the same time, have a more complete and better record of stores handling than was possible under the former system.

YE JOURNAL OF ADAM GREENE, CONDUCTOR

(With apologies to Samuel Pepys)

Up this daye at four of the clock to hie me to labour. Did stop at White Tower Inn to eattle a brave hamburger and cup of java. What with quibbling with chef Henry for piece onion and chip butter did fail to notice passing of tyme and being inveigled into hearing mightie tales of bull slaying by Palmer and Egan did set off leisurly for car hostlery.

Strode up to window and loudly called 4.37 a. m. Caller Boland did say, "You did miss these five minutes past." So did sit me down on bench musing darkly on foul trick of calling a miss on a man not present to defend hymself. Did sit on bench till eight of the clock when chief of clerks did say "See the boss for three misses in thirty days." So did betake me into superintendent who did give me goode and sundrie advyce to mend mye ways and say to report at four of the clock in afternoon to serve mye miss. So home to mye goode dame who did berate me roundly for loseing dayes paye.

Return at appointed hour and did but step in door when clerk Forbes did articulate agitatedly, "Here make haste, take out bummer's sister on Cicero, you are the only man to hand." So did grab trip sheet and transfers thinking mightily that tyme doth change all things to wit boss tell me but this morning that ye companyee could do very well without services of so unreliable man as me and here I am most important man in the depot.

And so did scramble out to sell ye service and at end of line did bethink me to call mye goode dame and acquaint her with circumstances. Did tell her about bummer's sister on Cicero but she did wax furious and did scold about bum's sister and did crye about going home to mother and did slam receiver down with mightie bang.

Did come in softly and tiptoe to mye zancy's bedchamber but to no avail, for she out at me and did scold shrewishly about bummer's sister she verily believing bummer's sister to be another dame. Did busk her a kiss and soothe her prettily, poor dove until she counted mye bank and finde shortage of seventy cents. Did explain about shortage list but she not to be comforted did berate me the more and wail loudly that I did take bummer's sister to Cicero and accuse me of being a big butter and egg man. And so to bed putting mye head under the pillows to shut out mye hen patridge's caterwauling and resolving mightily to miss no more.
C. A. Knautz.

She called her new sweetie Pilgrim because he made so much progress.

Departments and Divisions

Accident Investigation & Legal

Mrs. Joshua Vong, wife of Gust Vong, 1243 West 73rd Place, who has been in this department for many years, passed away on February 20th, 1929. The funeral services were held Friday, February 22nd, from the Chapel at 63rd and Harvard. Interment at Oak Hill Cemetery.

Two other employees of this department sustained losses recently. Walter Donovan's father, Michael C. Donovan, passed away February 14th, 1929. Funeral services were held February 16th from the residence and interment was at Mt. Olivet Cemetery. A. B. McRee was called to Yukon, Oklahoma, because of the unexpected death of his father, J. D. McRee.

Carter H. Hastings of this department was quite surprised when presented with a boy and girl on February 1st, which makes his a family of six instead of four. Blackstone.

Electrical

Leo Berandt of 20th and Dearborn Substation, and F. Caste of Blue Island Avenue Substation, are back to work after their recent illness.

We have had more than our share of fellow workers on sick leave, among whom are John Ronick, Broadway Substation; M. Weber, conduit inspector Line Dept.; D. McNamara, 44th and Kedzie Substation; M. Mullin, elevator operator at the Tunnel Building, 330 S. Market Street, and J. McDonald, Line Department.

Pete Nelson, West Side bonding foreman, an employee for the past 42 years, was seriously injured in an automobile accident, a bone in the lower part of his leg being broken. Mr. Nelson has been in the Norwegian-American Hospital since February 8th. His youngest son also received minor injuries in this same accident. A speedy recovery is wished for both.

John Malone, armature winder, was injured while cranking his auto when he slipped on the ice and broke his leg. Our sympathy is with you, John.

Matt Lauer, an employee of this Department for the past 29 years, passed away January 31st after a long illness. He was laid at rest February 2nd at St. Boniface Cemetery. Our sympathy is extended to his son, Harry Lauer, chief timekeeper of the Electrical Department, as well as to the other members of the Lauer family.

Our sympathy is extended to Chas. Carlson in the loss of his father, Daniel Carlson, who died January 26th. Mr. Carlson has been with the Company at the old California Avenue steam power house.

One of our maintenance men has taken unto himself a wife. Through these columns we extend our best wishes and congratulations to Mr. and Mrs. Phil O'Grady. A month of honeymooning was spent motoring through

Florida and return. We understand a trip was made to Cuba—by airplane, or how? Those Havana cigars certainly please the smokers.

Happily embarked on the sea of matrimony again is the good fortune of Felix Girard, line-man on the Grand and Leavitt emergency, an employee for about 40 years. On January 16th he and Miss Anna E. Griffin were united in holy wedlock. After the wedding breakfast at the Stevens Hotel, a month's tour through the South was enjoyed by both. Congratulations. More cigars from the South!

A little advice to those contemplating matrimony. Pick out February 22nd, Washington's Birthday, and you will always be sure of a holiday on your anniversary for a little celebrating.

Greetings to Mr. and Mrs. Henry Richter



William H. Matthies and Billy Schenck in Their Auto Masterpiece "Way Back When"

who celebrated their wedding anniversary February 22nd, with the sincere wish for your continued happiness.

We are all waiting for the day when Eugene Lawson, Chauffeur for Mr. Klatte, comes out in that new uniform. We are told it will harmonize beautifully with the car he is now driving.

Harry Geir, operator at Lill Avenue Substation, is having his "uppers" mounted on a rubber plate so that he will be immune to electric shocks while eating the stray currents around the Station. He has our sympathies.

We welcome into our Department Messrs. George Flynn from the Engineering Department; Earl Essington from Schedule Department, and R. Mynor, a new man with the Company.

It has been rumored that Mr. G. Houska, helper at Van Buren St. Substation and Miss Pearl Thompson, a beauty contestant, are going to be married some time this month. It will be a public wedding at Guyon's Paradise Ballroom.

Clarence Weighart and Paul Schwab have

left the Company to take up new duties elsewhere. Our best wishes go with you both.

"Billy."

Material & Supplies

On account of the recent addition to his family, Herb Hoger is thinking about the purchase of a new Ford.

Jimmy Gillespie has been confined to his home on account of illness. We wish him a speedy recovery.

STOP! LOOK!! LISTEN!!! "You ain't heard nothing yet," unless you have had the pleasure of hearing the South M&S Department "Glee Club." C. Batterson, P. Kramer, J. Grimes and C. Gottschalk are the principal soloists.

Sam Murray has been very anxious to find out if a certain young lady can cook. Is the object matrimony, Sam?

Frank Rothman is taking lessons in Swedish since he has a new assistant, and oh, how he speaks it.

We wish to extend our sincere sympathy to Robert E. Buckley in his bereavement over the death of his mother, January 21.

M. & S. Dept., Clark & Division.

Engineering

Tony Vitalie, the dapper little Travelling Timekeeper, is one of the leaders in the Surface Lines Club Three-Cushion Billiard Tournament now running at the Gold Coast Rooms.

The Engineering Team is leading the Basketball League with four games won and none lost at this writing. The boys are putting up a snappy game and finished up the first half of the schdule on February 13th with a win over the strong West Shops team, the score being 35 to 11. Langley of the Building Department played a sweet game, being responsible for 7 baskets.

John Hatch read an article by a noted scientist who stated that the average life in the future would be 100 years. John remarks that this will be a great boon to the installment business.

"Syncopating Harry" Leaders and his two sons are rapidly approaching the "big time." This trio guarantees superfine renditions for the most discriminating audiences. A. Becker is considered the "child prodigy" of this ingenious conductor and is making wonderful progress as bass fiddler. Notice: This is not an advertisement.

Joe Westman was recently seen emerging from Warshawsky's. 'Tis rumored that Joe is trading in his "new" Pontiac for his "old" super-powered Hudson. Ignition trouble is the probable reason.

Hans Kliesch, the energetic organizer of the North-west Side, will take any old car. Of course, Kliesch is not a philanthropist, and does not run these "relics" into the LaGrange quarry, but evidently he expects to realize immensely from a future parts shortage.

Harry Safford, Welding Expert, has been sponsoring a "Back to Suspenders" campaign. He induced several of the boys to tidy up a bit around the waist line and conceal the line of demarcation between the vest and trousers.

Miss Margart Klinghofer, Stenographer at Clark & Division, gave a dinner dance to her

Sorority at one of the leading hotels recently. Some of her guests got almost enough to eat, and they danced merrily to the music of an imported jew's-harp until everybody became exhausted.

We extend our heartfelt sympathy to Charles Johnson and family in their bereavement over the death of their son.

Transit.

Purchasing-Insurance

The Club Members of the Pur.-Ins. Department wish to congratulate Dr. Fanning on his election as Director of the Club to their department.

Miss Irma Jahn has left our employ to take up another position. We wish her success in her new field of endeavor.

Through the efforts of a certain party the Pur.-Ins. Department can now boast 100 per cent membership.

We extend hearty welcome to Miss C. Cunningham from the Financial Department who has been transferred to the Insurance Department.

Andy.

Shops and Equipment—North and West

West Shops: We are glad to see Caroline Johnson back to work, and hope her health will continue to improve.

Walter Krull has been serving on the jury the past two weeks, and it was a hard job. Ask him about the new Cadillac he rode around in.

Our Blacksmith Shop Foreman, Mr. Charles Ringstrom, reports "No wedding bells ringing, funeral chimes striking, or increases in population." Everything very peaceful in the Blacksmith Shop.

And did you see Harold Ebeling's new Pontiac? This new addition evidently called for a hard hat, spats and a trick suit. Not the mustache though—that is not new.

L. Pluta, J. Maher and L. Kramer were off sick during the month, but are all well and back to work again.

Mr. L. Lapine of the Paint Shop, is still on the sick list, but we hope to see him on the job soon.

Eddie Boegen, armature winder, who has been off sick for the past month, is recuperating at the Speedway Hospital.

A new 1929 Pontiac is also the property of A. Bykouski, machinist. We have heard that the one and only Rosie donated the wire wheels.

North: Frank, the trolley man, is back to work again. He was struck by an automobile and laid up for a few weeks.

Blue Island: The home of Mr. and Mrs. Hoey was visited by the Stork on February 12th, and he left a 7½ pound baby girl. Congratulations!

The "Katzenjammer Kids" is what Steve Moreland calls the fingers on his left hand. He can tell what the weather is going to be by the feeling in his fingers. He is mostly right about that too. See if you can keep those Kids in better behavior this month, Steve, than you did in January and February, for we had plenty of rain and snow.

Division: J. Tynes is raising a mustache. We wonder if he is raising it to be more dignified when he attends the Glee Club rehearsals.

G. Holzschuh has joined the benedicts. He

was married February 11th. Congratulations, and thanks for the cigars.

Jane V. McCarthy.

South Shops and South Division Carhouses

We were very sorry to learn of the death of John Roberts, Car Wireman, who had been in the employ of the Company for over thirty-two years. Our sympathy is extended to the bereaved family.

It has been noticed that one of our young lady's boy friends waits for her when the day's work has been completed. We believe a romance has been in the making for some time past which we were not aware of until recently.

Ernest B. Winter, Former Foreman of the Painting Department for a number of years, passed away on February 16th. His many friends deplore his passing away and express their sincere sympathy to his family.

George Boora, Painter, is slowly recovering from a broken arm sustained on a slippery stairway at his home. We hope to see George back real soon.

Cottage Grove: The boys wish to express their sympathy to A. Yusti, whose brother passed away February 6th.

C. Winzenholler says that KFI—Los Angeles Radio Station—is a foreign country so far as his radio is concerned.

J. Gamen injured his leg about a week ago. However, it is well on the way to recovery.

C. Chappell and G. Kokologinis are still on the sick list. The boys wish them a speedy recovery.

P. Barone has returned to work after an illness of the flu.

Our Radio expert, E. Evers, after several months experimenting on L. Keane's radio, has brought results. He is now starting on C. Winzenholler's. He thinks perhaps Charlie's derby will have some effect on it.

P. O'Gorman has purchased a new bungalow.

77th Street: We are glad to see F. Walseck back on the job after a long illness.

P. Murphy is the proud daddy of a baby girl who arrived recently.

69th Street: We are very proud to have won the Pull-In Flag last month. This is the first time the flag has remained in the South Division for two consecutive months.

Archer: Christ Gohni appeared at work with four boxes of cigars and announced he has been married. The boys wish him the best of success.

J. P. McCauly.

On February 26th Mr. John E. Kehoe, one of our trial attorneys, was trying a case before Judge Lewis. When court was adjourned for the noon recess, some of the judges and a number of attorneys and friends gathered in the courtroom to felicitate with him on his birthday. Short talks were made by Messrs. Quin O'Brien and James C. McShane, who are frequently opposed to him in the trial of cases, to which Mr. Kehoe replied in acknowledgment, and then Judge McKinley, on behalf of some of those attending, presented Mr. Kehoe with Beveridge's "Life of Abraham Lincoln." Mr. Kehoe was very much pleased with this spontaneous and unexpected compliment.

Around the Car Stations

Cottage Grove

The officers of the Social and Athletic Club are to be congratulated on purchasing some new equipment for our clubroom. The \$1,300 spent on three new pool tables and pool balls will be appreciated more, by the members, than spending the money for one night's entertainment or stag party. We now have four first-class pool tables and one billiard table, and the members are requested not to abuse the tables.

Motorman Wm. Berg, champion pool player of the Chicago Surface Lines for a great many years, finally relinquished the title to Motorman John Dunker. A 300 ball game was agreed upon and was witnessed by a large gathering of fans. No cheering or remarks were permitted during the game, which gave each player an equal chance. The game opened and the first night both players scored evenly. On the second night's play Motorman John Dunker got in the lead and retained it to the finish, winning by 85 balls. Berg, when interviewed by the sports reporter, said it was a fair game and spoke highly of Dunker's playing, and hoped at some future time to regain the championship. Motorman John Dunker is now willing to defend his title and meet any trainman of the Chicago Surface Lines pool player. For particulars write Mr. H. W. Kennedy, Secretary S. and A. Club, Cottage Grove Depot.

The snowstorms of January and February have kept Superintendent C. Cricks and his Assistant Superintendent H. Hooper very busy. We are glad to report our service was 100 per cent. The superintendent and his assistant take this means of expressing their thanks to the trainmen for their cooperation and support.

The following Trainmen have been reported sick: Motorman G. M. Wood at Mercy Hospital; Conductor W. F. Friend at St. Luke's Hospital, and Motorman Henry Moss at Billings Midway Hospital. To each of these trainmen we wish a speedy recovery and hope to see them amongst us again soon.

The sympathy of the trainmen is extended to Motorman J. Birmingham whose mother recently passed away at Janesville, Wisconsin, 79 years of age.

Sympathy is also extended to Conductor C. E. Thompson whose mother recently died, and to Conductor W. J. Werner, who also lost his mother; to Conductor J. S. Schickel on the death of his sister, and to Motorman Charley Shaw on the death of his son-in-law, John Sharp.

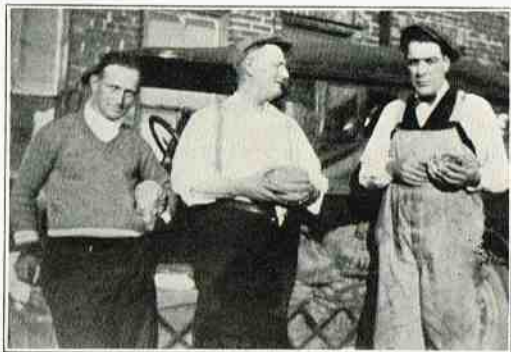
John H. Pickin.

Burnside

Conductor T. J. Wooden would like to know if a miss would be entered against him if he went to the dentist and took gas and did not wake up in time to report for work.

Supervisor F. Eggert, Conductor A. B. Olson, badge No. 12666, and Motorman B. J.

Duffy, badge No. 13309, in charge of the articulated car No. 4000, arrived at the Burnside Depot January 30th, 1929. Valued information was imparted by these three wise men and we take this means to express our appreciation of same. The car was placed into operation on the Hegewisch line the following day. The patrons on this street are well satisfied which was very evident, according to comments and letters received at the office.



Cecil and Ray Carroll and James Barber. Ray and Jim, Both of Burnside, Spent a Four-Day Furlough with Cecil on His Indiana Farm.

Motorman Henry Anderson was struck and knocked down by an automobile as he was standing on the sidewalk at 79th Street and Cottage Grove Avenue waiting for a street car. Henry is speedily recovering and we hope to see him back on his platform again very soon.

You do not have to ask Motorman Joe Wynn why he has the big smile. He will tell you. Yes, sir, a great big boy arrived at his home Feb. 2nd, 1929. Mother and baby doing fine. Congratulations.

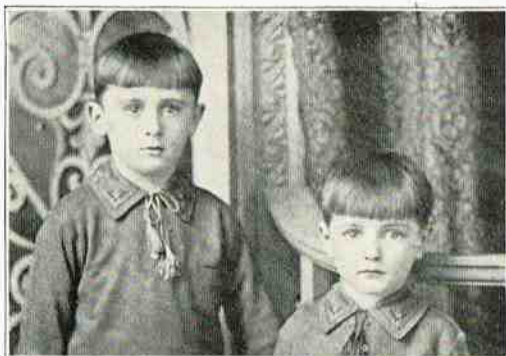
The other day Night Clerk Peters gave Martin Theis a cigar. But the next day Mr. Theis was missing. Later in the day we were informed he had stomach trouble. Some nickel cigars are too strong. Be careful, POP.

W. D. Frank,

Seventy-Seventh

On Tuesday evening, February 5, 1929, the Club held the first of a series of entertainments in the Club room with approximately 700 membes in attendance. At 8:00 o'clock the Chairman, Charles A. Gylling, started the ball rolling with a few remarks, one of which was that later in the evening he would ask the membership if they wished to continue these entertainments. This he did and received a thundering approval by the boys.

Motorman Dan Hefferman with his Irish bagpipes was the next and received a good hand, a quartette composed of Earl Bedore, Bill Sullivan, John Cassidy and Tom Morris, accompanied on the banjo by Frank Gunsolus, sang "Hail, Hail," and received two encores. Then Bill Sullivan sang a few Irish songs. The Chairman then called on Superintendent W. A. Bessette for a few remarks, and Assistant Superintendent J. B. Becker and Mr. F. W. Meyers followed.



Eugene A., 5, and Erwin J., 4 Years old, Sons of Motorman A. Postelanczyk of Burnside

Mr. R. Gerringer, furniture buyer for Klein Bros., Canalport and Halsted St., was introduced as the person whose efforts made it possible for the Club to buy our new chairs.

The remainder of the entertainment was as follows: Boxing: Dave McCann vs. John McCann, age 6 years, sons of Motorman Dave McCann and Motorman Andy McCann; Buddy Phillips vs. Pat McCann, age 8 years, sons of Motormen Bert Phillips and Dave McCann; George Dykema vs. Motorman Castro Hugo Dahmer, middleweights; Motorman Tom Glynn vs. Motorman M. J. Ryan, light heavyweights; Conductor Leonard Hobbs vs. Con-



The Electric Locomotive Used During the Construction of the 77th Street Car Station in November, 1908

ductor Jim Brown, welterweights. Motorman Ed. Willette acted as referee and timekeeper in all bouts with no decisions. Wrestling: Motorman Scotty Mitchell vs. Motorman Mike Corcoran, one fall, Corcoran winner Motorman Ed. Willette vs. Motorman Bert Phillips in an exhibition match.

Conductor Bill Burke, accompanied at the piano by his brother Tom, put on a Hebrew monologue and song which went over fine.

Conductor Dan Spikings, Motorman Bill Callahan, George Callahan and Ray Burkhardt of radio fame sang some very fine solos.

Conductor Frank Gunsolus had a little misfortune with his banjo, forcing him out of the show. Conductor John Blais gave a weight lifting exhibition, assisted by Ed. Willette and George Dykema.

In closing the program, Secretary Owen Duncan made a few remarks and invited the boys to have some refreshments, which we are pleased to say were good and plentiful and very efficiently handled by Receiver George Miller and his committee. The officers and directors take this means to thank the boys one and all who so willingly gave their services this evening. This ended our first attempt, which has been acclaimed a howling success.

We are pleased to state the arrival of youngsters at the following trainmen's homes: Conductor A. Moore, a boy; Motorman J. Dezelick, a boy; Conductor T. P. Caveney, a girl, and Motorman J. F. Kimball, a girl. Congratulations, boys, may our tribe increase.

Those new chairs for the club, did you see them? As one of the members expressed himself, "They're the berries."

The Officers and Directors were pleased by the number of new members who joined the Club and extend to all the same privilege. It is an expression of confidence that is greatly appreciated.

In the past month the following trainmen have suffered the loss of a relative: Conductor John Fee, his wife; Conductor E. L. Haaker, his father; Conductor John Swan, his mother; Conductor Tom Malone, his mother; and two of our oldest motormen, John Hood and Frank Sturmer. To the relatives this division extends its profound sympathy in their bereavement.

C. A. Gylling.

Blue Island

Division Six said "We Will" and we did win the Silver Car and the accident prevention contest for the year 1928. Now the thing to do is to get busy and keep the car for good. Mr. Maguire and the writer wishes to congratulate you all for the good work.

Conductors H. Campbell and A. Piper took unto themselves life partners recently. We all wish them all the best of luck and success.

Motorman A. Koehler was presented with a 13½ pound baby girl on Jan. 31st. Congratulations.

We wish to extend our sympathy to J. Sholdice in the loss of his mother and M. Brown in the loss of his wife.

C. P. Starr.

Lawndale

We have just passed and are still passing through a period of real work in the way of difficult car operation, and as usual the men of Lawndale did their bit and a little more, when requested to assist in snow and ice work more willing hands were ready to help than needed at all times, regardless of the fact there were many men off sick and it was almost impossible to excuse any one. This condition made it necessary for men to do snow and ice work and work their runs as well. This spirit of co-operation and good will, helped make a record which we believe has not been duplicated at any time in the past. Very good work, boys, and many thanks.

Several of our boys should be complimented for the large number of witnesses to accidents during the month Jan. 20th to Feb. 19th, 1929. Here are some who obtained ten or more witnesses: Conductors: A. Kozak, W. Harris, T. Durkin, J. Gallagher, O. Kohout, Ansorg, I. C. Vacha, P. Turczynski, Schaid A. J. Hagarty, O. Klenz, J. Tomsovic, M. Guilfoyle, P. Dau, P. Richter, J. Bonfield, A. Manson. Motormen: J. Hornoff, C. Zielke, C. Hansen, J. Nexbauer, G. Modrich, J. Vlach, P. Doherty, R. McGrath, T. Muldoon, E. Schroeder, A. Stuker, E. Naecker, P. Ryan, E. Chill, J. Spain.

Motorman Walter Hajost, 1706 W. 17th Street, who is on the sick list and very lonesome, would like to have the boys pay him a visit to help pass his time. And don't forget the boys at the Speedway Hospital, J. Donovan, F. Durham and R. Burns.

Wm. H. Hackbarth.

Kedzie

Sincere sympathy is extended to Cond. Geo. Lahey with the passing of his best friend, his mother.

The boys received quite a shock when they heard Buddy O'Connell had been joined in the holy bonds of matrimony. Just the same, Bud, you didn't get away with everything. We know all about the story of the mouse-trap, so you can laugh that off.

"This is a cruel world," says Harold Teen Volland, our handsome clerk. "Just think, I was on my way to a tea room when this fellow drove right into my car and knocked out fifty dollars worth of good material, but I showed him I was a good sport by paying him forty dollars for doing the job."

We all feel that the young lady who captured the heart of Dan Burns must be some girl, knowing him as we do. Anyhow, we wish them lots of luck.

There is more than one way to spell Safety but only one way to practice it. Wait. Sub.

North Avenue

Our ranks were depleted by the passing of two more of our men during February. Motorman Harry Faulkner, who entered service in 1903, passed away February 19 and was buried at Forest Home. Conductor Carl Redlick, who had nearly twelve years service to his credit, passed away February 18, Interment at Mount Emblem. Both of these men were well known and well liked and we will miss them. Our sympathy to their families and many friends.

Again it is asked that the conductors write their names plainly on trip sheets. Practically all records of your work are taken from your trip sheet and many of the people who handle it have only the sheet to go by. On our shortage list the other day Conductor Rabble appeared as Rabbi and you all know that is far from right.

And here is something confidential. Conductor Walter E. Schultz was married February 16. Congratulations, Walter, old top, and we won't breathe a word to anyone. Thanks for the cigars.

Conductor R. (Rip) Schanzle came in with 35 witnesses on a motor collision case the other day. A few more go-getters like this boy and we will be on top again.

Motorman H. Baumgartner announces the birth of a daughter Jan. 13.

Motorman Wally May, our star bowler, received a bouncing baby boy Valentine Day. That was nice of the wife, Wally.

Sympathy is expressed to Supervisor Bane in the loss of his sister and to Conductor George Huart in the loss of his mother.

And here is news: Conductor Leo Beers was married December 8. Congratulations to you and your bride, Leo.

Conductor Archie Nesbitt, who sells service on Chicago Avenue, is papa to a young man who arrived January 26.

Donald Henry Carlson arrived at the home of Conductor Henry Carlson November 11, 1928. This is a belated announcement and apology is made for losing the memo on the event. We make this explanation as Henry's good wife took him to task for not having the news appear in the magazine. Hope this fixes it up for you, Henry.

Here is a tale of brotherly love and no fooling. One of the brothers Debold was working on the plow one night and somehow got a blow on the mouth while handling one of the wings. His mouth swelled up and on receiving a meal ticket he called up his brother and told him to come down to the lunch room, saying that all he could eat was soup and that they might as well keep the meal in the family and that he could eat the solids. C. A. Knautz.

Armitage

Conductor John O'Keefe earned a word of praise from Supt. Bolger and dispatcher. When on his way home after attending to the duties of operating a night car on February 14, he observed a piece of broken rail at Milwaukee and Albany Avenues, and interested himself by immediately reporting to dispatcher, then returning to warn approaching cars of the impending danger.



Junior Hamilton, grandson of Motorman J. Snider of Division, Ready for Sand Pile Activities When Spring Arrives

Motorman W. Weege came in for some admiration and praise by Superintendent Bolger and Assistant Superintendent Milz. Off duty, Weege came upon the scene of an accident where an automobile collided with a car. While the motorman was obtaining witnesses and other data, Weege stepped in and operated

car to terminal, thus eliminating any great delay to service.

Charley Michelsen joined the ranks of the blue coats. Charley ought to make a good cop.

Nels Henderson, after a long illness, passed away February 9, 1929. Our sympathy is extended to his loved ones in their bereavement.

We are hoping for the speedy recovery of Conductor E. Carroll, who was injured February 9, 1929.

We are glad to see Bill Sorge back on the job after an operation. Bill says it's wonderful what the old Docs can do with the knife. Of course, Bill paid particular attention while the work was going on. L. M. O. C.

Elston

We are all glad to see Conductor Pierschel back to work after a long siege of sickness. Welcome back, Charlie.

Now that the hunting season is over, members of the Elston Ave. Gun Club can be heard talking about fish. It won't be long now, boys.

Kap. Hannemann is wearing a big smile these days, the first since his trip to Sturgeon Bay. What's it all about, Kap?

Our popular Receiver, Gus Niehaus, is promoting a new invention. All prospective buyers see Gus early and avoid the rush as they will move fast when the people get wise to it, says Gus.

Now, boys, this is the beginning of a New Year in Accident Prevention, Courtesy and Witness Contests. Let us all put our shoulder to the wheel and see that Elston leads them all. It can be done, boys. E.

Noble

Conductor Joe. Gorzynski, better known as "Automobile Joe" among the trainmen of this depot, died Wednesday evening, February 20th after a long illness and was buried Monday morning, February 25th. The funeral was attended by a large number of the trainmen with whom Joe made friends during his sixteen years of service as conductor at this depot.

Conductor A. Nygard wants the world to know that the City of Chicago is the one and only place to live after all and that he will furnish facts to any one doubting his word.

The bell in our street telephone box at Cortland & Ash, sounds so much like the bells on the steam engines of the Northwestern railroad at that point that every time an engine passes Supervisor Jauman runs to the box to answer the telephone.

Motorman D. Milbrandt helped our percentage in the witness contest by helping his leader get twenty-eight witnesses when his leader had an accident at Lake & Paulina Sts.

John Foster, our Asst. Repair Foreman, is looking for fishing tackle. Any one having any old tackle that they don't need will sure help him out by bringing it down and leaving it with the clerk. John is a great fisherman and has even gone out to Mud Lake and chopped a hole in the ice in order to catch a few minnows. C. Demoure.

Lincoln

Conductor C. Pearson, who underwent an operation at the Illinois Masonic Hospital, is at home again and getting along nicely.

P. McHugh is at the Alexian Bros. Hospital, suffering with an infection in the arm.

Three of our boys who have been on the sick list quite a while and would enjoy having the boys call on them for a visit to cheer them up a bit are J. A. Tessner, H. Gerts and W. Gericke.

A new baby girl weighing 6 pounds 11 ounces came to the home of Motorman H. Casper Feb. 1, 1929. A son was presented to Conductor N. W. Parks on February 3rd, weight 8½ pounds.

Conductor C. Carpenter, who was on the extra list, was appointed starter at Lincoln Station. He's a nice young fellow, well liked by all the boys, and we hope he makes good in his new position.

The long cold winter, with its blustery, icy blasts, doesn't worry one of our conductors, Jimmie Sullivan. He never wears overshoes, ear muffs, overcoat, sweater or bundles up in any way. He wears B. V. D.s, low shoes, silk socks, his uniform is always clean and neatly pressed and his shoes are polished like mirrors. He is well liked by every one of the boys, can take a joke and give one, and has never been known to get sore. Tell us where you get your pep, Jimmie?

The Lincoln boys were not so successful in the last 12 months of Accident Prevention as we were the previous year. In 1926 we were in second place and in 1927 we were in first place. In 1928 we have run pretty close to the top, but not close enough. Now as the 1929 contest is just starting, why not start right out with a good beginning and end with a wonderful finish? Also let us get into the other contests with more pep and make a good showing in these, too.

H. Spethman.

Limits

On January 26 our friend, Harold Eash, was united in matrimony to Helen Sherman at Park Kostner Church, the Rev. Troyer officiating, after which a reception was held at the



Catheren I. Cromie, the two-year-old daughter of Conductor Walter Cromie of Limits, Out for a Walk in the Snow

home of the bride, 4136 Palmer St. They are now on their honeymoon on the Mediterranean near East Syria and Egypt where the bride-

groom's father, Rev. Eash, is making an extended tour. The couple expects to be home June first.

Motorman Phil Murphy is the proud daddy of a 10 pound boy, born Feb. 2, 1929, at St. Joseph's Hospital. Mother and baby doing well.

Conductor John McGreevy welcomed a baby girl into his home on February 2nd. Miss McGreevy weighed 8½ pounds.

Conductor Peter Kane also welcomed an 8 pound daughter into his home on February 20th. Both young ladies and their mothers are doing nicely.

Motorman A. J. Heyden was called upon to part with his brother Emil of 2130 West 21st St. on Jan. 30th. Funeral was Feb. 2nd from Krusi Chapel; interment Waldheim Cemetery. We extend our heartfelt sympathy to Mot. Heyden.

Conductors C. Straus and Henry Schultz were recently the victims of a sleight of hand robbery of \$8.75 and \$10.00, respectively. It seems that a woman with a bundle gets on at Grand Ave. and manipulates the bundle in front of the conductor, asks a series of foolish questions and then works the 25c and 10c barrels for all he can get, so BEWARE!

E. G. Rodgers.

Twin Coach Section

The boys are still talking about the cigars passed out by John Carr, bus washer, in celebration of the arrival, at the Carr residence, of a 7½ pound baby girl on February 6th. Congratulations to the Carrs.

We extend our deepest sympathy to Operator Ed. Golding and family in the loss of their mother on January 28th, 1929.

Repairman Harry Karadimos held a grand reception at his home the other evening to celebrate the twenty-ninth anniversary of his single bliss. He demonstrated the famous "Coulon lifting act," much to H. Henry's perplexity.

Operator "Ted" Raypholtz seems to be growing more rotund every day. Evidently the atmosphere out Westwood way is agreeing with him.

Fag.

O, Charley Starr!

Some time in last November
Blue Island clerks remember
One Charley Starr got gay and made a bet
The wager to be paid
If Hoover made the grade
Was much ice cream—but nothing doing yet.
The gang now asks each day:
"Is Charley going to pay?"
They surely are a bunch of grouchy boys.
"Ice cream! Ice cream! Ice cream!"
You'll hear them wildly scream.
Come, Charley, settle up and stop their noise.
—Office Force.

Helpful Suggestion

"Willie," said the Sunday school teacher severely, "you shouldn't talk like that to your playmate. Had you ever thought of heaping coals of fire on his head?"

"Gee! No, ma'am, I hadn't, but it's a peach of an idea."

A Smile or Two from Everywhere

Think That Over!

Professor (after lecture)—“Are there any questions?”

Student—“Yes, sir; how do you calculate the horse-power in a donkey engine?”

A Non-Support Charge

“Ah wants to divorce mah husband,” declared Aunt Jemima, to the lawyer. “He’s done got religion, an’ we ain’t had a chicken on de table fo’ six weeks.”

Take Your Choice

A fat woman elbowed her way through the crowd, jabbing first one person then another. Finally she gave one nearby man an unusually hard thump, and said:

“Say, does it make any difference to you if I get out at Greenmount Cemetery?”

“Not to me, madam,” he said.

The maid had been using surreptitiously the bath tub of her employer, an elderly bishop. He was a bachelor, very fastidious about his toilet, and desired the exclusive use of his tub. He reprimanded the maid with much indignation:

“What distresses me most, Mary, is that you have done this behind my back.”

A cub reporter, frequently reprimanded for prolixity and warned to be brief, turned in the following:

“A shocking affair occurred last night. Sir Edward Hopeless, a guest at Lady Panmore’s ball, complained of feeling ill, took a highball, his hat, his coat, his departure, no notice of his friends, a taxi, a pistol from his pocket, and finally his life. Nice chap. Regrets and all that.”

“Half the City Council Are Crooks,” was the glaring headlines. A retraction in full was demanded of the editor under penalty of arrest. Next afternoon the headline read: “Half the City Council Aren’t Crooks.”

A Frenchman who could speak no English was driving along one day and saw a man lying injured by the roadside. Stopping to see if he could be of any assistance he approached the prostrated man.

“Parlez vous Francais?” he asked.

“No, Chevrolet Coupe,” was the response.

A guest of a small Southern hotel was awakened early one morning by a knock on his door.

“What is it?” he called drowsily without getting up.

“A telegram, Boss,” responded a negro’s voice.

“Well, can’t you shove it under the door without waking me up so early?”

“No, suh,” the darky answered, “it’s on a tray.”

And Drink Canada Dry

Skippy: “I saw a man swallow a sword.”

Dippy: “That’s nothin’, I saw a man inhale a camel.”

Too Expensive

Abie: Vot is de idea of raising de price of gasoline all de time?

Garage Man: What do you care? You haven’t a car.

Abie: No, but I got a cigar lighter.

What It’s For

“What do you make a week?” asked a judge of an Italian organ grinder.

“Twenty dollars, sare.”

“What! Twenty dollars for grinding an organ?”

“No, sare; not for da grind, but for da shut up and go away.”

Hasn’t the Requirements

Lady of the House: “You’re a big, healthy man. Why don’t you go to work?”

Tramp: “Madam, my trouble is I’m an unhappy medium.”

Lady: “What on earth is that?”

Tramp: “I’m too heavy for light work, and too light for heavy work.”

Old Timer

“Grandpa, were you in the ark?”

“Certainly not, my dear.”

“Then why weren’t you drowned?”

Unanimous

The teacher of a rural school one day received the following note, which might easily pass for an example of conciseness in writing:

“Please excuse Willie from school today. He caught a skunk.”

A perplexed porter was explaining an unprecedented situation to the Pullman conductor.

“But, captain, the stepladder’s missing; who took it? And why? And how?”

“But who would want to steal a Pullman ladder,” expostulated the conductor.

“I don’t know, but she’s gone,” responded the porter.

At this juncture a passenger occupying an upper berth for the first time overheard the conversation, parted the curtain and remarked genially:

“Here, porter, you mav use mine. I won’t need it till morning!”

Thinks She’s a Soda Fountain

City Lad: Say, Dad, how many kinds of milk are there?

Father: Well, there’s evaporated milk, buttermilk, and—but why do you want to know?

City Lad: Oh, I’m drawing a picture of a cow, and I wanted to know how many spigots to put on her.

