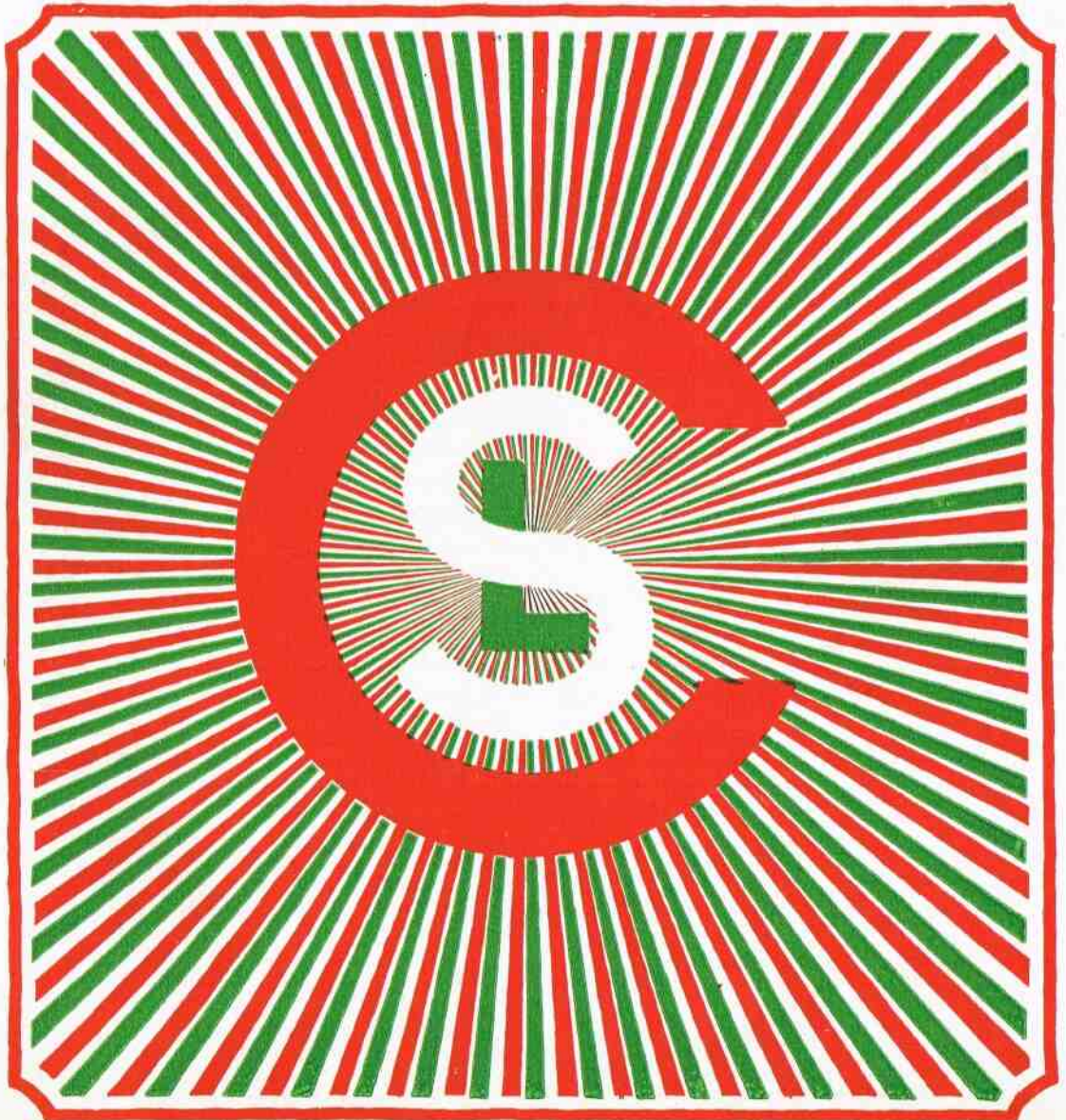


# SURFACE SERVICE MAGAZINE

VOLUME 6

DECEMBER, 1929

NUMBER 9



## Christmas

Christmas in lands of the fir-tree and pine,  
Christmas in lands of the palm-tree and vine,  
Christmas where snow peaks stand solemn and white,  
Christmas where corn-fields lie sunny and bright,  
Everywhere, everywhere Christmas tonight!

Christmas where children are hopeful and gay,  
Christmas where old men are patient and gray,  
Christmas where peace, like a dove in its flight,  
Broods o'er brave men in thick of the fight:  
Everywhere, everywhere Christmas tonight!

Everywhere, everywhere Christmas tonight!  
For the Christ-child who comes is the Master of all,  
No palace too great, no cottage too small,  
The angels who welcome Him sing from the height,  
"In the city of David a King in His Might!"  
Everywhere, everywhere Christmas tonight!

So the stars of the midnight which compass us round,  
Shall see a strange glory and hear a sweet sound,  
And cry, "Look! the earth is aflame with delight!  
O sons of the morning, rejoice at the sight!"  
Everywhere, everywhere Christmas tonight!

—PHILLIPS BROOKS.



# Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 6

DECEMBER, 1929

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## Lincoln Hanging to Lead

*Burnside Has Climbed to Second Place Ousting Seventy-Seventh—  
Archer High for November*

Cumulative February to November, Inclusive.

		Percent
First Place .....	Division No. 11, Lincoln .....	89.45
Second Place .....	Division No. 2, Burnside .....	87.81
Third Place .....	Division No. 6, Lawndale & Blue Island....	87.62
Fourth Place .....	Division No. 10, Elston & Noble.....	87.51
Fifth Place .....	Division No. 3, Seventy-Seventh .....	87.46
Sixth Place .....	Division No. 1, Cottage Grove .....	85.92
Seventh Place .....	Division No. 7, Kedzie .....	85.73
Eighth Place .....	Division No. 9, Division & Armitage .....	85.66
Ninth Place .....	Division No. 4, Sixty-Ninth .....	85.66
Tenth Place .....	Division No. 5, Archer .....	83.62
Eleventh Place.....	Division No. 8, North Avenue .....	81.76
Twelfth Place .....	Division No. 12, Devon-Limits .....	81.60
AVERAGE .....		86.08

### Monthly Record for November, 1929

First Place.....	Division No. 5, Archer .....	91.14
Second Place .....	Division No. 4, Sixty-Ninth .....	89.25
Third Place .....	Division No. 3, Seventy-Seventh .....	88.06
Fourth Place .....	Division No. 10, Elston & Noble .....	87.99
Fifth Place .....	Division No. 11, Lincoln .....	87.48
Sixth Place .....	Division No. 2, Burnside .....	87.34
Seventh Place .....	Division No. 7, Kedzie .....	86.96
Eighth Place .....	Division No. 1, Cottage Grove .....	86.79
Ninth Place .....	Division No. 6, Lawndale & Blue Island ...	85.02
Tenth Place .....	Division No. 9, Division & Armitage.....	83.56
Eleventh Place .....	Division No. 12, Devon-Limits .....	83.07
Twelfth Place .....	Division No. 8, North Avenue .....	80.39
AVERAGE .....		86.16

By William Pasche,  
Supervisor, Accident Prevention

Two months to go, December and January, and another Accident Prevention Contest will have ended. Five Divisions are closely bunched, two points separating the leaders from the Division which is now in fifth place. At the close of November we find Lincoln Depot, Division No. 11, leading, as they have been for the past few months. Burnside Depot, Division No. 2, which at the close of October was in fifth place, has moved up next to the leaders and is now in second position. Lawndale-Blue-Island Depot, Division No. 6, remains in third

place and Elston-Noble, Division No. 10, holds fourth place, the same as at the close of October. Now for the surprise. 77th Street Depot, Division No. 3, who have been in second place, right close to the leaders for a number of months, have dropped back to fifth position. For the month of November, Archer Depot, Division No. 5, made the best showing.

We have now had a taste of winter weather accompanied by all of the things that go with low temperatures. The experience gained during our introduction to these changed operating conditions should be valuable during the remaining months of the winter.

Motormen now have seen vehicles which pass their cars while running in the same directions between the rail and the curb, sideswipe their cars because of the slippery pavement. In some other instances machines while running parallel with the street car have struck the right corner of the car when cutting in ahead, swinging their machines a little to the left just as they are passing the front of the car; and in other cases autos coming up from behind the car and trying to get past the front corner and a

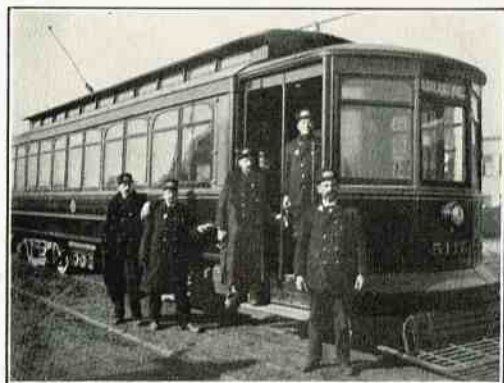
vehicle is trying to pass, especially at night, by the rays of the automobile headlights which show out ahead of the car. And no matter how or when you find that a machine is trying to pass your car, throw off the power and take the slack out of the brake rigging, thereby slowing up the car and allowing the vehicle to pass.

During this time of the year we may see snow and ice piled up against the curb making it impossible for vehicles to park as close to the curb as they should, with some part of the machine close to the track, and here, Mr. Motorman, is where you should use your head. When you have been delayed because of congestion caused by winter conditions you probably are carrying more passengers than would be the case if you were running on scheduled time. That means that you may have some passengers hanging on the rear step of the car. So, when approaching a vehicle parked close to the car track, make sure that you have ample clearance before trying to pass. In this way you will be sure that you are not taking a chance of having someone brushed from the rear step.

The condition of the streets during this period of the year has also reminded us again that on approaching intersections it is necessary to be constantly on the alert because of vehicles which may be driven at high speed in approaching these intersecting streets. The drivers failing to remember the slippery pavement may jam on the brakes and skid out onto the track in front of a street car. This class of accidents can be reduced by sounding the gong and having the car under control at all intersecting streets. Conductors and motormen during the past months have scored splendid decreases in both boarding and alighting and vehicle accidents.

#### Wore Goggles—Saved Eyes

William Lonergan, Pay Roll No. 6609, working on the Kerwin track grinders on Archer Avenue, east of Throop Street, was dressing a grinder wheel on November 12, 1929, when the flange of the wheel picked up a small nut in the groove of the rail and threw it against his goggles. The shattered lens shown in the picture will give you an idea of the force of the blow.



Conductor G. J. Graper Submits This Photograph Which Was Taken in 1901. Graper Stands at the Right, Fred Kappen in the Fur Overcoat Stands at the Extreme Left. The Man on Whose Shoulders He Is Leaning Is Unidentified. Matt Donnelly Stands On the Step and On the Platform Is the Late Dennis McKenna, Father of Clerk Mike McKenna of 77th Street. This Is a 77th Street Group.

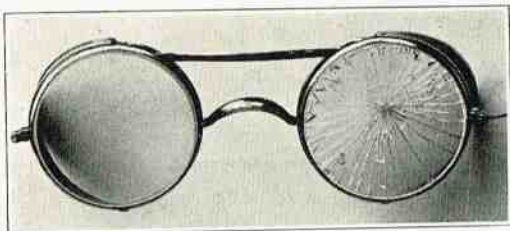
parked automobile have failed by just enough to cause a crash.

The thought seems to prevail that accidents such as described above are not chargeable to the motorman. This may be true, but the writer does not subscribe to this thought in all instances. He is of the opinion that many of this class of accidents can be prevented if motormen will not allow themselves to be induced to race the passing vehicle—if, instead of speeding up they will throw off the power and slow the car a little when they know that a machine is trying to pass.

The reader after reading this may think "Well, how do I know that a machine is trying to pass—I don't have eyes in the back of my head?"

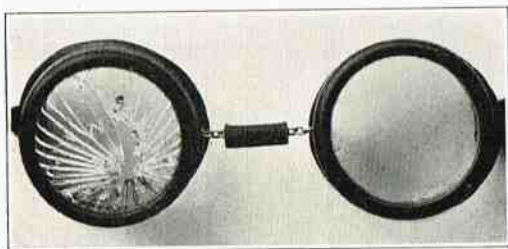
But we often do know that some





Lonergan received no injury to his eye. Without a doubt, his goggles prevented serious injury.

Another careful and therefore fortunate employee was C. Michicke, employed on track work at Western Avenue and Arthur Street. On November 23, a sizable piece of granite flew from beneath the



blow of a sledge and struck one of the lenses in his safety goggles with such force that the safety glass was shattered as shown in the cut, but there was no injury to the eye.

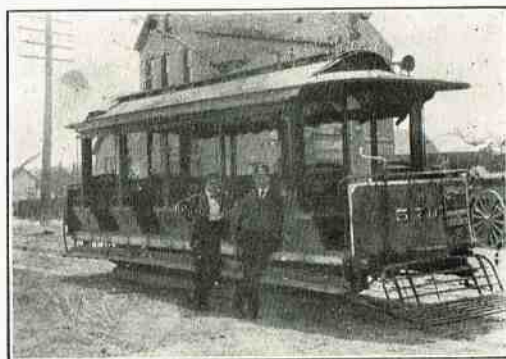
So far this year, we have had 24 instances of shattered lenses in goggles worn by employees in the Engineering Department, with no injury whatever to the eyes.

### Honor Roll of Truck Chauffeurs and Bus Operators

Following are the names of Chicago Surface Lines truck chauffeurs and bus operators who have operated during the months of July, August and September, without a chargeable accident and Merit Cards have been issued for these men by the Chicago Safety Council.

Chauffeurs	
A. Anderson	G. Mander
J. Barrett	R. Mau
A. Becker	J. Mulree
F. Becker	W. Murray
T. Bennett	V. McAllister
E. Birns	P. McCafferty
E. Bosco	G. McCullum
M. Brogan	E. McGinn
T. Buglio	W. McGinn
C. Callahan	T. Nelson
P. Carpino	W. Noble
J. Corbett	E. Nolan
	W. Nolan

E. Coutre	E. O'Brien
J. Coutre	W. O'Brien
J. Conlin	T. O'Connell
H. Dagenais	C. Oechel
J. Dennehy	J. Pascola
P. Dennehy	W. Peschel
R. DeVogelaere	F. Peterson
D. Dillon	G. Potter
H. Doran	J. Rafferty
M. Doyle	P. Rechs
J. Dudas	D. Reuhmann
E. Fehlhaber	G. Rhode
E. Fitzgibbons	T. Rice
A. Gray	W. Raskoff
M. Griffin	E. Schumacher
A. Haas	L. Seber
J. Hanus	O. Secor
H. Harner	E. Smith
J. Heisman	J. Smith
H. Hitchins	W. Smith
R. Holland	F. Snider
H. Hoover	R. Staley
G. Imme	C. Thomas
F. Jacobs	M. Vincek
A. Janke	P. Wagner
N. Janke	J. Westman
J. Jones	E. Witt
H. Kliesch	J. Zeravich
H. Kock	<b>Bus Operators</b>
C. Kuehl	R. J. Bailey
H. Lau	E. H. Golding
E. Lawson	J. S. Hickey
H. Leaders	P. J. McCarthy
W. Lemon	J. A. Nelson
M. Lump	S. M. Peterson
J. Lunn	W. J. Newman
H. Lynch	R. J. Schefke
F. Madsen	



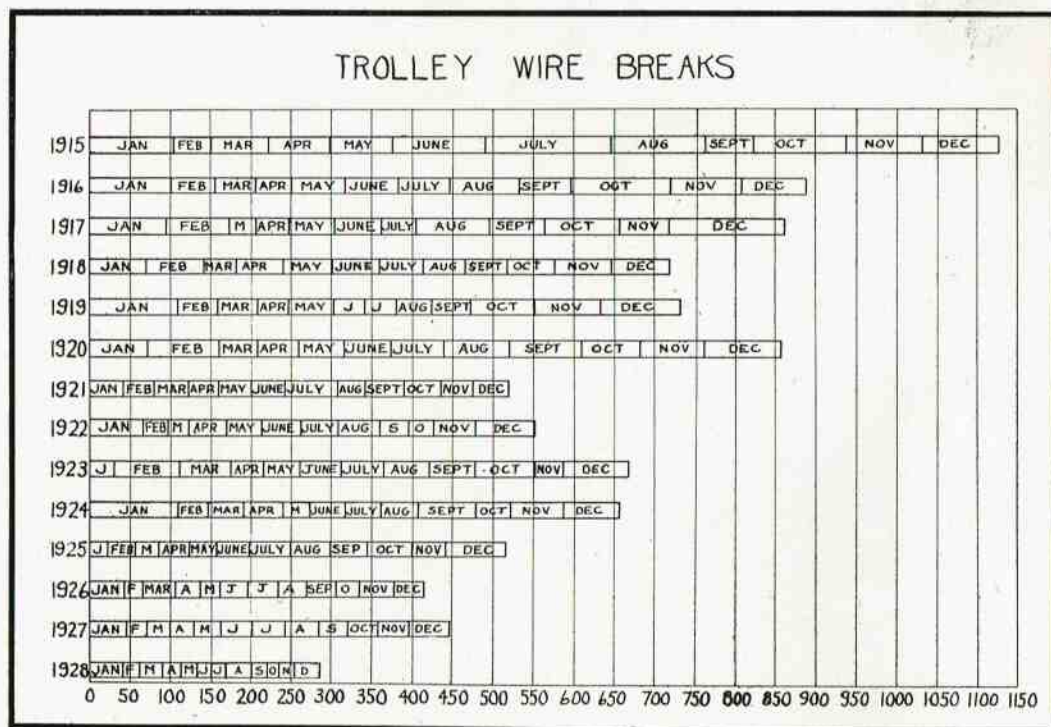
Conductor B. Shipper of Blue Island Depot and Motorman F. Haggen, Now Retired, Photographed in 1902 at 26th and Crawford.

### Snappy Comeback

A humorous story is told of a stout woman who tried to rise from her seat in a crowded joggling car. Her struggles were noticed by a thoughtless youth who remarked to his companion, "If she ate yeast maybe she'd rise better." The remark was overheard by the woman who made the snappy comeback, "And if you ate some yourself, young man, you might be better bred!"

# Lengthening Trolley Wire Life

*Interesting Results Follow Years of Study and Development of New Devices*



A chain is no stronger than its weakest link is an old adage that applies particularly well to the overhead trolley system. The accompanying chart reflects the result of the scientific research conducted by the Electrical Department and particularly by Engineer Miley, for the purpose of locating the weak spots in the overhead network and eliminating them. Investigating the causes of trolley breaks disclosed that the hardware which is used to support, join and feed the wire formed the weakest "links" in the trolley chain. The "hardware" in use was the best obtainable and used throughout the country by all street railway companies.

New designs of trolley "ears" which support the wire were experimented with and developed until our own organization perfected an "ear" that lasted five times as long as the old type, and protected the trolley wire itself until the "ear" was renewed. The old style "ear" permitted the trolley wire to be attacked

by the burning flash and resulted in many delays from trolley breaks.

Another development of the electrical department was an armor covering of copper that is placed over bad spots in the wire thus protecting it until the end of the life of the wire.

Frequent inspection of the overhead system by a special crew discovers the weak spots before the breaks occur and saves many delays to the riders. The use of heavier trolley wire in recent years has been another factor in reduction of breaks.

Not all of the trolley breaks are due to faulty equipment. In 1928 44 per cent, or nearly half of the breaks were caused by such occurrences as steam shovels trying to cross the tracks and "shorting" the wire, falling trees, storms and wires of other equipments falling on ours.

Breaks from causes beyond our control are constantly increasing. But those which we can prevent are approaching the vanishing point.



## Two Wonderful Evenings

*Women's Auxiliary Entertains Club Members and Follows with a Notable Dramatic Event*



Originals of the Photographs Shown in the Entertainment, "The Album," at the Club House.

We had a most enjoyable time the other evening at the Clubhouse looking over Aunt Jemima's old family album. You know how funny we look in pictures taken even a few years ago, so you can imagine the good time we had viewing styles from the time Aunt Jemima's Ma was a girl of ten.

The album with its appropriate and picturesque cover stood six feet high and occupied the center of the stage. As Aunt Jemima, portrayed by Mrs. Howard Howe, told the story of the pictures in her album, Miss Belle, her young visitor of modern times (Ann Taylor) turned back the golden cover of the album, revealing the characters as they appeared in the large oval frame as follows:

Ma (When she was ten).....	Marie Sullivan
Ma (just before she was married when she was the belle of the town).....	Mary Wiley
Pa .....	William Devereux
Ma and three of the children {	Marie Victory
	Sarine Davis
	Richard O'Brien
Twins.....	Billy Schenck, Robert Malmquist
Grandma.....	Rose Voos
Geo. Washington Sparks (a boy of nine)....	
.....	Evelyn Jones
Aunt Mary Jone.....	Floyd Frank
Sam, Ma's oldest brother .....	Jim Norton
Sam's Wife.....	Agnes Helein
Jenny Lind (the famous singer).....	
.....	Gertrude Shipley
Cyrus, Jr. (a jolly lad).....	Bill Frank
Peleg (the hired man).....	Jack Lynch
Cook.....	Ann Kerruish

Mary Ann.....	Nina Berg
Deacon Phillips.....	U. G. Lee
Aunt Minerva Hopkins (who saw sperrits) .....	Ruth Bussey
Uncle Jerry Sparks (Ma's oldest brother)....	Art Johnson
Emma Peabody (an ornament to sassiety)...	Esther Sandstrom
Prof. Abraham Tweedy.....	T. Miller
Betty Lou (a flapper).....	Dorothy Peacock
Liza (who cooked for General Lee).....	Rose Kleefeld
Rebecca and her man {	(the bride and groom)
Jeremiah Sparks {	Marie Krausman
	Ed. Cummings
Phoebe Sparks (a cousin).....	Emma Miller

All of the 24 characters were very interesting and received much applause. Some who were hailed with glee and hand-clapping by the children in the audience were the Twins, who stood so straight and sturdy, Cyrus, Jr., the jolly farmer boy, who liked to fish, and Peleg, the hired man, whose eyes crossed and uncrossed. As for Aunt Mary Jane, so stern in reality, the thunderous applause proved too much for her and she was forced to apply her handkerchief to her streaming eyes. Much time and thought had been given to the choosing of characters and costumes by Mrs. Virginia Tabb, President of the Club, and Miss Helen Griffin, Chairman of the Program Committee, and many compliments were received on the effective result. It was interesting to know that the white satin gown worn by Mrs. Tabb was the wed-

ding gown of Mrs. John E. Wilkie, and the wine-colored, beruffled silk dress worn by Miss Nina Berg (Mary Ann), was the wedding gown of Mrs. Lillian Hoeft Moloney's mother.

The Surface Lines Club Quartette,—Messrs. R. F. French, Charles Gash, L. E. Bohlin and Joseph Marshall, furnished a very enjoyable part of the program by singing many old favorites "back-stage" between scenes, among them being "Silver Threads Among the Gold," "Last Rose of Summer," "Love's Old Sweet Song" and "In the Gloaming." At the close of the program the Quartette stepped before the curtain and gave "The Long Day Closes" and for an encore "Fishing." Their voices blended well and they sang with much feeling and sweetness of tone. It was a treat to hear them and the hope was expressed that they would appear often.

Under the direction of Mrs. Florence Tremel, Chairman of the Dance Committee, the evening wound up with dancing to the delightful music of the Marigold Syncopators.

### Dramatic and Musical Talent in Evidence

Our Women's Auxiliary stepped into the column of the Society Page of the Tribune and The Daily News when our ambitious resident arranged the party given November 21 by the Accounting Department. It was a pleasant surprise to her and to all of us.

Were you one of the fortunate ones who wended her way to the clubhouse on November 21, a cold, rainy, snowy night? If not, you certainly missed a rare evening. And I mean rare, for not often in the history of our club have we been able to enjoy seeing players of such talent as Miss Gloria Chandler and Mr. Ben Adam with the fine cast from the Cloister Mummies and the Jack and Jill theater of St. Chrysostom's Church—an organization known all along the Gold Coast of the North Shore. They gave us two most enjoyable plays "The Shoe On the Other Foot" (written by Mr. Ben Adam) and a comedy entitled "A Boy's Proposal," which was exceedingly well acted by the principals, Miss Chandler, Mr. Ben Adam and young Mr. Malke-mus, the latter making a great hit with

our girls. We greatly appreciate their generous contribution to a most successful evening.

Surprises never cease. Much budding talent has been uncovered in the Financial Department as well as by the Chicago Symphony Orchestra. Opening the evening with a musical number Miss Ellen Potter played very well indeed and was much enjoyed. Then appeared Miss Helen Baird, acting not quite herself, being dressed up as a boy. She gave a little skit entitled "Hiding Under the Buggy Seat." This evoked great applause and an encore called "The Biggest Fish" was given. A little later imagine our surprise when our versatile Miss Baird stepped forth and played a violin duet with Miss Marie Kornke, Miss Kornke showing quite a mastery of her instrument. May I say Miss Baird has another string to her bow; she is quite an illustrator. The violins were accompanied very acceptably by Miss Lucille Peterson. We again listened to Miss Potter, whose number closed the musical program.

We almost felt we were invited to an "At Home," for when the refreshments were served the players partook seated on the stage. Did I say luscious eats? They surely were,—just about the best ever. Why not, with fruit salad jello topped with whipped cream, wonderful home baked cakes and good coffee (whose but Mabel's).

It was a lovely party, one to be long remembered.  
H. G.

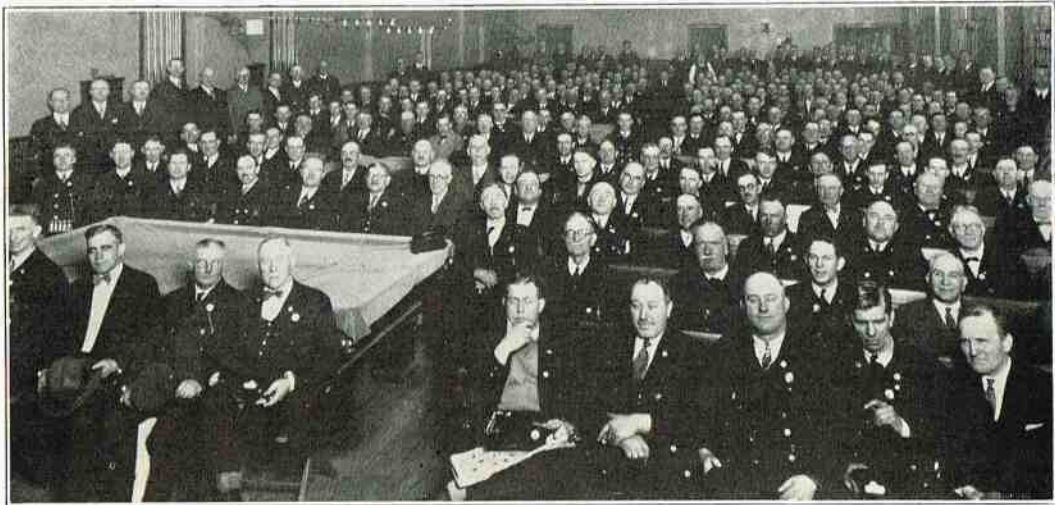


Robert Lee Snow Brown, Grandson of Conductor L. R. Shank of 77th.



## Sixth Division Courtesy Leaders

*Whole System Will Have Chance to Prove Its Worth in Holiday Rush*



The Audience at Kedzie Station Addressed by Messrs. Evenson and Pasche.

The cumulative standing of the sixteen depots in the Courtesy Contest on November 30 is as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
1 Lawndale .....	21	6	9	5	41	7
2 Blue Island ..	16	5	14	1	36	12
3 Archer .....	51	35	18	16	120	28
4 Lincoln .....	29	14	14	9	66	16
5 North .....	106	45	32	39	222	36
6 Limits .....	29	11	12	9	61	16
7 Kedzie .....	65	39	36	16	156	34
8 Armitage .....	38	21	11	7	77	15
9 77th .....	103	46	28	38	215	66
10 Division .....	40	27	18	10	95	8
11 69th .....	67	44	43	22	176	30
12 Elston .....	32	11	10	9	62	11
13 Noble .....	29	10	15	3	57	5
14 Devon .....	82	41	24	22	169	52
15 Cot. Grove ...	78	46	22	12	158	35
16 Burnside .....	53	24	15	13	105	19

Total .....839 425 321 231 1816 390

The total chargeable complaint analysis for the same period follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
May ....	153	73	66	43	335	73
June ....	134	60	39	31	264	50
July ....	132	66	69	32	299	36
Aug. ....	113	49	32	28	222	40
Sept. ....	97	32	35	22	186	55
Oct. ....	98	69	41	45	253	63
Nov. ....	112	76	39	30	257	73

Total ,839 425 321 231 1816 390

The following table shows the total number of chargeable complaints received during the first seven months of the 1927, 1928 and 1929 Courtesy Contests:

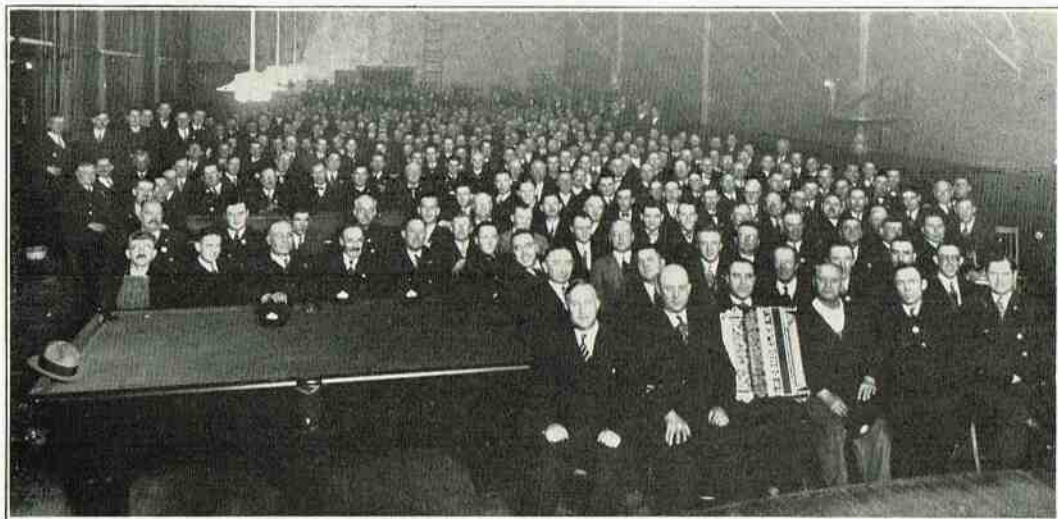
	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
1927 ....	999	426	396	304	2125	261
1928 ....	903	475	323	246	1947	316
1929 ....	839	425	321	231	1816	309

### By C. H. Evenson, Superintendent of Transportation

Christmas is officially a season of good will, but Christmas shopping crowds are not always imbued with the Christmas spirit. Women who have spent the day in crowded stores and are going home on a crowded street car with their aching arms overflowing with bundles cannot be expected to be very cheerful or polite. Anxious mothers who have been piloting their children through the toy shops and are trying to get them home without their being crushed have no time to offer friendly smiles or kind words.

Unfortunately a large percentage of the Christmas shopping crowd insists on riding during the rush hours, and this annoys the business man and the laborer, deprived of their seats and punched in the ribs by remarkably angular bundles.

The street car trainman, therefore, does not find a very cheerful or polite



The North Avenue Group at the Safety and Courtesy Meeting.

crowd of passengers on his car at this time of the year. His duties are heavier and his patrons in a more critical mood than usual and as a consequence he is inclined to become impatient himself.

But the very fact that his work is so difficult is an added incentive to the efficient trainman to exert himself to please. He will find that a little patience and cheerfulness on his part go a long way toward smoothing out the day's difficulties.

Even a tired mother will respond to courtesy and politeness. The public is never too rushed or worried to appreciate efficiency and courteous treatment.

It is particularly important at this season to watch boarding and alighting passengers. There are so many children among them that accidents are likely to occur unless extreme care is exercised. The fact that so many passengers are carrying bundles also makes unusual caution necessary, for a passenger loaded down with packages does not have the free use of his hands and may easily be thrown by quick starting or jerky stopping.

The crowding and hurrying of Christmas shopping passengers also increases the hazards. Both conductors and motormen must be on the alert more than ever to prevent accidents.

Conductors also should be careful to call street intersections distinctly. This

is required by the rules of the company and is necessary at all times, but it is particularly important during the shopping season, owing to the crowded condition of the cars which make it difficult for persons to see out and because of the fact that many shoppers will not notice where they are unless their attention is attracted by announcement of street intersections.

Last year a remarkably good record was made by Surface Lines trainmen. The 100 per cent operation and the low accident record aroused the interest of the industry. This year we must make a record as good or better.



Marion Rose, the 11-Month-Old Daughter of Ed. Bruckner of the West Side M. & S. Department



## Pleasant Words for Kindly Deeds

### *Car Riders Show Their Appreciation of Service Rendered by Our Trainmen.*

Conductor Joseph M. Hunter, Badge No. 185, and Motorman Fred H. Breitzke, Badge No. 11914, both of North Avenue, by their general efficiency and kindly attitude, won the approval of Miss Jennie Gourley, 5520 Iowa Street, who responded with a letter of commendation.

Miss Adele Wendt, 812 E. 44th Street, commends Conductor Robert H. Saunders, Badge No. 14396 of Cottage Grove, for his honesty in turning in a purse which she had lost while on his car.

Conductor Albert W. Nelson, Badge No. 14158 of Kedzie, by his courtesy to an aged lady, won a letter of commendation from Mrs. Victor Schiller, 3258 W. Polk Street.

Marion Meginnity, 1549 Jonquil Terrace, thanks Conductor Herman Wirth, Badge No. 13570, for turning in her purse which she had lost on his car.

Motorman Martin Shannon, Badge No. 9049 of Archer, stopped his car and waited for Mrs. J. Menke, 6006 S. Albany Avenue, who was running to board his car. Mrs. Menke appreciated this service.

Motorman James J. Kozle, Badge No. 9591 of Archer, advanced a sum of money to Miss Sadie Thompson, 6146 Kenwood Avenue, when she discovered that she had left her purse at home. Miss Thompson thanked him for his kindness, and reimbursed him for the amount of the loan.

Motorman Henry C. Pauly No. 1, Badge No. 6239 of Armitage, skilfully avoided an accident when a truck cut in close to his car. Mrs. M. B. Thiedig, 4568 N. Mulligan Avenue, noticed this incident and appreciates his efficiency and his ability to hold his temper.

Conductor William C. Johnson, Badge No. 13084 of 77th, advanced carfare to R. J. Louergan, when he discovered that he was without funds. Mr. Louergan extends his best wishes and thanks for helping him out of a great difficulty.

Mrs. Mary Kreugel, 1145 W. 71st Street, is grateful to Conductor Raymond G. Hosmer, Badge No. 12812, of the 69th Street Depot, for his exceptional kindness in advancing her fare when she had inadvertently left her money at home.

Miss Carrie H. Ruarc, 6610 Kimbark Avenue, reports that Conductor Ralph G. Layton, Badge No. 12560 of Cottage Grove, was in charge of a car with an intoxicated passenger. At 26th Street this man decided to get off the car, although he was supposed to go to 63rd Street. Conductor Layton carefully put a transfer in this man's pocket and then got off the car and assisted the man to the sidewalk out of harm's way. Soon after a blind colored person boarded his car and wished to go to 31st Street, only a distance of a few blocks. This conductor pleasantly assisted this person to the curb.

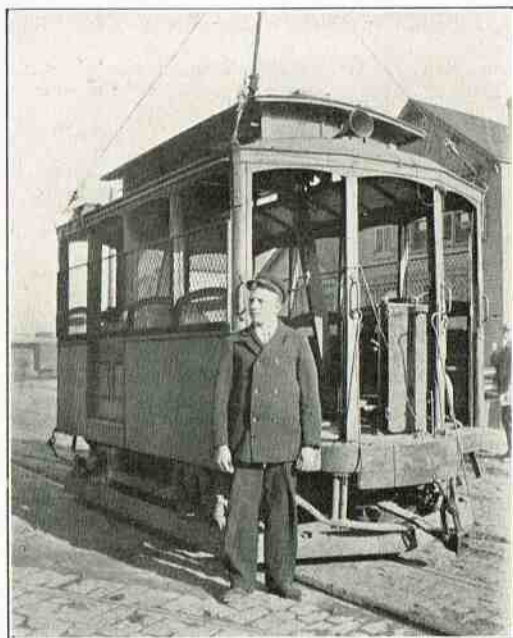
Sinah F. Kitzing, 204 S. Cicero Avenue, left her purse on a car in charge of Conductor John V. Sullivan, Badge No. 12518 of Devon, and later recovered it. Miss Kitzing states that

Conductor Sullivan was very courteous and considerate.

Conductor John F. Nash, Badge No. 12458 of Archer, was able to render assistance to C. A. Erickson, 4125 Bernard Street, when he discovered he had left his money at home. Conductor Nash advanced his fare and saved Mr. Erickson from being late for work.

Mr. Milton R. Tausig, 3924 Lincoln Avenue, compliments Conductor Paul J. Hauserman, Badge No. 12160 of Elston, for his courtesy in helping two aged ladies and man on crutches in boarding his car. Mr. Tausig also states that this conductor called the names of the streets very distinctly.

Conductor Harry A. Daniels, Badge No. 11306 of Blue Island, accidentally gave the wrong transfer to Mrs. H. G. Charvat, 1815 S. 50th Ct., and immediately realizing his mistake asked her for it and then apologized for his carelessness and in turn gave her the correct transfer. Mrs. Charvat considers this very commendable of this conductor and extends to him warm congratulations.



**Motorman R. C. Koch, Badge Number 2299, With His Trolley Car Taken at O'Neil and Halsted 32 Years Ago. Motorman Koch Is Still in Service at 77th.**

Conductor Fred B. Raasch, Badge No. 10762 of North Avenue, held his car longer than usual so that several passengers who had gotten off of another car might board his. Miss Mary M.



Hill, 2341 Superior Street, appreciates this thoughtfulness for the comfort of others.

Conductor Bert O. Eckley, Badge No. 10720 of Devon, was commended by B. J. Callahan, 5038 Kimball Avenue, for his courtesy in assisting an invalid woman off the car and to the sidewalk.

Conductor Frank Lifka, Badge No. 10522 of Armitage, won the approval of Mr. L. Peak, 4040 N. Hamlin Avenue, for his courtesy in assisting a blind man to board his car in front of the Northwestern Depot.

Mrs. Julia Spears, 5000 Forestville Avenue, left her purse containing currency, keys and glasses on the car in charge of Conductor Richard Hannon, Badge No. 10514 of Cottage Grove. When she called the depot and was informed that her purse had been found she was delighted and expressed her thanks in a letter.

Conductor John J. Fahy, Badge No. 9616 of Kedzie, was of service to Mrs. Joseph Planishak, 4735 W. Congress Street, in helping her reach her destination on the far south side and she wants him to know she appreciates his kindness and courtesy.

Miss Marguerite Heinbach, 6343 S. Rockwell Street, lost her glasses and case on the car in charge of Conductor John Majher, Badge No. 9550 of 69th Street, and recovered them the next day at the depot, where he had turned them in. She writes in recognition of his honesty.

Conductor Fred E. Mayes, Badge No. 9498 of Lincoln, turned in a brief case containing books, which belonged to Richard Kemp, 6214 Patterson Avenue, who commends this conductor for his honesty.

Conductor Michael J. Tribble, Badge No. 9106 of Kedzie, found a package belonging to Mrs. W. Hantam, 207 N. Leclaire Avenue, and immediately turned it in, where it was recovered a few days later. Mrs. Hantam was very grateful.

Mrs. Bertha S. Johnson, 5408 Drexel Avenue, lost her handbag, which was found and turned in by Conductor George C. Lindberg, Badge No. 8726 of Cottage Grove. Mrs. Johnson greatly appreciates his honesty and thanks him warmly.

Conductor Eugene P. Sullivan, Badge No. 7934 of Cottage Grove, by his kindness, good cheer and attention to school children and women with smaller children, won a letter of appreciation from Mrs. Wm. Vandermeulen, 7300 S. Shore Drive.

Conductor John Kipper, Badge No. 7774 of Kedzie, is the recipient of a letter of commendation from Mrs. C. D. Hatfield, 1045 N. California Avenue, for his courtesy to an old lady who boarded his car.

Mr. Guy L. Bayley, manager, Sanderson & Porter, engineers, 231 South La Salle Street, noticed the courtesy shown to an old woman by Conductor Robert L. Montgomery, Badge No. 7698 of Limits, and commends him for his kindness and courtesy.

Miss Anna S. Katz of J. A. Edwards & Co., 333 Postal Telegraph Building, thanks Conductor Joseph Craig, Badge No. 6898 of Kedzie, for the kind and courteous treatment received at his hands while a passenger on his car.

Conductor Frank A. Hemstreet, Badge No. 6640 of North Avenue, is the recipient of a telephoned commendation from Miss B. St. Claire, 100 N. La Salle Street, for his courtesy in assisting an elderly lady with a baby to board his car and for calling the names of the streets distinctly.

Conductor John Jambalvo, Badge No. 6694 of North Avenue, is the recipient of a letter of appreciation for his courtesy in assisting Mrs. M. Thomas, 3518 W. Fulton Blvd., who was carrying several packages to board his car.

Miss Lillian Prussak, 518 Center Street, points out the following traits of Conductor William J. Ryan, Badge No. 6324 of 77th Street: Calls each stop, pronouncing the name of each street distinctly; when asked a question he answered briefly yet courteously; at intersections where there were stop-lights pulled the cord the instant the light changed; wasted no time in crossing railroad tracks, as was off the car before it stopped, and back at his place in plenty of time to call the next street.

A. M. Kraz, 3407 LeMoyne Street, thanks Conductor Harold J. Flickinger, Badge No. 6058 of Armitage, for his courtesy in helping her to reach her destination.

Miss Hattie B. Lehman, 1224 Marquette Building, left her purse and glasses on one of our cars and on noticing that they were missing she boarded another car in charge of Conductor Albert F. Racette, Badge No. 928 of Kedzie, and asked him what she should do. He told her to stay on the car and then went to the end of the line and asked the starter and all the other trainmen if her purse had been found. When he learned that it had not been turned in he loaned her some money so that she could have some breakfast and also fare. Later on the purse was turned in and she recovered it. She was most grateful.

Conductor John Sullivan, Badge No. 5480 of Lawndale, is the most courteous man in the service according to Mr. E. Volair, 1312 George Street.

Albert Witt of the Empire Hat Works, Inc., 65 E. Water Street, commends Conductor Edward Aker, Badge No. 4738, for his kindness in advancing his fare when he discovered himself without funds. Mr. Witt also enclosed a suitable reward for this courteous conductor.

Conductor Charles J. O'Grady, Badge No. 4660 of Devon, was able to help Miss Maude L. Miller, when she discovered herself without money to pay her fare. He advanced her the necessary amount of money and Miss Miller wrote expressing her appreciation.

Conductor Miley M. Creps, Badge No. 4642 of 77th, advanced carfare to Mr. W. F. Murray, 1212 W. Washington Blvd., and Mr. Murray wrote to the management expressing his thanks and reimbursing this conductor.

Conductor Harry H. Ruebensam, Badge No. 4044 of Cottage Grove is described as a very courteous and well-mannered representative of the company by Mr. John R. Burdick, 6416 Ellis Avenue.

Conductor Peter W. Flaherty, Badge No. 7552 of Burnside is warmly commended for his honesty and courtesy by Mrs. B. Gorman, 6938 Prairies Ave. Mrs. Gorman and two other



companions boarded his car and she handed to him what she thought was a one dollar bill, receiving change accordingly. A few moments later, after pushing himself through the crowded car he handed Mrs. Gorman a dollar bill, stating that she had handed him two one dollar bills instead of one. She considered this an unusual act of kindness and wrote the downtown office relating her pleasant experience.

Mrs. Mary M. Hill, 2341 Superior Street, wishes to commend Motorman Arthur Reinberger, Badge No. 10429 of North Avenue, for his courtesy and also wishes to state that this motorman called the names of the streets very distinctly, and when asked if it was a new C. S. L. rule he said: "I do this of my own accord."

Mrs. E. B. Sparks of 2227 Walnut Street expresses her sincere thanks to Conductor Martin Norum, Badge No. 4514 of the North Avenue Depot, for the return of her purse which she dropped on his car on Friday, November 15.

Conductor Patrick F. Sweeney, Badge No. 3998 of the 69th Street Depot, is the recipient of a letter of commendation from H. Turner of 7121 South Green Street, for his courtesy and honesty in refunding a dime given in error for a penny.

Mrs. George Hoppe, Jr., of 2742 Lincoln Avenue, compliments Conductor Edward T. Hurley, Badge No. 3922, of the Archer Depot, for the helpful information given her so cheerfully on Tuesday, November 19, when she was visiting unfamiliar territory on the South Side.

Conductor William J. Walsh, Badge No. 3256 of the 69th Street Depot, has received a letter of praise from Jean Phillips, 6918 Racine Avenue, for advancing her carfare when she found she was without money and was a long way from home.

Mrs. A. Mankey, 8736 South Throop Street, commends Conductor Frank J. Herold, Badge No. 3250 of the 69th Street Depot, for his return of her purse, which she lost on the 59th Street car line.

Conductor Ansgar T. Lindquist, Badge No. 3062 of the Burnside Depot, is thanked by Miss Fannie Specter, secretary of the Committee on Track Elevation of the City of Chicago. On Saturday, November 2, while riding home, changing cars at 39th and Cottage Grove, she left her purse containing currency in the amount of \$1,200 and many other valuable articles on his car. Miss Specter commends this conductor for his efficiency and honesty in turning in her purse.

Miss Valerie P. Smiglee, 5023 Sunnyside Avenue, compliments Conductor Richard P. McAuliffe, Badge No. 2708 of the Devon Avenue Depot on his ability to keep his temper under control when dealing with a hot-headed passenger. Miss Smiglee, with others, believe this passenger had no reason whatsoever to abuse the conductor the way he did, and recommend that if any complaint be turned in against this conductor it be disregarded.

Conductor Carl P. Heisterberg, Badge No. 2626 of the Burnside Depot, is commended by Mildred Olson of 10134 Avenue "L," for advancing her carfare when she had forgotten her purse one morning.

Mr. Joseph E. Ewan, an employe of the Sessions Clock Company at 5 North Wabash, expresses his thanks to Conductor John J. Rassmussen, Badge No. 2262 of the Devon Avenue Depot, for allowing him to ride the Broadway car one morning without fare when he found himself without funds.

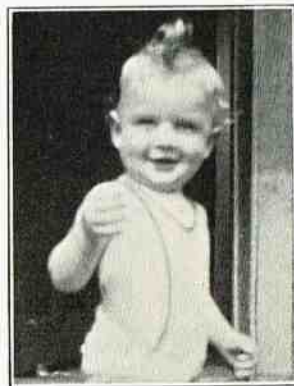
Miss Elizabeth M. Filas, 2710 West 62nd Street, commends Conductor George W. Nelson, Badge No. 1206 of the 69th Street Depot, and also Chief Clerk William L. Pence of the same car station, for their cooperation in returning her purse, which she dropped on a crowded 63rd Street car at Western Avenue on Friday, November 22. Miss Filas thanks these men for their prompt service.

Conductor William M. Russ, Badge No. 1144 of the Kedzie Avenue Depot, is commended by George F. Noyes, an employe of the Continental Illinois Company, at 231 South LaSalle Street, for his helpful information.

Miss Elizabeth Novy of 10929 South Park Avenue, thanks Conductor Richard A. Ford, Badge No. 564 of the Burnside Depot, for the way he helped a small girl—who had a bundle as big as herself—off the car with a smile.

Mr. William Nesbitt of 659 East 50th Place commends Conductor John J. Murphy, Badge No. 4940, also Motorman Owen B. O'Malley, Badge No. 4325 of the Burnside Depot, for dealing diplomatically with some noisy young men.

Motorman Clarence L. Mason, Badge No. 12351 of the Devon Avenue Depot, received a letter of commendation from Mr. C. M. Dawes, Minneapolis Milling Company, Minneapolis, Minn., for quick thinking on his part one evening when several cars were delayed. This motorman made some adjustments on the car which was having the trouble and had everything moving in a short time.



Here Is the Son of Conductor J. S. Greenhill of 77th Ready for a Sun Bath

"Terribly rough," said the stranger on board the ocean liner.

"Well," said the farmer, "it wouldn't be near so rough if the captain would only keep in the furrows."—Selected.



# SURFACE SERVICE MAGAZINE

*Published Monthly by*

**Chicago Surface Lines**

231 South La Salle St.

CHICAGO

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December, 1929

No. 9

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

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

## A REAL TEST

The Surface Lines organization in every department will be subjected to its annual test during the Holiday period with the principal burden of responsibility resting on the men who man the cars. There will be the rush and crush that marks the last minute Christmas shopping. All of the difficulties inseparable from rush hour operation will be intensified and will have to be met throughout the day and far into the evening.

Milling about in the crowds of the great stores is a tiring experience; and in the case of mothers who have attempted to combine a shopping tour with a sight-seeing excursion for the youngsters of the family patience will have been tried to the limit and tempers will be on edge when they start for home. And although there will be an effort on the part of the management to keep the largest possible number of cars on the street, there will be times when congestion will be unavoidable and discomfort widespread.

It will be the business of the motor-

men and conductors to so deal with these crowds as to create the least possible friction. Special efforts will have to be made in the interest of safety to avoid quick starting and rough operation generally. A helping hand to mothers with their children, to any passenger who is overloaded with troublesome packages, to those of advanced years who find difficulty in getting through crowded platforms, will be appreciated and remembered as a gracious and friendly act.

It will require real and continued effort on the part of the men to maintain an even temper under these trying conditions, but allowances should be made for over-strained nerves, and controversies should be avoided wherever possible. This is the time when our patrons are entitled to the breaks and where courtesy on the part of our men will pay large dividends in public approval and appreciation.

## "SERVICE NEWS"

Mr. Crews, our Supervisor of Public Relations, should be congratulated upon the popularity scored by the street car edition of "Service News." The handy little four-page folder distributed through "Please Take One" boxes in the cars, starts off with a circulation that would satisfy the ambition of any magazine publisher—500,000 semi-monthly. It gives the car-riding public important sidelights on transportation problems, chats with them about their everyday experiences, familiarizes them with the homely wisdom of old "Uncle Watt Rider," and provides a chuckle or two in bits of wit and humor culled from various sources.

The regular reader of "Service News" will always be well-informed on matters affecting the millions who daily look to the Surface Lines for transportation.

## RED CROSS FUND

As usual the Surface Lines employees came through most creditably in the Red Cross drive. The subscriptions showed a total of over \$9,000 and a preliminary remittance of this amount was forwarded by Vice-President Richardson to Treasurer J. B. Forgan, Jr., the first week of December. When the Treasury Department makes its final check-up a voucher



for the remainder will close the account for this year.

The Red Cross organization is warm in its praise of the handsome response made by the men and women of the Surface Lines and expresses its gratitude for the prompt and generous support in its relief work.

## SPEAKERS' GROUP LUNCHEON

### A Get-Together Affair at the Union League Club Starts the Season

The work of the Speakers' Group of the Chicago Surface Lines has had an important part in the creation of better public sentiment towards street car service, Vice-resident G. A. Richardson declared in a talk at the annual luncheon of the group at the Union League Club on November 21. He reviewed briefly the progress made in traction negotiations and said that public speaking is one of the most effective channels for informing the public on Surface Lines problems.

The luncheon was attended by the entire speakers' group and most of the members of the operating staff. William Pasche, chairman of the group presided.

One of the interesting features of the occasion was the music furnished by the newly organized Chicago Surface Lines quartet consisting of Messrs. Marshall, Bohlin, Gask and French. The quartet sang as its first number a song written by Mr. Wilkie and rendered a number of selections during the course of the luncheon.

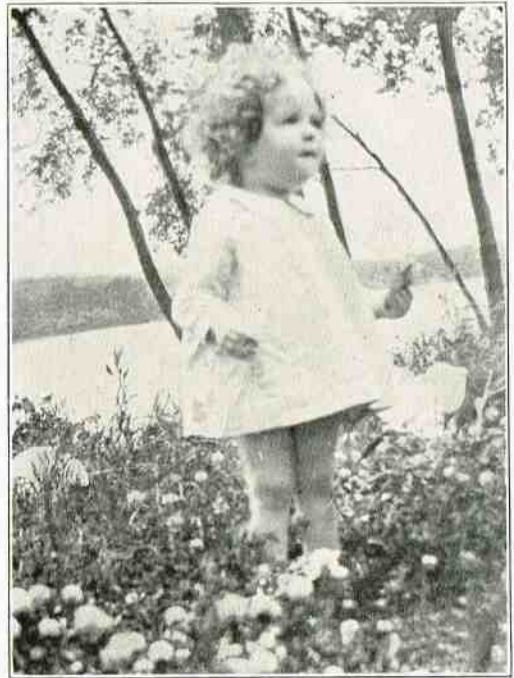
Following the luncheon there was a demonstration of sound pictures given by the Western Electric Company. Two pictures were shown, "Finding Its Voice," and "The Chicago Daily News Plant."

Patrick E. O'Day, representing the Western Electric Company, explained how talking pictures could be used to great advantage in Chicago Surface Lines speakers work.

The Surface Lines speakers' group comprises 31 members, who represent the Surface Lines in the five sectional committees of the Public Service Speaker's Bureau of District 10, made up of members from the four Chicago utilities

—the Chicago Surface Lines, Chicago Rapid Transit Company, Commonwealth Edison Company and the People's Gas Light & Coke Company. While only about 10 or 12 of the Surface Lines group actually do speaking, all of them co-operate with men from the other utilities in securing engagements in schools, clubs, civic organizations and lodges where talks can be made on public utilities.

During the course of the year Surface Lines speakers fill some 370 engagements and reach a total audience of about 135,500. Four motion pictures are used by the speakers in filling engagements and a new illustrated talk, which will utilize lantern slides, is in course of preparation.



A Charming Pose of Thelma, the 22-Months-Old Daughter of Conductor A. Cermak of 77th.

Lucky old boys! They did their kissing when a girl didn't taste of anything but girl.

Telephone Operator—I have your party. Deposit five cents, please.

Souse, at pay station—Whattzat?

Operator—Please deposit your money.

Souse—Listen, girlic, what I wan's a conversash'n from a fren; not financial advice from a stranger.

## GOING AFTER WITNESSES

### North Avenue Still Holds Lead—Every Division Exceeds Four Per Accident for First Time in Contest

Speaking of endurance flights the St. Louis Robin has nothing on North Avenue. It is seven months since North Avenue attained first place in this contest, and according to the boys they're just "purring along without any sign of weakening." Although their average for this month is somewhat lower than that of October it is enough to keep them on top, the average for this month being 5.94. While this average is very creditable, it is interesting and encouraging to note that every depot scored 4.00 or better for the first time in the history of this contest. Seventy-seventh is second with

an average of 5.06, and Elston-Noble, with an average of 4.93, is third. Archer dropped from fifth to sixth place, while Cottage Grove moved up from sixth to fifth. Sixty-ninth went from seventh to ninth, and Devon-Limits bracing itself, advanced from eleventh to seventh place. The average for the system, 4.63, is a decided increase over the October average.

The following shows the comparative standing for four months:

	Nov. Oct.	Sept.	Aug.
1. North Avenue.....	5.94 6.05 (1)	6.28 (1)	6.82 (1)
2. 77th Street.....	5.06 4.92 (2)	4.39 (5)	4.93 (2)
3. Elston-Noble.....	4.93 4.66 (3)	5.06 (2)	4.63 (3)
4. Burnside.....	4.89 4.44 (4)	4.09 (6)	4.44 (5)
5. Cottage Grove.....	4.78 4.34 (6)	4.53 (4)	4.13 (6)
6. Archer.....	4.34 4.35 (5)	4.78 (3)	4.61 (4)
7. Devon-Limits.....	4.26 3.52 (11)	3.69 (10)	3.09 (12)
8. Lindale-Blue Is.....	4.25 4.15 (8)	4.06 (7)	4.12 (7)
9. 69th Street.....	4.22 4.30 (7)	3.96 (8)	4.09 (8)
10. Kedzie.....	4.08 3.82 (9)	3.83 (9)	3.85 (9)
11. Lincoln.....	4.08 3.55 (10)	3.67 (11)	3.55 (10)
12. Armitage-Div.....	4.02 3.46 (12)	3.50 (12)	3.47 (11)
Average for the Sys.....	4.63 4.36	4.34	4.33
Diversey Bus.....	1.00 2.00	0.43	0.83

## Keeping 'Em Rolling

### Limits in the Lead—Cold Weather Increases Pull-Ins—But Some Stations Show Higher Mileage

The average miles operated per pull-in for the whole system is 3,198 less than last month, or a decrease of 14.4%. This is due, no doubt, to the cold weather during the month of November, which naturally increases the number of pull-ins.

Limits came in first, averaging 33,864 miles, an increase of 4.4% over the preceding month. This car house had the greatest number of zero days for the month, that is, 21 days without a pull-in due to equipment failure.

An improvement over the month of October is also shown by five other car houses, the greatest being made by Lawndale, 75.2%, and bringing them up to third place from fourteenth last month. Good progress was also made by Lincoln and Burnside, while Armitage and Blue Island did not change positions at all.

The individual records are shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc.
1	Limits	21	33,864	4.4
2	Archer	12	31,470	4.4
3	Lawndale	14	28,643	75.2
4	69th Street	4	28,336	37.1*
5	Cottage Grove	8	28,088	3*
6	Burnside	10	24,457	16.6
7	Armitage	10	20,866	12.5*
8	Blue Island	15	19,569	9.4*
9	Division	11	19,329	1.6*
10	77th Street	1	17,102	35.7*
11	North	1	15,995	37.3*
12	Lincoln	5	15,935	25.8
13	Devon	11	15,817	11.7*
14	Noble	11	15,492	21.0

15	Elston	12	13,360	19.3*
16	Kedzie	4	11,839	36.6*
		150	18,976	14.4*

\*Decrease.

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

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

### Playin' "500"

Doctor—"What did you operate on Jones for?"

"Surgeon—"Five hundred dollars."

Doctor—"No, I mean what did he have?"

Surgeon—"Five hundred dollars."

Customer—"Chicken croquettes please."

Waiter—"Fowl Ball!!!!"



## Departments and Divisions

### Engineering

Now comes John Retzler of the Building Department with ambition and bright hopes for the future. Yes, you can nearly notice it growing on his upper lip.

Andy Johnson and Walter Piper of the Track Department were among those present at the Clubhouse on Monte Carlo Night. When they received their \$5,000 at the door they thought it was real money and had visions of new cars and homey bungalows until they woke up.

P. N. Simmons, who has been studying Track Department work for the past few months, has been transferred to the Electrical Department. We regret his departure from this department.

Ben Lindstrom says the real thing to consider in buying Park Ridge property is its wonderful possibilities as a future golf course.

A surprise party was given to Mr. Clarence Kelly, at his residence on the night of November 16th. The boys from all parts of the city, including natives of Park Ridge, were in attendance. One young man who was in the Navy during the war made a record for consuming chicken a la king. A rotund gentleman, connected with the Welding Department, accomplished the unbelievable feat of playing several hands of bridge while sound asleep. Soft, dreamy music was furnished by the cracked record and the Track Department Trio. A pleasant time was had by all.

M. Korosy's young daughter was appointed editor of her school paper and Michael informs us that she would like to have any quaint sayings of parents contributed at once.

Transit.

### Accident Investigation and Legal

Mr. and Mrs. Emil Tangen were happily entertained on Thanksgiving Day by the arrival of Lois Anne, who admits that Chicago is a good place to be and that she will stay with the Tangen family for some time.

One of our men was also full of the Thanksgiving spirit when he arrived at the office Monday morning and found that the \$55. he dropped in our front hall on Saturday had been picked up by Mr. J. McQuillan, our photographer, who returned it with the seasons greetings.

Mr. Charles Bouland of this department celebrated his 71st birthday on December 6th, and will soon add another year to his 51 years' service with this company. Mr. Bouland has the good wishes of all.

Mr. and Mrs. W. E. Donovan of this department received a Thanksgiving present of a fine baby boy on November 25th. Blackstone.

### Schedule and Traffic

Mr. Forty made a week-end trip over Armistice Day to Pittsburgh where he visited friends in the smoky city.

W. C. Brandes was a caller at the department on Saturday, October 26. He looks well, says

he is feeling fine; hope to see him back to work soon.

Some of our stage artists, Miss Sandstrom, Miss Peacock and Wm. Devereux displayed their talents at the club entertainment on Saturday, November 9, doing fine, come again.

Thanksgiving morning John B. Handlon and Helen Moore were united in the bonds of matrimony. This will give John something to be thankful on future Thanksgiving days. Best wishes for a long and happy life.

When L. C. Dutton returned to work from his honeymoon he found waiting for him a complete electric outfit for preparing his breakfast. He said it was just what he needed. We enjoyed the candy and cigars.

Congratulations are extended to John S. Franzen and his wife. The stork, or whoever furnishes the babies at St. Bernard's Hospital, left an eight-pound baby girl on November 23. As usual we enjoyed the candy and cigars.

Geo. Weindenfeller.



Billie, Catherine and Dorothy, Children of Conductor B. Nash of Kedzie.

### Electrical

The Electrical Department join as one in extending sympathy to Mr. and Mrs. Theodore Otterdahl in the loss of their beloved son.

Art, Swanson of Homer and Campbell Substation, went under an operation on his tonsils. We hope he will be greatly benefited by the operation.

Fred Hectus has been out of the hospital for about three weeks. He is getting about with a pair of crutches and we are all glad to see him getting along so well.

Louis Boisacq has been absent from Illinois Substation on account of illness, and we are glad to see you back again "Louie."

Our Department can boast the "Champion Coffee Drinker," none other than Fred Schurke. Rumors are floating around that he is going to start a coffee marathon. All having coffee left over after meals will kindly send same to Grand Avenue Substation. "Billie."



### Shops and Equipment—North and West

**West Shops.** Stanley Kajpust's father and mother celebrated their silver wedding anniversary on November 17th. Congratulations. Mr. Kajpust is employed at Elston carhouse and Stanley is the clerk in our machine shop.

The recent cold weather has changed the opinions of some of our car owners. Ed. Wendt's good Dodge was not good enough to dodge the cold weather, and Harold Ebeling has decided that a Pontiac is a good summer car.

Mr. George Turton sends Christmas Greetings from Durham, England, to the men in the Paint Shop.

**Elston.** We are glad to see T. Brownell back to work after being on the sick list for over a month.

F. Wesbey said he was going to have a big turkey for Thanksgiving and invited everybody for dinner. No one came to work so he must have had lots of company.

Our cat trainer, G. Baker, had a very sick cat but with a little medicine and his good treatments the cat is getting along nicely.

**Lincoln.** The boys at Lincoln extend their sympathy to Charles McAfee in the loss of his wife, and to A. Mika, whose sister died recently.

A. Usher, one of our staunchest bachelors, recently joined the ranks of the benedicts. Congratulations!

We hope for a speedy recovery to Mr. Hays who was injured recently.

**Noble.** F. Schmidt got tired of being a bachelor and was married November 23. The boys wish him good luck and thank him for the cigars.

L. Hoehn is trying to follow F. Schmidt's example and is looking for a wife. We wish you plenty of luck and expect some good cigars.

When E. Lipmann went hunting he shot down all the rain clouds, but did not get any ducks. Hope you have better luck next time.

**Limits.** Wm. Teichner, one of our repairmen, is still in the hospital. We all wish him a speedy recovery.

John Grant, our important utility man, was transferred to Kedzie Avenue to work nights, but thinking that the cars at Limits would not run without his aid, he returned to Limits the following morning.

**Kedzie.** Our foreman, Mr. W. Kruger, had some trouble with that Studebaker (truck) of his during the recent cold spell. He was being towed home by an Essex and when they reached Irving Park Boulevard the tow rope broke and the Studebaker was stalled on the car tracks. Our advice again is to get rid of the truck.

**North.** A Merry Christmas to All.

Jane V. McCarthy.

### South Shops and South Division Carhouses

S. Brugol and P. Poskal of the Car Repair Department passed away during the past month. S. Brugol died when a machine in which he was riding was struck by another machine at 107th and Halsted Street on November 2nd. P. Poskal died at home on November 11. Our deepest sympathy is extended to the relatives of the deceased.

There is a rumor that Tom Cannon of Burnside is interested in buying a new Hudson. He was seen recently in Barrett's Salesrooms. His co-workers express their deepest sympathy if he decides to buy it.

Jim Hopkins, 77th Street, is now the proud owner of a Chevrolet.

Joe Margetic, Burnside, doesn't want a Ford since Aviation has entered his mind. He wants an airplane and he said that it won't be long now.

Dan Casey, 77th Street, now sports a derby.

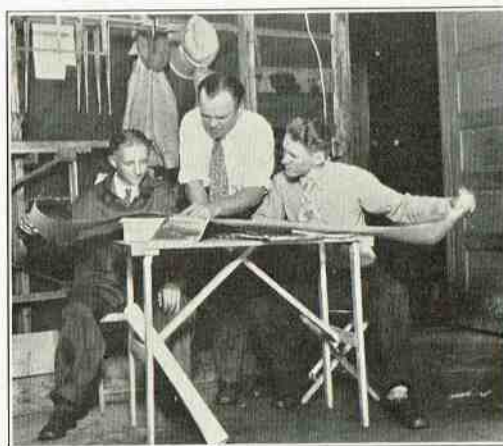
We were very sorry to learn of the death of Mrs. J. J. Sake. She had been sick for the past few years, and our sincere sympathy goes out to John in the loss of his beloved wife.

The new carhouse clerk at Burnside has Joe for a first name, which was also the name of his predecessor who was promoted. Whenever anyone calls Joe, both young men respond without hesitation.

J. P. McCauley.

### Material and Supplies

Is the personnel of the Surface Lines "Air Minded"? The accompanying picture of Art Hoenecke (Stores Dept.), together with two



other members of the Chicago Glider Club, studying plans for their motorless plane, indicates that such is the case. Mr. J. Guinther (Stores Dept.) also is afflicted with the above organization which expects to have a glider plane in the air very soon. The club also expects to start work on its second plane this winter so that they may have two for the spring flying season.

Herb Hoyer has left 78th and Vincennes to take up his duties at Halster Street Yards as Storekeeper. We were very sorry to lose "Herb" but know that he'll carry on in his new location like he has in the past.

We are very pleased to report that Danny Dillon is now out of the hospital and progressing very favorable.

R. Gavert is now established in his own residence. The "5 and 10" will sure be busy for a while. Ragner is open for any suggestions as to the quickest way of heating the beans.

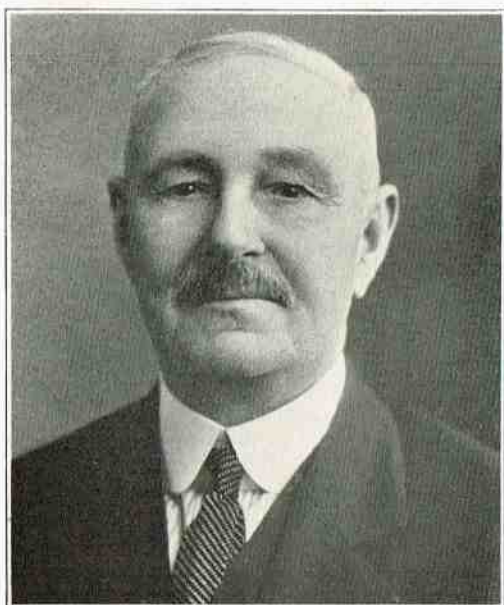
R. E. Buckley.



**DAVID ARTHUR ROBINSON**

Born March 7, 1856

Died November 16, 1929



Mr. Robinson was born in Chicago. He entered the employ of the Chicago West Division Railway Company in 1879 as a Horse Car Driver. In 1900 he was appointed Assistant Superintendent in the Transportation Department of the Chicago Union Traction Company at the Western Avenue and Washington Boulevard Carhouse, and in 1902 he was promoted to Division Superintendent at that Carhouse. When the companies consolidated in 1914, Mr. Robinson was appointed Assistant superintendent in the Utility Department, which position he held until his death.

Despite his advanced age, Mr. Robinson was very active in carrying on his work of supervising the assignment of work cars and clearing of blockades. He was a valuable employe, well liked and respected. The loss of Mr. Robinson will be deeply felt by all of his friends and associates.

## Around the Car Stations

### Cottage Grove

The annual meeting of Operative and Accident Prevention held at this depot last month was both inspiring and instructive, both meetings were well attended by the trainmen, almost 100 percent being present to hear the talks by the Superintendent of Transportation C. H. Evenson on courtesy and operation, and the address of Supervisor of Accident Prevention

Wm. Pasche on the prevention of accidents. Their remarks should inspire us trainmen at Cottage Grove to try to get to the top of the accident prevention contest. The talk on our accident records pertaining to chargeable and non-chargeable accidents was very interesting, and a number of men have already availed themselves of this opportunity to talk to the superintendent and his assistant on their past records.

There was music on the air on Nov. 15 at this depot. Our club officers spent considerable of their time in selecting a radio for our club room. Although with only temporary attachments it is working remarkably well. Thanks to our club officers, E. Ahern, H. Kennedy and F. M. Sullivan for devoting so much of their time in the interest of our club members. We have three new pool tables, a radio, a splendid fully equipped gymnasium, splendid rooms all well lighted and heated and kept in clean sanitary condition by our old friend Jerry O'Connor.

Other depots take notice: Cottage Grove has some good pool and checker players. You are invited to try your skill in trying to beat them. We would welcome your expert players.

Our assistant superintendent, H. Hooper, and his son in company with N. W. Olson and R. T. Spencer went on a deer hunting trip for a few days. We overheard a remark which was said that 427 rounds of ammunition was fired in all by them and they returned with 16 rabbits, 9 quail and 2 pheasants. Better luck next time. With all the shells that were fired they should have brought back sufficient game to banquet all the trainmen.

Motorman Powers, who has been sick for some time, is progressing favorably and hopes to be with us again soon. Motorman Hoffman and Motorman E. Just are around the depot occasionally and show some improvement. Motorman Martin Hennessy, who has been on the sick list for several months, is improving slowly. Motorman Jess Clark is confined to his home and is only slightly improved. Motorman M. Dower is also reported improving. A visit to these trainmen would be much appreciated by them. The clerk will gladly furnish their addresses.

Conductor Jim Esque, who has been sick for a long time, is now recuperating at Grand Chain, Illinois. "Jim," the trainmen at Cottage Grove wish you a complete and speedy recovery. Send us a line and let us know how you are getting along.

The sympathy of the trainmen is extended to the Extra Motormen Brothers Wood in the loss of their sister.

It is with sincere regret we announce the death of Conductor Wm. F. Johnson, who had been sick for the past eight months. Interment was at Calvary Nov. 30. The sympathy of the trainmen is extended to his wife and daughter Irene in their bereavement.

With sorrow also we report the death of motorman Edward Mulligan, who came to an untimely end in the recent accident on Stony Island Avenue in a collision of cars. The funeral was held from his late residence, 7917 Maryland Avenue, to St. Frances de Paula Church with solemn requiem high mass, and



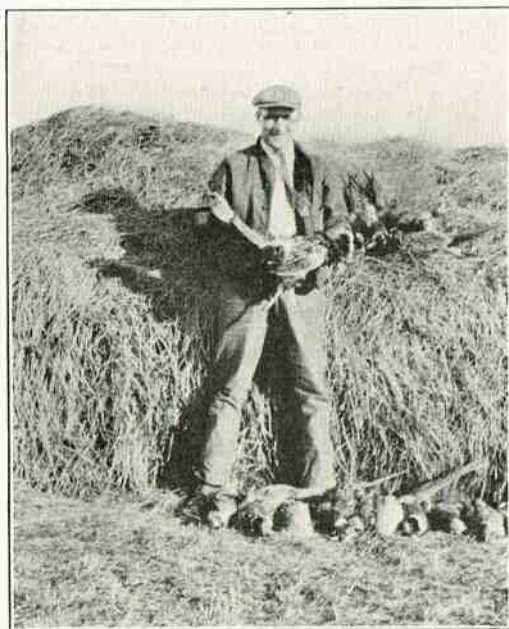
was interred in Holy Sepulchre cemetery, Tuesday, Dec. 3. His geniality and smiling face will always be missed among the trainmen, and his obliging disposition and willingness always to help his fellowmen will be remembered by those of us who were fortunate to know him. To his wife and his sisters and brothers the trainmen of Cottage Grove Avenue Depot extend their sincere heartfelt sympathy.

J. H. Pickin.

### Burnside

Mr. Rudolph E. Koprowitz, conductor for the Chicago Surface Lines at the Burnside Station, and Miss Leona Erickson, popular young society leader of Pullman, were united in marriage on Wednesday, November 20th, 1929. After a rather extensive tour abroad they expect to be at their new home on the drive. Congratulations to you, Leona and Rudy.

We also wish to announce the arrival of two newcomers in our social circle at Burnside. Conductor E. L. Lindroth says his boy is going to be named Leonard J. Lindroth, and Conductor D. Sullivan says he will call his boy John Joseph Sullivan. Babies, mothers and daddies all feeling fine. Congratulations.



Conductor C. L. Eaton of Burnside on His Hunting Trip in South Dakota.

Conductor C. L. Eaton has just returned from a hunting trip in South Dakota. If you want to hear real duck stories be in the train room every afternoon about 2:30 p. m. when Uncle Willie checks for duty.

One afternoon two men boarded the Hegewisch car, telling Cap Pries that they were hunters and they looked the part all right. What followed has been put into rhyme:

They carried a gun and a round of shell  
And were dressed in a garb that was fit to kill.

All dressed up like a Christmas tree,  
Yes, they were hunters, you could plainly see.  
As the car went along on the regular route  
Cap Pries saw ducks and he pointed them out.  
Across their face you could see a big smile,  
With thoughts of returning in real hunter style.  
Off went the power and a pressure of air,  
And the hunters jumped off like they were going for bear.

The ducks in the water sat quiet with ease  
While the hunters waded in way up to their knees.

Up went their guns and a bang loud and clear,  
When following in silence came a voice from the rear:

"Vot's de matter you fools, you crazy boys!  
"Can't you tell real ducks from wooden decoys?"

So this is the story of old Cap Pries  
Of hunters who hunted for ducks and for geese;  
Of life duck and geese and wooden decoy,  
A street car man and a Dutch hunter boy.

We are glad to see Conductor E. J. Swift back on the job after a long illness. Eddie said he was glad to get back in time to be able to pick his own mortgage lifter.

W. D. F.

### Seventy-Seventh

Now we hear from Motorman Tom Jorstad down at Mendosiah, Ill. Tom takes his vacation in the winter and he handles a mean gun, and as usual he will come home with enough fowl to keep "Maxwell Street" going for a week.

Just a reminder: The club is about to start its billiard tournament and there will be many classy matches. This tournament will be enjoyed by those on the sidelines as well as the players, so run upstairs and see the game. If you can play, even if its only a little, get in for the fun of it. File your name early with Secretary O. T. Duncan, thereby receiving the proper classification.

Wedding bells? Yes, indeed. Conductors H. W. Klasen and H. J. Glenday kicked over the traces last month and are now benedicts. Kindly allow us to congratulate, wishing you a long and prosperous wedded life.

Conductor A. Cermak reports the arrival of a young conductor at his home. Congratulations, may your tribe increase!

The reason for the club not holding its annual fall show that so many members have been expecting is that the boxing commission was making new rules and with their decision expected daily, it was deemed advisable to wait. You can expect a show some time after the holiday season.

Conductor Joe Sullivan and Motorman Charlie Demars have passed through operations successfully and are making their appearance around the depot. We wish you both a speedy recovery.

On November 12, 1929, this division held its annual transportation conference and accident prevention meeting. Mr. C. H. Evenson, acting as chairman, with Assistant Superintendent of Transportation Quinn, Superintendent of Accident Prevention Pasche, Superintendent W. A. Bessette, and our board members addressed



approximately 1,000 trainmen at the afternoon and evening lectures. The adage, "Never Too Old to Learn," surely applies to this depot, judging from the number of old timers who attend these meetings.

With the season of good fellowship and cheer about to close in on us, it is indeed with regret we must say that Conductors Paul Stern and Bert Hebner are still confined to their beds with no definite time as to their return. We ask that the boys visit, cheer and comfort these boys with the "Spirit" of the coming season.

Aha! We sure came back in the witness content. Listen, fellows, we never have made the average of five. Can't we? Now that the weather is cold, try and get their names while they are hot. As their minds cool off so do their fingers, so go after them just as soon as an accident occurs, a fraction of a minute may cause you to lose a witness.

Conductor C. C. Bohne is now confined to his home from rheumatics. How about a little visit?

The talk of the hour. Are we going to get the Silver Car? Yes! Absolutely! The "We Will" spirit of this depot is certainly going to do it. The pride that we take in our ability as trainmen is sufficient to do the trick. Just think, only two more months to go, but two bad ones and we are in second place. As this is the time of the year for resolutions, let us all, one and all, resolve to do our utmost to bring this trophy to our depot. Remember the club officials promised a big night of "Whoopee" when this Silver Car becomes our property. Let's go.

Motorman Henry Carson found a large turkey at 47th and Halsted streets after beating another person to the find. Henry upon careful examination discovered that it was made of wood. Henry states the neck and legs were fine.

This past month has witnessed the passing away of the mother of Conductor D. F. White, father of Conductor D. L. Golden and Conductor W. O'Brien. To the relatives this division extends their profound sympathy in their bereavement.

C. A. Gylling.

### Archer

We regret to announce the death of Motorman Charles M. Burke who passed away November 4, 1929, at his home 5948 S. Artesian Avenue after an illness of several months. Mr. Burke had many friends and was well liked by his fellow workers. Had a seniority dating July 20, 1905. To his bereaved family we sympathize with you most affectionately in your hour of sorrow.

Motorman Ralph W. Baker celebrated Armistice Day with the arrival of a nine-pound baby boy at an early hour on Monday, November 10, 1929. Daddy and baby doing nicely.

Our sympathy is extended to Conductor W. A. Burger on the death of his father who died October 5, 1929.

Conductor Anthony S. Mrozynski started a new page in life's book Saturday, October 26, when he took upon himself a wife to love and adore for the rest of his natural life. Congratulations are now in order and may each page

of life's book from now on contain records that he will be pleased to review in after years.

Our best wishes for Motorman William J. Green who met with a serious accident October 31. Now convalescing in the Illinois Central hospital.

Our sincere sympathy is extended to Conductor E. W. English and our custodian W. J. English on the death of a brother who died Friday, November 1, 1929.

Conductor M. B. Andersack, who only a short time ago was welcomed in our magazine as he stepped off into matrimonial life. This issue we congratulate him on the arrival of a ten-pound baby boy, Leonard by name, who made his appearance in the Andersack home November 6th.

Again we extend our sympathy to motorman W. J. Philpott who was called upon to part with his mother who died October 31 at the age of 90 years.

Our smiling clerk Raymond R. Stennett, known to the boys as "Red," accompanied conductor Joseph Staska and R. M. Minich of the Surface Lines Post 146, American Legion, to the eleventh annual convention at Rock Island.

Conductor John Raymond McMahon joined the matrimonial ranks October 5, 1929. John says he has waited a long time for a wife and knows he has a peach. Wedding ceremonial celebrated at St. Agnes Church. Honeymoon to Denver, Colo.

Conductor William Farrell No. 1 reports the addition of a baby boy, William James by name, who made his way into the Farrell family October 14th. William says this means "ringers" every pay from now on.

Another one of our bashful young laddie bucks, Tom McLellan, put one over on the boys, taking a few days off on a sick leave last June, quietly slipped away with his sweetie. The result was wedding bells. This was very much a secret until he changed the beneficiary on his insurance policy when all bets were off. This news was too good to keep so we now tell the world. Congratulations are a little late, Tom, but we all sympathize with you and you have our best wishes.

Our sympathy is extended to Conductor George J. Kasper on the death of son who died October 17.

And still the wedding bells do ring. Motorman D. F. Williams carried a dreamy look in his eyes and very little time did he spend around the depot. It is now learned that he copped Conductor George Cockle's sister and left for Kingsport Inn, Kingsport, Tenn. Wedding bells rang out September 16. The members of the families of the bride and groom served a very elaborate dinner at the Gramere hotel. Congratulations are now in order.

We are glad to see Motorman George See back on the job after a sick leave of eighteen months.

Our sympathy is extended to Conductor E. J. Walsh who was called upon to part with his mother through death on October 27.

Conductor George J. Klinger is the proud father of a baby boy, Fred by name, who arrived October 18, 1929. Congratulations, George.

Our sympathy is extended to Conductor Wil-



liam A. Kuenzel on the death of a brother who was killed in an auto accident October 26.

Conductor William P. Spraul and wife left Chicago November 1 on a 30-day furlough, motoring to California to visit his brother.

Conductor Frank E. Zaynor bought a box of Dutch Masters and treated the boys on the arrival of a bouncing baby boy, Frank Edward, who arrived September 25. Frank says he has been waiting a long time for results. We now know the reason why he has been putting in ringers and wearing a smile that won't come off.

Motorman A. J. Knowski quietly slipped away to Kakoma, Ind., unbeknowns to his many friends, and stepped into the matrimonial harness. Wedding ceremonial took place at St. Joan of Arc Church, Kakoma, Ind., October 12. Here's wishing you lots of luck and happiness.

The Accident Prevention and Operating Meetings held at Archer Depot on Thursday, November 7, were well attended. The presence of Mr. C. H. Evenson, Superintendent of Transportation, and Mr. William Pascha, Supervisor of Accident Prevention, were greatly appreciated. From the close attention given by the men the remarks of both Mr. Evenson and Mr. Pascha left a deep impression with most of us. Boys, co-operation, fast thinking, being on the alert and doing our best will bring Archer foremost on the list and the trophy is ours. This meeting was most successful and our attendance surpassed that of previous years for which your division superintendent was proud and wants to thank you for the interest taken.

Another pleasant surprise. Motorman Elmer James Fitzgerald took several days off. The result was wedding bells. Elmer is somewhat shy in breaking the good news, but from good source comes the report of joyful tidings. Ceremonial took place at Presentation Church at 9 a. m. October 12 and the bride was Stella Marie Galloway.

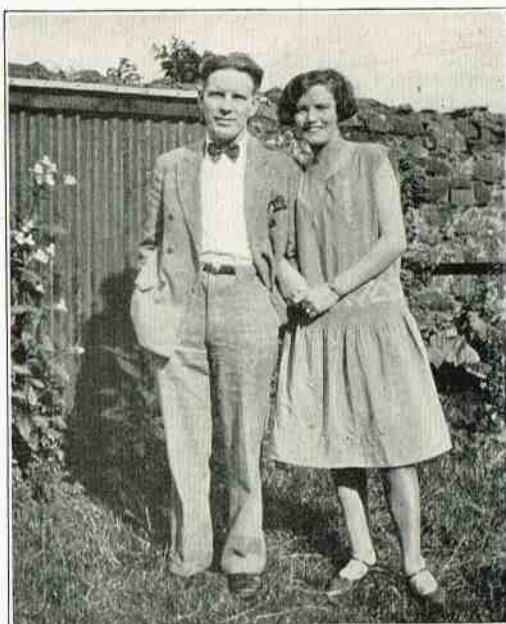
The boys of Archer Depot extend their sympathy to Motorman F. A. Gaura on the death of his mother who died October 27 at the age of 83.

And the wedding bells rang out for Motorman Frank Peter Krivanec, who took upon himself Agnes Carney, a wife to honor for his remaining days. Wedding took place at St. Elizabeth Church, 41st and Wabash, October 31, 1929. Honeymoon to Mosinee, Wisc. Congratulations.

Heart trouble has invaded the ranks of Archer Depot. Conductor Frank T. Gill had a romance on October 21 and left the ranks of single cussedness and entered into the life of blissful happiness. Wedding ceremony took place at St. Peter and Paul Church. Here's wishing you and yours the success of matrimonial life.

We may not be able to boast on witnesses, but we can on weddings. Another good many has lost his identity. Motorman John Logay has lingered along the lines of single blessedness for a long time. On Saturday, October 26, he fell, joining the matrimonial ranks. Says his catch was the best in town. Best wishes and a speedy recovery.

Two souls with but a single thought. Motorman Stanley Joniatis and his sweetie exchanged



Mr. and Mrs. Tom McCrea Taken on Their Honeymoon in Ireland.

congratulations Saturday evening, October 19, at St. George's Church, 33rd and Auburn Avenue, where they were tied by the bonds of matrimony. We congratulate you in your undertaking. Here's success to you and yours and we wish you the joys of wedded life.

Dusty.

### Blue Island

We all wish to extend our sympathy to the family of Flagman John Doody who, after a long siege of illness, passed away on November 3, 1929. We also wish to extend our sympathy to the family of Motorman Walter Walsh who entered service on August 29, 1906 and who became ill during 1928 and had to leave the train service and was appointed flagman and janitor at the Armitage and Noble depots, and who passed away on November 4, 1929.

The boys at Blue Island Depot wish Superintendent E. L. Maguire a speedy recovery from his illness and hope to have him on the job in the near future.

The following were presented with new arrivals: Conductor F. Muszynski, a 7-pound boy on November 6, and Conductor J. Karlo a 7½-pound girl on November 16. Congratulations!

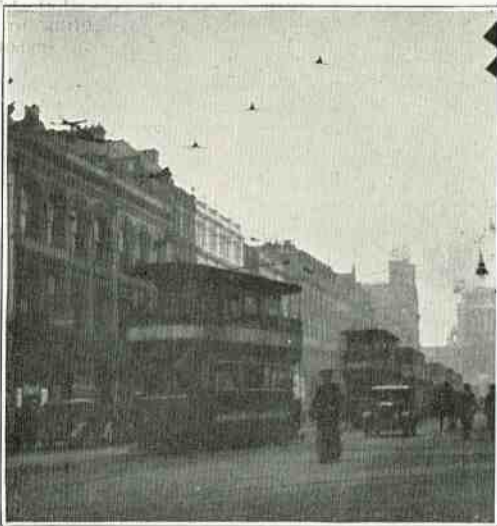
The writer hopes you all had a Joyful Thanksgiving and now wishes you all "A Merry Christmas and a Happy New Year."

C. P. Starr.

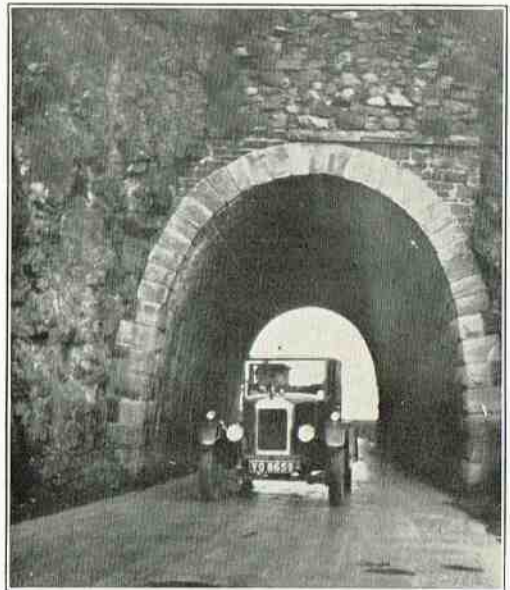
### North Avenue

Conductor Louis Genest, whose seniority dated from September, 1901, passed away November 18. Conductor Fred Roloff with a seniority of





Royal Avenue, Belfast, Showing Double-Decked Trolleys.



Black Arch in Larne, County Antrim.

more than thirty years died suddenly while on his way to work November 20. Both of these old-timers were well liked by their fellow workers and will be missed. Our sympathy is expressed to their families and friends.

Sympathy is also expressed to Motorman Louis Larsen in the loss of his son, and to Motorman George Anderson who lost his mother Nov. 20.

The two accident prevention meetings held at this depot Nov. 13 were attended by capacity crowds. The addresses of Mr. Evenson and Mr. Pasche were listened to with close attention. Motorman Condellis turned in his usual fine performance on the accordian to entertain the boys before the talks. And our own Al Jolson, Conductor Ben Mathy whose fame as a black face commedian has spread far beyond his native Mont Clare, gave the boys a lively fifteen minutes of song, dance and monologue.

Conductor Al Seipp who is always thinking something, thinks that the man who invents an automatic nose-wiper for use on these sudden snappy mornings will make a fortune.

Conductor Bernie Langan thinks, considering those new corn cob pipes than Receivers Henderson and Forbes are sporting that if green hams and bacons were hung up in the receivers' cage they would come out a finished product within a few hours. Bernie is dickering for the concession.

One of our old-timers, Motor Jacob Barbera, passed away Nov. 4 as the result of an auto accident November 2. Jake was a man of exemplary character, a great hand at visiting the sick, with a cheery word for everyone was a great influence for good. Sympathy is expressed to his family and many friends in their loss.

Conductor George Gersch was married October 12. Lots of luck to you and your bride, George.

Conductor Theo. Borucki, long in service but young in years, celebrated with his good wife and family their silver wedding anniversary Saturday, October 19, at the home in Berwyn. Thanks for the cigars, Theo, and we hope to dance at your golden wedding.

Ex-motorman George Scheafer is wintering in southern California and sends greetings to all the boys.

Motorman Harry Whitney, our emergency clerk, was married to Miss Agnes Peterson November 7. Motorman R. Bjorn Stockman of this depot acted as best man. Congratulations, Harry, and we hope things go along so nicely that Brother Stockman will be our next groom.

We are sorry to hear that our esteemed contemporary, Motorman Wm. Echols, who writes so entertainingly in the Union Leader as "Otto Moble," is confined at Speedway Hospital. Verily, this boy is a literary sausage machine, he can turn it out by the yard and he certainly brightens many a Saturday morning for us with his column of wit and humor. It is only a short dash out Roosevelt Road to the hospital and he will appreciate a visit from any of the boys.

Sluff-sluff-sluff! came the sound around the corner. "Grizzly bears!" said Conductor Charlie Gordon, who has hunted big game in the west. Sluff-sluff-sluff! and around the corner steamed Motorman Louie Coyne all hot and bothered. "Say!" said he, "One of you guys go over to the barn and get me off or do something so I won't miss on my second half. I went into the shoe repair shop and asked the cobbler if he could half sole by shoes in forty-five minutes and he said 'yes,' but when he got the old soles off my shoes the machine broke down and here I am padding around the streets in my stocking feet. It's a good thing I wasn't getting my pants pressed."

C. A. Knautz.





The Oldest Graveyard in County Antrim,  
Ireland.

### Elston

Our genial Register Clerk Michael Callahan has acquired a Ford which seems to be kind of stubborn. Mike seems to have trouble, so would suggest that he consult Mr. Whitney as to the secret of getting it started. For another point of information, Mike, call Gus Neuhaus if you want to be towed.

Conductor W. Anderson reports the arrival of an increase to his family. Congratulations, Walter.

We are glad to see Motorman L. Cosman back to work after a long siege of illness.

Any one suffering with a cold consult J. Hickey, "M. D." He has a sure cure. For verification ask his conductor, W. Loewe, he knows.

E.

### Noble

Since we have our radio installed it is impossible for Herman to keep his straw hat on. He starts to dance and his hat falls off.

It is a little early for Christmas presents, but Motorman C. Dreis is the recipient of a nice silk necktie. He tells us he may also get a bungalow and a mother-in-law. We will be ready with our best wishes.

A son arrived at the home of Conductor E. Bosworth and a daughter at the home of Conductor M. N. Salik. Congratulations!

Occasionally a trainman dressing in a hurry to avoid a miss appears minus a collar or tie, but Conductor C. Danielson discovered when he arrived for work that his shoes did not mate.

We extend our sympathy to Motorman H. Redman on the death of his brother.

Motorman P. Grant No. 2 is the champion witness getter. He and his conductor got 20 for one accident. Let us all try and do better even if we do get in a little late. Witnesses are very important.

With the holiday rush at hand let us always be on the alert to avoid accidents. At present we are having far more than we should.

Conductor T. Dunn is the only one who gave us a favorable report on a hunting trip. Tom is a wise old scout. He takes his dog along and when he misses a pheasant the dog catches it. He came home with two. The dog caught them both.

Motorman D. Milbrandt tells us that his pigs are doing fine. All that is troubling him now is how to kill them. See the professor, he knows how.

C. F. DeMoure.

### Lincoln Station

We noticed some of the extra boys smoking cigars one morning and found the reason was J. B. Schmoller, conductor, an extra man, had got married on November 16 and had treated in the old fashioned way. Congratulations from all the boys.

Conductor Tommy Gahn sort of surprised us all by becoming the daddy of a little baby girl born Saturday, Nov. 9. Mother and daughter doing fine.

Motorman Nick Williams tells us that for 11 years now he has had the same conductor, H. E. Pardee. We consider this a good record, and they certainly must understand each other pretty well by now.

Motorman Walter J. Harmeborn has returned from upper Michigan where he enjoyed a week hunting with his brother, near his father's home. He didn't have much success, but says the woods were full of hunters.

Boys, we'll have to be more careful about making our trip sheets and counting our collections for our young 24-year-old receiver, Frederick Meyers tells us he has just cut a wisdom tooth.

Conductor G. Gleeman on the Riverview line met with a peculiar accident while on duty Nov. 6. He was running with a pocket full of pennies and fell on the pennies, causing him to be unable to finish his run and being taken home in a machine.

Supervisor E. W. Larson while on duty at Fullerton and Lincoln Avenue Nov. 11 was struck by a machine. The accident did not prove to be very serious and he was off only a few days.

Our division superintendent, Mr. Hays, who, on Jan. 19, 1928 was struck by a machine, breaking his hip and injuring his head and fully recovered, met with another serious accident Tuesday, Nov. 12, at 2:30 in the afternoon. While crossing the street in front of the station and within three feet of the sidewalk, a machine making a quick short turn struck him, knocking him against the curb his head striking the sidewalk. He was taken to Alexian Bros. Hospital in an unconscious condition where he remained several days and his injuries were attended to. The boys of the Lincoln station extend their sympathy to Mr. Hays and wish him a speedy recovery, a Merry Christmas and a Bright and Happy New Year.

H. Spethman.

### Limits

Conductor J. McGory of 960 N. Trumbull Ave., died Nov. 25 at the Speedway Hospital. Conductor McGory was a native of Belfast, Ireland, and a baker by trade. He emigrated to this country and at the outset of the World War, although exempt from the draft on account of his age, was among the first to volunteer, serving in the commissary department in the capacity of baker—his trade. While thus



engaged he contracted double pneumonia, from which he never fully recovered, and he died at the Speedway Hospital. The writer had the pleasure of being personally acquainted with him. He was a man of exemplary character and well liked by his many friends who deeply regret his passing.

The wife of Frank Noxen died Saturday evening, Nov. 16. The funeral was at 2 p. m., Nov. 19, from 1427 Berwyn Ave. We who know you, Frank, realize in a measure the great loss you have sustained, more especially during this period of our Thanksgiving holiday season. Only those who have passed through a like experience can, in a measure, feel the depth of your sorrow and we certainly extend to you our heartfelt sympathy.

We understand that Conductor Peter Mochan is spending considerable time in company of a very charming young lady, so do not be surprised if wedding bells herald the end of Pete's single blessedness. Good luck, Pete, and make it soon.

E. G. Rodgers.

### Extra

There's a story circulating around the depot that our magazine representative, Mr. Elmer George Rodgers, is "strutting his stuff" in a new Ford, but how he came in possession of the new Ford in the reason of this article, for we believe everyone would like to know.

It seems that Mr. Rodgers on his recent trip down south (a part of the country of which he is so fond) in his OLD Ford encountered Mr. Ford, who immediately recognized one of his old models, and after much reasoning finally persuaded Mr. Rodgers to part with the old can, with the understanding, of course, that he would receive a new one in return. In his argument, Mr. Ford convinced Mr. Rodgers that the people would marvel at the fact that such an old model was still in existence, and in good running condition. So, with the idea that his name might become famous he consented and they claim that his old Ford is now on display in Mr. Ford's Museum of Antiques at Dearborn, Michigan.

We are unable to confirm the story, but Mr. Rodgers IS driving around in a new Ford.

Sherlock.

### Signs of the Time

Two convivial friends were wending their way along Michigan Avenue about 2 p. m., when one of them stopped to gaze dazedly at a sign.

"Whatchu lookin at?" said the other.

"That sign."

"Whazzit say?"

"Ladies Ready to Wear Clothes."

"Dern near time, if any one was to ask me," came the reply.—Hardware Dealers Magazine.

Judge—"Your wife says you have her terrorized."

Prisoner—"Honestly, your honor, I—"

Judge—"I am not asking this in my official capacity, but as man to man, how do you do it?"



Ben Jr., Nine-Year-Old Son of Conductor Ben Shipper of Blue Island. Young Ben Is the Best Horse Shoe Pitcher in His Neighborhood and Challenges Any Boy of His Age to a Round of "Barnyard Golf."

## CLUB SPARKS

### Christmas Party

By the time this magazine is in your hands you will have had notice of the annual Christmas Party to be given by the Surface Lines Club at the Clubhouse on Saturday, December 21. Cards have been sent to all club members and when these are properly filled in and returned to Chairman Hewitt, tickets will be issued for children of different ages. It is requested that the younger children be given preference to greet Santa Claus at 2:30 in the afternoon. The evening festivities for larger children will start promptly at 7:30. Santa Claus will have his bag well filled and will be as generous as usual in handing out toys and candy to the kiddies. An interesting program is scheduled for the afternoon and evening parties. As a health precaution Dr. Fanning will be on hand to look over the children entering the hall so as to prevent the admittance of those with appearances of bad colds or other communicable ailments.

### A Night at the Opera

"Surface Service" goes to press before a report can be given on the outcome of the party planned by the Surface Lines Club at the Chicago Civic Opera on Wednesday evening, December 11. The original allotment of 100 tickets were taken in one day and most of the



second installment of 50 tickets were purchased before the event. This is the largest representation of our employes at any downtown function of the kind and from many inquiries it is possible that enough enthusiasm will prevail to justify a second evening at the Opera during January. We had every assurance that our members would enjoy hearing the all-star cast including such headliners as Raisa, Rimini, Mock and Hackett in Verdi's "Falstaff." The conductor was Mr. Polacco. Besides hearing the delightful music of this composer, our club members and their friends were anticipating a thrill out of a first view of Chicago's wonderful new Opera House.

### "Hard Times Party"

Next event on the club calendar is a "Hard Times Party" to be given at the Clubhouse on Saturday evening, January 11, at 9:00 p. m. This will be the final event put on by the present board of directors, and they hope to keep this on a par with previous parties by an unusual program. While it will not be necessary to wear costumes for the occasion, members and their friends are urged to do so and several prizes will be offered to encourage them. It is thought that a party of this kind will be in harmony with conditions following the recent break in the stock market and "losses" incurred at our Monte Carlo Party. An interesting vaudeville program is promised and the dance music will be of the best. Refreshments will be served. Later announcement will be made by bulletin.

### Glee Club Suspends

At the last meeting of the board of directors of the Surface Lines Club action was taken regretfully to cancel further rehearsals for our Glee Club. This is due to the fact that the small number who attended lately were insufficient to form a glee club which could be trained for outside appearances. The directors expressed their appreciation of the faithfulness of those who attended all rehearsals and they gave a vote of thanks to Director Walsh for his untiring efforts.

### Auxiliary Events to Come

Thursday evening, December 19th, is the night for the next monthly program in the Women's Auxiliary. It has been the fashion the past few years for the girls to believe in a real Santa Claus that one evening. The party is in charge of the members at Clark and Division, Mrs. Thierkauf acting as chairman. What they have in store for us is still a mystery, as everything at Christmas time should be.

January 16th the girls in the Executive Department are scheduled to entertain us. What form it will take as yet we known not, but it is in capable hands.

January 25th the Women's Auxiliary entertain the Men's Club at the annual Reception and Dance. Let us hope that a blizzard is not on the calendar.

Some rich men are handicapped by blonded indebtedness.

## SURFACE LINES POST

### *The American Legion*

As in the past, the Post and Auxiliary will again distribute Christmas baskets to the families of needy ex-service men.

If you know of a deserving case the Post will appreciate it if you will communicate the name and address to Service Officer T. E. McCarthy, either by mail to 1165 North Clark Street, or by telephone, Superior 1550.

We have had cases where members of the Post have been sick for several weeks, and the Post officers were not notified. Whenever you hear of a comrade who is sick or in need of aid, please notify either of the following: T. E. McCarthy, 1165 N. Clark Street, Superior 1550; J. P. McCauley, 7749 Vincennes Avenue, Vincennes 7110; R. W. Ambler, 1165 N. Clark Street, Superior 1550.

What do I get out of membership in the American Legion:

Benefits of Federal and State legislation passed at the Legion's request in the interests of all veterans and their dependents.

The ex-service man enjoys the comradeship of men with the same memories, who have had the same hardships and who talk the same language, whom he knows are patriotic Americans.

A place in a deliberative assembly that is known and respected everywhere.

To wear the American Legion button, which instantly introduces the wearer to comrades, gives him immediate recognition as a loyal, patriotic American and a pass key to Legion Posts all over the world.

Subscription to the American Legion monthly magazine.

Sharing the load of looking after the disabled comrades and their dependents, carrying out the promise made in camp and "Over There."

Attention is again directed to the fact that the final date for filing for adjusted service certificates is January 1, 1930. If you have not yet applied—THIS IS YOUR LAST CHANCE.

If you change your address, please notify the adjutant promptly so that you will be sure and receive the Post bulletins, and American Legion monthly magazine.

### We've Wondered, Too

The celebrated soprano was in the middle of her number when Johnny noticed the orchestra leader.

"What does that man keep hitting at her for?" he asked his mother.

"He's not hitting at her," replied mother. "Be quiet!"

"Well, then, why does she keep hollerin'?"

A shoulder strap prevents an attraction from becoming a sensation.



## A Smile or Two from Everywhere

### Boston's Traffic Jam

Motor Cop (to professor of mathematics): So you saw the accident, sir? What was the number of the car that knocked this man down?

Professor: I'm afraid I've forgotten it. But I remember noticing that if it were multiplied by fifty the cube root of the product would be equal to the sum of the digits reversed.

After much advertising, one lone applicant called relative to the position of general houseworker. There was a lengthy interview, most of the questioning being done by Mandy, a dusky daughter of the Sunny South. Finally negotiations were completed and Mandy agreed to start work at 9 o'clock the following morning. The family was jubilant, but at 9 no Mandy arrived. Ten o'clock came, but still no Mandy. At 11 the door bell rang, and there stood the new incumbent, with her boxes and bags. She beamed on her new mistress and explained: "Ah do hope you folks will 'scuse mah lateness, but just as Ah waz a-coming out mah teacher called to give me mah music lesson. Ah done forgot to ask last night if you-all was fond of the saxophone."

Guest (angry at having been kept waiting at railway station): "So you had difficulty in finding me, eh? Didn't Mr. Jones describe me?"

Chauffeur: "Yes, sir; but there are so many baldheaded, bowlegged, fat gentlemen with red noses."

"The officer swears that you were doing fifty miles an hour," the judge said. "Have you any excuse for making such speed?"

"Yes, your honor," the prisoner replied, "I'm a bootlegger, and your wife telephoned that she had to have a case of Scotch right away because company had dropped in unexpectedly."

Drug Clerk—Did you kill any moths with those moth balls I sold you?

Customer—No, I tried for three hours, but I couldn't hit one.—Belle Hop.

### Bad Break

"Why all the bandages on Jones' head?"

"Rotten bridge."

"Break through?"

"No, trumped his wife's ace."

### Out-and-Out Steel

"The safe crackers' union has decided that the use of safes is illegal."

"How so?"

"Combinations in restraint of trade."—New York Medley.

"The time will come," shouted the speaker, "when women will get men's wages."

"Yes," said a little man in the corner, "next Friday night."

A newspaper editor has been trying to make up his mind whether or not the following sentence in a recent issue of a magazine was a typographical error:

"I've had a very pleasant evening," she remarked, as Harvey bit her good night.—Selected.

### Following the Coin

Mrs. Graff—"Frances thought she would marry Tom until she heard how much he spent at the tailors."

Mrs. Tinkle—"Yes?"

Mrs. Graff—"Then she married the tailor."—Public Service.

### Hard on the Dog

Mrs. Black—"I told my husband I was going to give him something of my own cooking, and he said I'd better try it on the dog first. Wasn't that a cruel suggestion?"

Friend—"Very. And I thought your husband was so fond of dogs."—Public Service.

### Personal

An Englishman was visiting this country for the first time, and as he was driving along the highway, saw a sign "Drive Slow. This means You!"

The Englishman stopped in surprise and exclaimed, "My word! How did they know I was here?"—Selected.

"Oh, my memory is excellent!" explained the old lady. "But there are three things I can never remember: I can't remember names, I can't remember faces, and I can't remember—I forgot what the third thing is!"

### Perfectly

Mrs. Newriche had just returned from France and was making it known as widely as she could.

"And Paris," she gushed. "Paris is marvelous. The people are all so educated and cultured, nothing crude as in this country. My dear, even the street cleaners speak French!"

"What," queried the unsophisticated youth, "is the best way to find out what a woman thinks of you?"

"Marry her," replied the Shelbyville sage; "then wait a few days."

### Matching a Sample

Her eyes were black as jet—

This lovely girl I knew.

I kissed her, and her husband saw

Now mine are jet black, too.

# Hard Times Party

SATURDAY, JAN. 11—9 P. M.

At the Clubhouse

*If You Went Broke*

On the Market

—or at the—

Monte Carlo Party

*Here's Your Chance*

Win a Prize!

Dress Your Worst and Join In the Fun!

VAUDEVILLE	MUSIC
DANCING	EATS

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*P. S.—If You Haven't a Costume—Come Anyway.*