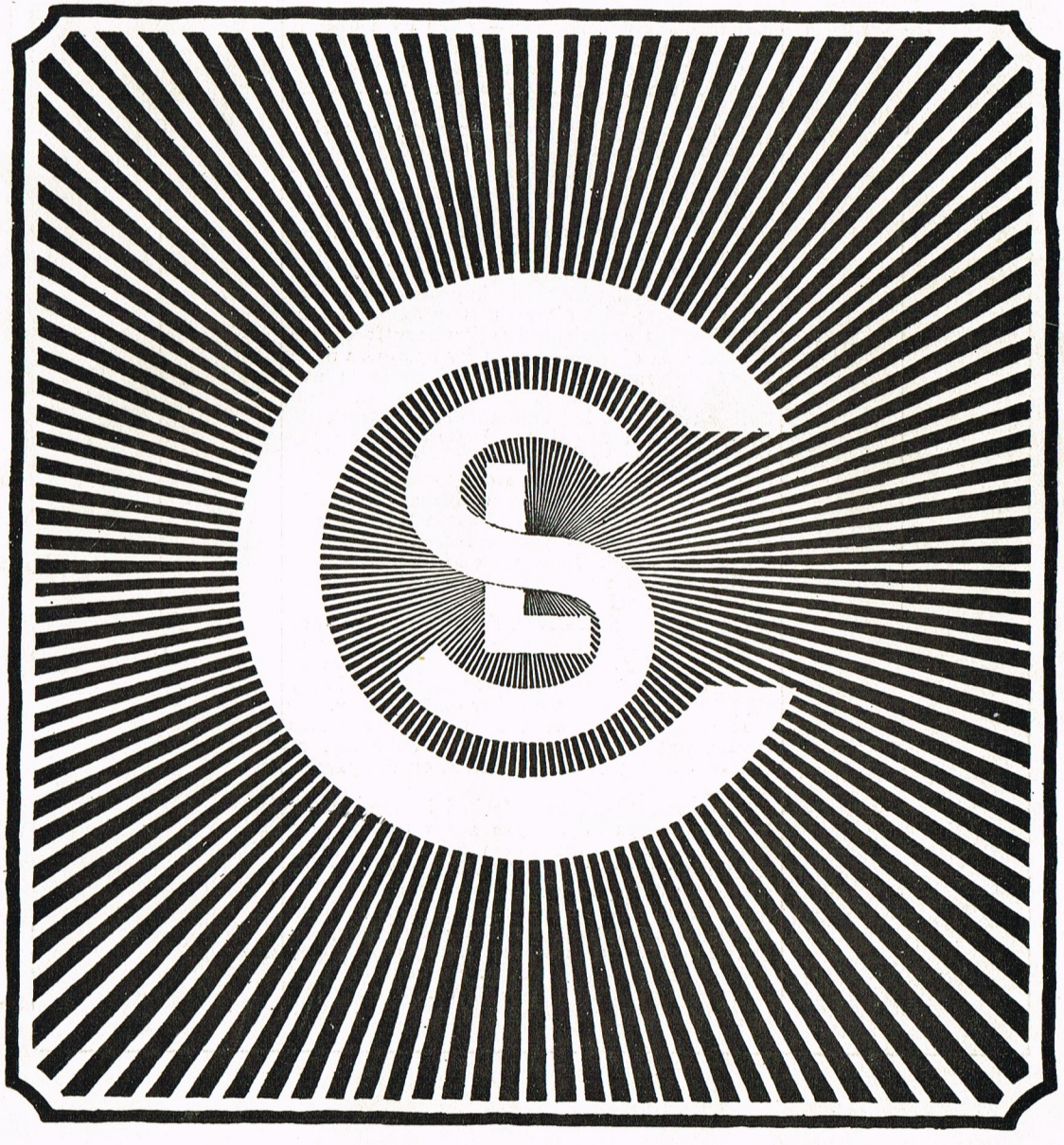
SURFACE SERVICE MAGAZINE

VOLUME 6 JANUARY, 1930 NUMBER 10



Official Appreciation

Vice President Richardson Issues a Bulletin Praising Our Snow-Fighting and Operating Groups

TO ALL EMPLOYES: In the worst blizzard for more than a decade and one of the most severe ever experienced in the Chicago area, last week, the Chicago Surface Lines organization distinguished itself by its loyal, efficient and tireless battle to maintain street car service.

The storm began on the night of Tuesday, December 17, and continued unabated throughout the following twenty-four hours. A fall of 14.8 inches of snow—only one-tenth of an inch less than the city's record—driven by a 66-mile gale that swept it into huge drifts across the tracks and shifted it from place to place like sand on the desert, threatened to paralyze all traffic.

The transportation, track, emergency service, shops and equipment and electrical departments—the entire organization, in fact—responded immediately. From that time until the battle finally was won and the continuance of service assured there was no sleep or rest for these courageous men.

With all of the snow fighting equipment on the system and with many improvised scrapers and crushers; with approximately 5,000 men directed by an experienced supervisory force, the difficult task of keeping open for operation more than 1,000 miles of track in city streets was undertaken. The lines were cleared of snow during the night, but automobiles and trucks in the daytime dragged the snow back on the tracks and crushed it around the rails, making operation difficult, and in some cases impossible. Nearly 400 derailments resulted from this condition of the track. Time and again the sweepers and men with shovels were forced to go over the same ground. Lines were lost and regained. Parts of lines were opened as other parts of them were blockaded.

On the whole, however, the system continued to operate with remarkable success in view of the difficulties. More than 2,000,000 revenue passengers were carried on Wednesday and only slightly less than that number on Thursday.

It was the kind of a fight to try a man's mettle, but there was never an indication of lack of courage or determination on the part of any employe.

These facts have been recited in some detail because I want all Surface Lines employes to know that the management fully understands the magnitude of their task and appreciates the splendid manner in which they responded.

On behalf of the management I want to thank all employes, collectively and individually, for their co-operation in a great emergency.

G. A. Richardson,
Vice-President.

Chicago, Dec. 23, 1929.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 6 JANUARY, 1930 No. 10

Battle Snow to Maintain Service

Successful Struggle Against Elements in Spectacular Three Day Fight—Traffic Handicaps

The most spectacular fight ever made by the Chicago Surface Lines to keep street cars in operation was waged for three days, December 18, 19 and 20, during the worst blizzard this city has experienced in more than a decade. By use of all available man power and equipment, service was maintained and more than 2,000,000 passengers, not counting transfers, were carried by street cars on the worst days. Many lines were in trouble and a few of them were snow bound for some hours, but on the whole the system continued operation and provided the only open surface traffic lanes.

The storm broke on Tuesday evening, December 17 and at midnight that night orders went out all over the system marshalling the snow fighting equipment. From that time until the following Friday night the battle to maintain service was waged night and day without cessation. During the afternoon on Wednesday, parts of the Lake Street line were lost and there was trouble on Grand Avenue and a few other West Side lines. On that morning power trouble east of Stony Island Avenue and south of 79th street tied up lines for one hour and 35 minutes and necessitated hard work to remove the heavy drifts of snow which accumulated while the sweepers were unable to operate.

Traffic Delays Service

By working all night Wednesday night every line in the city was kept open and cars started out on their regular schedules early Thursday morning. The continued fall of snow, however, and the difficulties resulting from the use of the tracks by motor vehicles resulted in much trouble from the start that morning. The wheels of automobiles and trucks packed the snow about the rails where it froze interfering with operation and causing derailments. More than 300 derailments were reported that day.

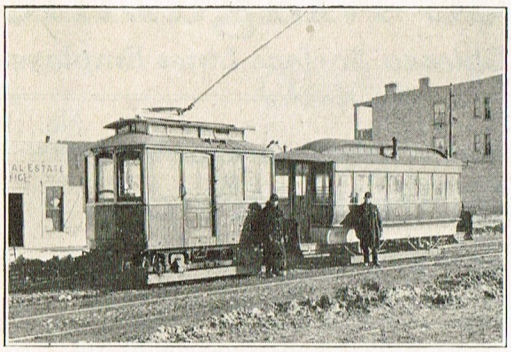
After the streets had been opened up by the Surface Lines crews the cleared lines were almost monopolized by miscellaneous traffic, and automobile collisions and breakdowns on the tracks made the regular movement of our cars impossible. The record in the dispatcher's office for one day shows that of 119 delays of more than five minutes 93 were caused by stalled automobiles, breakdowns of trucks or collisions, 3 were caused by fires, 1 by an open bridge and only a few by mechanical trouble.

State street, which had been kept open by Surface Lines sweepers and plows, got all of the heavy automobile and truck traffic, which ordinarily uses Wabash Avenue and it soon became impossible to operate the cars between 22nd and 63rd streets. By Wednesday afternoon, Michigan Avenue south of 95th street, Cottage Grove Avenue, South Chicago Avenue and Stony Island Avenues were out. Apparently the snow was heaviest and hardest to cope with on the South Side during that day.

All Open by Friday

Friday morning found the lines again open, except for an hour or two in some spots and by evening the service was operating fairly satisfactorily all over the city. That only the lines mentioned were lost in this blizzard which brought a fall of 15 inches of snow driven before a 65 mile gale, is a high testimonial to the bull-dog tenacity and loyalty of the Surface Lines organization.

Approximately 5,000 men were engaged in snow fighting during the storm. Those operating the 100 sweepers and



Conductor Harry A. Anderson and Motorman Fred Erickson On the First Trolley Operated On 12th Street. Conductor Anderson Is Still in Service at Lawndale and Motorman Erickson at Kedzie.

the 176 plows worked in 24-hour shifts and many of the men engaged in the battle with the blizzard worked 30 hours at a stretch without rest or sleep. The fullest co-operation was given the transportation department by the employes of the track, shops and equipment, emergency and other departments

Every kind of equipment obtainable was used in the effort to keep the street car lines open. In addition to the regular plows and sweepers, 26 big tank cars loaded with sand to increase their weight and equipped with huge wing plows forced their way through the drifts shoving the snow back to the curb on each side of the street. These plows were manned by crews of 12 men each.

All Kinds of Equipment

To crush through the ice on some of the worst streets, ice crushers, concrete breakers, and in one instance, an electric locomotive, were brought into service. Forty supply cars loaded with sand, salt and coal were forced up and down the streets as improvised ice crushers.

More than 2,000 tons of salt was used on switches and in spots where ice accumulated rapidly. All the picks, bars and snow shovels in the reserve supplies in the depots were distributed to men who accompanied the sweepers and plows or were stationed at strategic points.

The emergency department had the hardest job in its history. In addition to the 15 regular wreck wagons, 17 trucks were used for emergency service, as well as the construction wagons of the track and supplies departments and the emergency trucks of the electrical department. There were more than 1,000 wreck wagon calls a day and the crews manning the emergency trucks worked from 24 to 36 hours at a stretch without rest.

Hot Meals Served

The men were supplied with 8,550 hot meals at their posts of duty during the storm.

Superintendents of every department involved were on duty constantly with only an hour or two rest at a time from midnight Tuesday night until Friday night. The central switchboard was manned by all of the help that could be used on it. The supervisory force at the various car stations was on duty constantly without rest throughout the blizzard.

The storm cost the Chicago Surface Lines nearly half a million dollars, including the cost of snow removal, the damage to equipment and loss in revenue.

As this issue of Surface Service goes to the printer, January 10, another fierce storm is battering the city and the shock troops of snow fighters were again battling to keep the lines open for the service of the millions who depend upon us for their daily transportation.

Public Comment

The public was not unappreciative of what was accomplished by the thousands who labored to keep the cars moving, and the following letters are typical of scores that came to us following the great storm:

January 6, 1930. Chicago Surface Lines. Gentlemen: It may be of interest to you to hear my experience during the recent snow storm here in Chicago.

I had been on a business trip to Moline, Illinois, and came in on the Rock Island train, due in Chicago at 7:30 a. m., Dec. 20. This train was about three hours behind time and at the Englewood Station, the Conductor of the train informed us that it would take anywhere from three to four hours to reach the La Salle Street Station and suggested that the passengers get off at the Englewood Station and seek other means of getting downtown.

There was no taxicab in sight, and I next tried the elevated railroad, which was tied up and I therefore walked over to Wentworth

Avenue and immediately got a Wentworth Avenue car which brought me downtown without any serious inconvenience or delay and the delays it did have on the way downtown were entirely due to trucks and autos using the car tracks. The street car brought me down in slightly less than one hour's time, which considering the condition of the streets, is remarkably good time.

I believe the Chicago Surface Lines are entitled to a lot of credit in maintaining excellent service during such adverse conditions.

Yours very trury,
O. JENSEN,
Barnes-Crosby Co., 9 N. Franklin Street.

—

December 21, 1929. Chicago Surface Lines. Gentlemen: The Englewood Business Mens' Association wish to congratulate the management of the Chicago Surface Lines in the rapid and efficient manner in which the streets were cleared, and the manner in which traffic was sent through our district during this recent snow storm.

Each day the business man is brought to a greater realization of the effectiveness of good transportation, and we hear many commendatory remarks regarding the efficiency of the handling of your company.

Very truly yours,
WALTER W. MORRIS, Secretary,
Englewood Business Mens' Association,
6417 South Halsted Street,

—

December 23, 1929. Chicago Surface Lines, Gentlemen: We are all apt to knock the street car service from time to time; a little delay, crowded cars, slow running time, etc.

During the past week it was impossible to use my car and I was compelled to use your car lines. The service was such that while of course there were delays that were caused entirely by outside causes, such as trucks and automobiles being blocked in the tracks, etc., I do not know how I would have got along without your service and this letter is for the purpose of expressing my appreciation.

Yours very truly,
F. E. KAEPPEL,
6557 N. Campbell Ave.,

—

December 24, 1929. Chicago Surface Lines, Gentlemen: At this time of the year it occurs to me that it is opportune to let you know how we value the service you have given us during the past year. Your Burnside men always cooperate with us on our wants and changes in schedules and generally it is accepted as a matter of course.

During the recent snow and blizzard your people made valiant efforts to keep this end of the town open, and I can assure you that an industry such as ours, who are so dependent upon your transportation to get our people to and from the plant, appreciates these efforts.

With best wishes for a Happy New Year to your wonderful organization, I am,

Very truly yours,
WM. McLAREN, Superintendent,
Pullman Car & Manufacturing Corp.,



He Gets His Man—A Tribute to the Unmounted Force of the Accident Investigation Department.

A Friend Indeed

Conductor F. E. Deming, No. 2062 of Seventy-seventh reported to Division Superintendent Bessette, the sympathetic treatment and good will shown to the street car men who were stalled in the snow storm on the evening of December 19th, 1929, when a southbound car stalled because of a broken axle. Some of the men in the neighborhood came out with shovels trying to help all they could, he said. Mr. John Franzan, 5632 Wentworth Avenue, had his small son help him pass coffee around to the trainmen who were working around this car trying to get it moving. Conductor Deming said that Mr. Franzen brought out at least five large cans of hot coffee and he refused to take any pay for it.

Evolution of the Contact Process

When tights and hoop-skirts were the rage,
A n c e s t o r s d a n c e d l i k e t h i s ;
But in our own fine day and age,
Theirchildrendancedlikedthis!

—The Gettysburgian.

Sambo's Mistake

A salesman, taking his bride south on their honeymoon, visited a hotel where he boasted of the fine honey.

"Sambo," he asked of the colored waiter, "Where's my honey?"

"Ah don't know Boss," replied Sambo, eyeing the lady cautiously. "She don't wuk heah no moh."

Explained

She: What's the difference between "abstract" and "concrete"?

He: When my sister promises to make a cake its abstract—when she makes it, it's concrete.

Lincoln Looks Like Winner

Four Divisions Bunched in the Important Accident Prevention Race for Silver Car Trophy

Cumulative February to December, Inc.

		Percent
First Place	Division No. 11, Lincoln	89.10
Second Place	Division No. 2, Burnside	87.38
Third Place	Division No. 10, Elston-Noble	87.20
Fourth Place	Division No. 3, Seventy-seventh	86.97
Fifth Place	Division No. 6, Lawndale	86.44
Sixth Place	Division No. 4, Sixty-ninth	85.62
Seventh Place	Division No. 7, Kedzie	85.19
Eighth Place	Division No. 1, Cottage Grove	84.71
Ninth Place	Division No. 9, Division-Armitage	84.44
Tenth Place	Divisino No. 5, Archer	83.23
Eleventh Place	Division No. 8, North	81.42
Twelfth Place	Division No. 12, Limits-Devon	79.96
	AVERAGE	85.048

Monthly Record for December, 1929

First Place	Division No. 11, Lincoln	89.81
Second Place	Division No. 10, Elston-Noble	86.99
Third Place	Division No. 2, Burnside	86.86
Fourth Place	Division No. 4, Sixty-ninth	86.75
Fifth Place	Division No. 7, Kedzie	85.19
Sixth Place	Division No. 6, Lawndale	83.20
Seventh Place	Division No. 1, Cottage Grove	82.64
Eighth Place	Division No. 3, Seventy-seventh	82.57
Ninth Place	Division No. 5, Archer	82.15
Tenth Place	Divisino No. 8, North	80.20
Eleventh Place	Division No. 12, Limits-Devon	79.40
Twelfth Place	Division No. 9, Division-Armitage	78.68
	AVERAGE	83.703

By William Pasche,
Supervisor, Accident Prevention

Lincoln Depot, Division No. 11, at the close of December continues to set the pace in the Accident Prevention Contest for 1929, and begins to look like the winner of this contest. However, the race is so close that it is possible for them to be nosed out at the close of January by Burnside, Division No. 2, now in second place, Elston-Noble, Division No. 10, in third place or 77th Depot, Division No. 3, in fourth place. There is also an outside chance for Lawndale-Blue Island, Division No. 6, winners of the 1928 contest, who are now in fifth place.

The month of December was one in which we have experienced everything that goes with winter conditions, so far as the operation of street cars is concerned. During the first fifteen days every motorman and one-man car operator had a thorough experience with a slick or slippery rail and we were just beginning to reap the benefits of this experience. Vehicle accidents on the 15th of the month were showing a downward trend, so that it began to look as if there would be a decrease in this class of accident. Then came the storm of December 17 and 18 and with it all of the difficulties that a heavy snowstorm creates in city streets.

Snow was piled high near the curbs, and parked vehicles left little clearance for passing street cars. These conditions always are hazardous, and the danger is increased when because of delays over which we have no control, cars are over-

loaded, often with passengers standing on the rear step.

When passing vehicles parked close to the track, great care must always be exercised because even when there are no passengers standing on the rear step, there is always the possibility that the rear step may strike the hub of the vehicle. Because of our experience of the past few weeks attention is again called to Rule No. 38 of the Book of Rules for Conductors, Motormen and One-Man Car Operators, which reads as follows:

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

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

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

Conductors during the month of December continued to score decreases in alighting and boarding accidents, which indicates that they are seeing to it that passengers have safely alighted or boarded their cars before giving the signal to go ahead.

In a few weeks we will be compiling the list of trainmen who have not had a chargeable accident from February 1, 1929, to January 31, 1930, inclusive. Now is the time for all trainmen who are interested in their records to inquire of their division superintendents whether or not they have any accident which was classified as chargeable. If, when informed that he has had a chargeable accident, the trainmen, if not satisfied with the classification, should protest and have the case reopened. This can be accomplished through the division superintendent or by coming directly to the office of the Superintendent of Transportation who personally or through one of his assistants together with the Supervisor of Accident Prevention will thoroughly discuss each case with the trainmen, and if it is found that a mistake was made the classification will be corrected.

Praise for Efficient Motormen

The following letter makes mighty interesting reading:

December 28, 1929. Chicago Surface Lines, Gentlemen: With the approach of the jolly New Year, the newspapers devote much space to discuss the dreadful auto death toll, but the amazing thing about it all is the fact that no one seems to make a New Year's Resolution or really do anything definite to remedy the situation.

Now as a street car passenger I oftentimes ride on the front platform, and as a result of my first-hand observation from that vantage point, it is my firm conviction that the annual auto death toll in Chicago would be very much more dreadful than it is, were it not for the alertness and quick action of the street car motormen.

Countless times have I observed foolhardy, ignorant motorists drive right in front across the path of a moving street car having the right of way over the motorist, which fact, of course does not mean anything to many motorists. Many times this past year have I witnessed breath-taking incidents where the alertness and quick action of motormen in suddenly stopping a street car has prevented many possible serious accidents wherein the motorist was entirely at fault.

It occurs to me that many motorists have such unbounded confidence in the ability of a street car motorman to quickly stop his moving street car whenever confronted with an emergency requiring quick action, that they ignore the fact that street cars have any right of way whatsoever. By the same token, those same motorists ignore the rights of street car passengers who are boarding or leaving the cars.

It's plain unvarnished fact that street car motormen in Chicago have prevented many serious accidents that would have materially increased the auto death toll in 1929. They deserve credit.

Very truly yours,
W. H. BLACKBURN,
2023 Bissell Street,
Chicago, Illinois.

The Budget Plan

The wife had been put on the budget plan. At the end of each month she and her husband would go over the accounts together. Every once in awhile he would find an item, "G. O. K., $3.00," and a little further on, "G. O. K., $6.00."

Finally he said, "My dear, what is this—'G. O. K.?'"

"God Only Knows," she replied.

Santa at the Surface Lines Club

A Wonderful Day for the Little Folks and Their Elders Too—Splendid Programs



Just Before Old Santa Began the Distribution of Presents

Christmas time and snow! The whole city so beautiful and white under its glistening winter blanket. So silent and still that should one listen carefully the angels' voices could be clearly heard in that sublime "Gloria in Excelsis Deo" by those happy mortals who keep the Christmas spirit.

This, indeed, was a time of joy—joy expressed in many ways, but none more effective and far reaching than that of the Surface Lines Club Annual Christmas Party held on December 21st.

Early on that afternoon, and again in the evening, for those who could not come earlier, from all directions the children came trooping in. Eyes shining in glorious anticipation; cheeks aglow with the swift rush through the winter wind; little tongues babbling about Santa—youth vibrant with life and enthusiasm.

I, too, had come with great expectations, because I had heard that "Johnny" Hewitt had the party in charge, and I knew, if so, that that particular party was a foregone success. Nor was I disappointed. The contrast of the cold and ice outside with the warmth of the beautifully decorated Club House and Hall, and the cordial welcome to young and old by that affable and popular Chairman and his smiling Committee, gave a lasting impression, and deeper appreciation of the meaning of unselfish service and the spiritual meaning of Christmas.

I was not alone among the children because the balcony and rear of the hall were filled with grown-ups—some who

brought their children, and some, like myself, who came to share in the reflected happiness of these children.

When excitement ran high and had almost reached the bubbling point, the Club President, Mr. Louis Bohlin, stepped before the curtain and in the name of the management of the Surface Lines and the Club extended a most hearty welcome to all. He said that Santa Claus had been delayed a little on account of the storm, but he was sure he would be here and while we were waiting we would have a little entertainment and a movie.

Amid shouts of approval the curtain went up and there was a real, honest-to-goodness magician. He called volunteers to assist him from the audience and then he performed many and strange miracles. Sharp scissors were handed to one of the boys who was told to cut through and through a piece of cloth. When it was all in pieces the man blew on it, made some mystic signs, recited the hocus-pocus in a low solemn voice, and the pieces flew together and there was the piece of cloth whole again! There was the fan that fell apart when the boy used it but which was all right when the man fanned himself. He did it over and over many times, but how? No one knows!

Next came the dogs, which always carry an irresistible appeal to little folks.

Then the movie, and surprise of surprises, there was Jack Dempsey, a friend of Smitty's. Why, I didn't even know they knew each other, and here he was helping Smitty out with the big boys.

Mr. Bohlin came out and said "Santa is coming," when just around the corner came a man. No, it wasn't Santy, it was just a big business man living over again in memory his boyhood Christmas trees. And who are those two poor little boys, looking suspiciously like Bobby Malmquist and Billy Schenck, and that sweet sad-faced little girl about as big as our own Jane Van Dreese? With eyes wide in wonder at the tree they asked the big man if "Santa Claus was really coming to the Surface Lines Party," and when he nodded his head they told him their daddy had worked for the car company but had gone away, and now there was no one to tell Santa about them. The big man felt so sorry he stepped right out to the front of the stage and asked our boys and girls if they wanted Santa to give toys to those poor children. Back came the roaring answer, "Yes! Yes! Yes!" and they were invited to stay.



He Ought to Be Air-Minded If He Isn't.

The snow had been softly falling all day, but now it turned into a terrific gale as over the roof could be heard the clatter and prancing of reindeer, jingling their bells at every step, and like an echo the children took up the refrain and the hall simply rocked as their sweet young voices sang out, "Jingle bells, jingle bells, jingle all the way," and Santa Claus knew that this was the Chicago Surface Lines Party where he was expected.

First he gave out toys to the little strangers and then each and every child received a doll or airplane and a beautiful box of candy.

Now, we all know there is a Santa Claus and sometimes he looks like daddy or uncle, but this one looked a great deal like Jimmy Smith, operator at Twentieth and Dearborn sub-station, but perhaps we are too old to see the magic of Christmas-time. We do know, however, that when Mrs. Tremel, Miss Krausman and Miss Sullivan, assisted Mr. Hewitt and Mr. Bohlin in selecting the Christmas toys they put self in the background and picked them out from the standpoint of the "kiddies." In boxing the candy the



Marion Catherine, Two-Year-Old Daughter of Tom Frei of Limits.

above mentioned committee was ably assisted by Miss Wiley and Tom Coan. Mr. Deutsch exceeded his usual "best" efforts in decorating the hall and clubhouse. He seemed to be everywhere and we often wonder what we would do without him.

Mr. Schenck, as usual, was in charge of the Christmas tree lighting and decorating, besides working the movie machine and snow storm, and writing the sketch used in the foregoing program. Miss Margaret Hart played the piano before and after and during the whole show and the sweetness of the harmony was only exceeded by the sweetness of the girl who so cheerfully and willingly gave of her time and talent. Miss Peacock and Miss Canny assisted the regular committee in distributing the presents and candy. Dr. Fanning and Dr. Burrows were on duty at the door not only to safeguard any mishap but to see that no child entered the hall with any trace of contagious disease. Thanks must also be extended to Mr. McCauley and Mr. Williams for their invaluable assistance in printing and getting out the material used in the party, and to Mr. R. Rogers, A. Bollinger, D. J. Colgan, R. J. Rumitz, A. Johnson, A. B. Bonhomme and A. W. Malmquist are extended the thanks of the chairman and committee for their invaluable assistance in whatever work they were delegated to do.

About 1,000 children and adults attended the party, including 27 children in arms. We look back to 1916, our first tree, and find among our audience many boys and girls who came in arms then but who are grown big and husky now. We also find some of our own young men and women bringing their first-born to enjoy the hospitality of the Club, who in their time helped to make the annual party a joyful time for other children. And so time goes on, and while the Christmas spirit remains to brighten the lives of all, the procession moves on to make room for those who follow in the footsteps of the ones with vision enough to look down the year and visualize the Christmas parties that would follow their first venture in 1916.

This year's entertainment was of such a high order, and the committee seemed to be so imbued with a truly friendly co-operative spirit, that the "Merry Christmas" echoing and re-echoing through the hall really meant something to the happy excited little groups wending their way homeward, and I went out with a heart filled with gratitude to a corporation which through its social clubs could pause long enough from its hurried business life to plan so much pleasure for the children of its employes.

Agnes McCormick.

(Editor's Note—Miss McCormick has modestly omitted all reference to her own activities which added so much to the success of the memorable day.)

Modern Recipe

Take one reckless, natural-born fool; two or three drinks of bad liquor; a high-powered, fast motor car. Soak fool in liquor, place in car and let go. After due time, remove from wreckage, place in black, satin-lined box and garnish with flowers.—The Uplift.

The little girl was a very timid little soul, and her father was trying to reason her out of her fears. He tried to tell her that there was nothing to fear in mice and frogs and bugs.

"Papa," she asked, "ain't you 'fraid of bugs?"

"No, dear."

"Ain't you 'fraid of snakes?"

"No, dear."

"Papa, ain't you 'fraid of nothing else in the whole world but just mamma?"

Keeping 'Em Rolling

Armitage Takes the Lead, Coming Up from Seventh Place—Weather Lowers Records



Winning Limits Crew in November

The average miles operated per pull-in for the whole system is less than the previous month due to the severe cold wave and blizzard. Armitage has been making steady progress from the beginning of the year, and succeeded in the last month. They believe in the old Motto—"All's Well That Ends Well.."

The individual records are shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-In Dec.	Pct. Inc. or Dec.
1	Armitage	20	34,475	17.3
2	Cottage Grove	12	29,943	6.6
3	Limits	17	26,272	22.5*
4	69th Street	8	24,308	14.2*
5	Burnside	13	23,006	5.9*
6	North	7	20,445	27.8
7	Archer	8	19,293	38.7*
8	Division	14	18,614	3.7*
9	Blue Island	15	15,920	18.6*
10	77th Street	2	13,767	19.5*
11	Elston	15	13,374	.1
12	Lincoln	5	13,062	18.0*
13	Kedzie	8	13,034	10.1
14	Devon	7	12,148	23.2*
15	Lawndale	8	11,584	59.6*
16	Noble	8	7,847	49.3*
		167	16,523	12.9*

*Decrease.

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

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

Family Groups at Division

Railroad Ability Sometimes Inherited—The Business Has a Special Appeal to Many Men

Following a series of articles published recently in Surface Service on the interesting showing of the numbers of fathers, sons and brothers working out of the same Depots, we introduce in this number some similar combinations discovered at the Division Street Depot.

Mr. B. Bolger, the Division Superintendent, and his assistant, Mr. L. Milz, both state that they have in these family groups some of their most careful operators.

It is also a fact that many young men have received appointments on the system because of the good records of their fathers or brothers.

Warnstedt Brothers





Conductor Ottow Warnstedt, Badge 8278 and Motorman Charles Warnstedt, Badge 11281.

Conductor Otto Warnstedt, Badge 8278, has been street-railroading for over eighteen years. During that time his experience has taught him that serving the public good-naturedly makes the work lighter by the end of the day and it also serves as a means of making many friends. This attitude may have had much to do with his excellent record, no chargeable accidents during 1927 and 1928.

Motorman Charles Warnstedt, Badge 11281, started to work on the cars June 29, 1922. During that time he has worked with his brother several months. He has been at the head of the list on Power Saving.

Kiehn Brothers

Motorman William C. Kiehn, Badge 2697, started to work on the cars July 6th, 1925. During the World's War he was a member of the 332nd Heavy Field Artillery. The work on the cars as a motorman has so many good points that he would hesitate quite a while before changing jobs. He has the reputation of being quite a home and family man. His name appears on the 1927 Accident Prevention Honor Roll.

Motorman Walter J. Kiehn, Badge 10681, began his duties as motorman April 12, 1926, and like his brother served during the war in the Field Artillery. He has been on the job long enough to consider it very interesting. As soon as the hunting and fishing season opens he generally hears the "Call of the wild."





Motorman William C. Kiehn, Badge 2697 and Motorman Walter J. Kiehn, Badge 10681.

Kupinski Family





Motorman Max Kupinski, Badge 8639 and Conductor Barney Kupinski, Badge 2306.

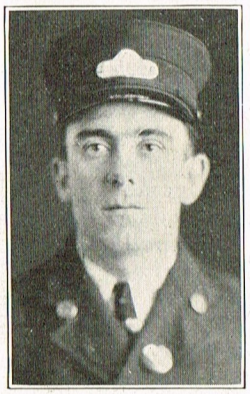
Max Kupinski, Badge 8639, started to work on the cars April 8, 1907. Motorman Kupinski believes that for steady healthful work his job is hard to beat. He is a man of family and has a home of his own. These qualifications along with his record of no chargeable accidents during the years 1927 and 1928 show a tendency to enjoy the good things of life and to help others do the same.

Barney Kupinski, Badge 2306, son of motorman Max Kupinski, became identified with the street-railroad industry January 6, 1923. One of the reasons he likes being a conductor is because he enjoys meeting the different classes of people of the traveling public. He did his "bit" during the war by serving in the 48th U. S. Regular Infantry, just before the war closed. The accident prevention honor roll of 1928 contains his name.

Fitzgerald Brothers

On November 4, 1919, Motorman Thomas Fitzgerald, Badge 9685, decided to try his hand





Motorman Thomas Fitzgerald, Badge 9685 and Conductor John Fitzgerald, Badge 13182.

at street-railroading after serving nine months in the Motor Transport Division in France. Either his experience in Europe or his liking for operating motor vehicles has served to make a careful operator of him. He enjoys a clear record for having no chargeable accidents during 1927 and 1928.

Conductor John Fitzgerald, Badge 13182, went on the cars February 23, 1923. He and his brother have worked the same runs together for over a period of three months. His name appears on the 1927 and 1928 Honor Roll.

Traeger Family





Motorman Charles Traeger, Badge 7979 and Conductor Bernard Traeger, Badge 4714.

Motorman Charles Traeger, Badge 7979, entered the street car service January 25, 1917. Since that time he has become thoroughly acquainted with the different phases of the work of a motorman and is well satisfied with it. The Accident Prevention Honor Rolls of 1927 and 1928 contain his name.

Conductor Bernard Traeger, Badge 4714, son of Motorman Charles Traeger, started street railroading in Chicago November 13, 1928. The more he learns of the work the better he likes it.

Younglove Brothers





Motorman Arthur Younglove, Badge 1785 and Motorman Samuel Younglove, Badge 1749.

Motorman Arthur Younglove, Badge 1785, has worked on the system over eleven years. His name appears on the 1928 Accident Prevention Honor Roll.

Motorman Samuel Younglove, Badge 1749, began working on the cars July 7, 1922. The longer he works as a motorman the better satisfied he is with railroading as an occupation.

John Rasmussen on Transfer Courtesy

I have learned by experience that if we treat all of the passengers with courtesy and kindness to the best of our ability we will receive in due time a great benefit.

And a word about transfers—we have experienced difficulty at transfer points at the intersecting lines. Sometimes a transfer may be a few minutes late or the direction is wrong. We should not be in too much of a hurry to ask the Passenger for another fare, but first investigate a little about same. Find out just what point the passenger started from and if we find that there is a mistake made by the Conductor issuing same in any way, we should give the passenger the benefit of the doubt, and let him ride to his destination without making him pay another fare.

If we observe the above points, we will have gained friendship and good will from the passenger. John Rasmussen, Devon.

A Natural Inference

As the plumber entered the house he met Bjones and his wife in the hall. "Before we go downstairs," said the methodical Bjones to the plumber, "I wish to acquaint you with the trouble."

"I'm very pleased to meet you," said the plumber as he bowed to Mrs. Bjones.

A man who hides behind a woman's skirt nowadays is no coward—he's a magician.

SURFACE SERVICE MAGAZINE

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

THEY STOOD THE GAFF

It takes a great emergency to disclose the efficiency of an organization. An army establishes its loyalty and never-say-die spirit when it engages in what seems to be a hopeless attack against overwhelming odds and scores a victory.

The will to win, to overcome obstacles regardless of individual sacrifice, fatigue, and acute discomfort even to the point of suffering, accomplishes what may appear to be the impossible; and no finer demonstration of dogged determination and fighting spirit can be imagined than that of the men of the Surface Lines in the great storms of December and January.

Clearing a thousand miles of track—greater than the distance from Chicago to New York—and keeping the cars moving in the face of blinding, drifting snow, driven by a sixty-mile gale, was a task to try the stoutest heart and to test the capabilities of a transportation organization.

To the everlasting honor of officers and crews, their efforts were crowned with success—a success which can be measured by the fact that transportation was furnished to more than two million passengers on even the worst days of these almost unprecedented storms.

In addition to supplying the transportation necessities of the daily riders the Surface Lines also provided the only open highways in many parts of the city for the regular delivery of food, fuel and miscellaneous merchandise needed to insure comfort in the homes and meet the daily demands of commerce and industry in this great city.

There were tragedies of the storm marked by injury and even death; there were heroes and uncomplaining sufferers among members of the snow-fighting army. Yet none lost courage, no one deserted his post. Veterans with scores of years of service to their credit worked side by side with the younger men. Thoughtful business men and residents of many of the districts in which the snow forces were fighting cheered them with supplies of hot beverages and the management provided warm meals at hundreds of strategic points.

The public gaining a fuller understanding of the spirit of service which inspires the men of the Surface Lines, was not slow in registering appreciation by letter and telephone and in many cases by personal calls at the general office.

Vice-President Richardson expressed the sentiments of the management in his bulletin to the employes collectively and individually and the friendly reaction of the car riders was a gratification to men and officers alike.

It was a wonderful fight and a glorious victory. They stood the gaff and won.



Clifford Sukuski, the Attractive Youngster of Motorman A. Sukuski of Armitage.

Merchant: "Listen, I wouldn't cash a check for my own brother."

Stranger: "Well, of course, you know your own family better than I do."

The Courteous "Sixth"

Still Leading Procession—A Splendid Holiday Record for the System —Evidences of Public Appreciation

At the end of December, 1929, the cumulative standing of the sixteen depots in the Courtesy Contest is as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
1 Blue Island ..	17	5	14	1	37	17
2 Lawndale	27	6	12	7	52	13
3 Archer	70	40	21	25	156	31
4 Lincoln	35	18	14	12	79	19
5 Limits	33	12	13	10	68	18
6 Kedzie	71	45	37	21	174	45
7 North 133		60	35	48	276	48
8 Division	44	27	19	11	101	8
9 69th	77	49	46	29	201	38
10 Noble	33	11	17	3	64	6
11 77th 122		56	36	48	262	80
12 Armitage	46	27	12	14	99	21
13 Elston	37	15	14	12	79	19
14 Devon	93	46	26	25	190	70
15 Cot. Grove....	86	50	24	12	172	49
16 Burnside	60	29	17	14	120	28
Total 984		496	357	292	2129	510

The total chargeable complaint analysis for the same period, May to December, inclusive, shows the following:

	Disc.	P. U.	Trans	Q. S.	Total	Cmnd.
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	2?2	40
Sept. 97		32	35	22	186	55
Oct. 98		69	41	45	253	63
Nov. 112		76	39	30	257	73
Dec. 145		71	36	61	313	120
Total 984		496	357	292	2129	510

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

	Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
1927 ...1117		510	435	344	2406	297
1928 ...1046		576	361	281	2264	397
1929 ... 984		496	357	292	2129	510

By C. H. Evenson,
Superintendent of Transportation

The management of the Chicago Surface Lines is always eager to learn what the public thinks of the service and to receive suggestions for improvement. Frequently, therefore, passengers are urged in car cards and newspaper advertisements to offer constructive criticism.

In the latter part of November and early in December a Traction Topic card of this kind was used in all cars. It invited letters of criticism or commendation and called attention to the fact that passengers are entitled to courteous and efficient service on the part of the trainmen.

On former occasions when a similar card has been used there has been a flood of letters of criticism, but there was a marked difference this time.

Only 132 discourtesy complaints were received in December and there were 114 letters of commendation of specific acts of trainmen, in addition to a large number of letters generally commending the service. Obviously there has been improvement in the attitude of trainmen towards the public.

It is a noticeable fact, also, that a very large percentage of the 4,000 persons who sent in suggestions for Uncle Watt Rider cards in the contest which closed December 31 took occasion to praise the efficiency and courtesy of Surface Lines trainmen.

But one conclusion can be drawn from these facts—that better service is being rendered by trainmen. The majority who always have been courteous and alert in their work are benefitting by greater co-operation on the part of the comparatively small number who have previously failed to appreciate the fact that the people whose money supports the system and pays the trainmen's wages are entitled to the same courteous treatment the trainman himself expects to receive when he goes into a store to buy something.

The courtesy contest, the discussions of courtesy in the car stations, the courtesy cards displayed in the train rooms and the talks made at trainmen's meetings are bearing fruit.

The most important factor in securing this desirable result, however, has been the influence of one group of employes upon the other. The men who

are doing their work well are not content to have their own good records destroyed or damaged by the few who carry their grouches about with them and seem to move in a self-created cloud of gloom. The knowledge that the management has determined to weed out the confirmed grouches has contributed to the general result and has backed up the employes who are striving for a good record for their divisions.

The improvement in our relations with the public made to date should only encourage the organization to strive all the more to build up a reputation for Surface Lines trainmen which will make them the outstanding example of efficiency in the industry.

Courtesy Wins Approval

Observant Patrons Express Their Appreciation of Meritorious Acts of Trainmen

The worst weather of a decade in December seems to have developed an unusual spirit of service on the part of our employes. More than a hundred letters of commendation were received reporting little acts of kindness, consideration and friendly interest that demonstrated clearly that conductors and motormen were determined to be helpful. The general attitude of the passengers, too, showed that they appreciated the efforts of the men to give the best possible personal service under trying conditions.

The substance of the friendly letters makes mighty interesting reading:

Mrs. Gertrude McDermott, 710 S. Campbell Avenue, commends Conductor Joseph Leyden, Badge No. 13116 of Devon for his politeness and the clearness with which he calls the names of the approaching stopping points.

Miss C. L. Callahan, 218 S. Kilbourn Avenue, commends Conductor John J. Nesbitt, Badge No. 10108 of North Avenue, for his thoughtfulness and courtesy in assisting a blind man off his car and escorting him along the side of the car, in knee deep snow, to the corner and leaving him safe and sound on the sidewalk.

Mr. Nathanael Jensen, 7401 Belmont Avenue, commends Motorman John Newell, Badge No. 4671 of North Avenue, for keeping his temper when several "wisecrackers" made insulting remarks about the service, not taking into consideration an accident which had happened, causing a tieup and considerable delay.

Miss Clara Grosch, of the Layman Company, 730 Rush Street, thanks Conductor George H. Kaufman, Badge No. 14302 of Elston, for turning in her purse, which she had lost on his car.

H. J. Wolfson, traffic manager of the A. Robineau Furniture Company, reports the considerate action of Conductor Jacob V. Kula, Badge No. 13248 of Division, who stopped his car after it had crossed the intersection, to allow him and several other passengers to board his car. Mr. Wolfson considers this act worthy of commendation because of the weather conditions under which it was performed.

Mr. Owen W. Lewis, 107 East 74th Street, highly commends Conductor William J. Youts, Badge No. 12734 of 77th, for his courtesy and the assistance which he renders to elderly ladies who board his car.

Conductor Willaim K. Wood, Badge No. 12552, of 77th, was commended by Mr. Alexander Taylor, 2124-120 S. LaSalle Street, for his honesty in returning 20 cents which Mr. Taylor had given him by mistake.

Motorman Henry Pauly, No. 1, Badge No. 6239, and Conductor Raly L. Larson, Badge No. 12450, both of Armitage, were commended by Miss Helen Faustmann, 2035 N. Oakley Avenue, for their co-operation in recovering a valuable ornament from her scarf, which she had lost.

Miss A. King, 104 S. Michigan Avenue, comments favorably on the action of Conductor Paul J. Hauserman, Badge No. 12160, and Motorman Oscar Breitenback, Badge No. 2199, both of Elston, who held their car to allow her and several other approaching passengers to board their car, thereby saving a fifteen-minute wait.

Mrs. C. M. Hubbard, 2260 Leland Avenue, thanks Conductor Arthur R. Pehrson, Badge No. 11404 of Lincoln, for turning in her glasses, which she had lost on his car.

Conductor James McMullen, Badge No. 11312 of North Avenue, assisted a blind man off of his car and onto the sidewalk. Later two persons asked for information, which they received with utmost courtesy, and following that he assisted a lady with a small child to alight from his car. These acts were witnessed by Miss Edith M. Murphy, DeWtit Hotel, 244 E. Pearson Street, who wrote to the general office.

Conductor Victor G. Gorske, Badge No. 11264, of Elston, is described as being a very courteous, helpful, cheerful and efficient employe of the Chicago Surface Lines by Mr. Leonard Ladof, 4854 N. Kildare Avenue.

Miss Genevieve Wilken, 614 Woodland Park, reports the kindly action of Conductor James P. Sinon, Badge No. 11258 of Cottage Grove, who held his car in order to lead a blind man across Cottage Grove Avenue at 61st Street.

Conductor Alfred Benbow, Badge No. 11006 of Cottage Grove, is the recipient of a commendatory letter from Mr. Joseph M. Dorocke, of the R. E. Wilsey & Company, 120 So. La Salle Street. Mr. Dorocke inadvertently left a package on this conductor's car, and when he found it he immediately turned it in to the Lost and Found Department.

Conductors William Cryder, Badge No. 5364, and John C. Cannon, Badge No. 10994, both of Devon, were commended by Mrs. E. E. Underhill, 853 N. Lockwood Avenue, for the courtesy with which they helped her on and off of their respective cars.

Conductor George J. Pfrommer, Badge No. 10650 of Archer, greets his passengers with a cheerful "good morning" and waits for all passengers at crossings when he sees an approaching car coming. Mr. J. B. Kennedy, 2122 Seventy-third Street, Elmwood Park, noticed these matters and reported them.

Conductor Carl A. Ruediger, Badge No. 10510 of 69th, found and turned in a new umbrella which had been left on his car by Kathryn A. Hitchcock, 8048 Rhodes Avenue. Miss Hitchcock was very pleased to retrieve her umbrella, and commends Conductor Ruediger for his honesty and integrity.

Mr. Pablo S. Katigbak, Foreign News Service, Chicago Daily News, boarded the car in charge of Conductor Thomas M. Scully, Badge No. 10450 of Kedzie, with a companion. Too late they realized that the smallest bills they had were of five-dollar denomination. Conductor Scully could not change one but he advanced fourteen cents and issued transfers to these passengers, thus allowing them to continue on their way without any delay. Mr. Katigbak commends this conductor for his thoughtfulness and courtesy.

Conductor Frank Miller, Badge No. 10428 of Armitage, is commended by Fred Umbach, 5405 Agatite Avenue, for his courtesy to passengers, helping women and children on and off his car and calling street names loudly and distinctly so that all could understand him.

Conductor Thomas L. Valiquet, Badge No. 10426 of 77th, is warmly commended by E. J. Williams of the Providence Washington Insurance Company for his self-control when a passenger on the platform was abusive and offensive.

Mrs. Hogan, 2048 Orchard Street, commends Conductor George R. Berggren, Badge No. 10272 of Devon, for his exceptional kindness to her.

According to Miss Mary M. Casey, 7757 Michigan Avenue, the "perfect gentleman" is to be found in the person of Conductor Stephen B. Sommers, Badge No. 10118 of 77th.

Mr. William Wood, trainmaster, Metropolitan Division of the Chicago Rapid Transit Company, commends Conductor Alfred W. Smith, Badge No. 9544 of North Avenue, for the very considerate, diplomatic and careful manner in which he assisted an intoxicated man from his car to the doorway of a building.

Miss Florence F. Stookey, 5630 Blackstone Avenue, commends Conductor Thomas J. Enos, Badge No. 9440 of Cottage Grove, for not allowing any passengers to stand on the step where they were in danger of being brushed off.

Conductor Peter H. Larson, Badge No. 8972 of Lawndale, assisted a lady with two small children to alight from his car, and encouraged her to "take her time," although his car was crowded and he had many fares to collect. Mr. Herbert J. Smith, Fort Dearborn Lumber Company, 2433 West 18th Street, was the observant patron on this conductor's car and wrote to the management telling of the incident.

Mr. Samuel Benkler, 1110 S. Damen Avenue, reports that Motorman Joseph Babka, Badge No. 3573 of Blue Island, held his car, and Conductor George J. Van Loan, Badge No. 8922, also of Blue Island, assisted him abroad the car, and thereby saved him considerable time.

Miss Fannie Stein, East View Hotel, 4941 Lake Park Avenue, one of our most observant patrons, commends the following trainmen for their efficiency and courtesy: Conductor Sidney J. Palliga, Badge No. 1202 of Burnside; Conductor Harry L. Shober, Badge No. 742 of Cottage Grove; Conductor Oscar Martin, Badge No. 8724, of Cottage Grove; Conductor Walter J. Stage, Badge No. 1416 of Cottage Grove; Conductor Henry McDermott, Badge No. 3676 of 69th, and Conductor Walter L. Black, Badge No. 1664, of 77th.

Conductor Louis Kucera, Badge No. 8668 of Blue Island, received what he thought to be a one dollar bill and gave change to the passenger accordingly. A few minutes later he came into the car and gave the passenger a dollar bill, telling him that there were two singles stuck together. Mrs. E. Hindemann, 1421-343 S. Dearborn Street, noticed the incident and wrote to the management commending him.

Mr. Abrahamson boarded the car in charge of Conductor William Harrington, Badge No. 8106 of Armitage, and discovered that he had left his money at home and therefore had no money with which to pay his fare. Conductor Harrington solved the problem by simply advancing his fare out of his own pocket and thus relieved an embarrassing situation.

Mr. F. E. Scholl, of the Tallman, Robbins & Company, 314 W. Superior St., commends Conductor Joseph P. O'Donnell, Badge No. 7890 of Kedzie, for the efficient manner in which he handled his duties during the recent snowstorm.

Mrs. M. C. Schaeffer, 152 Division Street, reports the courtesy and kindness of Conductor John Simpson, Badge No. 7560 of Devon, who assisted a blind man to the curb and called the names of the streets very distinctly.

Conductor Walter B. Whetmore, Badge No. 7094 of Devon, received what he thought to be a dollar bill from one of his passengers and gave change for the same. A little later he came into the car and gave this passenger a dollar stating that there had been two singles stuck together which he had not noticed at first. Mrs. L. E. Constock, 1906 N. Park Avenue was the passenger and she wrote to the downtown office telling us of the incident and commending this conductor for his honesty.

Mr. E. S. Rogers, 1744 E. 84th Street warmly commends conductor James C. Clancy, Badge No. 6908 of Burnside, for his courtesy and kindness to his mother and also to other passengers.

Conductor Albert Seipp, Badge No. 6742 of North Avenue, assisted a blind man off of his car and because the snow was piled so that passengers had to walk to the corner, he escorted the blind man to the corner and left him safely on the sidewalk. Miss Della Mesirow, 1057 Foster Avenue reported this incident to the management.

Mr. V. D. Zienty, 3543 W. Diversey Avenue, commends Conductor Frank Noren, Badge No. 6552 of Limits for his kindness and courtesy to him and other passengers on his car.

Miss Josephine Ruther Lane, Checker Taxi Company, 1401 West Jackson Blvd., lost her purse containing her bank book, important papers and receipts and currency amounting to $100. A few hours after she discovered her loss she was notified that her purse had been turned in by Conductor Frank W. Kurk, Badge No. 6474 of Kedzie. She recovered her purse and then wrote to the management describing the honesty of this conductor and expressed her appreciation.

Mr. L. F. Haines, 6510 Foster Avenue, commends Conductor John S. Rasmussen, Badge No. 6218, for being polite and gentlemanly at all times and never forgetting to call the stopping points along his run.

Conductor Donald C. Johnson, Badge No. 6040 of Devon is commended by William Biggane, 4900 N. Ashland Avenue, for his admirable self-control when one of his passengers, an irritable old lady, abused him without reason.

William Fuller, boarded the car in charge of Conductor Nicholas O'Neill, Badge No. 5950 of Cottage Grove and asked to be notified when he reached his destination. Upon being assured that he would be, he entered the car and sat down. Some time later the conductor came through the car tapped him on the shoulder and told him that the next stop was his corner. Mr. Fuller appreciated this courtesy and wrote the management informing them of the incident.

Conductor Harry Anderson, Badge No. 5618 of Elston noticed that one of his passengers had dropped a glove and stooped and picked it up an gave it to him. Miss Dorothy Beamish, 3447 N. Ridgeway Avenue, witnessed the incident and informed the management in a commendatory letter.

Conductor Timothy McInerney, Badge No. 3466 of Archer is the recipient of a commendatory letter for his kindness to a man on crutches.

Conductor Arthur J. Malmquist, Badge No. 5432 of Armitage is commended by Mr. John Follmer of the Mutual Professional Insurance Company, 100 N. La Salle Street for his kindness and courtesy.

Conductor Charles P. Riggs, Badge No. 4762 of Armitage is described as being a very courteous and efficient employe of the company by Mrs. Edward Noble, 6085 Nassau Avenue.

Mr. Salvatore Biagi, 850 E. 88th Place, boarded the car in charge of Conductor Arthur E. Crawford, Badge No. 4754 of Burnside and handed what he thought was a nickel and two pennies to the conductor. He entered the car and sat down and was followed by the conductor who handed him two dimes saying that he had given him a nickel and two dimes by mistake. Mr. Biagi considered this act worthy of mention and wrote to the management telling of the incident.

Mr. Stephen J. Fundarek, 946 W. 18th Place, commends Conductor Eugene Diem, Badge No. 4752 of Lawndale for the information given him and also commends him for his tidy appearance and for his general efficiency.

Mrs. Grace P. Haight, 922 Airdrie Place, commends Conductor Edward C. Schlick, Badge No. 4740, of Cottage Grove for his kindness in rendering assistance to two physically incapacitated women, who boarded his car.

Mr. E. A. Casey, Route No. 3, Valparaiso, Indiana, while visiting in the city boarded the car in charge of Conductor Frank M. Black, Badge No. 4510 of 77th, and while riding with him noticed an act of courtesy to a woman with an infant baby in her arms. Mr. Casesy states that he was courteous to all passengers and a real gentleman.

Motormon Orion D. G. Davis, Badge No. 11393 of 77th assisted an old lady from his car and Miss Evelyn Brent who witnessed the incident thought it worthy of mention and wrote to the general office.

Mr. C. Leitermann, 2046 Orchard Street, lost a C. M. & St. P. railway ticket on one of our cars in charge of Conductor Peter Getzen, Badge 2540, of Lincoln, who found and immediately turned it in to the lost and found department, where Mr. Leitermann recovered it. He wishes to commend this conductor and also Clerk Norman C. Thomason, who had charge of the lost and found department where he recovered his ticket.

Mr. Luke A. Peck, 6052 S. Spaulding Avenue reports that the car on which he rode in charge of Conductor Frederick Edgecomb, Badge No. 4208 and Motorman William Knepper, Badge No. 9027, both of Kedzie, was a half hour late because of the snow storm, causing them to miss their lunch time and kept going along. Mr. Peck states that they were cheerful and seen to it that people made their connections and got to work.

Motorman Alvin G. Grote, Badge No. 8193 and Conductor Frank H. Graber, Badge No. 4200, both of Elston, are the recipients of a telephoned commendation from Mr. Benny Husch, 4916 N. Lundale Avenue, who states that a blanket fell from his car and became caught under their street car and they helped him to recover it.

Mr. H. Victor Keane, 132 E. 20th Street, commends Motorman Charles O. La Fontaine, Badge No. 4165, and Conductor John A. Kelly, Badge No. 3880 of Cottage Grove for their courtesy and general efficiency.

For the manner in which Conductor Sharon C. Erikson, Badge No. 3868 of Noble handled the situation following an accident won the favorable attention of Martin F. Kelly, 3646 S. Leavitt Street who wrote to the downtown office telling us of the incident.

Mrs. H. Schwenessen, 1702 N. Kedvale Avenue, commends Conductor George W. Jensen, Badge No. 3778 of Elston for his courtesy in assisting a blind man off his car.

Miss Blanche Svehla, 3215 S. Ridgeway Avenue, commends Conductor Michael McCarthy, Badge No. 3752 of Lawndale for his courtesy in assisting a blind man off of his car.

Conductor George F. Miller, Badge No. 2828, of Lawndale was commended as being gentlemanly and courteous to his passengers by Mrs. M. Zelinske, 3030 S. Komensky Avenue.

Mrs. Andrew Whitton, 3310 Lowe Avenue, lost her purse while a passenger on one of our cars. Conductor John J. Kirby, Badge No. 2620 of 69th found and turned it in where Mrs. Whitton later recovered it.

Mr. Ted Leitzell, Catalogue Production Dept., Montgomery Ward & Company, commends Conductor Lee C. Broach, Badge No. 2438 of Limits for his high character and his courtesy.

Mrs. G. Nagel, 6834 S. Aberdeen Street, wishes to commend Conductor Francis P. Curran, Badge No. 2250 of 69th for the good natured manner in which he changed a five dollar bill, the smallest amount she had, which she tendered to him for her fare.

Mrs. Harriet Paulsen, 4858 Cortland Street, commends Conductor Walter R. Erdman, Badge No. 2098 of North Avenue for the assistance rendered to her son when he boarded Conductor Erdman's car.

The general efficiency and good nature of Conductor John J. Creed, Badge No. 1818 of Kedzie, during the recent snow storm was observed by Mr. B. Clark, 117 S. Menard Avenue, and reported by him in a commendatory letter to the management.

Mrs. Chas. J. Sinclair, 5517 S. Wells Street, noticed the courtesy of Conductor Walter Powell, Badge No. 1744 of 77th, and made him the subject of a commendatory letter in which she praised him for his admirable habit of calling the names of streets distinctly.

The willingness and helpfulness of Conductor George L. Kaminsky, Badge No. 1516 of Cottage Grove won a letter of commendation from Miss Florence Stevenson.

Mr. Harry C. Schwartz, 1949 Grace Street, noticed two small children board the car in charge of Conductor Vernon E. Blackford, Badge No. 1312 of 77th, and who were unaccompanied. One of the children's mittens had come off and this conductor put it on for him and found out where they were going. When they got off at their intersection he gave the oldest one a transfer and asked a lady passenger who was alighting to see that these two were safely put aboard their car. Mr. Schwartz was so impressed by these acts of courtesy that he wrote to the management describing the incident.

The cheerfulness of Conductor George H. King, Badge No. 940 of North Ave., won a letter of commendation from Mr. Roderick M. Grant of the Associated Press.

The thoughtfulness of Motorman John Fay, Badge No. 2317, in holding his car so that Mrs. Milton Davis, 7721 Luella Avenue, could board it and thus enable her to make her train, was made the subject of a commendatory letter by her, in which she also commended Conductor Anthony W. Iwicki, Badge No. 900 of 77th for his kindness and courtesy.

Mr. Edwin Carson, 5141 Blackstone Avenue commends Conductor Oskor Anderson, Badge No. 642 of Burnside for the manner in which he handled his crowded car.

Mr. Karl D. Loeppert, commends Conductor John J. Mangan, Badge No. 618, of 77th for the manner in which he handled an intoxicated passenger who charged that he had given him the wrong transfer.

Conductor Clinton A. Downey, Badge No. 516 of Burnside assisted a crippled lady to board his car and then escorted her to a seat inside. Mrs. Moise Klein, 5220 Drexel Avenue noticed the incident and wrote the downtown office informing us of this act of courtesy on the part of this conductor.

Miss B. Dollnig, commends Conductor Clark W. Hitchens, Badge No. 208 of Devon for his courtesy in picking up her glasses which she had dropped while a passenger on his car.

Mr. L. Panper, 5339 George Street commends Motorman Hjalmer Bjarnum, Badge No. 12919 of Division for his courtesy and kindness to his passengers on his car during the recent snow storm.

Motorman Michael F. Gallagher, Badge No. 11813 of North Avenue by his quick action avoided an accident when an auto cut in close to him. Mr. Clifford Deakin, 627 Lake Street noticed the incident and reported it in a commendatory letter to the management.

Motorman Joseph Hosek, Badge No. 11773 of Lawndale, left his car to assist an old blind man across the street. This act of kindness was noticed by Miss Camilla Pokorny, 1814 W. 34th Street, who wrote the management commending him for his action.

Motorman Herbart W. Zobott, Badge No. 11361 of Devon who stopped his car to pick up a passenger, although his car was only going two blocks to the barns, won a letter of commendation from Mr. S. Krivo, 1256 S. Albany Avenue.

Motorman James F. Forrestal, Badge No. 11047 of Kedzie is the recipient of a letter of commendation from Miss Aileen Dunn, 103 S. Main, Decatur, Illinois, for the information given to her while she was a passenger on his car.

Miss Emily Purman, 1643 S. Karlov Avenue, commends Motorman Joseph E. Soukop, Badge No. 10273 of Blue Island for his general efficiency and courtesy.

Miss Charlotte T. McCormich, 4943 Lake Park Avenue, commends Motorman Axel S. Anderson, Badge No. 9593 of Devon for assisting passengers to board his car.

Francis Gardner, 1306 Astor Street commends Motorman Charles Sabey, Badge No. 9625 of Devon for the smooth manner in which he operated his car.

Mrs. Margaret Gavin, 5823 N. Clark Street, commends Motorman John N. Ebel, Badge No. 8381 of Devon for his kindness and courtesy shown to her mother.

Mr. H. W. Wright, 6223 S. Albany Avenue wishes to commend Motorman Joseph Walsh, Badge No. 9305 for assisting a lady carrying her baggage to board his car.

Clifford S. Wiltse, of the Board of Education of Chicago, commends Motorman Harry F.

Raddatz, Badge No. 7691 of 69th for his general efficiency.

Motorman Robert Krenek, Badge No. 6245 of Blue Island held his car long enough to enable Miss Pearl DeKoven, 1633 S. Avers Avenue to board his car and she wishes to comemnd him for his thoughtfulness.

Mr. Joseph Esler commends Motorman Thomas M. Mahoney, Badge No. 5297 of Devon for his thoughtfulness in holding his car long enough to allow Mr. Esler and wife to board the car.

Mrs. M. Logg, 1230 E. 47th Street commends Motorman James Kirby, Badge No. 1569 of Cottage Grove for his kindness and courtesy.

By his kindness and courtesy Motorman Gatberg P. Hansen, Badge No. 1367 of Cottage Grove won a letter of commendation from Ernest C. Read, M. D., 4967½ Lake Park Avenue.

Mr. John R. Burdick, 6416 Ellis Avenue wishes to commend Conductor Harry H. Ruebensam of Cottage Grove for the assistance rendered to him after an accident.

Mrs. B. Gorman, 6938 Prairie Avenue appreciates the honesty of Conductor Peter W. Flaherty, Badge No. 7552 of Burnside, when she accidentally gave him a two dollar bill, receiving change for a one. A few minutes later the conductor came into the car and handed her the other dollar, telling her of the mistake.

Motorman Arthur Reinberger, Badge No. 10429 of North Avenue called out the names of the streets the same as his conductor. Mrs. Mary M. Hill, 2341 Superior Street noticed this and wrote a commendatory letter in favor of this motorman.

Mrs. E. B. Sparks, 2227 Walnut Street, dropped her purse while a passenger on the car of Conductor Martin Norum, Badge No. 4514 of North Avenue. He found and turned it in and the next day Mrs. Sparks called at the Lost and Found Department and recovered it.

Mr. A. R. Salomon, 1593 E. 67th Street, commends Motorman Harry A. Kiesling, Badge No. 4795 of 69th for his general efficiency and courtesy during a traffic tieup.

Mr. F. A. Klobucher, Mgr. Builders Bldg., 228 N. La Salle Street, wishes to commend the honesty of Conductor Stanley A. Sandquist, of Elston for turning in a purse which was lost by one of Mr. Klobucher's employes.

Miss Theresa Bucher, 2454 Diversey Avenue lost her purse while a passenger on the car of Conductor Christian Walter, Badge No. 11712 of North Avenue. The afternoon of the same day that the purse was lost she was called down to the employment office of the place where she is employed and there received her purse. Conductor Walter had found her check stub in the purse and found where she worked and brought the purse there personally.

Mr. August V. Ness wrote to the editor of the Chicago Evening Post describing the honesty of Conductor John Stastny, Badge No. 12496 of Lawndale, in returning an excess dime which Mr. Vess had accidently paid.

The strict observance of the schedule by Motorman John McMahon, Badge No. 1063 and Conductor Edward J. Butler, Badge No. 10312, both of Burnside, won a letter of commendation from Mrs. O. N. Flood, 8617 S. Cregier Avenue.

Conductor Harold T. Clinton, Badge No. 3366 of Kedzie found a purse belonging to Miss Catherine Ryan, 5430 Quincy Street and at eleven o'clock at night located her home and brought it to her personally. Miss Ryan was very pleased with the conductor and sent a letter to the management telling of the incident.

Conductor Charles M. Kestler, Badge No. 7434 of Lincoln is commended by Mrs. Emil E. Edman, 3338 N. Clifton Street, for his kindness, courtesy, and general efficiency during the recent snow storm.

SUPERVISOR VOBRUBA KILLED

Thrown Under Truck—Driver, Who Is Under Arrest, Charged with Manslaughter

On Saturday, January 4, Supervisor William Vobruba, stationed at Ogden Avenue and Roosevelt Road, was called upon by Motorman A. Block, Badge No. 6609, to attempt to prevail upon the driver of a truck and trailer who had been holding the car all the way from Douglas Park to pull out and allow the car and its passengers to proceed. Supervisor Vobruba called on the driver to pull out but was unheeded. He then boarded the car and rode the block as far as Taylor Street where he left the car, ran ahead and stepped up on the foot-board of the truck where he sought to prevail upon the driver to pull out. His conversation with the driver continued until the truck reached Lincoln Street, where the sudden opening of the cab door caused him to lose his hold and fall beneath the truck, the rear wheels of which as well as the wheels of the trailer passed over his head killing him instantly.

The truck belonged to the Peoria Cartage Company and the driver and his helper were arrested and are being held on a charge of manslaughter.

Supervisor Vobruba, who was promoted to that position on April 1, 1929, leaves a widow and two small children.

The Military Funeral arranged by the Surface Lines Post of the American Legion was held on Tuesday, January 7, 1930, from the late home of Comrade Vobruba, to Bohemian National Cemetery. R. Kadlec, E. Hauser, P. Uhlik, J. Janda, W. Winter and N. Hodanovac, representing Division No. 241, acted as pallbearers. Enroute to the cemetery, the funeral procession passed Lawndale Carhouse, where the co-workers of Comrade Vobruba stood with uncovered heads awaiting the arrival of the cortege. Rev. N. B. Clinch, Past State Chaplain of the American Legion, officiated at the home and later at the cemetery. A firing squad from Fort Sheridan was obtained for the salute to the dead. The Post was represented by Commander Ambler, Adjutant McCauley, Past Commander Lindstrom. Comrades Barta, Calabrese, Clinnin, Cusack, Harant, Kennedy, Hybl, Kocka, Loeb, Mlyniec, Peters, Quaid, Ryan, Sanow, Taube, Walter, Webster and others.

GOING AFTER WITNESSES

North Avenue Still on Top—Burnside in Second Place—Coaches "Show 'Em"

The old idiom, "What goes up must come down," does not seem to apply to North Avenue, for they are still at the head of the list with an average of 5.78, although it is somewhat lower than that of last month. Burnside displaced 77th for second place, with an average of 5.48, dropping 77th to fourth place, with an average of 5.03. Elston-Noble is still possessor of third place by virtue of advancing its average from 4.93 to 5.22. Sixty-ninth advanced from ninth to sixth place, with an average of 4.68, and Lincoln jumped from eleventh to ninth place, with an average of 4.32. Devon-Limits, after making a spectacular spurt from eleventh to seventh place last month, took a slump and dropped to last place, with an average of 3.09. The average for the system, 4.69, shows a slight increase over the November average. Four divisions made better than 5, and the coach boys came through with 15 witnesses in two accidents—average 7.50!

The following shows the comparative standing for four months:

	Dec.	Nov.		Oct.		Sept.	
1. North Avenue	5.78	5.94	(1)	6.05	(1)	6.28	(1)
2. Burnside	5.48	4.89	(4)	4.44	(4)	4.09	(6)
3. Elston-Noble	5.22	4.93	(3)	4.66	(3)	5.06	(2)
4. 77th Street	5.03	5.06	(2)	4.92	(2)	4.39	(5)
5. Cottage Grove	4.81	4.78	(5)	4.34	(6)	4.53	(4)
6. 69th Street	4.68	4.22	(9)	4.30	(7)	3.96	(8)
7. Archer	4.58	4.34	(6)	4.35	(5)	4.78	(3)
8. L'dale-Blue Is.	4.53	4.25	(8)	4.15	(8)	4.06	(7)
9. Lincoln	4.32	4.08	(11)	3.55	(10)	3.67	(11)
10. Armitage-Div.	4.09	4.02	(12)	3.46	(12)	3.50	(12)
11. Kedzie	4.07	4.08	(10)	3.82	(9)	3.83	(9)
12. Devon-Limits	3.09	4.26	(7)	3.52	(11)	3.69	(10)
Av. for the Sys.	4.69	4.63		4.36		4.34	
Diversey Bus...	7.50	1.00		2.00		0.43	



Helen Louise, Daughter of H. B. Storm, of the Purchasing Department.

Patient: "I say, doctor, don't you think it would be a good idea if I were to pack up and go some place where the climate is warmer?"

Doctor: "Good heavens! Isn't that just that just what I've been trying to prevent?"

Departments and Divisions

Electrical

Our sympathy is extended to E. Vincik of 48th and Honore Sub-station, and to H. Geir of Lill Avenue Sub-station, in the loss of their loved ones through death.

Gerald Careton of Grand and Leavitt, has had his entire family in quarantine for the past few weeks. You have our sympathy, Gerald.

M. Carrigan, Grand and Leavitt, has been taken to the hospital, and our sincere wishes for a speedy recovery go with him.

H. Richter's daughter has embarked on the sea of matrimony. We extend our congratulations to the happy couple with our best wishes for a happy married life.

"Billy."

Accounting

Cupid has scored another hit. Misses M. Bellon and M. Simonsen came to work wearing great big smiles, the reason being that they are beamingly displaying beautiful new diamonds. It won't be long now.

We take this occasion to extend a hearty welcome to our new co-worker, Miss Florence Nelson.

We are pleased to have Miss Lillian Dempsey back on the job after having recovered from injuries received in an automobile accident some time ago.

To Miss Mary Valentino we extend our sincerest consolation in the recent death of her brother.

T. F. Coan.

Engineering

Al Langley and John Retzler, our basket ball stars, batted 1000 as pinch snow shovelers during the recent blizzard. Wearing rubber boots and carrying their No. 4 banjos, the two troubadours sallied forth and helped carry on.

Why go to Florida for the winter? Our over enthusiastic suburbanites claim there was very little snow fall outside of Chicago.

Martin Rybacki dodged poison gas in the trenches, but forgot to wear his gas mask while working in a closed garage and Henry the Third nearly got him.

The Engineering Bowling team in the Gold Coast League is running fourth at this writing with only three full games separating them from the leaders. The team is composed of Pete Merkovich, J. Henry Ambler, Ed Platt, Harry Abbott and Andy Flood. Pete has an average of 183 pins for 36 games and has high game of the season with a score of 266. The team has high team game to date—1005 pins.

August Gecan, General Foreman in the Northern Division of the Track Department, left for Jugo-Slavia, his native land, on December 1st. August is going to enjoy a well earned vacation for the three months of his furlough but he has promised to take enough time away from his golf to inspect the car systems of the

principal cities of Europe, and possibly bring back some up to date track construction ideas.

Frank Besch, Material Clerk in the Western Division of the Track Department, is confined in the Suburban Hospital, following a very serious operation. Everybody hopes to see Frank out soon.

Sincere sympathy is extended to N. R. Alexander and his family, on account of the death of Edwin Alexander, a younger brother, who passed away on December 6th.

The heartfelt sympathy of the department is extended to Mrs. Thierkauf over the loss of her mother, Mrs. Joyce, who died a few days before Christmas after an extended illness of five years. We also extend our sympathy to her over the loss of her sister-in-law, Mrs. Daniel Joyce. Transit.

Material and Supplies

We extend our sincere sympathy to Meyer Blumenfelt in his bereavement upon the death of his mother.

The secret is out. We have a Scotchman working at Halsted Yard. M. Tucker had all his teeth pulled a week before Thanksgiving. The holiday season was also taken into consideration.

John Farrell at Halsted Yard has joined the happy millions of radio fans. He is the proud possessor of a radio, and we have it from good authority that John is a DX hound.

Al Wadley, the foreman from the sunny south was humming a good old southern song while battling the last blizzard we had.

R. E. Buckley, M. & S. Dept.

Shops and Equipment—North and West

West Shops. Our blacksmith shop foreman, is back on the job, looking fine after a siege of illness. He lost a few pounds, but he said he did not need them anyway.

Tom Cooney and Tony Vihnanek of the Drafting Room have been on the sick list. Tom was off ten days with the "flu", and Tony lost a few days on account of having a bad cold. We are glad to see them both back to work.

Noble. L. Hoehn is making quite a few trips to Barrington, Ill. There must be some great attraction out there.

Limits. The boys at Limits extend their sympathy to Pete Irwin, in the loss of his brother. Jane V. McCarthy.

South Shops and Carhouses

A. Draus, of the Painting Department is the proud father of a bouncing baby boy. Congratulations Andy and don't forget the cigars.

Pete Lukas, Repairman, 77th Street, bought a diamond ring. We wonder?

The boys at Cottage Grove Depot express their deepest sympathy to George Stacy, in the loss of his daughter.

William Guzak, Burnside, has been laid up for the past couple of weeks. His many friends wish him a speedy recovery.

Raymond Yurvich, 77th Street, gets everything on his radio, even WMAQ.

J. Szalkowsky, Painter, who has been on the sick list for some time is improving and the boys hope to see Joe back on the job real soon. Oscar Penter, color mixer, who sustained a very painful sprained neck is also recovering and will soon be back on the job.

We were very sorry to learn of the loss of a leg by Ralph Rowley, car placer, 69th Stret.

"Hiking" is the hoby of Joe Margetic, Burnside, as he describes his most recent hike to Miller, Indiana. On December 15, Joe borrowed a leather coat and with a friend set out for Miller. They left about 5 a. m. but by 5 p. m. were safely tucked away in bed, thankful to ever get back. On the way, they roasted weenies and potatoes over a huge bonfire, but in spite of everything, the hike almost ended disastrously—the squirrels chased them, thinking they were nuts.

J. Yokubaitis, Motor Repair Department who has been off sick for the past several months passed away on December 28. Our sincere sympathy is extended to his bereaved family.

Louis Roche, Burnside, doesn't mind the snow any more since he got his new Cadillac.

We were indeed very sorry to learn of the sudden death of Joseph Lomsarges, Painter.

Benny Rekas, Burnside has a Merry Christmas indeed, as Santa Claus noticing his needs brought him a brand new pipe to smoke with "Lucky Boy" according to his friends at Burnside. J. P. McCauley.



Walter Moskwa, Armature Winder of the West Shops, Taken in Poland, Where He Spent a Three-Month Vacation.

Air Scandals in 1939

Worried Mother (as daughter opens front door at 3 a. m.)—"Now, where in the world have you been at this hour?"

Daughter (slightly windblown)—"Oh, Jim got fresh and my parachute got caught on a northbound mail plane."—Exchange.

Ha! Ha! Mystery!

Author—"This is the plot of my story. A midnight scene. Two burglars creep stealthily towards the house. They scale a wall and force open a window of the house. As they enter the room, the clock strikes one."

Grace (breathlessly)—"Which one?"—Exchange.

Around the Car Stations

Cottage Grove

With our new resolutions let us make 1930 a year of more courtesy, more commendations, more witnesses and fewer accidents. Then we will all be happier.

Our Division Superintendent Wm. C. Cricks and his Assistant Mr. H. Hooper, appreciate, and thank the trainmen at this depot for their splendid loyalty and cooperation (which was 100 per cent), in working so unceasingly to keep open the lines of this and other divisions and also wish to thank the mechanical department at this depot for their co-operation in keeping the equipment in first class condition for this storm.

Another new feature has been added to our train room and club room. New electric clocks now adorn our walls, so govern yourselves accordingly and set your watches by them.

We are pleased to report Conductor Jack O'Donnell's arm is improving. About 10 or 12 weeks ago Jack fell down the stairway coming from the trainroom and broke his arm, the trainmen wish you a speedy and complete recovery.

We are pleased to announce the birth of twin boys at the home of Conductor Charles Thom but regret to say that one boy only lived 24 hours. The mother and the other son are doing nicely.

Motorman Harry McCollum is still confined to his home and would appreciate a visit from some of the trainmen. His address is 917 W. 53rd Place.

Motorman Slee is reported improving very slowly. The trainmen wish him a complete and speedy recovery.

The sympathy of the trainmen is extended to Conductor J. J. Casey on the loss of his dear mother; to Motorman L. Schweinperth on the loss of his sister and to Motorman Gus Gustaveson on the loss of his dear wife.

Another of our old timers is gone. Conductor Harry Duvick, who had been sick for several years has passed to the Great Beyond. To his wife and other members of his family the trainmen extend their depest sympathy.

J. H. Pickin.

Sixty-ninth

Congratulations to Conductor and Mrs. L. Brichta formerly Miss Clara Rosner, upon the occasion of their marriage on November 27, and to Mr. and Mrs. Arthur Nygren, who were quietly married during the month of August at Crown Point, Ind. His bride was Miss Frances Gardner.

At 1:00 A.M. December 19th the boys on 69th Street who were invited in for a hot drink of coffee by Mr. and Mrs. Harry Levy of 1152 East 67th Street, wish through these columns to tender them a hearty vote of thanks.

Thanksgiving Day was a day of a 7 pound, 4 ounce baby daughter born to Mr. and Mrs. J. A. Slama. Mr. and Mrs. J. Schwertfeger announce a baby boy weighing 6½ pounds and on the last day of the old year. Mr. and Mrs. J. B. Gehl announce a 7½ pound baby boy.

Sympathy is offered to Conductor W. J. Quinn upon the death of his brother, who passed away November 14, 1929, and to the relatives and friends of Ex-Motorman M. J. Corbett, who passed away Nov. 30, 1929.

On Nov. 22, 1929, at 7:30 P.M., at 63rd and California Avenue, Motorman E. F. Sullivan saw an east-bound car with trolley pole up from under the hook. He tried to attract the attention of the east-bound motorman but could not. He then hailed a passing autoist and asked him if he would catch up with the car and instruct the crew of the danger and the autoist did so which was all very good work.

Sympathy is extended to Motorman W. R. Jones upon the death of his wife, who passed away on Nov. 11, 1929.

S. G. Irvine, Division Superintendent, and J. Keane, repair foreman at the 4th division, were on the job all day January 8th, all night January 8th and were still working on through January 9th when these items had to go to press, to do their bit in the second big snow event of the winter which goes to show what these men and many others in the Surface Lines organization are doing in a big snow storm.

W. L. Pence.

Archer

The boys of Archer Depot extend their sympathy to conductor C. J. Mutterer on the death of his aged father who met with a serious accident of Friday evening December 6th and died from the results on Monday, December 9th.

Conductor A. J. Hansen reports the arrival of a 10-pound baby boy at his home on Wednesday, December 4th. A. J. says this means ringers twelve months to the year. Congratulations, you're doing fine.

Our sincere sympathy is extended to conductor Vincent J. Andrews on the death of his dear mother, who after a long illness died December 1st.

Conductor Michael Schurko, another of Archer's beauty squad, left the ranks of single cussidness and entered into the matrimonial ranks, took upon himself Miss Honoretta Morman to be his life mate, November 28th. Wedding ceremonial took place at St. Casimirs church. Mike produced a box of cigars in the trainroom a few days later, said he never knew he had so many friends to congratulate him until he opened the box of cigars.

The boys of Archer are glad to see Conductor Joseph Finn back on the job after being injured by auto several weeks ago.

Our deepest sympathy is extended to Motorman Paul Fisher on the death of his sister who died Tuesday, December 3rd.

The stork is doing good work for the boys of Archer Dept. Here's another one, Conductor Allan Ingles says he has a new boarder at his house, a bouncing baby boy 8½ pounds who arrived at the Ingles home Wednesday, December 4th. Allan is now wearing the smile that won't come off.

The many friends of Conductor W. F. Koritzke extend their sympathy on the loss of his mother who died Thursday, December 5th. Funeral services from St. Bridget's church, interment at Calvary cemetery.

Have you noticed the rejuvenated look on the face of Conductor Lawrence Vralsted. He now answers to the name of daddy. November 15th, Lawrence Jr. made his appearance at the Vralsted apartment. Congratulations are now in order.

Our expression of sympathy is extended to Conductor John M. Maher who was called upon to part with his dear mother who died November 16th. Funeral services from St. Ritas church.

Conductor J. P. Staska, one of the boys from Archer Depot is on the Membership Committee of the Surface Lines Post, The American Legion. Any of the World War veterans wishing membership with the Surface Lines Post, see Conductor Staska.

Motorman E. J. Doody always wears a smile, but Gee you should see him now. Rose Marie a 5½ pound baby girl arrived November 13th, mother and baby doing fine.

Our sympathy is extended to Conductor Thomas J. Martin on the death of his mother-in-law who died November 16th. Funeral from his home November 18th.

Again we extend our sympathy to Conductor Thomas J. Green on the death of his brother, Edward F., ex-conductor of this depot who was killed in an auto accident November 1th. Buried November 14th, from Good Council Church.

Dusty.

North Avenue

It is with the deepest of sympathy and regret that we record the passing of two of our great oldtimers. Motorman Barney Farmer who had a seniority dating from December, 1896, passed away Sunday, December 29 after many months of ill health. Motorman Thomas McMahon was killed by an auto while on duty December 30. His seniority had passed the 39th year mark. Thirty-nine years of active duty. We mourn the loss of these men.

Great credit is due the men of North Avenue for their efforts in the battle with the blizzard. Not only to those men who handled the snow equipment but also to those men who strove to keep schedules as near normal as possible under the circumstances. North Avenue men are stickers when put to the test.

Well! Well! Well! after all these years, look what's happened to our old side kicker Leo Beers. Born to Mr. and Mrs. Beers, Sunday, Dec. 29, a son, weight a good seven pounds. Mother and infant doing fine. Atta boy, Leo.

Conductor Christian Walter announces the arrival of a seven pound, three ounce boy Sunday, December 15. Conductor S. Miller is also papa to a boy. Motorman J. Prindahl also became a proud papa in November to a fine little boy.

If any of you lads want a little water taken out of your battery call on Conductor Fred Jacobs. Fred had too much in his battery and he thought he would siphon a little out by the method of the rubber hose. Fred says all he wanted was the suction. He got that too. "You're spitting that all over my parlor rug," cried Mrs. Jacobs. "Never mind the rug," said Jake, "get me some sweet oil or something before my whistle is spoilt forever." And just then Motorman Andy Devine who lives up stairs appeared in the door with a black cow. Jake gulped the black cow and will sing its praises all his days for it healed his lips right up. So Jake can still whistle for Van Natta to dance.

The end of the year found us first in witness getting, fifth in the courtesy contest which is much better, eleventh in "Keeping 'em Rolling" and next to last in "Accident Prevention." These last two are not so good. We just managed to squeeze into the banquet hall last year and we won't be much nearer the front this year unless we do better. Also let us give Foreman Jack Gillen and his men a little more co-operation and see if we can't roll 'em from eleven to seven anyhow.



Conductor Theo. Borucki and His Interesting Family.

We express our thanks to Goldblatt Bros. for the cigars sent out to our depot in appreciation of the good work our Chicago Avenue men do in handling their customers and ours.

Conductor Robert Reid of this depot says that his uncle made the chisels used in cutting the stone blocks for the Black Arch in Larne, County Antrim, pictured on page 21, Surface Service Magazine for December.

C. A. Knautz.

Elston

On Tuesday afternoon about 4:00 p. m., December 17th, 1929, a mob of howling dogs were observed dashing down Elston Ave. hot on the trail of Brother Miloyevitch's car, Run No.

10. A crowd started in pursuit and overtook the car and it was seen that there was a frankfurt hanging on the front end of Bob's car. Bob is wondering how the wienie got there. See Bob for further information.

Congratulations to Conductor C. Kurth who received an increase in his family.

We wish to extend our sympathies to Conductor J. McNellis in the loss of his wife.

Well, men, we are starting a new year. Let us do our best to be first in all the contests. Wishing you all a happy and successful New Year.

Lincoln

Santa Claus got mixed up with the stork, we think, when on Dec. 20 he left a 9 lb. baby girl at the home of conductor J. H. Krinke. Conductor George Hollen on Riverview, grandpa of four grandchildren, was greeted with a surprise Christmas Day at noon when he returned from work to find that he was again a grandpa to an eight-pound baby girl, born to his daughter, Mrs. J. Kincellia. A bright and prosperous New Year to the little girls.

It's all a matter of choice when it comes to taking vacations, some preferring the winter to the summer. Conductor C. Callard, who is off for 60 days, is taking a trip to Quanah, Texas, Conductor Tom McPhee going to Scotland for 90 days, and T. J. Printin has gone to Covert, Michigan.

T. A. Rhind, who underwent an operation lately and was at home recovering, had to return to the hospital.

The boys are to be given credit for the fine way they kept the snow off the tracks during the recent storm, although one of our boys, J. Slattery, met with an accident when the chain snapped and cut his eye. The boys have all done very well in preventing accidents and are still holding their own, and we hope the good work will keep up.

If you are having any radio trouble and want repairs made expertly, just call on Tom, our head clerk. Two radio men were having an argument in regards to hooking up a radio and drew several diagrams, but Tom didn't do any drawing; he just went ahead and did the work.

H. Spethman.

Limits

The wife of Conductor P. J. Tansey died at 8:15 a. m., Dec. 4, 1929. Funeral was Dec. 7, from her late residence, 3822 N. Claremont Ave., from thence to St. Benedict's Church, where Father Delman celebrated high mass. Interment, Mount Carmel Cemetery. Brother Tansey, we realize that when your life partner has gone you must in a measure try to alleviate the grief that only her child may know now that its mother has passed on, and we extend our sympathy to you, and more especially to your little motherless one.

Conductor Walter Szytniewski's little boy died Nov. 19, at home, from double pneumonia, and was buried from St. Joseph's Church, where high mass was celebrated by Father Cholinski, thence to Resurrection Cemetery. Well, Walter, you will miss the pitter patter of the little feet, the shout of joyous laughter and the sunny smile of the little one you, and more especially your wife, have learned to love so well. You will miss his good-night kiss and the prattle of his childish questions, but he has gone to a better home and you have our deepest sympathy.

All unknown to us, Frank Semo, our car washer, whose wife died on Feb. 10, 1927, bravely carries on the home with the aid of his 17-year-old daughter, Olga—Olga, the little mother, who cares for Paul, 14; William, 12; Margaret, 9, and Blanche, 7. Frank is sending



Frank Semo and His Five Motherless Children.

them to school and giving them the best education he can—an example of what our Polish friends are doing to build up a greater America.

Theodore Schultz, the father of Conductor H. Schultz, died Nov. 11, 1929, and was buried Nov. 13, at Chesterton, Ind. Mr. Schultz was 95 years of age, and we regret his passing.

Conductor George Stout welcomed a baby girl, weighing 6½ pounds, into his home at 2221 N. Western Ave., on December 5, 1929. Mother and daughter doing very nicely. Congratulations.

During the snowstorm of Dec. 17, which lasted 24 hours, W. Rayburn, H. Henry, H. Wellhousen, M. E. Fox, T. Kirchburger, L. Bickelhaupt, J. Mann, Lester Smith, Grover Donlon, C. Cobb, L. Penny, Al. Weise and J. H. Fisher answered the call, manning the sweepers and plows, and stayed on the job until we won the battle. Morning saw Division 12 with all tracks open and in service. We showed the public that the electric "efficiency" sign on the Limits Depot belongs there.

The trainmen made extra trips with a smile and filled in the gaps. The spirit of division

loyalty, co-operation and tenacity of purpose of trainmen, supervisors, clerks and barn men can well make Phil Smith and Bob Simpson justly proud of their command.

E. G. Rodgers.

CLUB SPARKS

New Club Directors

All directors of the Surface Lines Club were renominated without contest in their departments and the directors for whom the secretary was instructed to cast a ballot for re-election were: C. J. Mersch, J. E. Hewitt, J. V. Sullivan, H. A. Smith, William Schenck, C. J. Collins, Dr. D. J. Fanning, W. C. Wheeler, J. P. McCauley, K. M. Sedlak, L. E. Bohlin, A. F. Andresen and A. E. Johnson. The new board will meet on January 15 to elect officers for the coming year.

A Night at the Opera

Those club members and their friends who attended the performance of the Chicago Civic Opera Company on December 11, reported an unusually pleasant evening. There were 137 present, most of them being seated in groups so that they felt quite at home. The opera was Verdi's "Falstaff" and among the headliners in the cast were Raisa, Rimini, Mock and Hackett. The conductor was Mr. Polacco. Between the acts the club members had an opportunity to stroll around the lobby and feast their eyes on the beautiful decorations of the new Opera House as well as getting a thrill out of seeing the elaborately dressed audience.

"Hard Times Party"

As "Surface Service" goes to press plans have been completed for the "Hard Times Party" scheduled for Saturday evening, January 11, at the Club House. The affair was in charge of W. C. Wheeler who had planned many novelties to interest the guests. While the members were encouraged to wear costumes on this occasion it was not necessary to do so. The demand for tickets indicated that the party would be well attended. Prizes were selected for the ladies and gentlemen who wore the most striking costumes. Decorations and furnishings in the dance hall were in harmony with the occasion. A well-balanced vaudeville bill was prepared as was a good supply of refreshments.

Women's Auxiliary Christmas Party

The Christmas Party given by the Women's Auxiliary at the Clubhouse on Thursday evening, December 19th, for its members and guests, was another of their well-known enjoyable affairs. The first thing to greet the eye upon entering the ballroom was a beautiful Christmas tree, giving a very festive air to the occasion. After a brief business meeting, during which Mrs. Lillian Van Dreese, wife of our new manager of the Clubhouse, was voted a resident member of the Club, all joined with hearty good will in the community singing of Christmas carols. Santa Claus, having heard of the party somehow, decided to pay us an early visit, so he arrived with a pack full of gifts and loaded down with cheer and good wishes for all. Packages were eagerly opened, and soon the sounds of whistles, mouth organs and jolly tambourines were ringing in our ears. So a grand and joyous time was had by all. Games were played during the evening and some of the prize winners were Misses Ruth and Mildred Busse, Ann Kerruish, Ellen Potter and Esther Oberg. Refrishments of delicious cakes and coffee were served. The hostesses of the evening were the girls of the Clark and Division offices, Miss Evelyn Anderson acting as Chairman in the absence of Mrs. Thierkauf. Mrs. Agnes McCormick, with her usual willingness, was a very able helper.

Women's Auxiliary Future Dates

As announced last month the members of the Executive Department will entertain the Girls' Club on January 16th.

Also as announced January 25th is the Reception to the Men's Club.

Thursday evening, February 20th, is Accident Investigation night at the Club House. The girls of that department have scheduled a Valentine Party and as all their entertainments have been very happy affairs we are looking forward to a pleasurable evening. We always find the girls over there wide-awake.

A Little Thing

He caught his hand, a little thing,
He hardly felt the sting,
He could not stop for iodine, so—
Five weeks in a sling.

He got a cinder in his eye;
Removed it with a knife.
He goes around half blind now
But he's glad they saved his life.

He grabbed a piece of foreign wire
In quite a careless way.
The flowers were most pretty
At his funeral, they say.

He climbed to fix a cable,
On a ladder with a crack.
We're standing six feet over him
He's flat upon his back.

He ran a splinter in his knee,
Why, what is that, I beg?
He could not stop to fool with that.
The Doc cut off his leg.

We're always hoping for the best
When we should fear the worst.
It's best to tend the little things
With "First Aid" and "Safety First."

—Bell Telephone News.

SURFACE LINES POST
The American Legion

What the Legion Has Accomplished

Do you know that as a World War Veteran you have inherited $6,500 by virtue of your war-time service? Do you realize what a grateful government has to offer you in recognition of your services in the World War?

Do you know that if you are in need of hospitalization that the United States Veterans' Bureau will grant you free Hospitalization, which includes room, nurses' care, medicine, physical examinations, X-ray pictures, electrical treatments, in fact free treatment for every known disease?

Do you know that you are entitled to free railroad or auto transportation to a government hospital and free return trip home? Do you know that in case an ambulance is needed to transport you to the hospital, or to a railroad station in making the trip to a government hospital that this is also furnished, as well as an attendant to accompany you, if your condition is such as to warrant it?

Do you know that in case of your death in a government hospital, that your body will be prepared for burial and transportation will be paid to your home? Do you know that the Government will also pay the transportation and subsistence of an attendant to accompany your body?

Do you know that in case of your death outside of a government institution, and you do not leave net assets in excess of $1,000.00 after payment of all debts contracted before death, that you are entitled to $107.00 towards your funeral expenses from the United States Government? Do you know that you are entitled to a free headstone from the government for your grave in the event of your death?

All the above is offered to you free regardless of whether or not your disability is incident to your World War Service.

Do you know that if your disability is due to service, you are then entitled to receive compensation in amounts varying from $10 to $100 per month, according to the degree of disability? Do you know that in case your death is caused by a disability incident to your service, that your dependents would be entitled to dependency compensation? Do you know that if you die while receiving compensation from the government, that you are entitled to the sum of $107, payable towards your funeral expenses, regardless of your financial status?

Do you know that in case of your death before the expiration of your 20-year endowment life insurance policy (Adjusted Certificate or Bonus) that the face value of this policy would be payable to the designated beneficiary? If you wish further information, remember—All this has been secured for you through the efforts of the American Legion.

At the meeting on December 20, 1929, the following winners were selected. 1st.—No. B-767, P. Healion, 3554 W. 22nd St.; 2nd.—No. F-752, J. Sovetsky, 6234 S. Western Ave.; 3rd.—No. E-156, J. E. Vos, 7934 Throop St.; 4th.—No. C-800, J. Kruger, West Shops.

Our Annual Past Commander's Night will take place on Friday, February 7, 1930. This is always a big night, so don't fail to reserve the date.

Regular Meetings are held on the first and third Fridays of each month, at the Post Club Rooms, 40 South Clark Street. All ex-servicemen are invited.

He Got the Idea

A mountain school teacher corrected a boy who had said, "I ain't gwine thar."

"That's no way to talk. Listen:

"I am not going there; thou art not going there; he is not going there; we are not going there; you are not going there; they are not going there. Do you get the idea?"

"Yessur. They ain't nobody gwine!"—Exchange.

"Just one more glass, boys, and then we'll all go home," said the dishwasher as he laid down the soap.—Exchange.

Tommy's Wisdom

"Tommy, can you tell me one of the uses of cowhide?"

"Er, yessur. It keeps the cow together."—Exchange.

A maiden passed with silken hose,
Well suited for display,
A spinster puckered up her nose,
And turned her head away.
The maiden went her way content,
The men all stopped to stare;
And then the spinster up and went
And bought herself a pair.

—Exchange.

Algernon (reading joke)—"Fancy this, Percy, a chap here thinks that a football coach has four wheels."

Percy—"Haw, haw! And how many wheels has the bally thing?"—Exchange.

High Hopes

They had been married just six months. "Jack, dear," she murmured, "I hardly know how to tell you, but soon—soon—there will be a third in our little lovenest."

"My darling," he cried, "are you certain?"

"Positive," she replied, "I had a letter from mother this afternoon saying she would arrive next week."—Exchange.

Lifting the Lid

At a dinner on one occasion a professor thought he would ask a colored cloakroom attendant a few questions about his memory.

As the attendant handed him his hat he said: "How do you know this one is mine?"

"I don't know that, suh," was the answer.

"Then why do you give it to me?" queried the professor.

"'Cause you gave it to me, suh."

A Smile or Two from Everywhere

A "Ten" on the Red

We learn from the learned philosophers that the red-headed women are more dependable than the blonde or brunette sister. Here is the analysis:

Blonde—Clinging vine; may be affectionate; probably emotional; not assertive; sentimental and passive.

Brunette—Aggressive; assertive; alert, bright and breezy; passionate; temperamental; probably willful.

Auburn to "Carrot"—Fiery, emotional; vicious, dependable; has initiative, vigor, complete sense of humor.

So far, so good. We are indebted to the philosophers. But, before you start to crowd, boys, perhaps we had better find out if these things apply to the present, past or future color of the girl's hair, and what rule to apply if she wears a transformation.

The late William Rockefeller used to tell with delight a story illustrative of the financial genius of his famous brother, John.

"When John was a little fellow," he would begin, "a so-called Indian doctor visited our town with a cure-all. The doctor, to get trade started, took out a bright new silver dollar and said he would auction it off.

"'How much am I bid,' he said, 'for this bright silver dollar?'

"But the crowd was cautious, silent, suspicious. No bids were made.

"'How much am I bid?' shouted the Indian doctor. 'Come, come, gents! A nickel? A dime?'

"'I bid a nickel.' piped John D. Rockefeller at last.

"'The dollar is yours, boy,' said the doctor. 'Hand up your nickel.'

"'Take it out of the dollar,' piped little John D., 'and gimme 95 cents change.'"—Boston Globe.

My Error

"Pardon me, sir," indignantly snapped the lady in the subway jam, "your glass eye has just broken my hatpin."

Line It With Cedar

"What is the man feeding the elephants moth balls for?"

"To keep the moths out of his trunk, silly."

"Pardon me, dear, but your stockings seem rather wrinkled."

"You brute, I have no stockings on."

"What's the matter, dear?"

"Can't get this confounded self-starter to work. I think there must be a short circuit somewhere."

"How annoying! Can't you lengthen it?"

Little: "These modern veterinaries are certainly getting good."

Joe: "What do you mean?"

Little: "Why, I saw a sign yesterday, 'Horses retailed.'"

Professor: "I forgot my umbrella this morning, dear."

Wife: "How did you come to remember you had forgotten it?"

Professor: "Well, I shouldn't have missed it, dear, only I raised my hand to shut it when it stopped raining."

Always Catches Up

Motor Cop: "Say, I've chased you over a mile to tell you you're doing sixty."

Tourist: "Gee! Bad news travels fast, doesn't it?"

Trend of the Times

Did you hear about the tourist who called on the local bank to cash a check and the banker said, "We haven't got that much, but I'll take you over to the filling station and introduce you."

"Have you a lawyer to act as a counsel for your defense?" the judge inquired.

"No, Your Honor," responded the elder of the two, a young man with a frank open countenance. "We don't want a lawyer; we're going to tell the truth."

Some Statistician

"I told her there was a fool in every family and she asked me if I had been an only child."

Another good way to acquire a vocabulary is to try making the old tires last through the winter.

On a Vocal Tour

"Your wife is talking of going to Europe this summer. Have you any objections?"

"No, certainly not. Let her talk."

Correct

"No noose is good news," says the pardoned murderer.

A Punched Ticket

Conductor: "Tickets, please."

Passenger: "Can't I ride on my face?"

Conductor: "Yes, but I'll have to punch it!"

Auntie: "I notice your dolly doesn't cry 'Mamma' when she is squeezed now."

Modern Child: "No, auntie, but you forget this is her second season out."

Don't Know

"Aren't you wild about bathing beauties?"

"I don't know, I never bathed one."