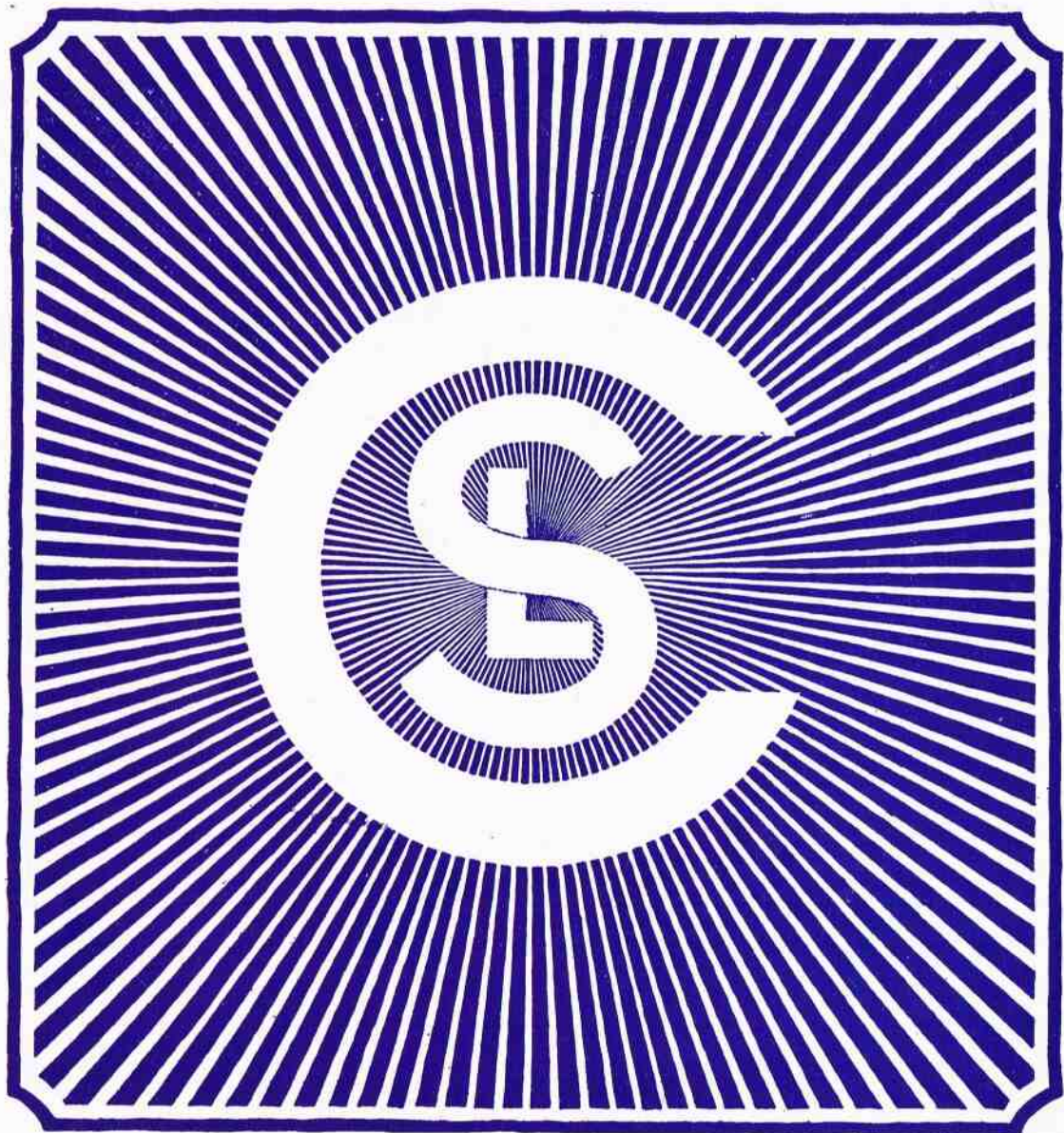


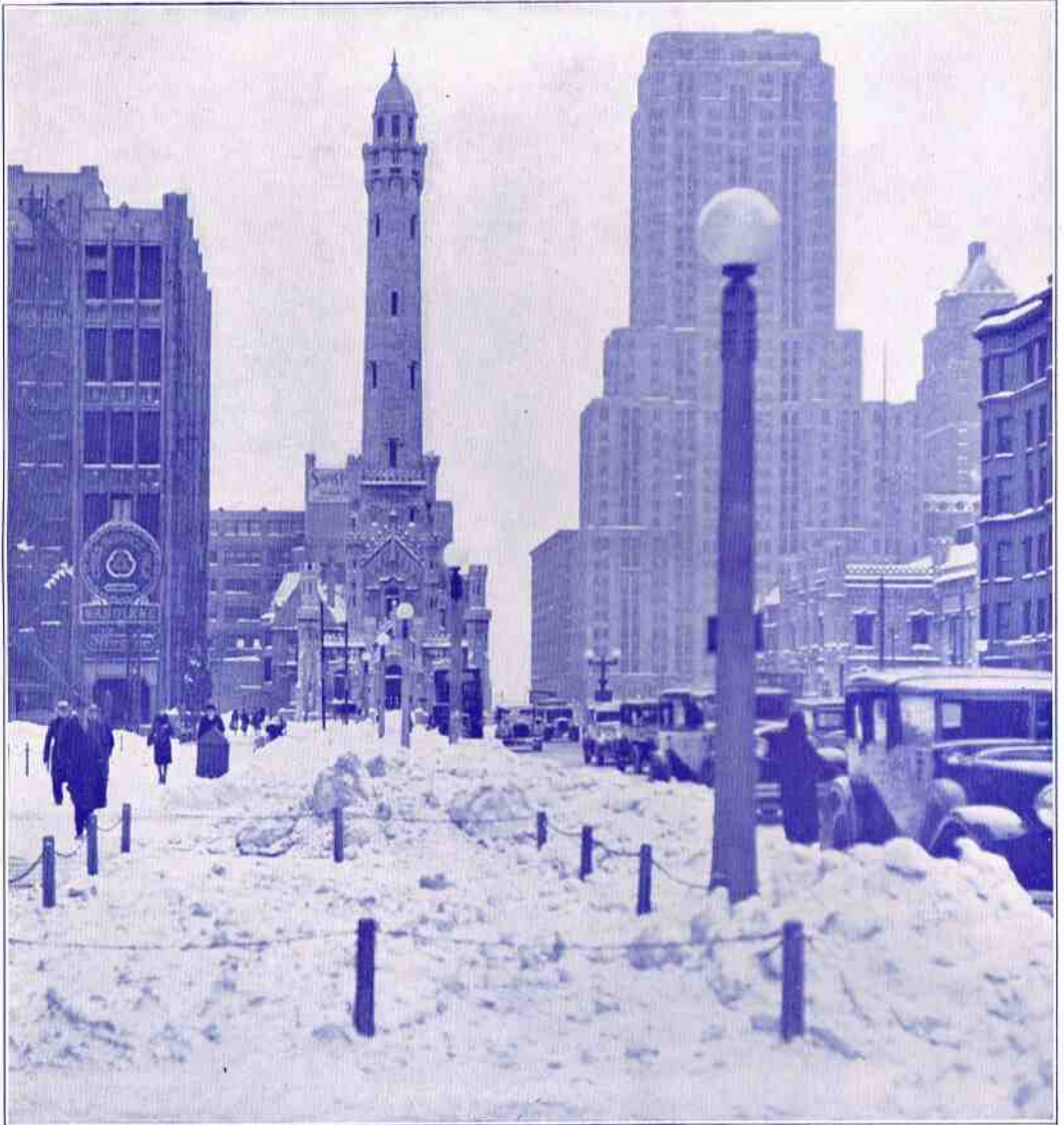
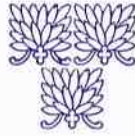
# SURFACE SERVICE MAGAZINE

VOLUME 6

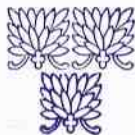
FEBRUARY, 1930

NUMBER 11





B-r-r-r!! A Reminder of a Recent Pleasant Winter's Day.



# Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 6

FEBRUARY, 1930

No. 11

## Lincoln Wins Silver Car Trophy

*Leads in Contest for Second Time—Elston Holds Second, Burnside Third, Seventy-Seventh Fourth*

### 1929 Complete

First Place	Division No. 11, Lincoln	88.79
Second Place	Division No. 10, Elston-Noble	87.31
Third Place	Division No. 2, Burnside	87.30
Fourth Place	Division No. 3, Seventy-Seventh	86.63
Fifth Place	Division No. 6, Lawndale	85.92
Sixth Place	Division No. 4, Sixty-Ninth	85.16
Seventh Place	Division No. 7, Kedzie	84.60
Eighth Place	Division No. 1, Cottage Grove	84.32
Ninth Place	Division No. 5, Archer	83.63
Tenth Place	Division No. 9, Armitage	83.59
Eleventh Place	Division No. 8, North	81.45
Twelfth Place	Division No. 12, Devon-Limits	79.42

### Monthly Record for January, 1930

First Place	Division No. 10, Elston-Noble	88.09
Second Place	Division No. 11, Lincoln	87.27
Third Place	Division No. 2, Burnside	86.72
Fourth Place	Division No. 1, Cottage Grove	86.40
Fifth Place	Division No. 9, Armitage	85.89
Sixth Place	Division No. 5, Archer	84.64
Seventh Place	Division No. 8, North	83.23
Eighth Place	Division No. 3, Seventy-Seventh	83.05
Ninth Place	Division No. 7, Kedzie	81.94
Tenth Place	Division No. 4, Sixty-Ninth	80.90
Eleventh Place	Division No. 6, Lawndale	79.43
Twelfth Place	Division No. 12, Devon-Limits	77.77

By William Pasche

### Supervisor Accident Prevention

The 1929 Accident Prevention Contest closed at the end of the working day of January 31, 1930, with Lincoln Depot, Division No. 11, returned the winner for a second time in three years.

The Accident Prevention Department extends to Division Superintendent Hays, Assistant Superintendent Zage and all the men of Lincoln hearty congratulations for their splendid victory in this the closest and hardest fought contest ever sponsored by the Chicago Surface Lines management.

To become permanent holders of the

silver car trophy it will be necessary for Lincoln to win it just once more. Whether or not the men of Lincoln are capable of accomplishing this remains to be seen.

Elston-Noble, Division No. 10, who finished second, made a great effort to overtake the winner. Just not to be outdone Burnside, Division No. 2, took a toe hold and made things more interesting by finishing a very close third.

A spectacular feature was supplied by a division which, in all of the previous Accident Prevention contests, had been consistently close to the bottom—in fact so near the bottom that it suggested the

football player who picked up the ball after a fumble and ran toward the wrong goal.

This was none other than 77th Depot, Division No. 3, which this year, by splendid work at all times threatened the leaders, and sometimes actually looked as though they might win, finally finished in fourth place, so close to the lead to make all who were ahead of them feel very uncomfortable. Division Superintendent Bessette, Assistant Superintendent Becker and the men at 77th should feel very much encouraged by this splendid reversal of form and resolve that they will win the next contest. Lawndale-Blue Island, Division No. 6, last year's winners, finished in fifth place.

### To Insure Safety at Grade Crossings

Railroad grade crossings are at all times places of known danger and the greatest care must be exercised before and while passing over such a crossing. Approaching a grade crossing it is necessary to make a stop 100 feet from the crossing, the second stop must be at least 25 feet from the crossing. At crossings protected by gates the second stop should never be made with any part of the car under the gates, but always away from the gates so that it will be possible to lower them without striking the car.

After the second stop has been made the conductor should go to the center of the crossing or further if necessary, carefully look both ways, up and down the tracks to see if any trains are approaching. After looking both ways he must then look to the rear of his car to be certain that no passengers are alighting or boarding; only then should the signal to cross be given to the motorman, and while the car is approaching, the conductor must keep a constant lookout for possible approaching trains.

The motorman while at the 25-foot stop must remain standing until he has received the signal to come ahead and then he should not move unless he is sure no trains are approaching. Also he should never obey the go-ahead signal unless the conductor has flagged the crossing in the manner described in the book of rules, paragraph 53.

### Honor Roll of Truck Chauffeurs and Bus Operators

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

<b>Chauffeurs</b>		
A. Anderson	J. Lynch	
J. Barrett	F. Madsen	
A. Becker	G. Mander	
F. Becker	R. Mau	
T. Bennett	J. Mulree	
E. Birns	W. Murray	
G. Bosco	V. McAllister	
R. Brew	P. McCaffery	
M. Brogan	G. McCullum	
T. Buglio	E. McGinn	
C. Callahan	W. McGinn	
P. Carpino	T. Nelson	
J. Corbett	W. Noble	
E. Coutre	E. Nolan	
J. Coutre	W. Nolan	
J. Conlin	E. O'Brien	
J. Dennehy	W. O'Brien	
P. Dennehy	C. Oechel	
D. Dillon	T. O'Neill	
H. Doran	W. Peschel	
P. Doran	F. Peterson	
M. Doyle	J. Rafferty	
J. Dubin	P. Rechs	
J. Dudas	D. Reuhman	
E. Fehlhaber	G. Rhode	
E. Fitzgibbons	T. Rice	
P. Fitzgibbons	T. Rusing	
A. Gray	E. Schumacher	
A. Haas	L. Seber	
J. Hanus	O. Secor	
J. Heisman	E. Smith	
R. Holland	J. Smith	
H. Hoover	F. Snider	
G. Imme	R. Staley	
F. Jacobs	W. Vincek	
A. Janke	P. Wagner	
N. Janke	J. Westman	
J. Jones	E. Witt	
H. Kliesch	J. Zeravich,	
H. Koch	<b>Bus Operators</b>	
C. Kuehl	R. J. Bailey	
H. Lau	E. H. Golding	
E. Lawson	A. E. Johnson	
H. Leaders	F. J. McCarthy	
W. Lemon	J. A. Nelson	
J. Lubner	W. J. Newman	
M. Lump	P. Raypholtz	
J. Lunn	L. J. Schoenfeld	

A cowpuncher ordered a steak at a restaurant. The waiter brought it in—rare—very rare. The puncher looked at it and demanded that it be returned to the kitchen and cooked.

"'Tis cooked," snapped the waiter.

"Cooked—hell," said our friend the puncher, "I've seen cows hurt worse than that get well."

## Gay Month at the Club House

*Annual Reception a Huge Success—Hard Times Party Unique—  
Other Activities*



Members of the Hard Times Party Certainly Look the Part.

The annual reception given by the Women's Auxiliary to the Surface Lines Club held January 25 at the Clubhouse, was largely attended and a thoroughly enjoyable affair.

Entering the parlor and noting the numerous vases flower-filled, the visitor sensed that a gala evening was ahead. In fact, 375 guests were entertained in the ballroom. The hall, with its amber and canary decorations, including a huge paper chandelier suspended from the center of the ceiling, lent color to the occasion. With palms on either side, the stage wore an air of dignity. The cozy corner, with its center table whereon stood a vase filled with large yellow roses harmonizing with the color scheme, was a place of enjoyment for those who did not care to dance. The refreshment table in another corner, looked as if spread for a banquet.

The orchestra, made up of men from the Palmer House, was notably excellent. Innumerable comments overheard voiced the satisfaction felt over its fine performance. The violinist offered some exquisite selections between dances.

Many couples participated in a Prize Waltz. First prize was won by Mr. and Mrs. Jack Lynch of the Accident Investigation Department; second prize by Mr. and Mrs. Callahan of the Electrical Department. As midnight approached, and the strains of our loved "Home, Sweet Home" were heard, the young people reluctantly and lingeringly departed. Miss Helen Griffin was chairman of this gala affair.

### Hard Times Party

Following the recent crash on the stock market, the Board of Directors of the Surface Lines Club thought it quite appropriate to hold a "Hard Times

Party" as the climax to the many events which were held during the past year.

Chairman Wheeler and his committee did a most elaborate job in decorating, the trimmings consisting of old newspapers, cardboard boxes and old tin cans. An estimated crowd of about 400 were in attendance, many of whom were in costume.



The Hard Times Orchestra and Entertainers.

The dancing started at 9:00 o'clock, and soon pretty Audrey Carnes made her appearance and did a short dance. Next Allman and Nevins appeared in a short sketch of Hick Town comedy. After another short period of dancing, Miss Carnes again appeared in an acrobatic dance. She was followed by Wilson and George, two unbleached Americans, who entertained with their crying clarinets, solos on their English accordion, and an imitation of a colored parson delivering a sermon. After another short period of dancing, Miss Carnes made her final appearance and was immediately followed by Tex Morrissey and her European novelty act, known as "Hank, the Mule." "Hank" was the pet donkey of a pretty little ragged urchin. Hank was a rather loving animal and insisted on crawling onto the laps of men and women much to the delight of the on-lookers.

Prizes were awarded to those in the most appropriate hard times costume and were won by the following:

First Ladies' Prize — Miss Helen Gudas, South Shops.

Second Ladies' Prize—Mrs. Virginia Tabb, Accounting Department.

First Men's Prize—Wm. Schenck, Electrical Department.

Second Men's Prize—John Hewtit, Engineering Department.

Favors were distributed to all the dancers and there was plenty of cider and doughnuts to satisfy the thirsty and hungry. Music was furnished by the Keystone Syncopaters, and the dancing continued until 12:30 a. m.

### Miss Griffin Surprises Her Associates

The regular monthly meeting of the Women's Auxiliary was held at the Club-house Thursday evening, January 16th, at 8:00 o'clock.

Our versatile Miss Griffin, Chairman of the Program Committee, who always has a laugh in store for us when she reads her monthly report, surprised us that evening with an original poem in describing last month's party, namely the Christmas Party, given by Clark & Division girls. The following is the poem:

There through the doorway what did we see  
But a real Christmas tree for you and me  
A Christmas tree with its baubles bright  
Gleaming and sparkling in candlelight.

We visioned the presents around the tree  
Something there for us all it might be  
We just forgot about good old St. Nick  
Who likes to 'spride and do the trick  
Of giving the presents all by himself—  
And that's what he did, the merry old elf.

For after we sang with spirit and pleasure  
Songs of the Xmas time all in good measure,  
Out from the scenes came bounding St. Nick  
His pack so full it would hardly stick  
With whistles, jews harps, castanets, too,  
The way they all tooted! The way they all blew!

It scared even Nicholas, he seemed at a loss  
For would you believe it, "he" was Marie Voss,  
And instead of the reindeer we usually know  
The names of her team who came thro' the snow  
Were "On Coffee," "On Blitzen!" "On Kuchen!"  
to feed

The auxiliary girls who followed their lead.

And when at the end of the evening so bright  
We turned out the lights and said "goodnight"  
Still through the doorway we could see  
A real Christmas tree for you and me.

The girls from the Executive Department entertained with a bunco, five hundred and bridge party. About sixty-five members joined in the games. The bunco tables were the most jovial and one could hear the laughter and shouting echo through the hall. The five hundred tables were very sociable, judging by the pleasant repartee overheard, while the

concentrated expressions on the faces of the bridge players left no doubt as to the nature of their game. Each table received a prize. Very delicate shaded handkerchiefs of the latest style for pocket adornment were given. Fruit salad, crackers and steaming hot coffee for that cold night touched the right spot. Later music from some new victrola records was produced and the young girls danced to their heart's content.

### Coming Events

In our last issue we announced the Valentine Party for the 20th of February under the auspices of the Department of Accident Investigation. Mrs. Josephine Kelly, Chairman.

March 20th the Transportation, Insurance, Purchasing and Schedule and Traffic departments have scheduled a party for us, of what nature, as yet we know not.

All members are urged to participate in the annual bowling tournament to be held at the Clubhouse on Thursday evenings, beginning February 6th to April 10th inclusive. For further particulars see bulletin.

### "Thank You"

At the close of my term as president of the Surface Lines Club, I desire to extend to everybody my most sincere thanks and appreciation for the 100% cooperation and support I received during my administration.

To my successor go my best wishes for the biggest and most successful year in Club history. L. E. BOHLIN.

### Club Elects New Officers

At the first meeting of the new board of directors of the Surface Lines Club on January 15 the following officers were elected for the year beginning February 1: President, Dr. D. J. Fanning; First Vice-President, Hubert A. Smith; Second Vice-President, W. C. Wheeler; Secretary, A. E. Johnson; Assistant Secretary, J. E. Hewitt; Treasurer, R. M. Sedlack; Assistant Treasurer, C. J. Collins.

At the final meeting of the old board of directors, all of whom have been re-elected, L. E. Bohlin, the retiring president, presented his annual report in which he said that with 967 names of members on the books of the Club, the finances were in excellent condition after having given a series of very successful programs during the preceding twelve months. The club wound up its year with close to \$200 surplus.

### THE BALTIMORE FARE CASE

#### Supreme Court Decision Holds That a Rate of Return of "About 8 Per Cent" Is Allowable to Transportation Utilities

The United States Supreme Court in a recent decision held that the United Railways & Electric Company of Baltimore, Md., operating all street cars and buses within that city, was entitled to a fare which would produce a return of "not far from 8%." A less fare, the court held, would be confiscatory. A 10 cent fare, it is believed, will produce such a return and will be inaugurated.

The Maryland state commission had held that 6.26% was sufficient for the company to earn. This was possible, it was declared, under the old fare of four tokens for 35 cents.

The majority opinion of the Supreme Court was that inasmuch as the company had to pay over 7% for money with which to operate, an approximate 8% return would be necessary to set up an adequate reserve.

The Associated Press, concisely reviewing the decision, says: There is a good deal of comfort for holders of street car and trolley car line securities in a Supreme Court decision handed down this week, which seems to have a broad bearing on the earnings which public utilities may be allowed to enjoy in the future. It is generally recognized that the street car enterprises have sustained the brunt of killing competition from auto and bus service. What the court seems to have done, in the course of settling a controversy between the United Railways of Baltimore and the Maryland Utilities Commission in favor of the company, is to lay down the principle that a higher standard of earnings is allowable in the field than has been hitherto permitted.

"What is a fair return cannot be settled by invoking decisions of this court made years ago, based upon conditions radically different from those which prevail today," said Justice Sutherland, in expressing the majority view for the highest tribunal. "The problem is one to be tested in present conditions. A rate of return upon capital invested in street railway lines and other public utilities which might have been proper a few years ago no longer furnishes a safe criterion either for the present or for the future. Nor can a rule be laid down which will apply uniformly to all sort of utilities. What may be a fair return for one may be inadequate for another dependent upon circumstances, locality, and risk.

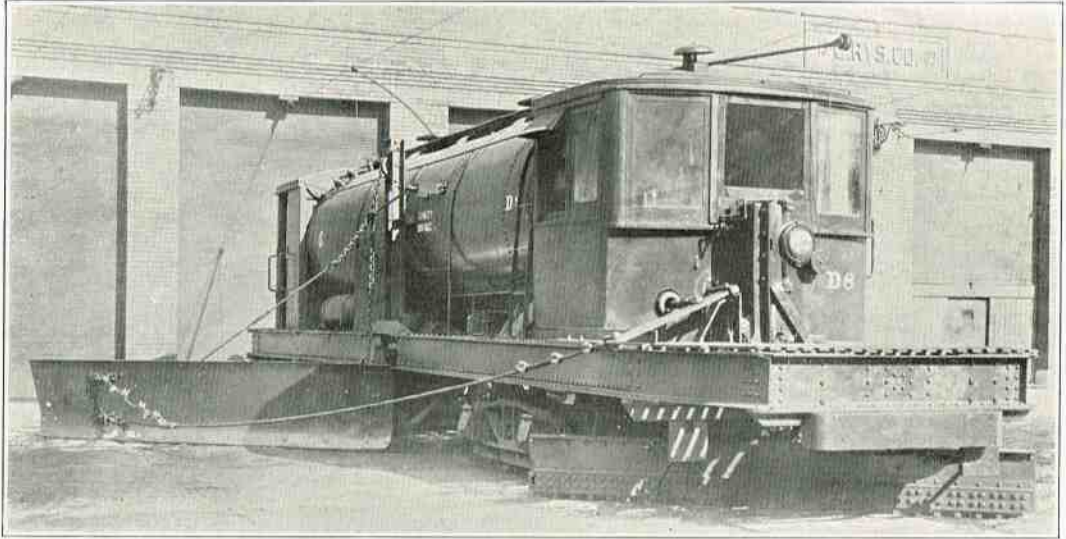
"It is not certain that rates securing a return of 7½ per cent or even 8 per cent on the value of the property would not be necessary to avoid confiscation."

Jeweler.—"If I were you, I would not have 'George, to his dearest Alice' engraved. If Alice changes her mind, you can't use the ring again."

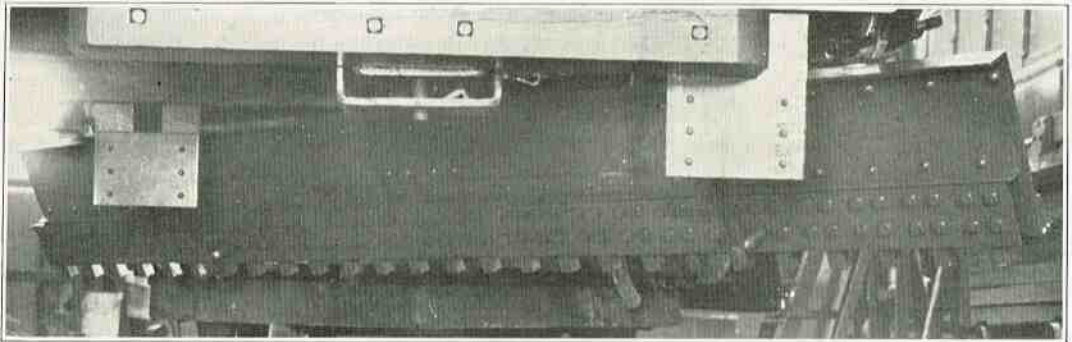
Young Man.—"What would you suggest?" "I would suggest the words 'George, to his first and only love.'—Montreal Star.

## More Snow-Fighting Equipment

*Sprinkler Converted and Supplied with Number of Unique Features Including "Teeth"*



View of Completed Plow D-8, Showing Ice Breaking Front Shear and Side Wing in Operating Positions.



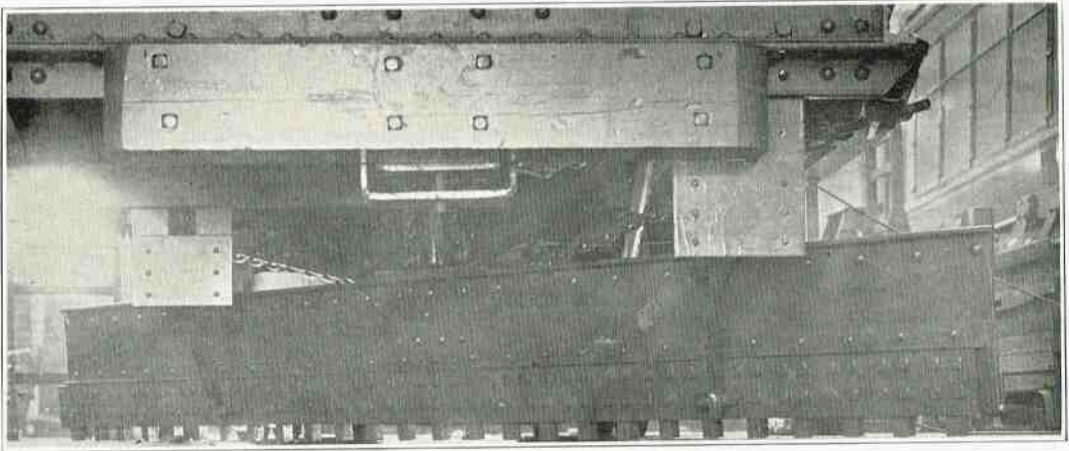
Underneath View of End of Plow D-8, Showing Shear in Raised or Non-Operating Position.

Ever since the building of Snow Plow F-30 at the West Shops in 1926, the need for more equipment of this capacity has been felt. A number of sprinklers have been changed so that the side wings could be operated by air, similar to those on F-30, and snow plows F-28 and F-29 were also changed over. A snowfall of 14.8 inches during the month of December of this winter emphasized the need for this equipment, and in order to provide for the plow in the quickest time

possible, one of the sprinklers which was equipped with air-operated side wings was selected for the conversion.

A heavy framework of steel channels was constructed at each end of the sprinkler D-8 and fastened securely to the frame of the sprinkler. The front shear, which consists of a plate of steel  $\frac{1}{2}$  inch thick, 12 feet long and 18 inches high, heavily reinforced with angles and a front edge wearing plate and weighs approximately 1,000 pounds, is set on a





Underneath View of End of Plow D-8, Showing Ice Breaking Shear in Down or Operating Position.

45 degree angle in front of the front truck, suspended from, and pulled along the track by rods fastened to projections from the added framework. Additional pressure to hold the shear on the rail can be secured by air acting in a cylinder placed on the framework in such a position that the piston bears on the top of the shear. This pressure can be raised to as much as 4,000 pounds at the will

of the operator, in order to cut through hard packed snow. This cylinder is also used to raise the shear off the ground when it is not needed.

For ordinary snowstorm conditions this type of shear is satisfactory. When a damp snowfall occurs or when motor traffic packs the snow so that it is too hard for ordinary plows, a special shear with tool steel teeth on it is used.

## Are You Ambitious?

### *Opportunities That Are Open to Anyone Who Desires the Benefit of Better Education*

We assume that the answer to the above is—Yes! It may be taken for granted that everyone wants to get ahead in the world—to make progress either in his employment or in the enjoyment of his home life. We are, therefore, taking this opportunity to call your attention to a route to advancement—namely more education. Hundreds of Surface Lines employes already are taking advantage of opportunities for improvement through education. Some are making up for deficiencies in their preliminary school training; others are going to high schools for courses in business or technical subjects; others are studying law; still others are following up engineering or science. It is safe to say that none of these ambitious workers will regret the time given to study—that they will not only handle their daily work more effi-

ently and be in line for promotion, but will get more pleasure out of their daily contacts in home and community life.

Chicago is noted as a center for educational institutions and a list is given below of some of the schools and courses of instruction. This list is not intended to be complete, as there are many other nearby schools and colleges which offer excellent opportunities for further education in many different fields. There are many advantages to be gained also through study in certain correspondence courses.

Cost of education varies with the type, and is usually based on the number of hours of instruction. In some cases payments may be made on the deferred plan. Usually the classes begin after 5:00 p. m., but some institutions have classes beginning earlier and some have classes for

Saturday afternoons. If you are interested, it would be well to call at some of these places as the courses are arranged on a semi-annual or quarterly basis.

#### Schools and Courses of Instruction

**Free Public Evening Schools** in all sections of Chicago. Standard high school subjects and high school courses in business, household subjects, technical subjects and trades; grade school subjects, and courses for foreign born.

**Armour Institute**, Thirty-third and Federal Streets—Courses in architecture, chemical engineering, civil engineering, electrical engineering, mechanical engineering, mathematics and naval aviation.

**Lewis Institute**, Madison Street and Damen Avenue—Courses in biology, business administration, chemistry, economics, education, English, engineering (civil, electrical and mechanical), foreign languages, history, home economics, mathematics, philosophy, physics and recreation.

**Loyola University**, 28 North Franklin Street—Courses in accounting, administration and finance, business law, economics, English, foreign languages, history, mathematics, merchandising, philosophy, political science and social science.

**De Paul University**, 64 East Lake Street—Courses in accounting, advertising, business law, economics, English, finance, foreign lan-

guages, marketing, philosophy, public speaking and social science.

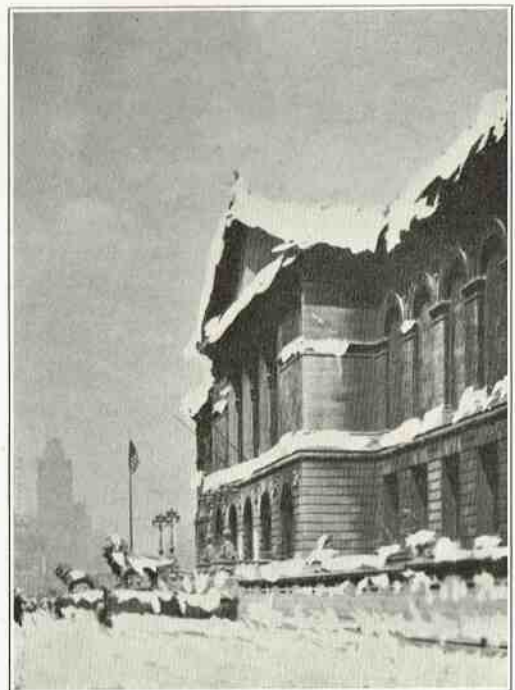
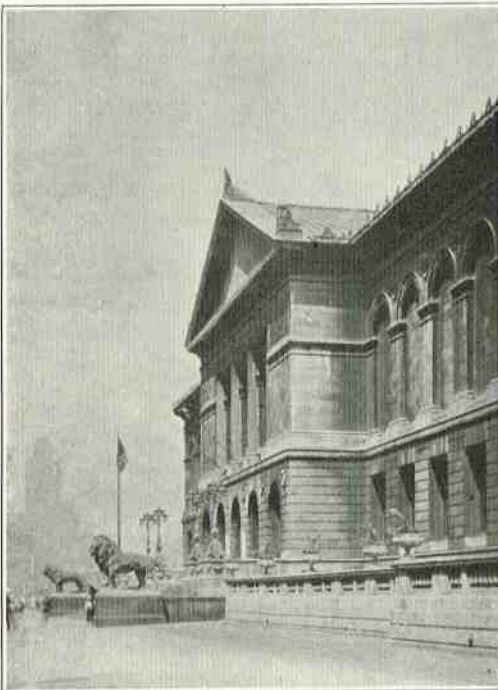
**Y. M. C. A. Schools**, 19 South LaSalle Street—Evening high school (fully accredited). Second semester starts January 28, 1930. College courses (fully accredited) in liberal arts, pre-dental, pre-legal, pre-medical and freshman-sophomore engineering.

**Chicago-Kent College of Law**, 10 North Franklin Street—Courses in law.

**Northwestern University**, McKinlock Memorial Campus, Lake Shore Drive and Chicago Avenue—Courses in accounting, advertising, banking and finance, business law, economics and statistics, English, foreign trade, history, insurance, journalism, land economics, and real estate, marketing organization, psychology, public utilities and transportation, and speech. Courses in chemistry, education, English, French, geology and geography, German, history, mathematics, political science, psychology, sociology and anthropology, Spanish and zoology.

**University College**, University of Chicago, 116 South Michigan Avenue and University Campus—Courses in chemistry, commerce and administration, comparative literature, economics, history, mathematics, philosophy, physics, public speaking.

**University of Chicago**—Courses in chemistry, commerce and administration, comparative literature, economics, history, mathematics, philosophy, physics, public speaking, etc.



A Photographic Snow-storm—How a Mid-Summer Snap-Spot Was Transformed by a Skillful Photographer.

## The Courteous "Sixth"

### Still Leading Procession—Recent Car Card Contest Discloses Importance of Courtesy

On January 31, 1930, the cumulative standing of the sixteen depots in the Courtesy Contest is as follows:

Depot	Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
1 Blue Island..	20	6	16	2	44	20
2 Lawndale .....	30	12	15	10	67	17
3 Limits .....	41	13	14	12	80	21
4 Archer .....	95	56	29	31	211	37
5 Lincoln .....	47	22	20	13	102	21
6 North .....	149	73	38	58	318	55
7 Division .....	55	29	24	16	124	12
8 69th .....	89	64	49	37	239	45
9 Kedzie .....	102	76	44	34	256	50
10 Noble .....	41	14	18	4	77	7
11 77th .....	140	84	37	57	318	95
12 Armitage ...	54	40	14	15	123	24
13 Elston .....	45	16	16	14	91	25
14 Devon .....	103	59	26	31	219	81
15 Cot. Grove ..	98	58	29	12	197	54
16 Burnside ....	62	36	17	14	129	37
Total .....	1171	658	406	360	2595	601

The total chargeable complaint analysis for the same period, May, 1929, to January, 1930, inclusive, shows the following:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
May, (1929) ...	153	73	66	43	335	73
June .....	134	60	39	31	264	50
July .....	132	66	69	32	299	36
Aug. ....	113	49	32	28	222	40
Sept. ....	97	32	35	22	186	55
Oct. ....	98	69	41	45	253	63
Nov. ....	112	76	39	30	257	73
Dec. ....	145	71	36	61	313	120
Jan. (1930) ...	187	162	49	68	466	91
Total .....	1171	658	406	360	2595	601

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

	Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
1927 ...	1278	621	482	404	2785	362
1928 ...	1208	766	410	354	2738	448
1929 ...	1171	658	406	360	2595	601

By C. H. Evenson  
Superintendent of Transportation

In a contest recently conducted by the Chicago Surface Lines for suggestions for car cards, several thousand replies were received, and most of them related

to the courtesy of passengers toward each other.

The suggestions included objectionable habits of passengers, such as putting their feet on seats, spitting on the floor, handling newspapers in such a way as to annoy others, reading another person's newspaper, loud talking, eating on the street car, extending the feet in the aisle, carrying lighted cigars and cigarettes into the car and putting gum on car seats.

One contestant suggested that "a person with good manners exercises them even when he rides on a street car." There were more than 10,000 of these suggestions.

This is an indication of the importance to the passengers of courtesy and consideration. While the contest did not include suggestions for trainmen, it is quite evident from the sentiments expressed that those who use the street cars believe that courtesy and consideration of the feelings of others is highly important to the happiness and comfort of car riders.

If suggestions had been requested relative to the duties of trainmen, it would have been interesting to note how many had reason to criticize some of the habits of the motormen and conductors in their daily work.

If it is important for every passenger to be considerate of his fellow passengers, it is obviously much more important that the men employed to operate the cars shall exert themselves to make their customers as comfortable as possible.

The street car conductor and motorman are the only representatives of the management with whom most of the two and one-half million passengers who ride the cars daily come in contact. They form their opinion of the company by the attitude of these trainmen and it is reasonable to assume that they are at least as observant and critical of the attitude of the trainmen, whose wages are paid out of the fares passengers pay, as they are of their fellow passengers.

A conductor may not be guilty of any outstanding act of discourtesy and may perform his duties without violating any of the rules of the company, and still not be an efficient employe from the standpoint of public relations. A gruff answer to questions, or an apparent unwillingness to answer questions fully invariably gives the passenger the wrong impression of the attitude of the company. Snatching transfers from passengers in an abrupt manner or shoving out the change roughly, while not intended as discourtesy, is likely to be so considered by the passenger.

In other words, there is no set rule for courtesy. Discourtesy may be the tone of voice as much as what is said or the manner in which the thing is done as much as what is done.

Courtesy is a habit and like any other habit must become a part of the man.

### IT MAKES A DIFFERENCE

#### How You Say It Quite as Important as What You Say

We are able from his speech to judge not only what a man says but the man himself. From it we learn a great deal about his disposition, and considerable of his character. "He is a surly old fellow," "He is a cheerful character" are our estimates of different men based upon their conversational characteristics—the tones in which they talk.

It is not possible to indicate in cold printed type more than the barest elements of the myriads of nicely selected inflections with which we may vary the spoken word and groups of words. The novelist endeavors to meet this difficulty with an explanatory phrase, such as one of these:

"You're mine at last," said Algernon softly, as they turned from the chancel and walked down the aisle to the glad strains of a traditional wedding march.

"You're mine at last!" hissed the desperate villain, as he seized the screaming maiden in his arms and dashed from the house.

But we do not have to be bridegrooms or villains to convey meanings by the tone of our speech. A novelist may some day embody in his story some epi-

sodes of street car life. He may want to indicate the manner in which the characters in his novel speak, and he will resort to an explanatory phrase, such as one of these:

"Step lively," he said gruffly.

"Step lively," he cried sharply.

"Step lively," he commanded.

"Step lively," he snarled.

"Step lively," he suggested.

"Step lively," he said pleasantly.

When we read that novel we shall know just what sort of conductor was on that car. The novelist gives us a chance to form our opinion of the man. In actual life the man himself gives us the chance to form an opinion of him, and he does not have to say: "Step lively; I'm saying this gruffly," or, "Step lively; I'm saying this pleasantly." We get all this from the tone in which he utters the words.

In practical operation "Step lively," or any similar expression, always should be spoken pleasantly, invitingly, and never as a command—*Dwight Burroughs in "Baltimore Trolley Topics."*

### GOING AFTER WITNESSES

#### North Avenue Retains Lead—Coach Operators Come Through Without an Accident

North Avenue, the "Invincible," again holds the lead with an average of 6.03, which is a comfortable margin over Elston-Noble who are second with a figure of 5.34. During the last three or four months it has been a constant nip-and-tuck battle between 77th, Burnside, and Elston-Noble for second place and as yet they're there fighting hard, no quarter asked or given. With North having 6.03, three stations having over 5.00, and the rest scoring 4.00 or better, have resulted in an average of 4.73 for the system, the highest yet to be reached in this contest. The Coach boys came through again—not with witnesses, but without a single accident! Try and stop 'em!

Detailed figures follows:

	Jan.	Dec.		Nov.		Oct.
1. North Avenue	6.03	5.78	(1)	5.94	(1)	6.05 (1)
2. Elston-Noble	5.34	5.22	(3)	4.93	(3)	4.66 (3)
3. Burnside	5.01	5.48	(2)	4.89	(4)	4.44 (4)
4. 77th Street	5.00	5.03	(4)	5.06	(2)	4.92 (2)
5. 69th Street	4.74	4.68	(6)	4.22	(9)	4.30 (7)
6. Archer	4.69	4.58	(7)	4.34	(6)	4.35 (5)
7. L'dale-Blue Is.	4.62	4.53	(8)	4.25	(8)	4.15 (8)
8. Cot. Grove	4.54	4.81	(5)	4.78	(5)	4.34 (6)
9. Devon-Limits	4.24	3.09	(12)	4.26	(7)	3.52 (11)
10. Kedzie	4.16	4.07	(11)	4.08	(10)	3.82 (9)
11. Armitage-Div.	4.06	4.09	(10)	4.02	(12)	3.46 (12)
12. Lincoln	4.02	4.32	(9)	4.08	(11)	3.55 (10)
Average for the Sys.	4.73	4.69		4.63		4.36
Diversity						
Coaches	7.50			1.00		2.00

# Keeping 'Em Rolling

*Through Snowstorms and Zero Weather, Limits Pushes Through and Wins the Flag for January*



Day Foreman, Geo. Chamberlin; Night Foreman, C. Holzschuh; Day Assistant Foreman, E. Gustafson; Night Assistant Foreman, J. L. O'Connors; Stock Clerk, Joseph A. Nardiello; Car Repairmen, Tim Dwyer, L. Buyle, I. Paulauski, L. Verstraete, P. Irwin, H. Hayden, S. Solak, S. Golemski, N. Schweig, L. Matich, J. Picha, E. Verbiest, T. Lagerstedt; Car Placers, John Grant, Gust John; Car Cleaners, J. Kaypust, J. Warchol, J. Vrobel, S. Dykinga, A. Andrewpolis, L. Gawlik, M. Gitt, W. Jackusak; Night Men, A. McGuire, Steve Burzynski; Transportation Janitor, T. Cirrincione

The extreme cold weather and heavy snowstorms during the month of January is reflected in the increased number of pull-ins due to failure of equipment. The average temperature for the month was 12.6 above zero. There were 7 days when it was zero and below, and on January 18 it ran from 1 above to 16 below.

Limits came out on top with 22,391 miles operated per pull-in. They also had 18 days without a pull-in, which is the record for the month.

Four of the carhouses improved their positions over the preceding month, but only one of them shows an increase in percentage over the month of December.

The statement below shows the individual records:

Rank	Carhouse	Miles		
		Zero Days	Per Pull-in	Pct. Inc. or Dec.
1	Limits	18	22,391	14.8
2	Armitage	13	21,468	8.7*
3	Archer	8	19,137	.8*
4	Blue Island	12	16,653	4.6
5	Cottage Grove	4	16,291	45.6*
6	69th Street	2	13,742	43.5*
7	Burnside	3	13,073	43.2*
8	Kedzie	6	12,645	3.0*
9	North	2	12,371	39.5*

10	Division	6	11,654	37.4*
11	Lawndale	5	10,718	7.5*
12	77th Street	1	9,503	31.0*
13	Elston	11	9,421	29.6*
14	Lincoln	4	8,413	35.6*
15	Devon	1	8,314	31.6*
16	Noble	10	7,140	9.0*
		106	12,017	27.3*

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

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

\*Decrease.

# SURFACE SERVICE MAGAZINE

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## Chicago Surface Lines

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CHICAGO

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

### LINCOLN

A grateful country gave appropriate recognition to the anniversary of the birthday of the Great Emancipator on the 12th of this month, and as an interesting coincidence the Surface Lines Division bearing his honored name is proclaimed the winner for the second time of the Silver Car Trophy in the Accident Prevention contest just closed.

Accident Prevention is a humane activity which appeals to all that is best in men, and the martyred President, keenly in sympathy with any movement calculated to reduce or relieve human suffering, were he still living, would give his unqualified endorsement to what has become a national plan for the preservation of life.

Men occupying positions of responsibility, upon whose alertness and care depend the safety of passenger and pedestrian, who so discharge their duties as to avoid injury to persons or property have won high honors under great difficulties.

To Division Superintendent Hays, and his assistant Mr. Zage, whose men have responded so earnestly and successfully to inspiring leadership, the congratulations of the entire organization are extended, and plans for a Trophy Night program which promise to exceed in interest any previous similar affair, will provide a fitting recognition of the second victory scored by the men of the Eleventh Division—Lincoln.

Mr. Pasche's summary of the contest discloses many interesting and significant facts. It was a wonderful race marked by a spirit of determination that was most creditable to the men of every con-

testing division; and it was so close as between half a dozen stations that the outcome was in doubt until the final figures of the last month of the contest were compiled.

Two years ago Mr. Hays, recovering from an accident in which he was badly smashed up by a crazily-driven auto truck, appeared on crutches to acknowledge the honors won by his Division. This year he has almost completely recovered from a similar accident when he was run down by a speeding motorist, and will be able to participate actively in the program of April 3 at the Hotel Stevens.

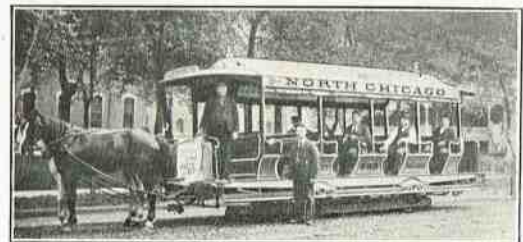
The success of Lincoln has had a stimulating effect on the other Divisions who enter upon the 1930 contest with a new determination to carry off the prize this year. And the men of Lincoln, with two victories to their credit, smile grimly, and knowing that the third win gives them permanent possession of the highly prized Silver Car, will redouble their efforts to repeat this year's performance.

The 1930 contest is on.

### Courtesy

Much has been written about courtesy. "Courtesy is a happy way of doing things," writes one poet. "The greater the man the greater the courtesy," writes another. And so great a man as our own Emerson says "There is always time for courtesy." So it would seem that those who profess to think that politeness is a sign of weakness are wrong. Some think that a real he-man should not bother to apologize, should not worry about the feeling of others. Such an opinion is born of ignorance, narrow-mindedness and selfishness.

Courtesy is a habit which pays big dividends both in business and out of it. It is the social roller that makes the path of life smoother and pleasanter. It is often the difference between success and failure in business. It is the foundation of friendship.



Conductor Henry C. Schultz of Limits Alongside his Car 40 Years Ago. The Conductor Seated is Louis Larsen of Devon and the Driver Has Long Been Out of Service.

## Courtesy Wins Approval

### Observant Patrons Express Their Appreciation of Meritorious Acts of Trainmen

Mrs. Bessie Carlyon, 3716 N. Spaulding avenue, commends Conductor Herman W. Ziehm, Badge No. 220, of Elston, for his courtesy and kindness to her during the recent cold weather.

Conductor James McClelland, Badge No. 260 of 69th found and turned in a wristwatch belonging to Mr. Edward Brill, of the Liberty Cloak Shop, 1641 W. Chicago avenue. Mr. Brill called at our lost and found department and recovered his watch. He sincerely appreciates Conductor McClelland's honesty.

N. A. Conner, 6951 Stewart avenue, commends Conductor William D. O'Leary, Badge No. 282, of Devon, for his wonderful display of self-control when unjustly abused by four colored women passengers apparently under the influence of liquor.

E. M. Ferguson, 1366 E. 55th street, boarded the car in charge of Conductor James McConnell, Badge No. 862, of Cottage Grove, and found himself without funds with which to pay his fare. This conductor promptly paid the fare for him, thus allowing Mr. Ferguson to continue on his way without delay. Mr. Ferguson was most appreciative.

Miss Helen Irwin, 830 S. Michigan avenue, boarded the car in charge of Conductor Michael J. Shanley, Badge No. 1004, of Burnside, and found that she had forgotten her money. Conductor Stanley gladly and promptly paid her fare for which she wishes to thank him.

Adolph Stamer commends Conductor Selow S. Bialczak, Badge No. 1066, of Devon, for the courtesies extended to passengers using the Broadway and Devon avenue cars.

Miss Anna Salmon, 1948 Grove avenue, commends the efficiency of Conductor James Wenham, Jr., Badge No. 1334, of Cottage Grove, during the Christmas rush December 24, after the snow storm, and cited several instances which showed that Conductor Wenham was master of the various situations.

Mr. H. E. Braulian, 3616 Pine Grove avenue, with a companion, boarded the car in charge of Conductor Andrew Walsh, Badge No. 1342 of 77th and discovered that they had only a \$5 bill which the conductor could not change, and 12 cents. Conductor Walsh relieved the somewhat embarrassing situation by advancing the balance of the money from his own pocket. Mr. Braulian wishes to commend him for his kindness and courtesy.

George G. Dunlap, agent, 769 First National Bank Bldg., praises Conductor Thomas C. Dowling, Badge No. 1626 of 77th for his clear enunciation of street names.

M. E. Hayes, witnessed an act of unusual courtesy by Conductor Joseph J. Hickey, Badge No. 1876, of Armitage, and wrote the downtown office complimenting this courteous conductor.

Miss Edna Everett, 7015 Crandon avenue,

wishes to commend Conductor Ralph Kloeze, Badge No. 1886, of 69th, for his courtesy and kindness during our last blizzard.

Conductor Michael J. Ryan, Badge No. 1980, of 77th, was very considerate to Dorothy M. Steen, 7422 Perry avenue, who was taken ill and was on her way home. He made her as comfortable as possible, relieving her of the bundles that she was holding and seeing to it that she reached her destination. For his thoughtfulness and kindness Miss Steen warmly thanks and congratulates him.

Mrs. Anna Giesbrecht, 1722 N. Western avenue, commends Conductor Jeremiah E. O'Shaughnessy, Badge No. 2310, of Archer, for his kindness and courtesy to her daughter. She states that this conductor assisted her daughter and twin babies from his car, across the street and put them safely on the sidewalk within a half block from home.

Mrs. H. Evans, 6455 S. Justine street, praises Conductor John M. Ditsch, Badge No. 2588, of 69th, for his thoughtfulness in warning his passengers to be careful of the slippery pavements when alighting.

The general efficiency and courtesy of Conductor Matthew A. Schneider, Badge No. 2688, of 69th, won a letter of commendation from T. Duffy.

Conductor Hamilton Murdoch, Badge No. 3482, of Archer, is described by one of his passengers as a kind and courteous man.

Mrs. B. Heiser, 4638 N. Melvina avenue, states that a bunch of New Year cards addressed to her friends were lost by her two daughters during the morning rush hour. Conductor Earl E. Mors, Badge No. 3706, of Elston, found them and sent them to her by special delivery, and they appreciated his kindness and thoughtfulness.

Conductor William P. Spraul, Badge No. 3726, of Archer, found and mailed a bank book belonging to Mrs. James White, 5321 S. Rockwell street, who stated that her daughter lost it while a passenger on his car. Mrs. White wishes to commend and thank this conductor for his courtesy and kindness.

Mrs. P. Davis, 3430 Walnut street, commends Conductor Raymond P. Loving, Badge No. 4296, of Kedzie, for his clear enunciation of street names and for his courtesy in assisting a blind man to alight from his car and escorting him to the sidewalk.

Mr. S. G. Zuckerman, 851 E. 82nd Place, accidentally paid Conductor David A. Durkin, Badge No. 4476 of Cottage Grove, with a five dollar gold piece, a penny and a nickel. After getting off the car he discovered his mistake and he went to the depot and recovered it, as Conductor Durkin had immediately turned it in. Mr. Zuckerman wishes to commend this conductor for his honesty and courtesy.

René de Ramiro, 2050 N. Western avenue, commends Conductor Edward Olson, Badge No. 5282, of Devon, for an unusual act of courtesy to herself and her sister on Jan. 15, 1930.

Miss Edith Thomas, 7664 South Shore Drive, states that her niece lost her purse on one of our street cars in charge of Conductor Comprecht Hogstraal, Badge No. 5338, of Burnside. This conductor found and turned in the purse at the depot where it was recovered by Miss Thomas, who wishes to commend him for his honesty.

Miss Cashel, 3035 S. Canal street, lost her purse while a passenger on one of our cars in charge of Conductor Otto H. E. Willer, Badge No. 5924, of 69th. Conductor Willer found the purse and turned it in at the depot where it was duly recovered by Miss Cashel, who commends this conductor for his honesty.

Mrs. Bertha Arsinow, commends Conductor John M. Burns, Badge No. 6052, of Kedzie, for his wonderful display of self control when a passenger who had attempted to give him a wrong transfer abused him shamefully.

Conductor Samuel Rasmussen, Badge No. 6516, of Lincoln, is commended by G. J. Walsh, 5405 N. Campbell avenue as being one of the most courteous and efficient conductors in the service.

Miss J. Kennan, 2528 Aubert avenue, in a telephoned report, commends Conductor August E. Backhaus, Badge No. 6646, of Devon, for his thoroughness in calling streets.

Conductor William J. Lyman, Badge No. 6806, of Limits, assisted Mrs. Opal Boesenberg, 120 North 12th avenue, Melrose Park, on and off his car when she was loaded down with bundles and she wrote her appreciation of his courtesy.

Conductor Charles F. Bauer, Badge No. 7110, of Blue Island, is commended by L. E. Anderson for an unusual act of kindness and courtesy that he witnessed.

Miss Emma M. Groebe, 6549 S. Wood street, noticed that Conductor Thomas J. Morris, Badge No. 7162, of 77th, assisted an elderly man aboard his car and to a seat and when he reached his destination the man was helped to alight from the car and escorted to the sidewalk by this conductor. Miss Groebe also noticed that this conductor called the names of the streets very clearly and wishes to commend him for his kindness and efficiency.

Mrs. A. F. Kroll, 3137 N. Oakley avenue, characterizes Conductor Richard Huber, Badge No. 7454, of Division, as one of the politest trainmen on the Clybourn avenue line.

Matthew K. Deming commends Conductor Henry Schmidt, Badge No. 7598 of 69th, for his unflinching good humor and never ending courtesy.

Miss Anne Benn, 3655 N. St. Louis avenue, thanks Conductor George Wickman, Badge No. 7818, of Lincoln, for his courtesy in assisting her to board and alight from his car when carrying a heavy bundle.

Conductor Patrick J. Clark, Badge No. 8148, of 77th, assisted an elderly lady to board his car and escorted her inside to a seat. Mr. A. Wenstrom, 4857 N. Avers avenue, noticed the incident and wrote the management compli-

menting them on having such a man in their employ.

Bernard C. Garrison, 363 E. Ohio street, inadvertently left his highly prized cane on one of our cars in charge of Conductor Frank Kinski, Badge No. 9158 of North avenue. The cane was turned in at the depot where Mr. Garrison later recovered it, and he compliments this conductor for his honesty.

Bernie H. Miller boarded the car in charge of Conductor Frank G. Hendricks, Badge No. 9460, of Devon, and discovered that he was without funds. Conductor Hendricks gladly provided car fare to him and for this act of courtesy Mr. Miller was very grateful.

Mr. Theodore Eggert, 3115 W. Eddy street, congratulates Conductor Joseph V. Eckmann, Badge No. 9580, of Elston, for his general efficiency and courtesy.

Mr. Edward Klingenberg, 4433 N. Springfield avenue, commends Conductor Joseph V. Eckmann, Badge No. 9580, of Elston, for his general efficiency and for the clearness with which he called the names of the streets.

Mr. L. Rountree, 4655 Lake Park avenue, praises Conductor Emil L. Petry, Badge No. 10216, of Devon, for his display of self-control when verbally abused by an inconsiderate passenger.

Conductor Owen McCabe, Badge No. 10242, of Kedzie, found a package on his car belonging to Mr. H. H. Arkers, of the Standard Oil Company, Indianapolis, Ind. He turned the package in at the depot and it was later sent to Mr. Arkers in time for Christmas. Mr. Arkers thanks Conductor McCabe for his honesty.

The cheerfulness of Conductor Orville B. Moore, Badge No. 10566 of Armitage, won for him a letter of congratulation and commendation from Margrethe Bach, 530 N. Taylor avenue.

Mary M. Dannehy, Race Hotel, 4005 Irving Park Blvd., was assisted by Conductor Robert H. Versema, Badge No. 10668 of Elston, both in boarding and alighting from his car, and she thanks him for his thoughtfulness.

The general efficiency and politeness of Conductor Carl B. Pierson, Badge No. 10812, of 77th, won a letter of commendation from L. G. Summers, 555 Barry avenue, who witnessed many of his various acts of courtesy.

Conductor Robert Wilson, Badge No. 10890, of 77th, found and turned in a card case belonging to Mr. J. H. Meyer, 5443 Glenwood avenue, who wishes to thank Conductor Wilson for his honesty.

Miss Jessie O. Donahue, of the Chicago Daily News, boarded the car in charge of Conductor Edward J. Dalaskey, Badge No. 10982, of Limits, and then found that she had left her money at home. Conductor Dalaskey gladly paid her fare thus enabling her to continue on her journey without further delay and for which she wants to thank and commend him.

Conductor Richard Knight, Badge No. 11930, of Burnside, and his motorman are the recipients of a letter of commendation from Johnathan Gansel, 3261 Ellis avenue. Mr. Gansel was taken sick while on their car and received every possible courtesy and kindness



from these two men and he wishes to congratulate the management on having men of their caliber in its employ.

Conductor Henry Gunther, Badge No. 12278, of Armitage, is the recipient of a commendatory letter from Mrs. S. E. Denny, 5238 Dakin street, for his efficiency in handling his crowded car and for his courtesy in assisting her to board his car.

Mrs. Hulda Swanson, 9027 Kingston avenue, wishes to thank Conductor Joseph M. Eppich, Badge No. 12284, of 77th, for the courtesy extended to her and her two year old son on Jan. 13.

In a telephoned report Mrs. Mary Rice, 3264 Fulton Blvd., states that Conductor Michael Coughlin is to be congratulated for his efficiency and for his thoughtfulness in assisting a blind passenger to alight from his car and escorting him to the sidewalk.

George A. Wheatman, 4235 W. Cullerton street, writes that Conductor Adolph W. Swaner, Badge No. 12960 of Lawndale, is to be complimented for his courtesy and thoughtfulness towards a mother with two small children who boarded his car.

Conductor Denis Sullivan, Badge No. 13098, of Burnside, carefully directed Mr. W. C. Cloyd, 517 N. Waioloa avenue, La Grange, as to how to reach his destination. Mr. Cloyd greatly appreciated this act of courtesy and wrote to the downtown office expressing his appreciation, and commending Conductor Sullivan.

On December 19, during the blockades of the severe snowstorm, it took the car which was in charge of Conductor Joseph Leyden, Badge No. 13116, of Devon, six hours going from Chicago avenue to 79th street, and although he had been on duty since 4 a. m. he was very kind and courteous to all and did all in his power to make his passengers comfortable. Miss Anna Aznore, 340 W. 76th street, noticed these traits and commends this conductor very highly.

Miss Irene Kaiser boarded the car in charge of Conductor Joseph Hodys, Badge No. 13564, and discovered that she was without funds. Conductor Hodys paid her fare for which act Miss Kaiser wishes to thank him.

Mrs. G. Wilken, 614 Woodland Park, congratulates Conductor Lawrence M. O'Reilly, Badge No. 14176, of Burnside, for his habit of calling the names of the streets very distinctly.

Rose R. Sears, 858 Chalmers Place, also commends Conductor Lawrence M. O'Reilly, Badge No. 14176, of Burnside, for his courtesy in assisting her to board his car at Adams and Wabash avenue.

The cheerful smiles and "good morning" for all by Conductor Thomas G. Luscombe, Badge No. 2624, and Motorman Walter J. Hayward, Badge No. 2091, both of 77th, are the factors which won them a letter of commendation from Mr. E. Krundick, 4938 Drexel Blvd.

Motorman Mathais J. Snyder, Badge No. 2223, of Devon, by his quick thinking and action averted what might have been a head-on collision. Mr. N. Pine, 4722 Kenneth avenue, witnessed this incident and wrote to the management commending this motorman.

Mr. S. T. Isaacs, cashier, Paramount Famous Lasky Corp., 1327 S. Wabash avenue, wishes to congratulate the management for having such an honest employe as Motorman Hugh N. Chambers, Badge No. 2235, of Cottage Grove avenue, who found one of their checks and immediately turned it in and was duly recovered by them.

Motorman Charles N. Hoff, Badge No. 2497, of Cottage Grove, is commended by E. F. Chanililm as being the most courteous motorman that he had ever met.

Motorman Walter E. Hunter, Badge No. 2753 of Devon held his car long enough to allow Theresa A. Hughes, 6104 Glenwood Avenue, to board it. Miss Hughes greatly appreciated this act of courtesy and wishes to thank Motorman Hunter.

Mr. W. W. Lloyd, 303-4700 Beacon Street, commends Motorman Arthur Dunham, Badge No. 3097, of 77th, for his genial performance of duty.

Mr. V. T. Lewis congratulates Motorman Edwin Mynn, Badge No. 4613, of Burnside, for his good judgment in rendering service to the patrons of the 111th Street car line.

Mr. E. Kressler, 1305 Barry Avenue, states that he has ridden with Motorman William J. Trinen, Badge No. 5219, of 77th, and has found that he is very pleasant and courteous and is always ready to answer any question that is asked of him. Mr. Kressler considers this motorman a great asset to the company.

Motorman Daniel S. Torelius, Badge No. 6121, of Devon, showed good judgment in re-routing his car when a fire had caused a blockade. Mr. Wm. Williamson, 64 East Lake Street, noticed this incident and wrote to the management informing them of it.

B. C. Amos, 1603 E. 68th Street, commends Motorman Daniel McCarthy, Badge No. 6887, of 69th, for his general efficiency and courtesy.

Motorman John J. Buehler, Badge No. 7239, of 77th, is the recipient of a letter of commendation and thanks from Mrs. Fay M. Failing, 3431 Elain Place. Motorman Buehler found a package that she had left on the car and immediately turned it in at the depot. Tom Moore, clerk at the depot, was given the package and wrote to Mrs. Failing telling her that she could call for the package at any time. Needless to say she duly called for her package and received it. She wishes to commend and thank Mr. Moore for his courtesy and thoughtfulness.

Miss Ida Brown, 510 Grant Place, compliments Motorman Christian Sorenson, Badge No. 7935 of Kedzie for his courteous attention to his passengers.

Motorman Jerry Kadlae, Badge No. 9171 of Blue Island grasped Mr. Andras Sedlak, 2207 Marmora Avenue, by the arm just as he was about to alight. At that moment an automobile rushed by without stopping or sounding the horn, and Mr. Sedlak states that this motorman saved him from serious injury or possible death by his quick action, and wishes to commend him.

Conductor George E. O'Brien, Badge No. 6002, and Motorman John Dahl, Badge No.

9271, both of North Avenue, are the recipients of a letter of commendation and thanks from C. E. Brandenburg, 810 N. Lawler Avenue, who states that these men are very considerate and assisted him aboard their car.

Motorman John R. Podlager, Badge No. 9475, of Lawndale, is the subject of a letter of commendation from V. Graham, who compliments him for his courtesy and thoughtfulness in holding his car long enough to enable him and several other persons to board his car.

Motorman William Albany, Badge No. 9987, of Limits, by his quick action avoided a collision with a reckless automobile driver and Mr. W. H. Blackburn, 2023 Bissell Street, who witnessed the occurrence, wishes to commend him for his alertness.

The good nature of Motorman John S. Nefled, Badge No. 11283, of Archer, won for him a letter of commendation from Mr. G. Bissey, 2459 W. 48th Street.

Conductor Bennett H. Stordahl, Badge No. 3332, and Motorman Samuel Arbutnot, Badge No. 12687, both of Division, had received instructions to turn back their car at a certain point because of traffic conditions, but later conditions were bettered and they decided that for the convenience of their passengers that they continue on to their indicated destination. Mr. Miles O. King, 2414 Catalpa Avenue, witnessed the thoughtfulness of these trainmen and wishes to commend them.

Mr. Emil C. Schmidt, 4008 Southport Avenue, reported that conditions have been bettered 100% at Irving Park Boulevard and Southport Avenue since Starter Arthur J. Jordan of Elston has been stationed there. Mr. Schmidt states that this starter is very courteous and knows how to handle his business.

Mr. A. N. Lloyd, 335 W. 23rd Street, boarded a car on which Supervisor Walter J. Lewerenz, of Lawndale, was a passenger and found that he had left his money at home. Supervisor Lewerenz relieved the situation by insisting that he accept sufficient money to enable him to continue his journey, and for this act of kindness and courtesy Mr. Lloyd wishes to thank and commend him.

Conductor Charles R. Austin, Badge No. 3204, of 77th, advanced car fare to Miss Virginia Allen, 5538 N. Paulina Street, when she had lost her money and she wishes to commend him.

Conductor William Schlosser, Badge No. 8448, of North avenue, by his kindness and courtesy won a letter of commendation from Mr. Thrasher Hall, of the Fire Insurance Digest, 166 West Jackson Boulevard.

Mrs. Josephine Nitka, 2950 S. Throop street, congratulates the Surface Lines management on having such a courteous employe as Conductor George S. Thorsen, Badge No. 9220, of North avenue.

Conductor James H. DeWaine, Badge No. 9306, of North avenue, by his courtesy and thoughtfulness attracted the favorable attention of Mrs. W. Washkuhn, 5609 Keystone avenue, who wrote to the downtown office informing us of the commendable traits of this conductor.

Conductor John Vujtech, of Blue Island, furnished car fare to Mrs. R. Izen, 3355 W.

15th street, who unfortunately had left her money at home. Mrs. Izen made this conductor the subject of a letter of commendation and appreciation and thanked him for his courtesy.

Motorman Frank Bartlett, Badge No. 5645, of Elston, allowed a lame old woman to board the car at the front in order to save her a few steps. Mr. Chester H. Wright, 2243 Lister avenue, witnessed the incident and reported it to the management in a letter of commendation.



Yevete Binette, the 2-year-old Daughter of Conductor J. H. Binette of Archer.

### Red Hot

Arriving home from the party, Friend Wife took her hat and slammed it on the floor. "I'll never take you to another party as long as I live," she said.

"Why?" asked Hubby, amazedly.

"You asked Mrs. Jones how her husband was standing the heat."

"Well, what of that?"

"Why, her husband has been dead two months."

Agent: "How do you like your electric washer?"

Lady: "Not so good. Every time I get in the thing those paddles knock me off my feet."

Blonde (to local drygoods counter sheik): "I'd like a pair of garters, please."

Clerk: "Yes, miss. Something like those you have on?"—The Claw.

# Veterans' Roll of Honor

Employes Who Have Been in Service of the Chicago Surface Lines  
and Constituent Companies 40 Years or More Number 255

## FINANCIAL DEPARTMENT

Andresen, A. F.	1888
Beatty, J. J.	1889
Burke, John P.	1875
Cook, C. E.	1887

## LEGAL AND ACCIDENT INVESTIGATION DEPARTMENT

Bouland, Chas.	1878
Krieger, Aug.	1881
Rood, Chas.	1881

## ELECTRICAL DEPARTMENT

Donnegan, M.	1881
Nelson, P.	1887

## MATERIAL AND SUPPLIES DEPARTMENT

Mackey, D.	1872
Peterson, J.	1885
Van Horn, G.	1874
Lundblad, A.	1881
Plowright, E.	1889

## SHOPS AND EQUIPMENT

Anderson, J.	1882
Carlson, F.	1882
Danielson, A.	1890
Farrow, J. C.	1881
Gibson, J.	1880
Gedt, J.	1889
Gerber, J.	1886
Guy, J.	1886
Hansen, H.	1882
Hildeman, R.	1882
Johnson, C. V.	1882
Jespersen, H.	1890
Keenan, W.	1883
Kaufman, J.	1886
Kressler, M.	1887
LaPierre, E.	1887
Lund, A.	1887
Martin, F.	1884
Marsden, R. C.	1886
Noon, W.	1883
Olsen, G.	1881
Orbett, C.	1886
Polowski, M.	1885
Quinn, T.	1882
Ristow, C.	1881
Ryan, J.	1885
Rohr, F.	1886
Regan, M.	1888
Felske, E.	1889
Rowley, J.	1889

## ENGINEERING DEPARTMENT

Agin, A.	1886
Bouland, F.	1879
Brinker, F.	1885
Carlson, E.	1888
Coghionese, T.	1879
Colfer, J.	1884
Cox, M.	1886
Doyle, P.	1886
Dunn, J.	1889
Gibson, C.	1886
Granath, P.	1887
Long, J.	1889
Manning, T.	1883
McGee, J.	1876
McQuinn, M.	1887
Mercier, G.	1881
Milos, J.	1887
Nelson, T.	1885
O'Brien, P.	1880
O'Connell, M.	1885
O'Donnell, W.	1885
Osmundson, J.	1888
Ryan, J.	1876
Stiglich, F.	1884
Urry, W.	1881

## TRANSPORTATION DEPARTMENT

Ahern, E. W.	1888
Altermat, Adolph	1888
Barnes, Norman E.	1888
Barnicle, Joe	1886

Baumhardt, H.	1886
Bell, George	1880
Berg, Wm.	1888
Berthold, Otto	1885
Bohnhoff, August	1882
Boos, C.	1886
Bosnak, Sam M.	1889
Boyle, Michael C.	1889
Bracken, John	1885
Bradley, Patrick	1888
Brennan, John	1889
Broderick, Patrick	1889
Brown, Arthur E.	1883
Burke, Martin J.	1888
Burgee, J.	1885
Byrne, Richard	1887
Cadogan, Albert E.	1888
Carlin, Martin W.	1888
Casey, Jeremiah	1887
Casey, Owen	1885
Clohesy, John	1882
Coburn, John	1884
Coleman, Patrick	1887
Conron, Michael	1885
Covett, R. A.	1889
Croat, Michael M.	1887
Cronin, Benjamin	1885
Cronin, Peter	1886
Crowley, Dennis	1889
Cunningham, Richard C.	1889
Curtis, Caleb	1882
Doody, Timothy	1887
Dougherty, J.	1889
Drury, Thos.	1889
Duffy, Patrick J.	1876
Dudman, George	1885
Durkin, Thos.	1889
Eichhorn, H.	1886
Eilert, H.	1887
Enberg, August	1889
Enerson, John B.	1885
Enright, Dennis	1889
Fennema, Fred	1880
Fleming, Jeffery	1889
Foley, Patrick R.	1882
Fossum, Henry	1888
Fox, John E.	1887
Frank, Adolph J.	1884
Frank, Wm. J.	1883
Frawley, Jas. W.	1886
Fried, A.	1888
Fuller, Varion J.	1885
Garvin, Patrick	1888
Goggin, T.	1888
Goodinson, W. H.	1888
Grady, John	1889
Griffin, James	1888
Gubbins, John	1890
Hamilton, C.	1882
Handley, John P.	1888
Handy, J.	1886
Hansen, Max	1886
Harrigan, Jas. J.	1884
Harrington, M.	1884
Heelan, David	1881
Heffernan, Thos.	1875
Hennessey, Michael	1884
Hennessey, David	1886
Hilbert, John	1886
Holley, Patrick	1885
Holmes, Wm. H.	1886
Holoway, Philip J.	1885
Horan, Patrick	1887
Howe, John	1886
Hughes, Geo. W.	1889
Hultman, August	1889
Hutchins, Richard	1889
Irvine, Joseph C.	1883
Iserberg, Oscar	1889
Jenkins, R. M.	1887
Johnson, John	1883
Johnson, John B.	1887
Johnston, David A.	1886

Jones, R.	1889
Keaveny, James	1882
Keester, J. H.	1888
Kehoe, John	1890
Keller, William	1881
Kennedy, Terence	1883
Kennedy, Thos. J.	1887
Kerigan, Mathew J.	1885
King, Thomas	1881
Kriete, J.	1885
Krygsman, Harry	1889
Lake, Wm.	1887
Lang, Paul	1886
Linden, Joseph	1888
Longtin, Samuel	1889
Luehr, Fred	1889
Luttmer, Henry	1885
Lyster, Geo.	1887
Maguire, Edw. L.	1889
Maher, William	1882
Mahoney, Cornelius	1889
Marshall, Thos.	1887
Mathews, Lee M.	1887
Miles, Michael	1887
Miller, Johann	1882
Moore, Nicholas	1875
Moriarty, John	1881
Murphy, Patrick	1885
Murphy, Patrick J.	1887
Murray, Edward	1885
McCann, Patrick	1882
McCann, Patrick	1889
McCarthy, Jam. T.	1884
McComb, James	1886
McDonald, Anthony	1889
McGinty, Peter	1885
McGuinness, A.	1880
McLane, J.	1885
McLaughlin, M.	1881
McMahon, John J.	1887
Naughton, Thos.	1888
Nelson, N.	1888
Nelson, Peter	1887
Newell, Thos.	1889
Noble, Walter	1889
O'Brien, Michael C.	1886
Olson, A.	1879
Olson, August	1889
Pattison, Robt.	1888
Pardee, Henry E.	1888
Paul, Walter	1889
Peterson, Nels	1889
Phelan, Jas. R.	1889
Pohlman, Wm. M.	1888
Powell, Walter	1888
Quilty, Jas. J.	1883
Quilty, Wm.	1888
Qvan, John	1885
Quinn, M. B.	1887
Ray, Michael	1889
Reilly, Michael J.	1889
Reiters, P. J.	1877
Reynolds, Patrick	1887
Reuter, Gus.	1889
Ritter, George	1886
Rogers, Geo. L.	1885
Rohr, Frederick C.	1886
Roville, Fred	1889
Roy, Augustine	1886
Rotchford, J. S.	1888
Rumney, John A.	1885
Rump, Wm.	1889
Schaefer, Thos.	1887
Schweiger, Wm.	1885
Shaw, John	1888
Scanlon, Garret	1889
Sheridan, Jas.	1889
Smith, Herman L.	1885
Smith, John H.	1888
Smith, Nigh L.	1886
Smith, Thomas	1885
Sorenson, Sam	1885
Stanley, John P.	1887
Storey, W. J.	1885
Stump, Peter	1889
Sullivan, E.	1886
Swanson, Andrew G.	1888
Swanson, M.	1889
Tabor, Wm. L.	1887
Thomas, Walter S.	1885
Tullen, Nels	1884
Van Antwerp, D. F.	1884
Wahl, Herman D.	1884
Walsh, Patrick	1889

Watson, Wm.	1885
Watson, Wm.	1885
Zechs, Peter	1885
Zimmerman, Geo.	1884

OLD TIMES ON HALSTED STREET

Conductor Henry C. Schultz of Limits, Recalls Some Experiences of Forty Year's Service

All the days of February will not be alike to Conductor Henry C. Schultz of Limits Depot because the twenty-fifth marks the fortieth anniversary of the day he started to work on the street cars in Chicago. Conductor Schultz emphatically declares that during these forty years his work has been a source of great pleasure and interest. In looking back, he recalls one out-standing incident which shows how different street railroading is today.

"One summer day in 1895, eighteen lumberjacks boarded my car at Blackhawk street in a hurry to reach a boat at Halsted and O'Neil streets. When we reached Lake street a wagon with a load of furniture had just broken down on the track. Wreck wagons were scarce in those days. So when these men began to show their fear of missing their boat, I said, 'Boys, if you will lift the car off the track, we will run around the wreck.' This they did. It was, indeed, a happy bunch of fellows who reached their boat before it sailed. They never forgot me."

Conductor Shultz held a responsible position of Money Guard on pay days for thirteen years prior to the introduction of pay checks.



Arthur C., Jr., 2-year-old Son of Motorman A. C. Burgstrom of Devon.

Try It?

He (on the telephone): "Hello, darling, would you like to have dinner with me to-night?"

She: "I'd love to, dear."

"Well, tell your mother I'll be over at seven o'clock."

## Departments and Divisions

### OBITUARY



Walter A. Wakeley

Friends of Walter A. Wakeley of 221 Randolph street, Oak Park, Ill., who has been employed in the accident investigation department for eleven years as an automobile inspector, were shocked to learn that Mr. Wakeley expired suddenly on Jan. 31. Mr. Wakeley had remarked that he was not feeling well for several days but on his way to work, about 8 o'clock on Friday, on an elevated train at Lake street and Paulina, he was suddenly seized with a heart attack and died within a few moments.

Mr. Wakeley was 65 years of age, was born in Harvard, Ill., and had been employed by the Peoples Gas Company from 1898 to 1917, and then with McNeil and Higgins until he was employed by this company. He was superintendent of the Sunday school and a member of the executive committee of the California Avenue Congregational church, and left surviving his widow, Harriet Wakeley. Mr. Wakeley was of a genial disposition and will be greatly missed by the department in which he was employed.

### Engineering

Roy Caul's chest expansion has been two or three inches above normal recently. His oldest boy was a member of the R.O.T.C. Squad that won the City School Championship recently, and his youngest boy helped to win first prize for his school in the School Chorus Competition. Roy says he has a soldier and an artist in his family now, and all he needs to make him happy is another boy who would do a little work around the house occasionally.

Hugo Schmidt and F. J. Koza recently bought new rubber tire grips for their Willys Knights. They are now billed for two knights in a boulevard skidding act.

Chief Clerk Schlachter of the Track Department is confined to his bed at this writing with

an attack of influenza. We're all hoping to see Harry back at his desk soon.

Frank Beshk returned to his work on January 20, fully recovered from his late serious operation. Frank looks good, and we sincerely hope his improvement in health will be permanent.

W. H. Figg states that a certain automobile that sometimes runs on its reputation will actually run on water and refers us to Mr. E. W. Anger for proof of this statement.

Transit.

### Materials & Supplies

Mr. H. F. Hoger was transferred Jan. 20th to the position of Division Storekeeper at the West Shops. While we regret very much losing Mr. Hoger, the boys at Halsted Yard extend to him their best wishes for his future success.

Mr. C. J. Collins is the proud father of a brand new daughter. Congratulations.

Al Wadley, while humming a Southern tune during the last cold wave, froze his nose.

Congratulations are extended to H. F. Hoger and his wife. The stork at Jackson Park Hospital, left a baby boy on Jan. 7. As usual we enjoyed the cigars. R. E. Buckley.

### Schedule & Traffic Department

The stork has been so busy since the beginning of the new year that he almost forgot this department in January, but he made good on January 16th when a big bouncing boy came to Frank Irvine's home. Mother and boy doing fine. Congratulations, Frank, we enjoyed the candy and cigars.

George Fisher's improved foot work in bowling enables him to hit the head pin more frequently. Robert Sedlack says, if he had about three or four like George he would have a real bowling team.

During the last week in January Art Langohr spent several days in Hammond at the office of the Hammond, Whiting & East Chicago Railway Co., preparing a new combination schedule to be operated by both companies.

T. T. Cowgill usually drops in to see us on Saturdays now that he is busy over at the Accident Investigation Dept. doing special work for this department.

Resolutions For 1930 That Have Not Been "Broken": Robert Sedlack does not answer telephone calls at social gatherings; when backing out of the garage doors George Fisher and W. Weightman do not back into the fence across the alley; R. R. Drysdale and N. Johnson do not accidentally find things after being "planted." Geo. Weidenfeller.

### Shops & Equipment—North & West

**West Shops:** Mr. E. A. Foster, who has been Engineer of Tests at the West Shops for the past two years, has accepted a position with the Sperry Rail Service Corporation, and reported for his new work February 1.

The "gang" in the Drafting Room, seemed to have quite a time getting together the price of the vehicle tax and state license tax, but they all managed somehow, even Tony, who just bought a Nash coupe.

There are some good radio fans in our Ma-



A Group 20 Years Ago at Devon When Ben Phillips, (X) Now General Foreman, Was Boss Repairman There.

chine Shop. H. C. Sidell (Barney Oldfield) got KUKU, Alaska, the other night.

**Elston:** We wish a speedy recovery to H. Cunningham, who has been on the sick list.

The checker match for the championship of Elston between J. Piche and A. Casalino was a draw. They will meet all comers.

Jane V. McCarthy.

#### South Shops and Carhouses

J. Lomsarges, painter, who has been with the company since 1920, died of pneumonia on January 2. The boys express their sincere sympathy to his family.

J. Vertelko, car repairer, Burnside, has returned to work after having been laid up for more than a month.

Have you noticed the rejuvenated look on the face of Bill Donaldson, printing department? He now answers to the name Daddy. Sunday, January 26th, a baby girl weighing eight pounds made her appearance at the Englewood Hospital. Congratulations are now in order. Bill did his part by saying it with cigars and candy.

By the way, have you noticed the broad smile on Chester Buckley's face? He reports the arrival of an eight pound baby boy on January 19. The boys at Burnside say congratulations, but are still waiting for the cigars.

If you are in the neighborhood of 71st and Vincennes Avenue and hear some queer noises, don't be alarmed, because it's only Leo Keane's new radio. Leo says it is a ten tube set, but it sounds as if nine of them have passed out.

Dan Eyer also has a new static producer.

After experimenting for several weeks, Dan finally broke through the Chicago stations and got Cicero. Dan says it is almost unbelievable how that set brings in the DX stations.

Dan and Leo each have a new set; They won them playing cards, I bet;

When they tuned them in:

They made such a din,

That the neighbors all left in a fret.

George Katsoolas of the printing department has been seen at Nelson's Jewelry Store, looking over the diamond rings. We are wondering who the lucky girl might be.

The boys at Burnside wonder when the big day for Jimmy Fitzgerald is coming off. He is sporting a new gold wrist watch, and not long ago he was seen purchasing a diamond ring. for Who??

Charles Chappell, George Kladis and Tony Schragdzys have been off sick for quite a while, and their fellow workers at Cottage Grove take this opportunity to wish them a thorough and speedy recovery.

J. P. McCauley.

#### It's a Hard Life

Doctor (questioning Negro applicant for chauffeur): "George, are you married?"

"No, suh, boss, no, suh. Ah makes my own living."

John: "My sugar always goes to bed in her working clothes."

Jay: "Howzat?"

John: "She's an artist's model."

## Around the Car Stations

### Cottage Grove

This is the month when we start with a clean slate for the different contests, so let us all work to make up for our past errors and win at least one of the contests, preferably Accident Prevention, and win the silver car. If all the trainmen will bear in mind the advice given by Mr. Pasche at our last Accident Prevention meeting, we can be the winners of this beautiful trophy. Try again, but let success be our aim.

Be liberal in passing out witness cards in case of an accident. This is the only means of determining whether it is a chargeable or non-chargeable accident when an investigation is made. Get all the witnesses you can.

The public is showing its appreciation of our courtesy; let us show some cooperation and get to the head of this contest.

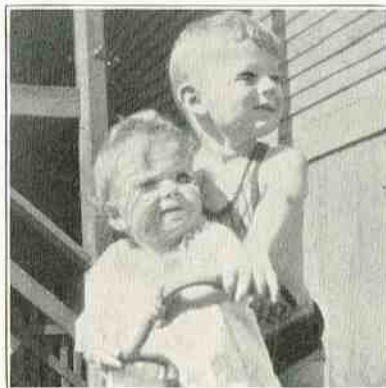
The Surface Lines Post of the American Legion is making an extensive campaign for new members this month. The fees are small—\$3 per year, and the benefits which are offered are numerous. Those of you who are not already a member of any post should see Conductor A. Hjortsuag, Run 256, who is on the membership committee and has a large supply of application blanks and will be pleased to explain the benefits offered. Their headquarters and club room are located at No. 40 S. Clark St., where good fellowship prevails.

There are quite a large number of trainmen on the sick list, amongst whom are: Motorman R. Fitzgerald, who fell on the icy pavement about two months ago and dislocated his shoulder blade and is now in the German Deaconess Hospital, 54 and Loomis Sts., and is improving slowly; Starter H. Eichhorn is confined at the South Shore Hospital, 80th and Luella Ave., having undergone a very serious operation which is proving successful. He is improving slowly; Supervisor August Johnson has been sick for some time and is reported improving; Motorman Doner is also improving; Conductor W. J. Werner is able to be around and expects to be at work again in a short time; Motorman Charles Lamphier, who has been very sick for several weeks, we are glad to say is working again and appears to be completely cured of his sickness; Conductor Ed Hogan, who is in the Speedway Hospital, would appreciate a visit from any of the trainmen; Conductor A. A. Johnson, who has been in the hospital for several weeks, is now convalescing at his home; Starter John Kehoe, who was taken home sick, is reported slightly improved; Motorman William Martin has been home sick for several weeks. We are glad to see you around again; Motorman John O'Connor is home for a number of weeks and is also progressing favorably. To all of these men the trainmen wish a complete and speedy recovery.

The sympathy of the trainmen is extended to Conductor H. A. Vahl and the immediate family, in the death of his father.

It is with sincere regret we report the death of Motorman George Powers, who had been sick for several months. His sincerity and reserved manner made him many friends at this depot, and the trainmen extend their heartfelt sympathy to his family, who are bereft of husband and father.

J. H. Pickin.



Russell and June Neswold, Grandchildren of Conrad Stoffass, Painter at West Shops.

### 77th

Here is a real true story and its authenticity can be vouched for by Conductor J. J. Walsh No. 1. John, in need of overshoes, stepped into a store and asked for a pair, size 10. The storekeeper, afflicted with stammering, stuttered for some time, then informed him he did not have size 10 but could give him two pairs of size 5. Ask John he knows.

Ex-Service men halt! Attention! Surface Lines Post No. 146 is now conducting a drive for new members. Here is your chance to get into a live outfit of real go-getters. Are you getting all the benefits which your war service purchased? If not, get into this organized effort and see Motorman M. Fadden or Adjutant J. P. McCauley of 78th St. Shops. Don't put it off again, do it today.

Motorman W. Watson has left for California, returning when the balmy breezes blow again. Bill's host of friends wish him a fine rest.

Superintendent W. A. Bessette states he is certainly proud of the trainmen of our division, in the manner in which they conducted themselves during the past two snow storms; in the maintenance of service, with its many drawbacks, holding the lines open until the proper equipment removed the snow; of the care exercised in passing vehicles; of carrying, not passing up passengers, and the whole-hearted cooperation of our entire trainmen. Out Motto is, "If at first, you run off the track, try, try again. A block in time will save the line." In view of this wonderful commendation it behooves us to exert ourselves in the future as we have done in the past.

Conductor Paul Stern is now up and around but we are sorry to say he has not returned

to work as yet. Give him the encouragement he so greatly needs, extend the hand of friendship and show him we have not forgotten.

Aha! Here we are again. On February 25 at 8:00 P.M. sharp, the club will hold its annual winter show in the Club room. Now just a reminder, your up-to-date club card is your admittance ticket. So be sure to get your card out in time. There will be four A-1 boxing matches and plenty of first class entertainment and as usual, the buffet lunch. Come out and meet the boys and enjoy yourself. This is your show, see that you get yours.

Did you notice the witness contest in the last issue? Well, we made an average of five plus per accident for two consecutive months. Fine, may the good work continue. Remember, where it is possible to obtain more witnesses it is our duty to do so. A few to prove a case is not always sufficient. Sometimes they change their mind, then you hold the bag. No chargeable accidents if this procedure is followed.

Motorman T. Glynn and Conductor M. McHugh were joined in the bonds of holy matrimony this past month. We congratulate you, wishing you and yours a world of health and happiness.

We have three of the boys who are confined at hospitals, namely Conductor E. Carpenter, at the Auburn Park hospital, Conductor E. F. McCabe at the South Shore, and Conductor Dan Spikings at the German Deaconess. We are pleased to say that all are progressing as well as can be expected. How about a little visit?

Babies! Yes, indeed. Here they come: Motorman J. J. Kelly, a boy; Conductor J. B. Hogan, a girl; Motorman P. J. Kiel, a girl; Conductor E. A. Lundquist, a girl. Girls win. Congratulations, and may our tribe increase.

Conductor John Colles, Motorman Ed. Willette and Motorman M. Walsh No. 2 have all paid their visit to the hospital and have come through successfully. We are pleased to see the boys up and around again.

The past two months, the following trainmen and relatives of trainmen have passed to the Great Beyond: Mother of Conductor W. A. Nelson; Mother of Conductor G. Nelson; Father and Brother of Motorman E. K. Eggert; Father of Conductors Dan and W. J. Urquhart; Father of Conductor V. G. and Motorman J. H. Campbell; Father of Conductor J. A. Kugler; Father of Conductor E. J. Kenny; Father of Conductor F. Hackenbrock; Wife of Motorman T. McMahon; Wife of Motorman G. Vonderheide; Wife of Conductor W. E. Lawler No. 1; Brother of Motorman J. White No. 1; Brother of Motorman J. Maguire; Brother of Motorman J. Coyne, and Motorman D. Carroll No. 1. To the families and relatives, this division extends its profound sympathy in this hour of their bereavement.

C. A. Gylling.

#### Archer

Congratulations are now in order, Conductor Clarence George Williams entered the matrimonial ranks on Saturday, January 11th. A very elaborate dinner was served at Edgewater Beach Hotel. After the added festivities the young couple left on their honeymoon for Indianapolis to visit his people.

Motorman John Golden is commended by Supervisor A. Ure for informing him that a car was derailed and would have been a nasty delay had it not been for the alertness of Motorman Golden.

Our sympathy is extended to Motorman Earl E. Clapper on the death of his father-in-law, who died January 13th, and was buried from the home of Motorman Clapper January 16. Funeral services at Our Lady of Good Council church.

Conductor George Gerig is the proud father of a 9½ pound baby boy born to the Gerig family January 14th, 1930. Congratulations, George, and keep up the good work, your country needs you.

Again we are called to extend our sympathy to Conductor Paul Meckled, who was called upon to part with his dear wife through death. Mrs. Meckler, after an illness of several months, died January 22, leaving nine children.

Conductor Charles Heller and Motorman B. McEneny on the Archer-Cicero line, south bound on State at Taylor Street at two o'clock on the morning of December 23rd, were stopped by the fire department laying fire hose across the tracks. Crew being on the alert went back to Harrison and came south on Wabash to 18th Street averting a bad delay. Crew complimented by passengers on the car for their quick actions.

No mistake this time, a bouncing baby girl, Barbara Jean, 6½ pounds, arrived at the home of Conductor Joseph Ray Lewis Saturday, January 18th. Conductor Lewis took several days off to celebrate the happy event. DADDY and baby doing nicely.

Conductor J. P. Staska is on the membership committee of the Surface Lines Post, No. 146 of the American Legion and has a supply of application blanks. John says he is ready any time to give you a hand in filling out the form.

One of our night clerks, Kenneth Bryant Williams, commonly known to the boys as "Nuts and Bolts", has recently purchased a new Chevrolet touring car for the winter months.

Motorman Fred Wessel buried his father-in-law Saturday, January 25, from the home of the Wessel family, 2731 W. 38th Place. The boys of Archer extend their sympathy at this time.

Ex-Conductor A. J. Kunstman, the brother of Conductor Walter B. Kunstman of Archer Depot, died January 21, and was buried Friday, January 24th. Our deepest sympathy is extended to the Kunstman family.

Mr. William Zinkan, one of Archer's early pioneers, resigns after thirty-six years of continuous train service, having a seniority dating December 5, 1893. Mr. Zinkan, a loyal and faithful worker, leaves a record behind him that one can be proud of. Mr. Zinkan resigned January 7, 1930, taking compensation allotted by Division No. 241. Bill, we are sorry to see you go, for we will miss that every day Hello. However, we congratulate you as you enter the retired life and know you are comfortably situated.

The boys of Archer extend to Motorman C.



A. Kroggel their sympathy on the death of his mother who crossed the Great Beyond January 20th, this year.

For information on how to raise a moustache see our Receiver Mr. Dan Eierdan. He has the remedy and has been giving the good advice to all the clerks, even our Chief Clerk Mr. Barney Malloy, who has been taking the Eierdan treatments for several weeks, is making progress. Congratulations, Barney, it will soon be noticeable.

Conductor Lester John Winters' home was visited by the stork during the past week. We have not learned what the young Bilikan has been named, but it's a boy and a ten pounder. Congratulations, Lester.

Sadness has come to the home of Motorman George Folsburt, who was called on to part with his son, who died January 17th, and was buried January 20, 1930.

Conductor H. C. Mann reports the arrival of a baby boy January 6th. Harry says this being their first it is going to take some time to pick out the winning name.

Our deepest sympathy is extended to Conductor Harry Henry Harrison on the death of his father, who died January 8th.

We are glad to see Ray R. Stennett, one of our day clerks, back on the job after being layed up from an auto accident on the night of January 3rd. Dusty.

C. Carlson in the loss of his mother; J. Kviatkoski in the loss of his aunt; J. Bell No. 1 in the loss of his mother; L. Meiser in the loss of his aunt; H. Loeb the loss of his brother; R. and T. Kennedy in the loss of their brother; and uncle respectively; S. Petras the loss of his uncle; T. Dolan the loss of his father; S. Durnin the loss of his wife.

Conductor T. Jacek was presented with a 9 lb. boy on January 21. Congratulations Tom.

Patrick Harrington is confined with a broken leg in the German Deaconess Hospital and would like a visit from the boys. We all wish him a speedy recovery.

We all welcome John Cielenski as our new supervisor and wish him the best of luck in his new duties.

The Surface Lines Post of the American Legion has a Membership drive on this month. If any of you are not already members and if you wish to become one, see Conductor E. Taube who will be glad to furnish you with an application blank and give you further details.

C. P. Starr.

#### North Avenue

Our extra men are doing well. Conductor F. Turpin announces the arrival of twin girls Jan. 3. Motorman W. Echols is daddy to a boy weighing 8 pounds who arrived Jan. 3 also. Conductor Stubbs is papa to a little girl born Jan. 27. Conductor R. Ebel also is papa to a girl. By virtue to twins, a boy and a girl, born to his daughter, Conductor Wm. Reitmeir, one of our old timers, is a proud grandfather. Grandfather and twins doing well.

Sympathy is expressed to Conductor Pinkall in the loss of his mother, who passed away January 26. Also to Motorman F. Cigrang, who lost his mother January 5.

Conductor Tom Conlin, who says it has been a tough winter but that we got a white Christmas out of it, has hied himself to Hot Springs.

Conductor Fritz Erricson has taken a three months furlough and gone to Sweden.

Surface Lines Post No. 146, the American Legion, will inaugurate an extensive membership drive during the month of February. Conductor Art Vogel, that handsome chap who sells service on North Avenue, will have a supply of membership blanks.

Receiver Harold Forbes, who came from Boston not so far back, was ambling along State street the other afternoon. Everyone had a smile for our lad. "They're getting to know me in this town, alright," said Harold to himself. Happening to glance down he saw that he had evidently left one rubber somewhere for he only had one bright tan shoe protected from the elements. The other one was out in the open for all to admire. One shoe off and one shoe on, you know how it goes.

Conductor Henry Kann who underwent a serious operation in the fall was around the other day. He is looking pretty good. Hope to see you back on the job soon, Hank. Conductor Louie Rhode was around the other day to say hello to the boys. He has been in bad shape this winter but looks and feels good now. We wish you speedy recovery, "Dutch."

We have had a number of conductors bumped by autos while holding lever switches



This was Sergeant M. J. Morley, Now of Blue Island, in a Blood-thirsty Pose at Fort Sam, Houston, Texas, in 1916.

#### Blue Island

We all wish to extend our sympathy to the following and their families in their recent bereavements: J. McKillop in the loss of his aunt;

lately. Keep your eyes peeled lads, especially at 49th and North.

C. A. Knautz.

#### Armitage-Division

Attention Ex-Service men—The Surface Lines Post No. 146, The American Legion will inaugurate an extensive Membership Campaign during the month of February. All ex-service men not as yet members are cordially invited to join. Application blanks may be obtained from J. P. McCauley, Adjutant, South Shops 78th and Vincennes Avenue, or see Depot Clerk.

The Mechanical Department at Armitage, having had the honor of winning the High Efficiency Maintenance Sign in December are making every effort to win it again and make it a permanent fixture. Now you trainmen can more than help by explicitly stating on sign-in sheet all defects of car you have operated for day or part of day.

Frank Johnson and Charley Nelson will tell you that a summer cottage in the summer is the thing, but a summer cottage at 20 below is no place for humans.

We are looking forward to the speedy recovery of motormen Otto Luken, Gus. Dahlen, Oscar Levine, Charles Lyngce and conductor Patrick Moran.

Our expression of sympathy is extended to Motorman Theodore Shumon in the loss of his father who died, January 27, 1930, at his home in Columbus, Ohio.

Just as a reminder—Your nineteen thirty record is now in the making. L. M. O'C.



J. Pieczonka, Car Cleaner at Noble, Is Very Proud of This 9-year-old Daughter.

#### Noble

The grim reaper has recently taken an unusually large toll from this Station. J. Gillespie formerly a motorman at this station died the first part of December; James Tracy, a flagman on Cortland street passed away Jan. 1st; Rogers Kennedy, an old timer among us died Jan. 14. We extend our sympathy to the families of these men and also to that of Conductor William Peet who died Jan. 15th and to Motorman M. Madden who lost his wife.

Attention, ex-service men of this station. Surface Line Post No. 146 is making a drive for membership. Conductor P. Totsky has the necessary application blanks. See him.

Conductor W. Moews is the daddy of a fine boy. And Motorman E. Wehman a girl. Motorman F. Powers a boy. If there are any more be sure and let us know all about it.

C. F. DeMoure.

#### Elston

Attention Ex-Service Men: The Surface Lines Post No. 146, The American Legion, is making a drive for membership. Any ex-service man desirous of joining the American Legion will be welcomed by the Surface Lines Post. See Joseph Eckman for application blank.

We wish to congratulate Conductor E. Krefft who reports an increase to his family.

Motorman Fred Fischer is confined at the Belmont Hospital and is to undergo an operation. E. Engler, confined at the Alexian Brothers Hospital and H. Cooper at the Swedish Covenant Hospital, desire visits from the boys. Here is hoping for a speedy recovery for them all.

Now, boys, that we are starting a new year in accident prevention let us get busy and put Elston Avenue on top in all of the contests for the year of 1930. First in accident prevention, witnesses and courtesy. E.

#### Lincoln

Surface Lines Post No. 146, The American Legion, will inaugurate an extensive membership campaign during the month of February. Ex-service men of Lincoln station may obtain application blanks from M. E. Powers of the post membership committee or from Adjutant J. P. McCauley, at the South Shops, 78th and Vincennes avenue.

Two of our boys, Motorman M. Public of Webster line and Motorman Al Peske of Lincoln line got tired of the snow and cold weather in Chicago and are now enjoying the climate and baths at Hot Springs, Ark.

Sam Rasmussen's daughter who is president of "The Big Sisters Club" at the Waller High School, was heard from Station WMAQ Thursday, Jan. 30 at 5:30 p. m. Miss Rasmussen's talk was very interesting. Her voice and words were very clear and distinct for which she should have credit and congratulations.

H. Spethman.



LaVergne, Daughter of Conductor R. Maxwell of North Avenue

## SURFACE LINES POST

*The American Legion*

### What the Veteran Gets Out of the Legion

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

Comradeship of men with the same memories, who have had the same hardships and who talk the same language, whom he knows are patriotic Americans.

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

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

Subscription to the American Legion Monthly, the official magazine of the American Legion.

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

During the month of February, American Legion Posts throughout the country hold their annual membership drives, to enroll new members and get back into the posts their old members.

Surface Lines Post is especially anxious this year to surpass all previous membership records. With the eligible ex-service men in the employ of the Chicago Surface Lines enrolled in our post, we could have the largest post in Illinois.

An invitation is extended to all honorably discharged ex-service men in the employ of the company to become members of Surface Lines Post No. 146, if they are not already a member of some other post.

If a formal application for membership is not available, a letter addressed to J. P. McCauley, adjutant, 7749 Vincennes avenue (South Shops), will be sufficient, if it contains your name, address, former military organization and company address, together with \$3.00 covering post, state and national dues for 1930, as well as a subscription for one year to the American Legion Monthly.

Members of the post are again asked to notify the adjutant when they change their address. This is necessary so that you can receive your magazine and post bulletins promptly.

Regular meetings are held on the first and third Fridays at the club rooms, 40 South Clark street. All ex-service men are invited.

### FINANCIAL LEADS IN BOWLING

#### Eger of Accident Investigation Has Set the Pace With Average of 191 in 54 Games

The second round of the fifteenth annual bowling league has been completed with the Financial team in the lead by a margin of six games. The league consists of ten five-men teams and is worked on a handicap basis, mak-



William J. Eger

ing it possible for the weak teams to compete with the strong teams.

W. Eger of the Legal team has been setting the pace for the boys all season with an average of 191 for 54 games. Nothing to sneeze at.

Below is the team and individual standing:

#### Team Standing

Teams	W.	L.	Pct.	Tot.	Hgh.	Av.
Financial	36	10	667	43658	1018	808
Transportation	30	24	556	47268	982	875
Car House	29	25	537	44681	995	827
Electrical	29	25	537	43597	1002	807
Engineers	28	26	519	46002	1005	852
Ac'dent. Investigat'n.	28	26	519	41652	928	771
Schedule	25	29	463	40337	962	747
Legal	24	30	444	47056	965	871
West M. & S.	22	32	407	46475	1004	861
West Shops	19	35	352	44749	988	829

#### Individual Standing

Player,	Team	Gms.	Pins	Hgh.	Av.
Eger,	Legal	54	10295	235	191
O'Brien,	West M. & S.	48	9025	248	188
Demzien,	Car House	54	10020	223	186
Wilberschied,	Transportat'n.	48	8860	241	185
De Lave,	Transportation	54	9858	245	183
Fish,	Legal	51	9246	246	181
Ebeling,	West Shops	54	9593	241	178
Merkovich,	Engineers	48	8539	266	178
Malone,	Transportation	48	8474	234	177
Siers,	West M. & S.	45	7948	230	177
Hauptert,	West M. & S.	45	7944	227	177
Ambler,	Engineers	44	7783	214	177
Altemus,	Legal	54	9451	246	175
Rubey,	Financial	51	8930	223	175
Collins,	Car House	51	8900	232	175
Mikulicic,	Transportation	54	9312	215	172
Platt,	Engineers	54	9233	221	171
Abbott,	Engineers	54	9212	222	171
Davis,	Electrical	42	7168	235	171

#### High Team Game—

1 Financial, 1018.

2 Engineers, 1005.

#### High Team Average—

1 West Shops, 2837.

2 West M. & S., 2785.

#### High Individual Game—

1 Morkovich, 266.

2 Coates, 265.

3 Flood, 254.

#### High Individual Average—

1 Handley, 644.

2 Altemus, 642.

3 Eger, 642.

H. Ebeling, Chairman. H. Sprenger, Secy.



A Surface Lines Plow Clearing a Highway for General Traffic.

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**Her Master's Breath**

"My wife kisses me every time I come into the house!"

"Affection?"

"No, investigation."

"Oh, gosh!" the girl exclaimed. "It's started to rain. You'll have to take me home."

"Why, I'd—I'd love to," her bashful escort stammered, "but you know I live at the Y."

Father (awaiting news)—"Well, nurse, will it use a razor or a lip stick?"

**Fast Work**

He: "I had a date with a real gold-digger last night. She spent all my money."

She: "And I suppose you got in at eleven o'clock sharp, eh?"

He: "I got in at eleven o'clock flat."

Mrs. Gleeson (at seaside concert)—"She has quite a large repertoire, hasn't she?"

Gleeson—"Yes, and that dress makes it look all the worse."

**Aged**

A small restaurant was kept by a man who prided himself on his cooking. He was amazed to hear a young salesman criticize a pie one day.

"Pie, young feller? Why, I made pies before you were born."

"Well, why sell 'em now?"

A parking space is where you leave the car to have those little dents made in the fenders.

Caddie: "We found your ball, sir, but we couldn't find the purse."

Crafty Golfer: "Thanks awfully. It was the ball I wanted. I find I didn't lose my purse after all."

**A Comfort**

The guards went about their task of affixing the electrodes to the body of the doomed man in the chair. The kindly chaplain bent over him.

"Any request, my poor mortal?" he asked.

"Yes, parson," the victim replied, "It'll comfort me a lot if you'll just hold my hands."