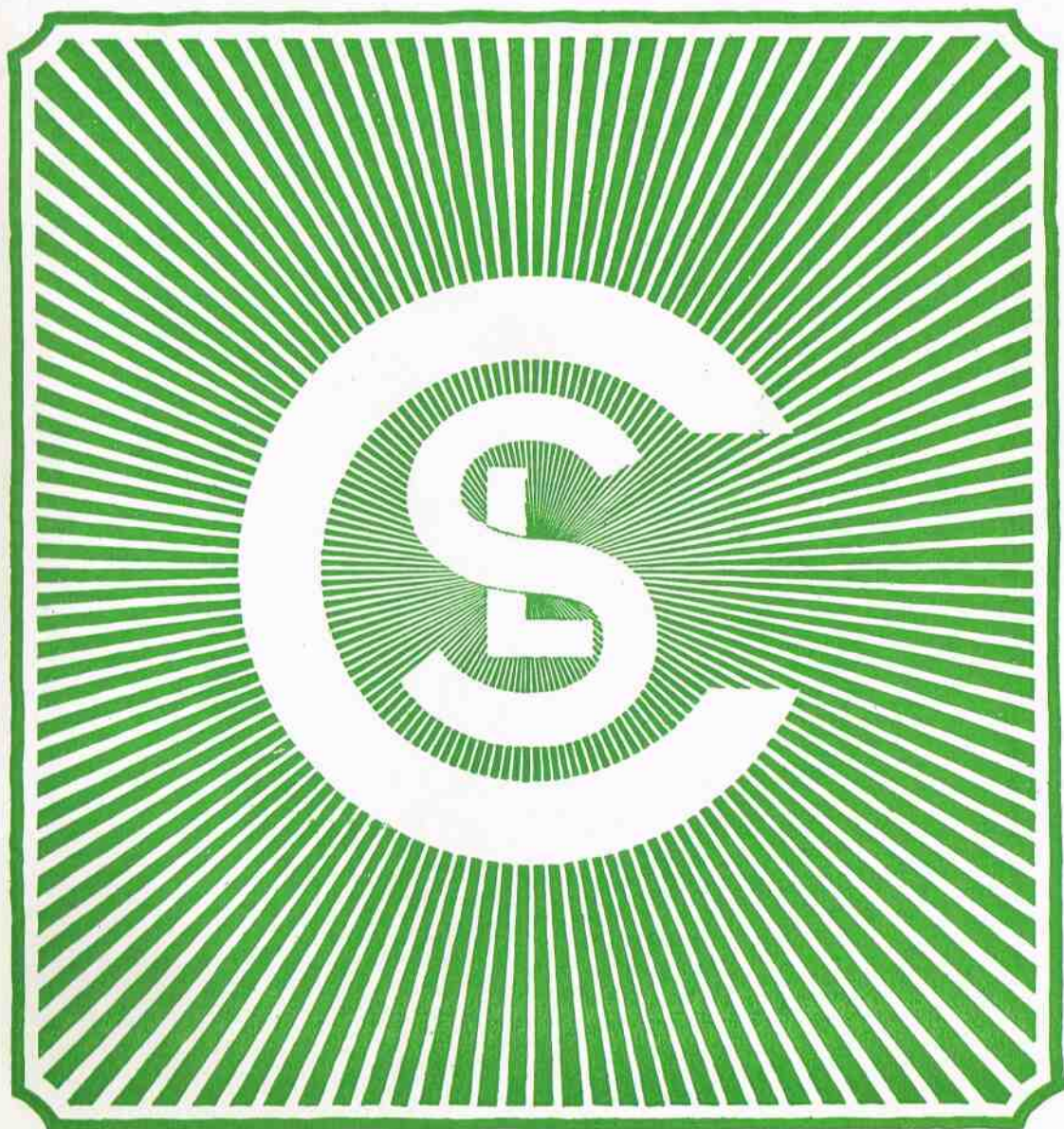


SURFACE SERVICE MAGAZINE

VOLUME 6

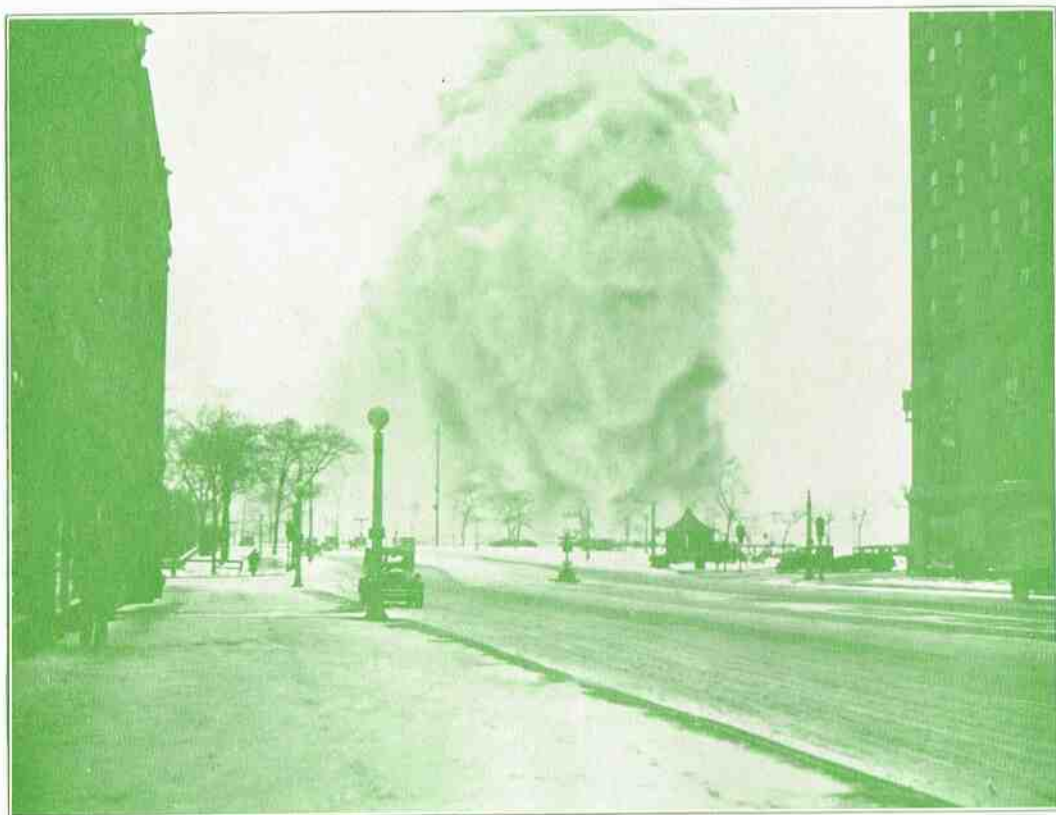
MARCH, 1930

NUMBER 12





HOW MARCH CAME IN



Photographer Chouinard Got This View of the March Lion at Michigan Avenue
and Oak Street



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

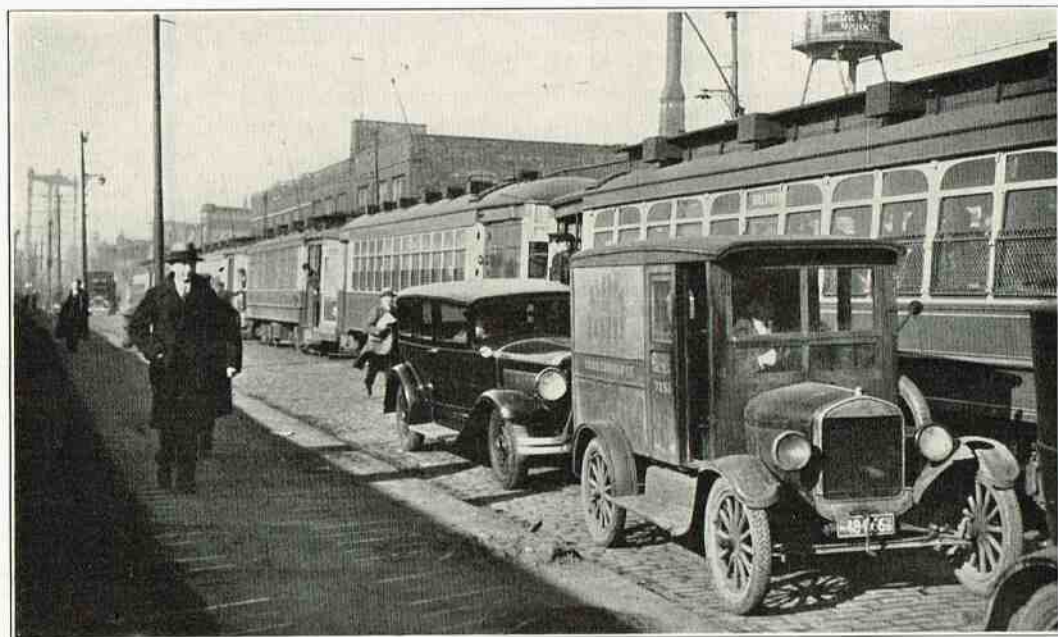
VOL. 6

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No. 12

Handling Traffic in a Mob

How Transportation Forces Battled to Keep Cars in Service During Communist Parade



On Thursday, March 6th, the Communists staged a celebration in the form of a parade through Chicago over several of the important streets of the west and south sides.

The parade formed at Lake and Halsted Streets and moved east to Jefferson Street, south to Roosevelt Road, west to Ashland Avenue, south to 18th Street, east to Halsted, and south to 28th Street, where it disbanded after a short meeting in a vacant lot on the southeast corner.

The sidewalks immediately adjacent to the intersection of Lake and Halsted were crowded to capacity and it was difficult to move freely along them. Many people were standing in the streets, blocking off all lanes of traffic excepting one in each direction on both Lake Street and Halsted Street.

The street car and vehicular movements through this corner were much slower than normal and Lake Street and Halsted Street Surface cars were losing from two to three minutes due to this congestion. These lanes were kept open through the combined efforts of the supervisory force of the Chicago Surface Lines and uniformed policemen detailed at that corner.

When the parade started and moved out on the street preparatory to getting under way, all lanes of traffic were blocked for a period of ten minutes. As it began to move, Halsted Street was cleared both ways and westbound Lake Street cars moved along very slowly. The eastbound Lake Street cars were forced to wait until the parade was entirely ahead of it and then they followed

down the street at a very slow speed, causing the break in eastbound service to be ten minutes greater.

As the parade turned west in Roosevelt Road, which is a very wide street at this point, the marchers did not confine themselves to the space between the car track and the curb but, instead, overran and blocked the westbound track, and at times bulged over onto the eastbound track, slowing up the movement in that direction.

An attempt was made by the supervisory force of the Surface Lines and a lieutenant and four uniformed policemen at a point just west of Halsted Street to move the marchers off of the westbound right-of-way. When the column moved up they refused to be moved to the right and the officers had to sidestep and get out of the way. This procedure was attempted a second time just west of Racine Avenue and was more successful, and two Roosevelt Road cars pushed their way through westbound.

Ashland Avenue south of Roosevelt Road is a narrow street and the marchers occupied about 75 per cent of the roadway. This caused northbound Ashland Avenue vehicular traffic and street cars to stand still for as many as ten minutes while the parade was filtering through. As it approached 18th Street it gradually swerved over and occupied the full width of the roadway from curb to curb. It then moved east on 18th Street and completely blocked the eastbound and westbound street car and vehicular traffic movements. It was necessary to send the eastbound and westbound 18th Street cars over 21st Street during the time the parade occupied 18th Street.

It so happened that a few minutes before the parade arrived at Halsted Street and 18th Street that one of the work cars of the Chicago Surface Lines was coming south, and this car was purposely stopped at the corner of 18th and Halsted in such a manner as to form a bottle neck and thereby force the width of the marchers' columns down to a size where it was likely that the northbound street car and vehicular movements would not be seriously hampered. This worked out quite well.

It developed, however, that while the parade was moving south along Halsted Street that it again began to bulge out, coming over onto the northbound track. The activity of the supervisory force of the Surface Lines in keeping timid drivers of northbound vehicles on the move and getting the motormen of northbound cars to proceed through very cautiously, and ringing the gong, prevented this bulging over to reach the stage of a blockade to northbound movements. The southbound Halsted Street cars had to proceed at a snail's pace in the wake of the marchers. The first car to arrive at 18th Street, after the parade had started, was delayed almost fifty minutes.

The natural accumulation of cars during this 50-minute delay was kept down to a minimum by utilizing the various switches along the line to fill up the gaps in service caused by the cars being unable to make their scheduled southbound trip, and which, of course, could not possibly be in place for a northbound trip unless they were switched back.

A large force of policemen was detailed at 31st and Halsted Streets, the original disbanding point of the parade. This force was moved up to 28th Street and was very instrumental in keeping traffic moving in both directions on Halsted Street when the ceremonies in the vacant lot were completed. The participants were confined to the sidewalks* and not permitted out into the street. The attitude of the Communists after the final stage in their demonstration had been completed was noticeably humble and meek. They did anything and everything they were ordered to do by the police. There was no grumbling or any other outward signs of an unfavorable attitude.

When everything was all over a great portion of the Communists boarded Halsted Street cars and went their way.

While the parade was on Halsted Street, between Archer Avenue and 28th Street, the Route No. 42 line which runs from the north side to Mount Greenwood was rerouted by way of Canal, Wallace and Pershing Road, in order to maintain as much normal service on Halsted Street as possible.

Elston-Noble Out in Front

The Line-Up in the 1930 Accident Prevention Contest Has Interesting Features

Monthly Record for February, 1930

First Place	Division No. 10, Elston-Noble	93.221
Second Place	Division No. 1, Cottage Grove	89.740
Third Place	Division No. 9, Armitage-Division	89.193
Fourth Place	Division No. 3, Seventy-Seventh	87.669
Fifth Place	Division No. 4, Sixty-Ninth	87.631
Sixth Place	Division No. 6, Lawndale-Blue Island	87.209
Seventh Place	Division No. 12, Limits-Devon	87.176
Eighth Place	Division No. 11, Lincoln	85.999
Ninth Place	Division No. 2, Burnside	85.473
Tenth Place	Division No. 5, Archer	83.338
Eleventh Place	Division No. 7, Kedzie	82.756
Twelfth Place	Division No. 8, North Avenue	79.935

By **WILLIAM PASCHE**

Supervisor of Accident Prevention

The returns for the first month of the 1930 Accident Prevention Contest show Elston-Noble, Division No. 10, leading. This is the division which finished second in the 1929 contest. Cottage Grove, Division No. 1, is a close second. They finished eighth in the 1929 contest. Armitage-Division Depots, Division No. 9, score a very close third. Seventy-seventh, finishing fourth in the 1929 contest, started the new contest in the same position, with Sixty-ninth Depot, Division No. 4, close on the heels of Seventy-seventh, as are Lawndale-Blue Island and Limits-Devon.

The interest which all trainmen have shown during the past year in their work records has been very gratifying. Many have called at the general office to discuss the classification of some accident which had been marked as chargeable. In most of these cases, after a thorough explanation to the trainmen as to why the accident had been marked as chargeable, they went away feeling very much satisfied. We are again calling the attention of all trainmen to the fact that they can now have reviewed the classification of any accident which may have been marked as chargeable in their records.

In the past few months a number of derailments have been caused by bolts, nuts or other hard substances on the rail,

some of these bolts and nuts showing marks which indicated that several cars had passed over them. It is hard to understand how a car could be operated over such articles without having been noticed by the crew in charge of the car. Many of these derailments can be avoided by following rule 96, which reads:

Obstruction on Rail or Track

(a) In case of bolt, nut or other hard substance on the rail, the car must be stopped and obstruction removed before proceeding. If it cannot be removed, report of same must be made to Dispatcher's office immediately and also to first official met.

(b) Upon observing any bundle, package, or suspicious looking object of any kind on the track, car must be brought to a full stop before coming in contact with same, and bundle, package, or suspicious looking object must be thoroughly investigated and removed from the right-of-way before proceeding.

In the past year a number of serious accidents have occurred by running into open facing point switches, at other times the rear trucks have split the switch. Facing point switches are always a place of danger. By following rule 50, many, if not all, such accidents can be avoided:

Switches

(a) Motorman shall operate all switches, except lever switches, which shall be operated by the conductor.

(b) On two (2) car trains, all lever switches shall be operated by conductor of second car.

(c) Motormen are required to observe the position of all facing switches, and must know

that such switches are set in proper position before passing over them, and that no portion of the car is allowed to stand where it will obstruct other car operation.

(d) Car must never pass over a facing switch when meeting a car going in opposite direction. Car moving in opposite direction must be allowed to pass before proceeding over the switch. (See also Rule 99-(p).)

(e) In operating a lever switch, the lever must be held up to its full height by the conductor of the car taking the switch, and in no case is the lever to be blocked up. Conductor must not release lever until the rear truck of the car or train has passed over the switch.

(f) Cars must always be operated at slow speed and under full control over switches and special track work.

Operating Electric Switches

(g) Keep car at least one car length from car ahead.

(h) Run slowly on approaching switch.

(i) When operating a disabled car, great care must be exercised to see that the switch sets properly and, if necessary, electric switch must be operated by hand.

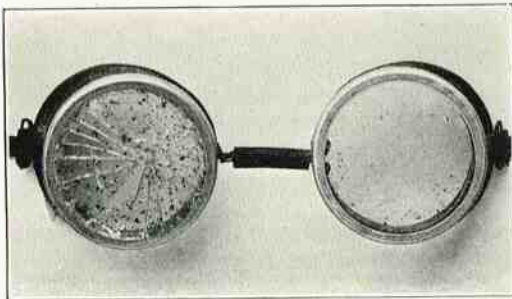
(j) When cars are coupled together, trolley of operating car only should be on the wire.

(k) When car is to proceed on straight track, have power off when trolley pole crosses contact pan on the trolley wire.

(l) When the car is to take the switch, have power on the first or second notch of the controller when car crosses contact pan on trolley wire. Motorman must assure himself that the switch tongue is in proper position before running the car into the switch.

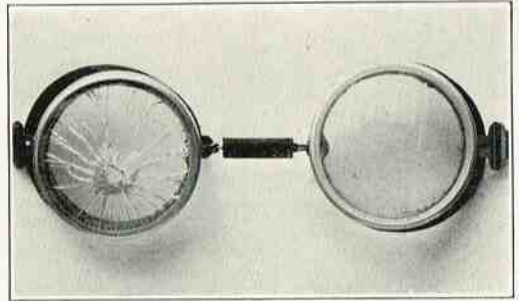
More Eyes Saved

F. Orsine, Pay Roll No. 10632, is thankful that he had the good sense to wear his safety goggles while working at Fullerton and Kilbourn avenue on November 19, 1929. On that date a sizeable piece of granite flew up from beneath the blow of a sledge striking his goggles with such force as to shatter one of the lenses, as shown in the accompanying picture. We are glad to report that there was no injury to the eye.

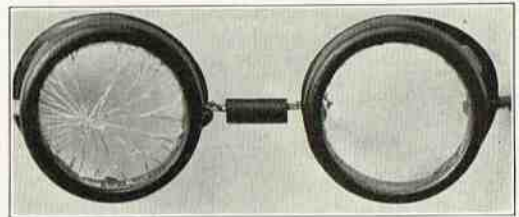


On December 12, 1929, while working

at Cicero Avenue and Kinzie Street, V. Quainta saved the sight of at least one eye by wearing his safety goggles. A piece of concrete that struck the lens of the goggles had practically the speed of a bullet, as is indicated by the condition of the glass.



A. Frickans owes the preservation of at least one eye to his safety goggles which he wore as a safety measure when he was working at Fullerton and Elston Avenues, February 11th. Like the other careful men engaged in track work, he takes no chances and is correspondingly grateful that he still has his eyes.



Another fortunate man was George Jurich, who was engaged on track work at 75th and Stony Island Avenue on February 26. In his case a flying piece of concrete struck and broke the hard rubber frame, but if he had not been wearing the goggles there is no doubt he would have suffered a very severe injury.

"Mamma, can I go out to play?"

"What, with those holes in your pants?"

"No, ma'am, with the little boy next door."

Teacher: Johnny, name a unit of power.

Johnny: What, sir?

Teacher: Correct.

"What is a husband?"

"A husband is what is left of a bridegroom after the nerve has been removed."

"What happens to all lawyers when they die?"

"They lie still."

Real Courtesy Many Sided

Various Ways of Being Helpful to Passengers—Sixth Division Still Leading

On February 28, 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...	23	6	16	3	48	22
2 Lawndale	38	15	18	12	83	20
3 Lincoln	50	24	23	13	110	26
4 Archer	106	63	35	35	239	41
5 Limits	50	14	18	14	96	24
6 North	167	85	45	61	358	60
7 Division	60	32	26	20	138	13
8 Kedzie	115	79	52	37	283	51
9 69th	99	76	55	42	272	49
10 Elston	46	18	17	14	95	26
11 77th	153	96	38	60	347	109
12 Noble	46	19	23	5	93	8
13 Devon	124	64	30	32	250	89
14 Armitage	67	44	26	16	153	28
15 Cot. Grove....	107	61	32	14	214	54
16 Burnside	70	39	22	15	146	42

Total1321 735 476 393 2925 662

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

	Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
(1929)						
May	153	73	66	43	335	73
June	134	60	39	31	264	50
July	132	66	69	32	299	36
Aug.	113	49	32	28	222	40
Sept.	97	32	35	22	186	55
Oct.	98	69	41	45	253	63
Nov.	112	76	39	30	257	73
Dec.	145	71	36	61	313	120
(1930)						
Jan.	187	162	49	68	466	91
Feb.	150	77	70	33	330	61

Total 1321 735 476 393 2925 662

The following tabulation shows the total number of chargeable complaints received in the first nine months of the Courtesy Contests of 1927-28, 1928-29, 1929-30:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
1927-28	1425	702	534	444	3105	439
1928-29	1349	913	448	411	3121	507
1929-30	1321	735	476	393	2925	662

By C. H. EVENSON,

Superintendent of Transportation

Anyone who rides on the back platform of a street car must very soon come to the conclusion that the public

has a great capacity for asking questions. To answer these questions satisfactorily is one of the duties of a trainman, and the manner in which he does it is perhaps the best test of his understanding of the word "courtesy."

One of the office employes of the Surface Lines reported the other day that he overheard two women passengers asking the conductor about street intersections and then heard the women complaining after they had entered the car on the manner in which the questions were answered. He said that the conductor answered all of the questions accurately and promptly and so far as the answers were concerned there could be no complaint.

Unfortunately, the conductor was in a hurry, because he was busy collecting fares and handing out transfers. He was anxious to have the women pass into the car so as not to block the stream of loading passengers. Consequently he snapped out his replies in a way that gave the women an impression of discourtesy.

Tone of Voice Offended

The employe making the report said that in his opinion the conductor's intentions were all right and that he was trying to give good service. The women passengers were incensed by his tone of voice and his abrupt manner.

Undoubtedly there are thousands of similar incidents every day. Conductors with the best intentions and with no thought of offense nevertheless create an impression of gruffness and abruptness.

It is impossible to lay down any hard and fast rules for these contacts between trainmen and passengers. The conductor must rely upon his own judgment in each case. If, however, the trainman will give a little thought to this phase of his duties and will try to place himself in the position of the person asking the questions, he will understand how important it is to answer in a pleasant tone of voice and fully enough to be understood by the questioner.

The passenger does not ask questions merely to annoy the trainman. No matter how foolish the questions may seem, it arises from a real desire for information on some particular point with reference to transportation in the city. Because the trainman with his thorough knowledge of the city considers the question unnecessary it is no indication that a direct and intelligent answer is not essential to the passengers.

Creates Enemies

The trainman who either ignores a question entirely or mumbles a reply which the passenger cannot understand is negligent in his duty. Every time he is guilty of this offense he creates an enemy of the Chicago Surface Lines. He would save himself annoyance and make friends for the entire organization by answering the question as courteously and intelligently as he would like to have someone else answer his questions if he were a stranger in the city.

It is particularly important for conductors to exert themselves so that foreigners and old people will fully understand replies to their questions.

When a passenger in boarding the car asks for information that the conductor does not have time to give while collecting fares, the passenger should be asked to step aside on the platform or to enter the car and told that his question will be answered as soon as the car starts. When the fares have been collected and the car is under way the conductor can then take time to give the necessary directions to the inquiring passenger.

When you enter a department store and ask the floor-walker to direct you to some particular department, you expect him to give you directions promptly and courteously. The passenger has the right to expect the same kind of treatment from employes of the Chicago Surface Lines and has a legitimate cause for complaint if he does not receive it.

The More the Less

Editor (rejecting manuscript): "You see, a story has to be just so to get into our magazine."

Would-be Contrib.: "Well, what's the matter with this one?"

Editor: "It's only so-so."—Boston Transcript.

JACKSON SPEAKS OUT

A Burnside Champion Tells the "Daily Calumet" Editor Something About Snow Fighting

W. H. Jackson, one of Division Superintendent Altemeier's husky trainmen, who had plenty of exercise following the December and January snow storms, read a slighting editorial in the "Daily Calumet" that raised his temperature to the boiling point. He resented the assertion that the Surface Lines were indifferent to the comfort of the street car riders and made practically no effort to keep the lines in operation, and when he finally boiled over he sat down and wrote the editor a sizzling letter which subsequently appeared in the "Daily Calumet" of Feb. 3 under the caption: "What One Reader Thinks of Us." Here's the text:

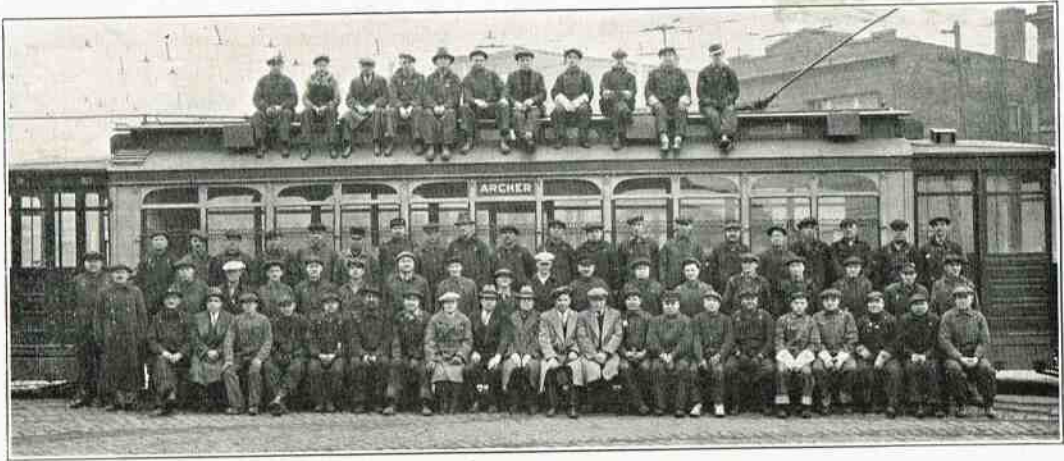
Dear Editor: In a recent issue of your valuable paper, where the writer severely reprimanded the trainmen and the company for inefficiency during the recent blizzard, perhaps the writer is a patron of our service, but I doubt it inasmuch as most swivel chair gents of this caliber go to and from work in automobiles. Whatever prompted this writer to ridicule the trainmen for their work is beyond me. If this man would get out and spend a few hours laboring on a snow plow or sweeper, or be furnished with a pick and shovel to remove the snow and ice from the tracks, perhaps he would take a different view of the situation. Most of the trainmen from the Burnside depot worked desperately hard during the blizzard. Combating a severe blizzard is no one man's job and everything possible was done to keep traffic lanes open, but no sooner were they opened than the lanes became auto and truck highways and parking spaces instead of street car tracks. The writer can recall on previous occasions during heavy snowstorms when the city put trucks and wagons to work removing the snow after the trainmen had ploughed it back. But unfortunately the powers that be just let it lay there this time for vehicles to drag it back onto the tracks. We would appreciate the presence of this complaining writer on one of our snowplows or sweepers for 20 or 30 hours in a snow storm after he had finished his day's toil, then perhaps he would be in a position to give the street car patrons the practical and true side of the situation, and not take the position of the man in the bleachers being the best baseball manager.

W. H. Jackson.

Jackson was patted on the back by his associates for his spunky comeback.

Keeping 'Em Rolling

Archer on Top This Month—Increase in Average—Noble Makes Biggest Gain



The Winning Car Repair Crew at Archer

The average mileage for the system is better by 3,000 miles than for the month of January, an increase of 28%. The leading carhouse, Archer, made an increase of 41.1% over last month, operating their cars 27,002 miles per pull-in due to equipment failures.

It is encouraging to note that 12 of the carhouses improved their mileage this month, and 5 out of the 16, made noticeable changes in positions, as follows: Cottage Grove from 5th to 2nd; Division from 10th to 4th; North from 9th to 5th; Elston from 13th to 7th; and Noble from 16th to 8th.

Noble Carhouse made the biggest jump of the month, and increased their mileage 125.7%. The statement below shows the individual records.

Rank	Carhouse	Miles		
		Zero Days	Per Pull-in Feb.	Pct. Inc. or Dec. over Jan.
1	Archer	9	27,002	41.1
2	Cottage Grove	5	21,926	34.6
3	Limits	13	19,376	13.5*
4	Division	10	18,077	55.1
5	North	2	17,798	43.9
6	Armitage	9	16,970	21.0*
7	Elston	15	16,808	69.9
8	Noble	14	16,114	125.7
9	69th Street	2	15,350	11.7
10	77th Street	2	15,345	61.5
11	Burnside	6	15,071	15.3
12	Lincoln	6	15,018	78.5
13	Blue Island	8	14,108	15.3*
14	Lawndale	7	13,673	27.6
15	Kedzie	4	12,141	4.3*
16	Devon	4	8,351	.5
		116	15,385	28.0

*Decrease

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

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

Who and Where

A famous doctor went to an insane asylum to see a patient, and before leaving tried to telephone to his office. Not getting as quick service as he thought he should, he said to the operator. "I guess you don't know who I am."

"No," replied the operator. "But I know where you are."

A young lady entered a stationery store and asked for a pound of floor wax.

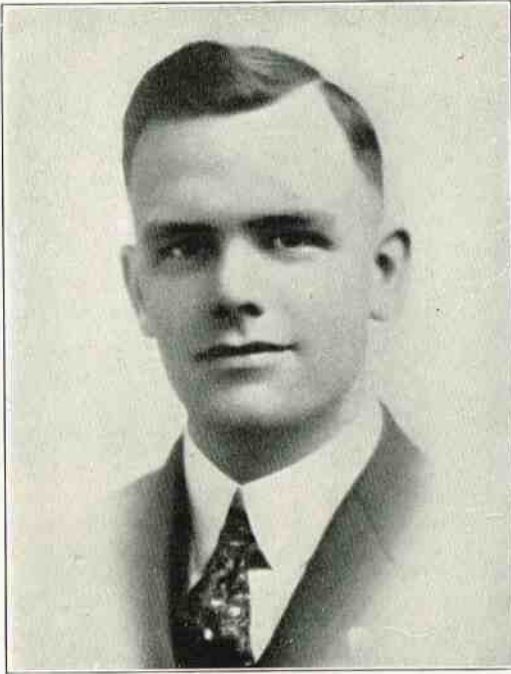
"I'm sorry, Miss," replied the clerk, "we sell only sealing wax."

"Don't be silly," she remarked. "Why should anyone want to wax a ceiling?"

Would you call alimony a court plaster?

O'CONNELL MOVES UP

Succeeds M. B. Quinn as Assistant Superintendent of Transportation



John B. O'Connell was promoted March 1 to an assistant superintendency in Superintendent Evenson's office. The appointment is a popular one. He succeeds M. B. Quinn, who has been transferred to public speaking activities and assistant in the training of trainmen.

Mr. O'Connell was born in Chicago, Jan. 6, 1898, receiving his early education in the grade schools of that city, and was graduated from the College of Engineering at the University of Illinois in June, 1923. During the World War he served as chief electrician in the U. S. Navy from April, 1917, to February, 1919. For a short period after the conflict he worked as an electrician on various construction jobs, but again listened to the call of the sea and served as a licensed engineer officer on various merchant ships.

Aug. 15, 1920, will always be a memorable date in his career for it was then that the ship on which he was serving went down at sea. This decided him to return to less strenuous duties and he

entered the University of Illinois to complete his education. Following his graduation he worked from June, 1923, to October, 1923, in the electrical engineering department of the Pennsylvania Railroad. The following year he was with the Public Service Company of Northern Illinois, working on central station and substation design, and in October, 1924, he entered the service of the Chicago Surface Lines as cadet engineer. In this capacity he served in turn as motorman, depot clerk, car repairer, material clerk in the track department, and schedule maker. In May, 1927, he was made superintendent of the North Avenue depot, and in April, 1929, he was appointed assistant to the staff engineer, remaining there until promoted to his present position.

Mr. Quinn has been with the Surface Lines forty-three years, serving in many capacities in the Transportation Department, including Division Superintendent and Assistant Superintendent of Transportation. In recent years he has been closely identified with the Speakers' Bureau work and has taken an active part in filling public engagements.

His knowledge of the Surface Lines and the policies of the management help him invaluable in presenting the story of street car operation before audiences of business men and civic leaders. His executive training and experience in handling men fit him particularly for advice and assistance in the training of trainmen.

"OUR C. S. L. BOYS"

Two bells—then ding-dong,
Air brakes off—controller on;
There go "our C. S. L. Boys."

On their platforms stand,
Watchful eye and steady hand;
That's "Our C. S. L. Boys."

All attention to their work—
Ever ready, never shirk,
As they cover mile on mile,
Always serving with a smile;
That's "Our C. S. L. Boys."

The Silent Observer.

"It ain't sanitary," protested the traveler, "to have the house built over the hog pen that way."

"Well, I dunno," replied the native. "We ain't lost a hog in fifteen years."—De Laval Monthly.

Real Thrills from the Arctic

Capt. Donald McMillan, Famous Explorer, Delights Enthusiastic Crowd at Club House

A crowded auditorium on the evening of March 11 testified to the interest of Surface Lines Club members and their friends in the appearance of Captain Donald B. McMillan, noted Arctic explorer, who presented an illustrated lecture entitled "Under the Northern Lights." The presence alone of this interesting character would have been sufficient to attract unusual attention, and the consensus at the close of the lecture was that the event had been more than worth while.

Captain McMillan proved to be a pleasing speaker and as he related, by story, motion pictures and lantern slides, the experiences of his expeditions and some of the results obtained the audience was thrilled and showed its approval by frequent applause.

The McMillan expedition sailed in June, 1927, from Wiscasset, Maine, where a large crowd of well wishers gave to the captain and his crew on the famous schooner "Bowdoin" a royal send-off for the Arctic. Accompanying the "Bowdoin" was the schooner "Radio" to carry provisions, equipment and the scientists sent by the Field Museum of Chicago. The purpose of the expedition was to establish a scientific research station on the north coast of Labrador.

During the fall and winter of 1927 and 1928 contact with those at home was constantly maintained by radio, and it was recalled by many in the audience that they had heard some of the programs sent by wireless for the encouragement of those hardy explorers. The end of the lecture came all too soon, and the wish was expressed by many that similar opportunities for inspiration and education might be offered through the club programs.

Women's Auxiliary Goes Collegiate

The regular monthly meeting of the Surface Lines Club-Women's Auxiliary was held Thursday evening, February 20th, at the Clubhouse, Mrs. Virginia S. Tabb, President, presiding.

After a short business meeting the evening was turned over to the Accident Investigation and Legal Departments, Mrs. Josephine Kelly, Chairman.

We had been told that the entertainment was to be a surprise and it was—a very pleasant one. It was a Collegiate affair, the girls being divided into four groups, representing four colleges—Northwestern, Illinois, Yale and Harvard, and each was given a badge, the colors worn by her team. The following were the captains chosen by the colleges: Olga Geisler, Northwestern; Ann Taylor, Illinois; Grace McCann, Yale; and Nina Berg, Harvard. The captains each received a cap, the color matching her badge. The groups were then placed, one in each corner of the hall, and the games proceeded. The college winning first place in any event received four points, second place 3 points, third place 2 points, and fourth place 1 point. It was quite an exciting contest. At one time two teams were tied for first place and the other two were tied for second. In the early part of the evening Illinois lagged behind, with Northwestern in the lead, but gradually Illinois forged ahead and came out the victors, with a score of 24; Yale, second with 23; Northwestern, third with 22; and Harvard, last with 21.

The prizes were, first, a box of Fannie May's chocolates and bonbons; second, a box of mixed candy; third a box of chocolate chips, and fourth, a box of lollypops.

After the games were over, all were seated at a table decorated for Valentine's Day, and served with refreshments which consisted of ice cream, cake, candy and coffee.

Every one present enjoyed herself immensely, and those who did not attend missed a very good time.

Important Coming Events

Now that the 1930 season of entertainment for the Surface Lines Club has been happily started by the successful Card Party held on February 22, and the thrilling lecture by Captain Donald B. McMillan on March 11, interest of club

members is keen as to future events on the schedule. Announcement is made that, while plans are still subject to change, there is a Men's Card Party scheduled for late in March, a Roller Skating Party on April 21, the annual Club Banquet April 24, a Palm Beach Party and Dance May 17, and the annual Picnic at Dellwood Park on July 26.

Plans are also being made for a Golf Tournament in June and a boat trip as well as a Beach Party in August. Tentative plans have been made for the Fall season, but the particulars are not ready for announcement.

Opening Party of the 1930 Season

Opening of the 1930 season of the Surface Lines Club was featured on the evening of Washington's birthday by a card party for men and women at the clubhouse. This was put on in the usual thorough fashion of Chairman A. D. Martin, and the only disagreeable feature was the weather which kept away many who had planned to take part in the games. Refreshments were served by Misses Fisler and Krausman, and the hall was made attractive by decorations of red, white and blue. First prize winners for bridge were S. D. Forsythe and Miss Youngstrom; for Five Hundred, William Sattler and E. J. Sigwalt, for Pinochle, Miss Violet Raniere, for Bunco, Mrs. Mix.

Women's Auxiliary

The program for Thursday evening, March 20th, is under the direction of the Transportation, Insurance, Purchasing and Schedule and Traffic Departments. Miss Marie Krausman, Chairman.

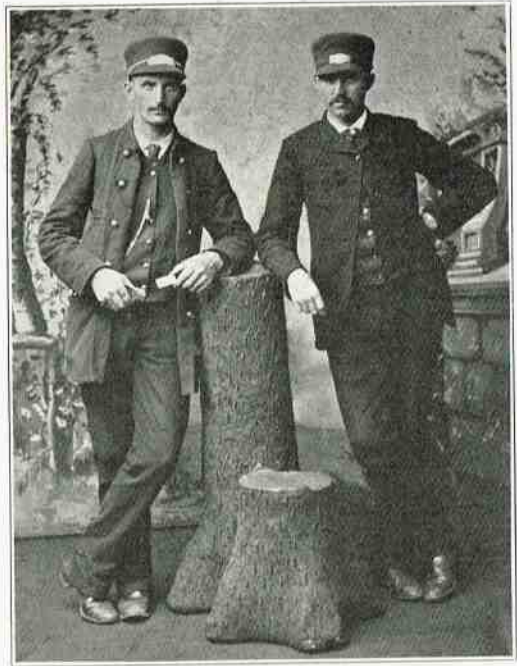
As Thursday evening, April 17th, falls in the last week of Lent this year, the Board of Directors have decided to postpone the Annual Banquet and Election until the following week, April 24th, Thursday.

"THEM WERE THE DAYS"

Hennessy and Rumney Had a Lively Time and Won a Fight but—Read It

In the accompanying picture, ex-Conductor Ed Hennessy is on the left and Motorman Jack Rumney of Madison street on the right. This picture was taken in July, 1885, in the old horse car days.

Before Jack Rumney got the job of driver he was asked if he could fight, and when he told them that if he had to he could, he was given a driver's job at the old Ogden avenue barns. Hennessy and himself were two strong, robust men, and on one particular night they were told to make an extra trip on 12th street to pick up a crowd of people at Silver Leaf Grove, which was situated between Western and Campbell and 12th and Ogden. The people that went there were known to be a very tough



class of hoodlums and the task of bringing them home was not a job anyone cared for, but it was O. K. with Hennessy and himself.

All was well with their load of passengers until they got to Robey street, when all of a sudden things were in an uproar, with a free-for-all fight in the rear of the car. Jack went back to the rear with a couple of switch irons to help his conductor, who was fighting about ten of them single handed. Jack adds: "We licked them all right."

After their battle was won, on going back to his post on the front platform, alas! the joke was on him. His team of horses had been stolen in all the excitement, and there they were, left stranded. Jack had to foot it back to the barns to get another team of horses, and in about 30 minutes they were on their way again.

C. Sonders.

God and George

"Mother, do liars ever go to heaven?"
"Why, no, dear," replied the mother. "Certainly not."

There was quite a pause.

Finally the boy said quietly: "Well, it must be mighty lonesome up there with only God and George Washington."

The professor was asked to give his definition of woman. After clearing his throat he began in his leisurely way:

"Woman is, generally speaking—"

"Stop right there, professor," interrupted a masculine listener. "If you talked a thousand years you'd never get any nearer to it than that."

Anti Parking Movement Grows

Fire Department Gives Warning—News of the Industry Generally

Street Parking Is at Owner's Risk, Fire Official Warns

The Chicago fire department is no more responsible for damage to parked automobiles than it is for injury to the living room rug, Michael J. Corrigan, chief fire marshal, recently declared.

Corrigan stated that automobile owners leave their machines parked on the streets at all hours of the day and night and then complain if they are damaged. He said that owners of parked automobiles had no claim against the city should the cars be damaged while firemen were fighting or proceeding to a fire. Firemen have been ordered to waste no time on parked automobiles.

Parking was scored by Corrigan on the ground that the practice caused traffic congestion and hindered the easy movement of fire apparatus.

Baltimore Considers More Drastic Parking Regulations

Baltimore's congested traffic condition in the downtown business district is being studied by traffic authorities in a series of conferences to determine what measures are necessary for relief.

Charles A. Jording, president of the Fire Board, believes that parking should be abolished in the badly congested area as a fire prevention measure. He recently declared that adequate fire prevention in the business section depended upon abolition of parking. Charles F. Goob, chief city engineer, holds similar views.

Merchants favor a one hour parking ordinance. Several women's organizations also want this regulation.

Parking Is a Traffic Menace

Traffic speed on Gay street, a principal thoroughfare of Knoxville, Tenn., has doubled since the inauguration of a no parking ban, according to Police Captain Joseph Wilson. Parking is prohibited from 4 to 6:30 p. m. Beneficial results include street cars running on schedule and the speed of other vehicular traffic doubled.

The Chattanooga, Tenn., Times advocates abolition of parking on two of the leading streets of the business section as the solution of the city's serious traffic congestion.

A special board to study the traffic problem has been created in Boston, Mass. Parking restrictions will be considered.

Traffic has become so congested in business centers that the use of individual motor vehicles in them is almost impossible, says Bertram L. Saunders, chairman of the North Jersey Transit Commission.

Traffic congestion in the business section of New Orleans is caused by parked automobiles, according to the Times Picayune, which is staging a campaign for restricted parking to relieve this condition.

Prohibition of parking in the downtown busi-

ness sections of a city is a good thing, according to Edward S. Bamberger, vice-president of L. Bamberger & Co., of Newark, N. J., one of the largest department stores in the United States.

Parking has been banned on several of the leading streets of Syracuse, N. Y. The ordinance creating the restriction was designed to "speed up traffic and lessen the fire hazard."

Melbourne, Australia has a traffic problem. The congested condition of the downtown streets has lead police to adopt strict restrictions as to the parking of automobiles.

Traffic is so badly congested in the downtown section of Scranton, Pa., that merchants of the city have petitioned the City Council to move the sidewalks back 18 inches.

The no-parking zone in the business section of Terre Haute, Ind., has been extended by the order of Chief of Police Frederick Armstrong in an effort to alleviate tangled traffic conditions. Parked automobiles delay traffic by interfering with the loading and unloading of street cars, he said.

"No person would think of restoring parking in places where it has been forbidden," says the Harrisburg, Pa., Patriot in discussing this problem. "The proof of the pudding is in the eating and the taste for all considerate persons has been pleasing. Business is not affected adversely by no-parking ordinances and traffic is speeded up.

The Pittsburgh City Council has adopted four new ordinances abolishing parking in the heart of the business section. The new restrictions were given a 60-day trial and served to relieve the serious traffic congestion, city officials said.

Fort Worth, Tex., is considering limiting parking on the principal streets of the business section to five or ten minutes in an effort to alleviate the tangled traffic conditions.

Mayor Roesch of Buffalo, N. Y., has declared war on parking. He has instructed the corporation counsel to draft a new ordinance prohibiting parking on Main Street, a leading thoroughfare of the business section. "Put teeth in this ordinance," Mayor Roesch urged.

Providence, R. I., city records reveal that a parking problem existed there as early as 1872. Horses and vehicles were "parked" near lamp posts, causing great inconvenience to lamp-lighters and delaying traffic.

Speed Los Angeles Traffic

Progressive operation of traffic signals has speeded up traffic greatly in Los Angeles during the last year, according to Captain A. W. Gifford, a Los Angeles traffic expert. Prohibition of parking along parts of twenty-one downtown streets between the rush hours of 4:30 to 6:00 p. m. also has resulted in great time-saving for traffic. A study of one principal street revealed that traffic was speeded up from three to seven miles an hour by the elimination of parking.

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

PERTINENT QUESTIONS

"I have been reading the cards in your cars and your Service News folders with a great deal of interest," writes a correspondent. "I have also had an occasional copy of the Surface Service magazine, and from all of these I have gained the very distinct impression that the Surface Lines management is making a real effort to insure courtesy to those who use your cars.

"In view of this I am unable to explain to my own satisfaction some of the actions of some of your men whose attitude is distinctly antagonistic. Why, for instance, during a rainstorm should there be any hesitation at the terminus of the line about opening the doors to furnish shelter to would-be passengers?

"Why, when there is a puddle on the street due to the city's poorly maintained pavements, should there be no effort on the part of the motorman to so stop his car as to enable men and women to reach it without wading?

"Why, when a passenger, hurrying to keep an appointment, gallops across the front of a standing car and sprints down toward the rear platform, should the motorman deliberately ignore him and go merrily on his way?

"Why should cars so frequently pull away from transfer points when transferring passengers are doing their best to make the connection?

"Why, if there is something wrong about a transfer, should it be inferred that the unfortunate passenger is a crook instead of being told pleasantly and courteously the reason why the transfer is not valid and suggest that the matter be taken up with the General Office?

"I assure you that as a passenger on your lines I find the great majority of your men interested in their work and interested in the convenience and safety of their passengers; and it is all the more inexplicable, therefore, that you continue the employment of certain men whose methods are distinctly offensive and who appear to have no desire to cultivate the friendship of those with whom they come in contact and are utterly indifferent to the injury they cause the management that they so unworthily represent. Isn't it possible to adopt drastic house cleaning methods that will eliminate this objectionable type of employe?"

These inquiries from a man who unquestionably is a friend of the Surface Lines are commended to our readers for thoughtful consideration. The objectionable type of man to whom the correspondent refers cannot help but recognize that he is responsible for real injury to the reputation of his fellow trainmen. He knows whether or not the shoe fits him. If it does and he appreciates in any degree the responsibilities of his job, it is up to him to change his methods and to do it promptly. By so doing he can insure the continuation of a rather desirable form of employment.

DEV-ON OR DE-VON?

An old-timer who lives up in Rogers Park is a good deal disturbed over what he considers the erroneous pronunciation of Devon avenue by many of our conductors. The street was named, he says, by an early settler whose ancestors were Scotch and who hoped to stir the memories of other Scots by bestowing on this thoroughfare the name of a much loved river of Scotland—the Devon—which is pronounced with the accent on the first syllable—*Dev-on*. He contends that there is no excuse for turning it into a German or Dutch word, as if it were spelled *De Von*.

If, as he asserts, and apparently with reason that *Dev-on* is its name, then we had better revise our pronunciation, and *Dev-on* let it be.

Definition of a Reading Lamp: An article of furniture placed anywhere in the room except near an easy chair.

Our Forgetful Customers

Many Patrons Made Happy by Recovery of Lost Articles—
A Roll of Honor

Why passengers forget their purses, umbrellas, glasses, watches and suit cases while riding on street cars would probably furnish an interesting subject for a class in psychology. Why passengers have their lost valuables returned in such a vast majority of cases, makes an equally interesting study in character, especially that phase pertaining to the honest performance of duty.

In Glasgow, Scotland, where a considerable number of lost articles are turned in daily, the claimant is charged a small fee. Whether this is in the nature of a fine, or the cost of recording, our information does not disclose.

During the month of December, 1929, the total amount of cash found in the street cars equalled \$1,023.32. A very conservative estimate of the value of the watches, jewelry and other valuables found, amounts to \$650.00. Together these make the sum of \$1,673.32.

The following is a list of the names and badge numbers of over four hundred trainmen who found and turned in to their respective depots, purses and wallets containing one dollar or more and those that found other valuables worth over one dollar:

Cottage Grove

Name	Badge	Name	Badge
E. A. Anderson.....	9708	G. C. Lindberg.....	8726
A. P. Bliss.....	5828	H. E. Loftus.....	568
C. L. Compton.....	10138	J. Mullen.....	2002
J. J. Conroy.....	5637	R. Norris.....	2623
H. N. Chambers.....	2235	L. W. Prather.....	9084
F. E. Fitterer.....	4034	R. H. Rowland.....	1210
G. Gillen.....	12744	T. Sherman.....	8130
H. Hirseifen.....	4110	J. J. Stacey.....	474
M. Herbert.....	9556	T. W. Ward.....	11186
W. S. Jones.....	1178	W. J. Walsh.....	12400
J. Kehoe.....	4056	H. Weihofen.....	1902
J. Kuhnlien.....	11396		

Burnside

Name	Badge	Name	Badge
R. J. Beazley.....	1969	C. Heisterberg.....	2626
S. E. Bagrowski.....	11702	M. J. Lydon.....	522
S. Batla.....	4102	F. L. Mather.....	3442
H. F. Brennan.....	10768	A. Metke.....	1559
D. Carson.....	538	R. Miller.....	Supervisor
M. J. Coleman.....	3796	J. J. O'Connell.....	1918
W. Dignan.....	633	W. S. Rogers.....	2766
J. W. Downey.....	5572	C. E. Robinett.....	1436
C. L. Eaton.....	2452	W. J. Ryan.....	5030
J. N. Fish.....	3050	G. Swanstrom.....	4579
E. C. Freel.....	7242	J. Smith.....	576
M. Flaherty.....	14490	D. Stafford.....	548
C. Hoogstraal.....	5338	C. E. Unruh.....	1119

Seventy-Seventh

C. R. Austin.....	3204	A. L. Jones.....	8866
R. H. Adams.....	5528	A. C. Kattar.....	10062

Name	Badge	Name	Badge
A. T. Anderson.....	1972	J. T. Kearns.....	3924
H. Burnett.....	1618	H. W. Klasen.....	11922
A. H. Boettcher.....	2998	E. J. Kenney.....	11252
F. M. Black.....	4510	M. B. Kielty.....	4686
M. Bourke.....	10204	F. V. Laigne.....	11528
R. V. Black.....	6572	P. J. Liston.....	1216
P. J. Byrne.....	11270	A. W. Lundquist.....	1333
N. M. Bengtson.....	1260	C. L. Landeck.....	9430
J. F. Brady.....	7742	I. Lenahan.....	453
J. Barry.....	12589	R. F. Lynch.....	13612
C. H. Blair.....	2040	C. J. Mischnick.....	14546
R. C. Barton.....	10763	W. A. Miller.....	2648
T. Burke.....	7224	T. McLaughlin.....	11385
J. J. Britton.....	1450	J. Mirabella.....	2109
P. Berndt.....	4638	T. J. Morris.....	7162
D. Burns.....	7116	J. McGoldrick.....	13318
M. J. Blackall.....	13014	J. McNamara.....	10694
W. L. Black.....	8724	T. McCormick.....	1985
P. Berndt.....	4638	J. C. Mills.....	13132
E. J. Bowen.....	12038	A. McGann.....	2505
F. G. Campaigne.....	12072	J. F. Matern.....	11228
F. E. Connors.....	10907	E. J. Nehls.....	2458
F. T. Cudihy.....	9048	T. L. Nicholson.....	14282
C. F. Crowley.....	13280	M. W. Neumann.....	1790
A. L. Colton.....	13212	M. J. O'Malley.....	1128
I. S. Cuchna.....	3402	H. T. Oakes.....	2661
M. J. Carroll.....	3174	D. O'Keefe.....	13000
C. A. Custer.....	4136	E. J. O'Malley.....	9246
J. J. Donovan.....	12900	T. O'Keefe.....	11542
R. E. Donahue.....	2492	V. Olson.....	7936
J. C. Eckert.....	1301	W. Powell.....	1744
R. T. Elitzer.....	1064	T. Patterson.....	9180
N. J. Edwards.....	7744	G. J. Quinn.....	12830
J. Fee.....	11018	F. W. Rapp.....	14190
J. Fitzgerald.....	3100	E. J. Roy.....	12382
W. J. Feulner.....	574	J. G. Rauen.....	1468
F. J. Ficks.....	2156	M. J. Ryan.....	1980
J. J. Flynn.....	885	C. J. Rolander.....	3953
C. A. Gylling.....	2398	F. E. Reicke.....	264
T. Glynn.....	12387	P. Reynolds.....	1724
G. H. Grassel.....	3214	A. A. Spratt.....	2958
P. J. Garrity.....	7422	N. A. Simmons.....	1034
L. Gaffen.....	8388	H. J. Swanson.....	126
P. J. Geary.....	1582	R. D. Simpkins.....	1143
I. Godwin.....	11983	J. O. Shaw.....	12222
L. O. Hobbs.....	6022	M. Sarther.....	10553
H. J. Hammerschmidt.....	4188	E. Secerey.....	5677
J. L. Haynes.....	3624	H. A. Schneider.....	2936
J. J. Holden.....	13988	M. J. Sawadski.....	6104
M. Haugh.....	295	V. Smith.....	3104
E. H. Hamilton.....	6990	J. J. Smith.....	4492
G. H. Hillock.....	12642	J. J. Stanton.....	2150
E. J. Hickey.....	12051	H. F. Sandstrom.....	3817
B. M. Holloway.....	3976	P. B. Stewart.....	2070
P. A. Hering.....	2702	F. G. Scheuer.....	7676
W. F. Hampton.....	11063	T. L. Valiquet.....	10426
F. Hackenbrock.....	2322	K. Vriend.....	12381
P. Hackett.....	8763	W. B. Weisseg.....	910
W. A. Heden.....	2352	A. P. Whalen.....	10534
C. F. Holloway.....	1950	R. F. Washburn.....	7058
L. C. Hodapp.....	2560	J. A. Watt.....	11825
T. H. Johanson.....	8874	J. J. Zupert.....	3530

Sixty-Ninth

Name	Badge	Name	Badge
C. T. Brennan.....	10232	J. Link.....	12842
J. H. Bossi.....	2022	L. L. Liden.....	3198
J. J. Devlin.....	1778	H. T. Meyers.....	9727
M. J. Flanagan.....	3198	H. E. McAuley.....	3068
A. A. Frank.....	6332	H. McDermott.....	3676
W. R. Gould.....	2153	J. W. Murray.....	13870
E. F. Gross.....	276	L. Olson.....	2050
M. J. Hogan.....	10902	M. T. O'Brien.....	1156
J. J. Harper.....	241	S. Shannon.....	6277
J. H. Kirnbauer.....	3989	F. E. Spaty.....	11246
R. P. Kelley.....	2860	G. Unrath.....	7456
J. H. Kolb.....	12086	W. Vincent.....	2995
A. K. Kucera.....	7636	J. P. Wagner.....	4090
G. H. Knight.....	6720	P. F. Warren.....	2450
C. P. Kill.....	8478	O. H. Willer.....	5924
O. L. Little.....	1834	R. C. Zody.....	3080
R. Lyons.....	14288		

Archer

Name	Badge	Name	Badge
F. Brzozowski.....	5122	E. C. Hanson.....	3186
J. A. Bennett.....	7748	E. Kalkuski.....	8476
W. J. Cowley.....	2430	G. L. Kersten.....	10493
C. Cramis.....	11240	C. Matthes.....	1698
J. C. Dvorak.....	13028	R. M. Minich.....	2512
E. J. Ealey.....	3268	E. Rudolph.....	3532
T. J. Forkin.....	248	J. Sollitt.....	13680
A. Guillett.....	13599	J. M. Walsh.....	1484
O. Hackert.....	578		

Lawndale

Name	Badge	Name	Badge
W. Bell.....	8174	T. Muldoon.....	6591
W. Briner.....	8047	F. Piekarski.....	8262
O. Cronin.....	3529	L. Pernicka.....	9817
M. Depeder.....	5490	E. Pearson.....	11110
G. Edwards.....	13036	A. Rahn.....	8950
J. Gurezijk.....	12548	J. Sullivan.....	5480
J. Johnson.....	7626	F. Slesman.....	9010
C. Jelinek.....	6402	T. Sullivan.....	13856
O. Klemz.....	5332	O. Waddell.....	5474
J. McNulty.....	13278	E. Winters.....	13336

Blue Island

Name	Badge	Name	Badge
J. Bell.....	7468	E. Taube.....	9294

Kedzie

Name	Badge	Name	Badge
T. J. Conley.....	14022	D. O'Brien.....	10380
F. C. Eagle.....	13238	J. Rynes.....	8490
W. Fitzgerald.....	4464	R. C. Schultz.....	338
R. Gronendyke.....	10990	H. Sullivan.....	8722
F. Kurk.....	6474	M. J. Solan.....	5779
J. Keating.....	5340	E. Swansen.....	2086
J. M. Luthinice.....	3262	J. T. Tully.....	9492
D. N. Moore.....	7296	J. H. Walker.....	1010
T. Murphy.....	2744		

North Avenue

Name	Badge	Name	Badge
F. Bartz.....	3028	W. Loiseau.....	9648
O. Bolten.....	5694	J. Mallan.....	11420
J. Dahl.....	9271	E. Noelle.....	6686
J. Glenba.....	2972	W. Sponholz.....	12366
S. Gorman.....	13240	H. Shoemaker.....	405
M. Hennelly.....	7231	F. Salisbury.....	8847
J. Hunter.....	11914	J. Spinka.....	13640
G. Jensenius.....	5370	W. Twohey.....	8772
P. Kiedrowski.....	5050	E. Zeh.....	3978
J. Langer.....	2392		

Armitage

Name	Badge	Name	Badge
E. Ammann.....	506	S. Mrugacz.....	5332
L. Cerone.....	12891	T. Maloney.....	13263
O. Dode.....	1074	M. Norkus.....	7780
J. Holbrook.....	8630	T. O'Shaughnessy.....	6322
W. Heilbuth.....	4770	H. Pauly.....	6239
C. Holtz.....	7350	R. Rapp.....	10728
F. Hiller.....	10428	A. Schub.....	312
R. Helgesen.....	7024	H. Stuewe.....	502
G. Krehl.....	10658	H. Sarnecki.....	4624
E. Mozal.....	3304	S. Siniarski.....	7848

Division

Name	Badge	Name	Badge
C. Call.....	13058	A. Miller.....	8676
A. Conway.....	12622	J. Maloney.....	986
J. Donohue.....	7522	J. Norton.....	2019
J. Gillispie.....	6724	A. Sepke.....	14570
F. Hennessy.....	12108	F. Steinkraus.....	10069
G. Johnson.....	8330	W. Tierney.....	5306
J. Kearns.....	11256		

Elston

Name	Badge	Name	Badge
G. Kaufman.....	14302	L. Schultz.....	11550
J. Olson.....	5588	W. Wiesen.....	5505
B. Shilvock.....	7786		

Noble

Name	Badge	Name	Badge
A. Albee.....	13553	C. Demouré.....	5390
J. Comiskey.....	3776	E. Rivet.....	13623
C. Clark.....	8702		

Lincoln

Name	Badge	Name	Badge
A. Beelov.....	7084	P. Killen.....	3088
E. O. Dillon.....	8256	C. O. Lyons.....	6350
R. E. Dresbach.....	10260	C. Mitchell.....	5252
H. D. Greenlech.....	6710	C. Oswald.....	7198
P. Gart.....	4446	R. A. Parker.....	10275
H. J. Hall.....	11698	C. Pearson.....	8632
J. G. Hoff.....	12668	R. E. Smith.....	5360
W. Johnson.....	11734		

Limits

Name	Badge	Name	Badge
H. Anderson.....	13396	L. L. Greene.....	12624
J. A. Anderson.....	10715	P. Hertel.....	9098
J. Bartlett.....	8893	E. Johnson.....	7930
J. M. Cannon.....	12054	A. Lewand.....	12014
S. Dugan.....	8489	J. Mempher.....	6300
G. Donlon.....	12344	J. McGreevy.....	6659
C. Gallagher.....	2880	F. Struck.....	13223

Devon

Name	Badge	Name	Badge
A. Altpeter.....	1062	J. Karl.....	8454
S. Bialczak.....	1066	H. Looper.....	2486
S. Boyington.....	3600	G. Land.....	6768
J. Burdick.....	5034	T. Lynch.....	212
J. Carroll.....	9930	F. Mowatt.....	13806
M. Calderwood.....	13392	E. Mosiman.....	5294
O. Carlson.....	4373	G. Manson.....	6880
J. Collinge.....	13950	W. Naylor.....	6590
C. Carlson.....	7373	C. O'Grady.....	4660
P. Doherty.....	10614	J. Overstreet.....	8586
S. Downie.....	9834	W. Pohlman.....	7102
C. Eggert.....	824	R. Patrick.....	9796
F. Frejd.....	7154	J. Ryan.....	13268
P. Gallagher.....	13962	E. Rowland.....	3641
A. Green.....	12890	M. Reilly.....	6260
C. Groh.....	5276	J. Rasmussen.....	2262
W. Harvey.....	7092	J. Rogers.....	10730
W. Harrington.....	5192	D. Siedel.....	260
H. Haderly.....	14380	A. Stanton.....	5012
P. Hemmington.....	5634	H. Schelling.....	11694
M. Hennessy.....	4040	E. Scheel.....	4466
A. Jones.....	7128	C. Timm.....	12596
A. Johnson.....	150	C. Whalen.....	9564
R. Kallenback.....	4478	W. Whitman.....	11777
L. Klein.....	7144	C. Witt.....	2931

GOING AFTER WITNESSES

North Avenue Still Holds Lead—Average for the System Boosted to 4.87

The balmy spring days that we enjoyed for awhile during February didn't seem to have given any of the boys the "Spring Fever," for they went out and got enough witnesses to skyrocket the average for the system to a new high mark of 4.87.

North Avenue stills holds the lead with 6.37, with Burnside and Elston-Noble second and third respectively. It is also interesting to note that all the divisions have scored 4.00 or more for the past four months.

The Department of Accident Investigation watches these reports with intense interest for they are indispensable in the preparation of their cases.

The following shows the comparative standing for four months:

	Feb.	Jan.	Dec.	Nov.
1. North Avenue.....	6.37	6.03 (1)	5.78 (1)	5.94 (1)
2. Burnside.....	5.43	5.01 (3)	5.48 (2)	4.89 (4)
3. Elston-Noble.....	5.40	5.34 (2)	5.22 (3)	4.93 (3)
4. 77th Street.....	4.98	5.00 (4)	5.03 (4)	5.06 (2)
5. 69th Street.....	4.80	4.74 (5)	4.68 (6)	4.22 (9)
6. L'dale-Blue Is.....	4.75	4.62 (7)	4.53 (8)	4.25 (8)
7. Arcner.....	4.69	4.69 (6)	4.58 (7)	4.34 (6)
8. Devon-Limits.....	4.66	4.24 (9)	3.09 (12)	4.26 (7)
9. Cottage Grove.....	4.49	4.54 (8)	4.81 (5)	4.78 (5)
10. Kedzie.....	4.27	4.16 (10)	4.07 (11)	4.08 (10)
11. Armitage-Div.....	4.11	4.06 (11)	4.09 (10)	4.02 (12)
12. Lincoln Ave.....	4.02	4.02 (12)	4.32 (9)	4.08 (11)
Average for System.....	4.87	4.73	4.69	4.63
Diversey Bus.....	2.33	7.50	1.00

Lost Balloonist (as his ship swings low over a farmhouse): Ahoy! Where am I?

Farmer: Heh, heh! Can't fool me. You're up there in that fool basket. Giddap, Bess.

Courtesy Wins Approval

Observant Patrons Express Their Appreciation of Meritorious Acts of Trainmen

The courtesy and kindness of Conductor August Olson, Badge No. 590 of Burnside, won for him a letter of commendation from Mrs. John A. Hagberg, 7942 South Shore Drive. Mrs. Hagberg states that this conductor shows every consideration towards her and her son who is totally deaf.

Conductor William H. Schilling, Badge No. 1552 of Burnside, has a pleasant smile at all times and assists his patrons on and off of his car, taking their bundles if they are overloaded and in many ways shows his efficiency and courtesy. Mrs. H. Riley, 7147 Cyril Avenue, wrote to congratulate the management.

Mrs. Arthur H. Jahn, 3221 Bell Plaine Avenue, commends Conductor Louis Martina, Badge No. 4986 of North Avenue, for his courtesy in assisting a blind man off his car and requesting a young man to see that he was put on the other car, at which point he was transferring.

The clear enunciation of street names, his courtesy to passengers and his general conduct won for Conductor George F. Crawford, Badge No. 5244 of Devon, a letter of appreciation from Charles E. Willoughby, 7532 Stewart Avenue.

Mrs. A. MacAvinche, 83 East Elm Street, reports the consideration extended toward an aged, shabbily dressed negress by Conductor Lawrence Christiansen, Badge No. 5666 of 77th.

Mrs. F. E. Cashel, 3035 S. Canal Street, states that her daughter lost her purse which was found and turned in by Conductor Otto H. E. Willer, Badge No. 5924 of 69th. Mrs. Cashel thanks and congratulates this conductor on his honesty.

A pleasant smile, alertness and excellent efficiency won for Conductor Thomas J. O'Shaughnessy, Badge No. 6322 of Armitage, a letter of praise from Miss L. Sanders, 5340 N. Moody Avenue, Norwood Park, Illinois.

Jane A. Neil, District Superintendent, Board of Education, reports the efficiency and courtesy of Conductor Samuel Rasmussen, Badge No. 6516 of Lincoln and congratulates and commends him.

Conductor Frank White, Badge No. 6624 of Lincoln, found and turned in a change purse belonging to Eleanor A. Schenck, 1955 Balmoral Avenue. Miss Schenck recovered her purse and thanks this conductor for his integrity.

Conductor Michael J. Reilly, Badge No. 6260 of Devon, and Conductor Harry Kowalowski of Armitage are the recipients of a letter of commendation from Mrs. Edward Noble, 6085 Nassau Avenue, for their kindness and courtesy.

Alfred B. Engelhard of the Construction Materials Corporation, 33 N. La Salle Street, praises Conductor Peter Burke, Badge No. 9362 of Devon, for his courtesy in assisting a blind man off his car and escorting him to the curb.

Conductor Roy Patrick, Badge No. 9796 of Devon, was able to offer explicit directions and instructions to Miss J. P. Kain, 6818 South Halsted Street, when she became confused with transfer regulations, and for his courtesy she wishes to compliment him.

Mrs. F. W. Neal, 1740 W. 66th Street, lost her coin purse on one of our cars. Conductor Hugh J. McGuire, Badge No. 10300 of 69th, found and turned it in to the Lost and Found Department where Mrs. Neal recovered it. Mrs. Neal congratulates the management for having a man of his character in their employ.

A pleasant disposition, efficiency and courtesy won for Conductor James T. Conway, Badge No. 11266 of Burnside, a letter of commendation from Fred W. Rugh, 6709 Cregier Avenue.

Conductor Christian Walter, Badge No. 11712 of North Avenue, is complimented by Zenard Zommer, 2616 N. Springfield Avenue, for his clear enunciation of street car stops.

Catherine Mehigan, 6118 Ingleside Avenue, recovered her purse which she had lost while riding on one of our cars. Conductor William P. Carroll, Badge No. 12096 of 69th, was the finder and immediately turned it in to the Lost and Found Department where Miss Mehigan eventually recovered it. She conveys her thanks and appreciation to this conductor for his display of honesty.

Mr. C. Dvorak, 2530 S. St. Louis Avenue, boarded the car in charge of Conductor Delbart L. Rutherford, Badge No. 12298 of Blue Island, and discovered that he was without funds. This conductor advanced the necessary sum of money and for his thoughtfulness Mr. Dvorak compliments and thanks him.

Carl A. Hildenbrand, Pullman Company, 72 East Adams Street, commends Conductor William J. Youts, Badge No. 12734 of 77th, for his clear enunciation of street car stops.

Conductor William J. Youts, Badge No. 12734 of 77th, according to Mr. H. Eganec, Superintendent, Pullman Company, 390 Union Station, calls the names of the streets distinctly and in general is very efficient.

Conductor William E. Smith, Badge No. 13792 of North Avenue, was able to supply some special needed information to Frank W. Seivert, 3855 School Street, who advised the management of his courtesy and efficiency.

Conductor Charles J. Mischnick, Jr., Badge No. 11546 of 77th, is complimented by Miss McCarthy, R.N., 8027 S. May Street, for turning in a package which she inadvertently left on his car.

Motorman Martin Mopert, Badge No. 1937 of 77th, was considerate enough to stop his car beyond the usual stopping place in order that his passengers might be spared the discomfort of wading through a large pool of water. Joseph Bauer, 4833 S. Marshfield Avenue,

noticed this incident and wishes to compliment this motorman on his thoughtfulness.

Miss Florence Piere, Department Public Relations, reports that an irate, unreasonable woman berated and abused Motorman Michael H. Tierney, Badge No. 2079 of 77th, for no apparent reason, and she commends him for his wonderful display of self control.

Conductor Thomas G. Luscombe, Badge No. 2624, and Motorman Walter J. Hayward, Badge No. 2091, both of 77th, are the recipients of a letter of commendation from A. H. Reed for their cheerful "good morning" and for their general efficiency.

Maud L. Tucker, 630 Gary Place, boarded the car in charge of Motorman Charles L. Witt, Badge No. 2931 of Devon, and discovered that she had left her money at home. This operator advanced her fare, gave her a transfer, thus allowing her to continue on her journey without any delay, and for which she expresses her thanks.

Motorman William I. Henderson, Badge No. 4713 of Noble, assisted a blind couple to alight from his car and escorted them to the curb. Mr. A. L. French, 1050 Bryn Mawr Avenue, observed this incident and commends the motorman for his thoughtfulness.

Margaret Faulkaber, 1937 S. Troy Street, commends Motorman Patrick J. Murray, Badge No. 13487 of Archer, for waiting for her and allowing her to enter through the front entrance because at the time she was lame and was walking with the aid of a cane. Miss Faulkaber thanks this motorman for his kindness and thoughtfulness.

J. I. Molitor, President, Calumet Gateway Improvement Association, 8936 Harper Avenue, compliments Starter Daniel Ward of Burnside on his efficiency, and describes his as a perfect gentleman, courteous and considerate to every one.

Supervisor John Theis, Burnside, is commended for his skillful handling of fifty girl passengers from Thomas Brennan School, 11411 S. Eggleston Avenue, who were on their way to the loop. Assistant Principal M. A. Baker comments on his efficiency.

John A. Metz, 8233 Kenwood Avenue, compliments Motorman Spencer D. Cobb, Badge No. 4009, of Devon, for his alertness, courtesy and for the smooth operation of his car.

Conductor Philip Davis, Badge No. 14102 of Division is commended by G. Beck, 4505 No. Melvina Avenue, for his courtesy in assisting a lady to board his car and for picking up her bundles which fell to the ground when her shopping bag broke. Mr. Beck also commends him for his clear enunciation of street car stops.

Conductor Andrew J. Hanrahan, Badge No. 8392 of Arches, is congratulated on his efficiency and courtesy by Mr. H. Kramp, 1716 W. 35th Street.

M. E. Moriarty, Manager, Great American Insurance Company, compliments Conductor John Ziemba, Badge No. 7070 of Division, on his courtesy and efficiency.

Conductor James M. Prindiville, Badge No. 10920 of Lawndale, is commended for his politeness, and Motorman Harry H. Grassman,

Badge No. 4013, of Lawndale, is commended for his courtesy in assisting a lady passenger to the street and escorting her safely to the sidewalk, by Jack Friedman, 1143 S. Francisco Ave.

Rev. P. Jonker, pastor, Archer Avenue Christian Reformed Church, 6061 Archer Avenue, compliments Conductor Richard F. Ott, Badge No. 14058 of Archer, for calling the names of street car stops with distinctness.

Conductor Edward J. Duprey, Badge No. 3780 of Limits, is complimented by Mr. R. W. Spangler, 736 W. Madison Street, for his clear enunciation of street car stops.

Conductor Walter H. Dorgan, Badge No. 4834 of 77th, is commended by Wm. Norton, 161 Institute Place, for pleasantly accepting a slush covered dollar bill, which an old lady had inadvertently dropped in the muddy snow, and giving her change for the same.

Conductor Ernest C. Tocci, Badge No. 3334 of 77th, received a five dollar bill from a passenger which both mistook for a one dollar bill and change was given accordingly. Later, on discovering this mistake, the conductor went into the car and gave the rest of the change to the man without even receiving the customary "thanks." Dr. H. E. Haines, 7503 Cottage Grave Avenue, witnessed this incident and wishes to commend this conductor for his honesty.

MOTORMAN NELSON MAKES A CORRECTION

His Service Dates from 1884 Instead of 1887— Recalling Old Time Duties

Chicago, Feb. 18, 1930: Editor of SURFACE SERVICE MAGAZINE: Dear Sir: I wish to correct the date of my service with the Surface Lines of Chicago. The February issue makes 1887 the beginning of my service. This is correct as far as the train service is concerned, but previous to my entrance in the train service, I had three years and nearly four months depot service at the Armitage Depot.

On Jan. 20, 1884, I applied for work at the general offices of the Chicago-West Division Railway Company at the corner of Randolph and State streets. I was questioned by James K. Lake, general superintendent of that company, who sent me to the Armitage Depot, to Mr. Steve Parker, depot superintendent, and was told to report the following morning at 5 o'clock, which I did. I was given work driving the horse power for the horse cleaning machine at \$1.00 per day of twelve hours. I held this position for 21 days when the regular man returned. I was then placed upon the extra list, at \$1.50 per day, and had a hand in every job in the depot as extra men do. In the Spring of '86 Mr. Parker assigned me to the shavings wagon, hauling shavings from 22nd and Fiak streets, for horse bedding. In the meantime James K. Lake had been replaced by Dewitt C. Cregier, who later on was elected mayor of Chicago. Mr. Cregier raised the pay of the depot employes 10 per cent so we received \$1.65 per day. In April, 1887, I made application for horse car driver and on the

7th of May was called, and was assigned to Division street, and I have operated a car on that street ever since. I have never worked on any other street except on the snow plow or sweeper, and I have had my share of that class of work.

It does not make any difference, in regards to the date, but if long service is an honor, I have three years and nearly four months to be added to my service.

Respectfully yours, P. NELSON,

Departments and Divisions

Accounting

Now that spring is here (almost) vacation time is not far off, Mrs. Caroline Mittel left for one week.

T. F. Coan surprised his co-workers when he announced the birth of a girl on Wednesday, February 19, 1930.

Misses Rose Kleefeld, Catherine McCormack and Ellen Potter have recovered sufficiently from their recent illness to be back at work again and their friends in the department are pleased to see them.

We welcome Miss Laura Gibbons to the clerical force of the File Room Division.

Misses Rita Holoubek and Naomi Brown are trying to appear nonchalant in spite of the fact they are recipients of beautiful diamond rings on the significant finger. Congratulations.

Mr. H. A. Praiter has been transferred to the Department of Accident Investigation, and the best wishes of the Accounting Department follow Mr. Praiter in his new position.

Hear Ye! Hear Ye! This is to announce that Mr. F. Nagle and Mr. H. Sprenger did their civic duty as honorable citizens of this state by serving on the jury.

T. F. Coan.

Engineering

Al. Langley, who plays the ukelele, is now learning to play it with his toes so as to have both hands free for self protection.

The puff given Roy Caul's boys last month in this column caused considerable jealousy among the division superintendents in the track department. They all want their children written up.

Dougal Lamont is a regular attendant at all the club dances. While putting up a small shelf he hit his finger with the hammer and he has been a terpsichorian ever since.

Charles R. Potter, graduate of the University of Michigan, has joined the engineering force at Clark and Division, taking up the duties of Walter Fathauer who resigned on February 1. Walter is to assume the duties of sales engineer for the Timeostadt Co. of Elkhart, Ind. The good wishes of all of the boys at Clark and Division follow Walter to his "Indiana Home."

Mr. Figg says his make of automobile is the best in the world, but is saving up his money to buy another kind next year.

John O'Neil, the philosopher, opines that wars will soon cease, as it costs nearly as much to win as it does to lose.

Transit.

Electrical

Our congratulations and best wishes are extended to Mr. and Mrs. Henry Richter who celebrated their twenty-fifth wedding anniversary on February 22nd. May they live to enjoy many more years of happiness.

We are glad to report that Mike Carrigan, Joe Greely and Fred Hectus are back again at their usual tasks.

We extend the sympathy of the entire department to Wm. Becker and his son, George, in the loss of a beloved wife and mother. Also to J. Dorgan and F. Shurke in the loss of their loved ones.

We welcome into our department Ralph Lukemann. He needs no introduction as he is well known for the active part he has always taken in our Company Night shows and in the Bowling league.

James McDermott is up and out and we hope he will soon be back to work again.

If you want to know more about our Department Bowling Team, come out to the Gold Coast alleys any Friday night between 7:00 and 9:00, and learn what it means to have Roll and Rogers in the hole. We invite you to come and give the bowlers your moral and vocal support.

T. O'Grady is spending a few weeks in the sunny south with his wife in the interest of her health. We trust she will have a speedy recovery.

Major Chadwick has just returned from North Carolina where he has spent several weeks at a Military Training Camp.

Sorry your reporter failed to get his articles in on time for the last edition of SURFACE SERVICE. We promise it won't happen again.

"Billy."

Accident Investigation and Legal

Henry A. Praiter, who has been in the Auditing Department for seven years, was transferred to this department to assume the position of cashier in place of Frank P. Murdock, who resigned recently. We welcome Mr. Praiter to our family. His quiet and pleasant demeanor has already secured for him the fullest co-operation from our members, which will be more than valuable in his assimilation of the many details of his new position.

Miss June Schoentgen of this department "enjoyed" an operation for appendicitis at St. Francis Hospital, Evanston, on February 22nd, and is doing very nicely.

Attorney Hubert A. Smith and Attorney D. R. Watson of this department, both felt tickling sensations in their throats recently and so celebrated Lincoln's birthday by having their tonsils removed at St. Francis Hospital, Evanston. These silver-toned artists were muted for several days thereafter.

James Watson, who was operated upon recently, is recuperating satisfactorily and we understand will be back on the job soon.

Blackstone.

Shops & Equipment—North & West

West Shops: Mr. Sam Lapine, painter, who has been on the sick list since January, 1929, bid good-bye to his friends at the shops last week. He is leaving for Quebec, Canada, to make his permanent home.

Martin Tatro of the paint shop is still confined to his home on account of illness.

Elston: We extend our sincere sympathy to the family of A. Katowski, who died February 19. Also to A. Dombrowski and family in the loss of Mrs. Dombrowski, who passed away February 22 after a long illness.

C. Rasmussen had a very warm welcome when he arrived home the other evening. He found his home on fire, but fortunately there was not much damage done.

North: "Hank" Wagner has a new line. He is saving his money. Wise guy, Henry!

Another repairman for North Avenue. When the stork arrived at the home of James Rafter he brought a big bouncing boy. Congratulations! Mother and child doing fine.

Kedzie: With the warm spring-like weather comes a near sport at Kedzie, called "Barnyard Golf," or the art of throwing horse-shoes around marked stakes. Like all other sports it has its champions and in this case it seems that Jack Du Barry and Jimmie (Sure Shot James) Solas are the best flingers, welcoming all comers.

The "gang" all started bringing their cars down during the recent warm spell, but Saturday it turned out differently. The morning was nice and balmy, with the sun shining brightly, and Harry drove down in his nice new shiny Ford. About him is the air of a motto which seems to be "You can scratch me but don't scratch the car." Then came noon-time, and with it came a torrent of rain which lasted all afternoon. After the day's hard work Harry jumped into his car, intending to make a quick get-away, but alas! The car would not start. Along comes the hero (name not mentioned) in a Hudson roadster, offering assistance, which Harold gladly accepts. After pushing the Ford from Kedzie to the very doors of the West Shops it finally started.

Jane V. McCarthy.

South Shops and Carhouses

South Shops: Walter Bebbler claims he is an expert on bungalows. Anyone planning on building one should get in touch with Walter for some very good pointers.

A nine pound baby girl has arrived at the home of Pete Schouten, night welder.

Paul Hoger, better known as Gold Fish Hoger, is raising gold fish and should like some information as to their care. Paul claims he acquired the habit from eating pickled herrings.

After much looking around for the past three or four years, Emil Kraulides finally bought a radio.

Joe Auzra of the painting department had a slight disappointment recently. He was expecting a baby boy at his house and lo and behold, it was a girl. The boys received the customary cigars. We hope the next one will be a boy.

If you wish to enjoy a long smoke from one cigar (about a week) call on Harry Talbot, painter. He knows how.

Joe Danksis, painter, who has been ill for some time, is improving rapidly and we hope to see him back on the job real soon.

We were very sorry that Miss Taylor found it necessary to enter the hospital for an operation, but hope her convalescence will be very rapid.

Cottage Grove: Sam Londas is now fully qualified to enter the Royal Order of Proud Fathers of America. With wide smile and a pocket full of cigars, Sam came to work a few days ago and broke the news. It was a boy (thank goodness) and weighed nine pounds. Both mother and baby are doing fine.

We wonder who the Evelyn is that has such a marvelous taste in selecting valentines? Charley Winzenholler and Leo Keane were the recipients of very beautiful epistles from the said Evelyn. They denied knowing anything about the valentines or their sender, but we guess they are just afraid we'll get jealous of them.

Sam Costanzo has undergone an operation and is recovering rapidly. The boys will be glad to see him back on the job.

Burnside: A. McKechnie is indeed proud to report the arrival of an eight pound baby girl. We all congratulate him even though the cigars remain to be purchased.

Frank Urban also reports a new arrival, but this time it's a Ford, with four wheels and to be sure, it even runs (Not mentioning how).

W. Walker has an Ingersoll watch which refuses to run, so he is looking for some one who might wish to swap. He is indeed a sound business man, as he is sure to profit, regardless of what he receives in exchange.

77th Street: Jim Hopkins has tired of his Dodge auto, and has decided to place a For Sale sign on it.

Charley Walsek bought a spare tire. We wonder who paid for it.

Archer: We are glad to see Tim McAuliffe and John Andrus back on the job after a few months illness. J. P. McCauley.

The Thirteen-Month Year

Fishman—"What are they going to call that new month when they get it?"

Manufacturer—"I dunno. Are you interested?"

Fishman—"Sure. I want to see that it has an r in it."—Portland (Me.) Evening Express.

"And has this kitchen cabinet all of the latest accessories?" asked the bride.

"It certainly has," replied the salesman. "Why there is even a compartment in it for indigestion tablets."

Grandma (looking up from the paper)—"It says here that young women are abandoning all restrictions. Now, mind, don't let me catch you going out without yours, Ethel!"

Scientists have discovered a new insect. It has been named the golf moth.

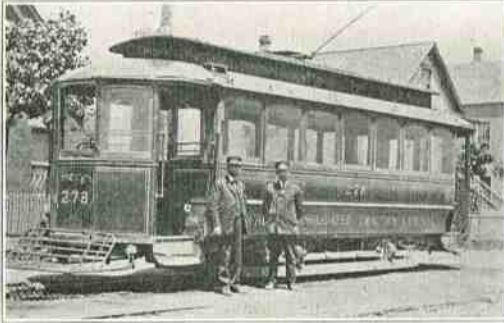
It does eighteen holes in one day.

SILVER TROPHY NIGHT

Thursday, April 3, at the Stevens Hotel, at 6:15 p. m. Banquet, songs, orchestral music, address by the "Big Fellows" and the awarding of the Silver Car.

It's a Great Program

Around the Car Stations



Starter John Haralovich, Taken in June, 1908, When He Was a Motorman, and His Conductor, M. Depeter. Photograph Taken at 31st and Kildare. During the Six Years of Service Together They Never Had to Make Out an Accident Report

Cottage Grove

Operating instruction classes recently were held at this depot under the personal supervision of Division Superintendent C. Cricks and Assistant Superintendent H. Hooper, both being assisted by Traveling Supervisors J. Todd and J. H. Jones. The talks were timely and instructive and no doubt will bear fruit in the form of better service and increased revenue. If there is anything any of the trainmen do not thoroughly understand Mr. Cricks or Mr. Hooper will gladly explain it. Let us all bear in mind the instructions given to us and show our willingness to operate the cars as they should be operated, avoiding accidents and improving our standing in the courtesy contest.

The Social and Athletic Club has arranged another pool tournament. President F. M. Sullivan, Secretary H. W. Kennedy and the esteemed Treasurer E. Ahern are instructed to procure some suitable prizes to be competed for. We would like to hear from other depots who have some good pool players. Write H. W. Kennedy, care Cottage Grove depot.

The club room looks beautiful with its new

coat of paint and varnish and is kept in first class condition by the most efficient man on the system, Honorable Jerry O'Connor, who is the general supervisor of the club room.

Also have you noticed the new electric clocks in the trainroom and club room have been more clearly marked on each of the five minutes which makes it easier to set your watch correctly.

We were glad to see Starter Henry Eichhorn, who paid us a visit after several weeks sickness, looking much improved after two serious operations which were successfully performed at South Shore Hospital. The trainmen wish him a speedy recovery and will be pleased to see him at work again.

The starters in front of the depot, Kehoe and Holland, are two capable men in regulating and starting the car out on time. Keep up the good work.

Motorman Greenslet has been sick for several months and would appreciate a visit from some of the boys. Address will be furnished by the clerk. The trainmen wish him a complete and speedy recovery.

It is with sincere regret we announce the death of another of our old timers, Motorman R. Fitzgerald, who passed away after seven weeks of suffering caused by an accident when he fell on the slippery sidewalk Dec. 18 and broke his shoulder blade. He died at German Deaconess Hospital and was interred in Calvary Cemetery Feb. 16. Richard Fitzgerald, in his earlier years, worked for the North Side Street Car Company before coming to work on the south side, spending about 47 years operating street cars. The following trainmen acted as pallbearers: Motorman Martin Downey, Wm. Martin, John O'Connor and Conductors James Kearney, D. O'Neill and James Brown. The sympathy of the trainmen is extended to his immediate family.

The sympathy of the trainmen is also extended to Motorman O. B. Lill and the other members of his family on the death of his father.
J. H. Pickin.

Burnside

Joe Carney says, "Don't plan on a ringer pay. Maybe they might send your run out before you arrive."

An invitation is extended to all honorably discharged ex-service men to join the Surface Lines Post No. 146 of the American Legion if you are not already a member of some other post. Applications may be obtained from your clerk.

Conductor T. Nolan, No. 11994, was waiting to make connections with a south bound Route No. 5 car when he saw a north bound car leave the rails. He immediately called for the wrecker. This shows interest in your work Tom and the management appreciates it.

Our good friend Supervisor Kane is on the road to recovery. Many of the boys have paid him a visit and many have not. Spare a few minutes of your time. A word of cheer and a smile is the best remedy for a quick recovery.

Two women were returning home who had just seen the opera "Carmen." As the ladies

were boarding Conductor Leahy's car and paying their fare one said to the other, "I simply adore Car-Men." Leahy blushing said, "You had better talk to the motorman. He's single."

Motorman C. Unruh, No. 1119, and Conductor M. Flaherty, No. 14490, both report the arrival of the stork at their homes. Babies mammas and daddies all doing fine. Congratulations.

Motorman Tom Thornton says that since the big snow storm he has been so tired that he can sleep anywhere. Just the other day Mrs. Thornton found him sleeping in the bath tub. Be sure that the faucet doesn't leak.

We are glad to report that our friend August Sahr, the Receiver, is getting along fine. He expects to return to work in the near future. We all wish you a speedy recovery August.

W. D. F.

Seventy-Seventh

Tuesday, February 25, at 8 P.M. the club held its annual Winter entertainment in the club room at the depot, with approximately 600 members present. President Joe Matern presided and delivered a short speech relative to the nature of the program, announcing the following gentlemen would act for the entire evening, in the capacity he would assign them which was as follows: Conductor Jim Browne, referee; Motorman Ed. Willette, timekeeper; Bob Sullivan of Sullivan Sporting Goods Co., and Noah Willette as judges. Having completed this arduous task, Joe introduced Mr. L. E. Bohlin, stating Mr. Bohlin would act as master of ceremonies for the remainder of the evening. It is needless to say that Mr. Bohlin handles this M.O.C. job like a duck takes to water, for which we feel greatly indebted and unhesitatingly we recommend him to others in need of help along these lines. The first number was a concertina solo by Miss Grace Kater, who also sang a number of songs and received a wonderful applause. Now, in speaking of this sketch, it would not be complete without mentioning the fact that she was very ably supported by our dimple-checked clerk, Mike McKenna. There were five bouts as fine as could be had in the city, two of them being K.O.'s, one in the first round and one in the second, the other three bouts going three rounds to a decision and all decisions meeting with the full approval of the boys. Our own Paddy Keneally was as I think, the most popular bout of the evening and Paddy is to be congratulated upon his skill. Then came the ventriloquist which brought forth many a hearty laugh and was thoroughly enjoyed by all, especially the fight he had with a little boy in a ringside seat. Now we have the colored entertainers with their piccolos and monologue and their imitation of a colored prayer meeting which was certainly a curtain raiser. This completed the program and Mr. Bohlin invited all to partake of the buffet lunch before leaving. The lunch was both good and as usual plentiful, the boys eating, drinking and rehearsing old times until 10:45 P.M. Another great night was the expression of all.

At the beginning of the Accident Prevention Contest last year, we started from what might

be termed eighth place and ended in fourth place. This mighty fine showing proved we are operating with far greater efficiency, and it is becoming a greater task each year to reach the top. This fact is greatly appreciated by Superintendent W. A. Bessette even though we did not win the Silver car. "Hats off the victors." This year we are starting from fourth position and from a ratio basis we should land in first place, which we can by the proper cooperation of our trainmen. Here are a few places which raised havoc with our standing each month and the greatest care should be exercised at these points: Seventy-seventh and State; Seventy-ninth and Halsted, Eighty-first and Halsted, Seventy-eighth and Seventy-ninth and Vincennes and in fact any place where lines diverge. Remember always, your own personal safety comes first, and speed last. With these simple rules continually in mind, let us try this year to bring the Silver car to our depot.

Our popular executive board member, Dan McNamara, and family have left for a vacation in the "Old Dart." We wish Dan a pleasant vacation and no doubt he will kiss the Blarney Stone before he returns.

Motormen J. M. Kane, W. J. Trinen and Conductor J. L. Haynes report the arrival of youngsters at their homes. To the proud parents we extend our congratulations. May your tribe increase.

Well! Well! We did it again, 5 plus per accident for three consecutive months in the witness contest. This is indeed a record we may well feel proud of. The "We Will" spirit of our depot means we are going to continue doing so.

Conductor R. L. Patterson is seriously ill at his home and from latest reports from the sick room he is not recovering as good as could be expected. We sympathize with Roy and send our best wishes for a speedy recovery.

Only one boy kicked over the traces last month, namely, Conductor R. E. Buckley. "Buck" became a benedict and his many friends congratulate and wish the newly weds a long and prosperous life.

George Dykema, son of Motorman J. Dykema, has passed through lately, a very serious operation successfully. George, as you may know, is our star wrestler at the entertainments. We wish him a speedy return to health.

Motorman Ed. Willette is up again. Ed made his appearance at the entertainment. It is hard to keep a good man down. Glad to see you Ed.

This past month, the following relatives of trainmen have been called to the Great Beyond, namely, brother of Motorman T. McCormick, brother of Conductor J. A. O'Malley No. 2, sister of Conductor G. A. Powers, and infant daughter of M. J. Hanley. To the bereaved relatives this division extends its profound sympathy in their bereavement.

C. A. Gylling.

69th

We extend sympathy in the hours of sorrow to the following trainmen of the 4th division. Mr. H. M. Robinson in the loss of his wife. To Mr. T. J. Hincks in the loss of his father.

To Mr. C. E. Lewis upon the death of his daughter and to Mr. and Mrs. Dolan upon the loss of their son who was employed as Conductor and met accidental death on March 2nd, 1930.

The crew of run No. 148, Conductor E. C. Alm and Motorman J. J. Evans deserve creditable mention for the following: Feb. 24th during a delay which blocked the cars from using the loop on 63rd Street, this crew quickly took the "Y" at Harper Avenue and went ahead of 3 of their leaders.

Motorman W. H. Messmer writes in from the Sanitarium at 5601 N. Crawford Avenue that he is getting along splendidly and is in room 283 Annex.

During a fire at 64th and Stony Island Avenue on January 21st, 1930, Motorman J. J. Callaghan No. 1, Badge No. 2093 deserves creditable mention for switching cars when he was needed.

The following births are reported from this division: R. Caplis, boy 9½ lbs., January 16; H. Hektoen, girl 7 lbs. 13 ounces, Jan. 28; T. McHugh, girl 8 lbs., 6 ounces, Feb. 15; R. F. Whalen, boy 8½ lbs., Feb. 23. All mothers doing nicely.

The boys seem very well pleased with the new radio which has been installed in the depot with an extension horn in the club room and we think it very nice that we have the permission to use it in the trainroom.

W. L. Pence.

Archer

Archer Depot has lost one of its number through death. Conductor Mike McCormick, one of the early pioneers of the General Railways Company, who entered the service July 14, 1908, and came to Archer Depot with the 22nd Street line during the consolidation. He was a loyal and faithful worker and a friend to all his fellow workers. He passed on February 2, and the boys of Archer Depot mourn his loss and extend our sympathy to his beloved ones. Interment Calvary Cemetery, Aurora, Ill.

Motorman Ed. Cain tells the world that a baby girl, 8½ pounds, Ruth by name, arrived at his home January 29. Ed always wears a smile, but Gee, you should see him today when handing out the cigars. This is Ed's First, and the effect will be different when the baker's dozen arrives.

Motorman H. D. Metke took another step February 24 and entered into the matrimonial ranks. A very elaborate dinner was served to fifty guests of the wedding party at the Major Gardens. Congratulations are now in order.

The stork arrived at the Yeoman's home on Sunday evening, February 2, and left a little eight-pound baby girl, Hazel Lavon by name. Congratulations Burl and may the next be a boy.

Boys look well at the new Telecron clock recently installed at our depot. Run your car accordingly. Think of yourself as the passengers waiting on the corner for service.

We are glad to see Motorman Oscar Weaver, who has been confined to his home all winter,

out around again. We are wishing you a speedy recovery and back in the harness in the near future.

Our sympathy is extended to Motorman H. Miller, who was called upon to part with his dear wife who through death crossed the Great Beyond January 30. Services from the Weiting Chapel, 35th Street and Winchester Avenue.

Motorman George Lemon is sporting a new 1930 Buick sedan. Some class to George. Says he is now planing on his summers vacation.

Our sympathy is extended to Motorman D. Williams on the death of his dear mother, who died February 8th. Buried February 11 from Our Lady of Good Council Church.

A very fashionable wedding took place on Saturday, January 18, at Saint Bruno's Church at 9 o'clock A.M. The groom was no less than our smiling Conductor Frank Joseph Blazek. Dinner was served to the wedding party at the Edgewater Beach Hotel. Congratulations are extended.

Motorman Joe Bronseil on completion of his day's work January 26, was taken seriously ill and was hurried off to the hospital where he underwent an operation for appendicitis. While Joe is not as young as he used to be and his conditions not so favorable he stood the test and is now convalescing at the Holy Cross Hospital. He is expected to be home soon and back on the job in the near future.

Congratulations are now in order, Conductor John Lawrence Nowak reports the arrival of a baby boy, 8½ pounds, John Lawrence, Jr., on the morning of Saturday, February 8. Daddy and son doing nicely.

The trainmen who has a loaded car and has a questionable accident and turning in One name as a witness, which is fictitious, hasn't much of a chance to defend himself. It's up to you, boys, to get your proof. Witnesses are your support and that's what counts. Witnesses not only protect you and the Department of Accident Investigation to adjust the claim, but it makes a standing for your Division. Let us try at least to uphold the name of Archer. It won't be a hard job to be in first place. It's the courteous way in handing out the cards that brings results. It's the stuff within, shows our backbone and results are reaped accordingly.

We are glad to see Motorman Willie J. Green out and around again even though he is on two crutches and minus one leg.

Conductor Mathis Augustine Kuhl is wearing a smile that won't come off. He's the proud daddy of Donald who arrived at the Kuhl's home on Saturday, February 15. Cigars are still in order.

We regret to announce the passing of Conductor James J. Durkin, another of Archer's veterans, who died February 6, after an illness of several months. Buried from his home, 3432 Lowe Avenue. Funeral services at Nativity Church Saturday, February 8. Interment Holy Sepulchre Cemetery. He merited his position and was well liked by his fellow employes. His memory will live long with his co-workers who extend their heartfelt condolence to his family in their sad bereavement.

No less than our Executive Board Member Miles P. Callahan reports he is grandpa again. Born to his daughter on Feb. 25, a bouncing baby boy, Miles P. by name. We all appreciated the cigars and extend our best wishes to the grandson.

Our sympathy is extended to Conductor Ed. Burian, who buried his brother on Monday, February 10, at St. Alberts Cemetery.

We sympathize with Motorman Arthur P. Minkel. His wife several weeks ago broke her leg by falling through their porch floor. On Friday, February 14, the leg was amputated. Arthur is the daddy of five boys.

Conductor William T. Maher is the proud father of a baby boy born on Saturday February 9. Congratulations, Bill, on your first attempt.

Motorman Mike Carey, who has been confined to his home for the past nine months, died Saturday, February 15. Buried from St. Agnes Church February 18, interment at Mount Carmel Cemetery. It is with deep regret we announce his passing. Our sympathy is extended to his wife and family.

Our sympathy is extended to Motorman T. J. O'Rourke on the death of his brother-in-law, who met his death in an air crash at Kansas City, Mo., January 27.

Motorman Frank Reif never told us a darn thing about his matrimonial affairs which took place on September 18, last year, until he changed the beneficiary on his insurance policy a few days ago. However, Frank, we congratulate you and forgive you.

Conductors beware of the obsolete transfers and the half fares which have been slipping by us in the past. Dusty.

Blue Island

Our sympathy is extended to the following and their families in their recent bereavements: J. Kouba in the loss of his brother; J. McGrath in the loss of his aunt, and A. Seegar in the loss of his mother.

Motorman Bob Sanders is the proud daddy of a 9½ pound baby girl, born February 9, 1930. Congratulations, Bob.

Conductor C. Bassford took a life partner on February 8, and Motorman J. Gates on March 1. Congratulations and good luck to you and yours.

Our chief clerk, Herbert Beyer, and Amanda Winter, daughter of our supervisor, Wm. C. Winter, were united in holy matrimony on March 1, at St. Marks Evangelical Lutheran Church, Twenty-third Street and California Avenue. We all extend our congratulations to the happy couple and wish them the very best of luck. C. P. Starr.

Lawndale

The Surface Lines Post of the American Legion has a membership drive on. If any of you are not already members and if you wish to become one, see Conductor C. Amort, who will be glad to furnish you with an application blank and give further details. Conductor Amort is also a Past Commander of Wm. McKinley Camp No. 6, Dept. of Illinois, United States-Spanish War Veteran Chaplain, and now

Chief Musician. Now is the time—join and fall in line with the boys.

Motorman M. Kunstman reports the arrival of an 8-pound baby boy. Mother and baby are doing fine.

Boys, Division Six is still leading that Courtesy Contest. Keep up the good work.

Wm. H. Hackbarth.

Kedzie

Conductor J. L. Kaspar reports the arrival of a 9 pound boy who made his appearance January 18. Congratulations.

Mr. Thomas Fahey, our assistant division superintendent, met with an accident one evening when loading passengers in front of the Stadium. An automobile struck him and knocked him down dislocating his shoulder. He is carrying his arm in a sling. Here is hoping for a speedy recovery as golf season is near at hand.

Mr. Wm. Rowland, our former assistant division superintendent, passed away February 3 after a long illness. He was buried in Forest Home Cemetery, February 6, with Masonic rights. Mr. Pasche officiated at the Chapel. His many friends extend their sympathy to the bereaved family.

Our deepest sympathy is extended to Supervisor Dan O'Brien on the death of his father who died January 29.

Conductor W. J. Cannon joined the ranks of matrimony January 11. We wish you and yours lots of happiness and success.

Conductor P. J. Naughton entered the matrimonial ranks January 27. Congratulations and wishing you a world of health and happiness.

Ex-Service Men, Attention! Surface Lines Post No. 146 is conducting a drive for new members and here is your opportunity to get into a live outfit. Don't keep putting it off, join today. See Conductor H. P. Brady for your application blank or for particulars.

Motorman Ray Casper (our ex-baseball pitcher) died January 30 of a tumor. It was a shock to all the boys who all knew him as a strong, healthy fellow and a wonderful athlete. The boys will sure miss him around the depot and their sympathy is extended to his bereaved family.

Motorman Chas. Miller died very suddenly February 2 of pneumonia. The boys will sure miss him around the checker tables for he always gave them a good game. His many friends extend their sympathy to his bereaved wife.

Our sympathy is extended to Motorman Chas. Newberry in the loss of his sister who died February 2.

C. Sonders.

North Avenue

During the last few days of February and the first days of March a series of classes were held at this depot. The paymaster's room was used as a class room. On one wall a series of placards were fixed. These placards bore in large type the suggestion found in General Order No. 1-30. Each placard contained one suggestion. From each placard a ribbon ran to the printed order posted above the placards. A

meeting was held every half hour and every trainman was requested to attend at least one meeting. Mr. Brookman, Mr. Solberg, Supervisors Fennama, Jauman, Hansen and Eggert took turns in conducting the classes. The suggestion on each placard was taken up in turn at each class by the instructor and explained at length. Questions were asked by trainmen and answered by the instructor. In this way every man obtained a thorough understanding of what was expected of him in the line of duty. Good results in more efficient service are already manifest.

Sympathy is expressed to Motorman Luke Brisbois, whose good wife died Feb. 14. Also to Motorman Fruzyina in the loss of his father. To Conductor Wm. Ollenquist and family in the loss of their son. To conductor J. Kelly in the loss of his mother, and to Conductor Michalka in the loss of his mother.

Conductor La Frana is papa to a daughter born Feb. 27. Conductor A. L. Hansen No. 1 is daddy to a nine-pound girl born Feb. 8. And look what came to Motorman E. Ogelby's house on Valentine Day—a seven-pound girl.

Motorman Charles Conroy was married February 8. All the boys were there and Charley wasn't, for a while, by reason of enforced absence imposed on him by some of our practical jokers. It was some wedding, to judge from the way Conductor "Micky" Scanlon said it. He said: "They were married on Saturday and didn't cut the wedding cake until Tuesday." Congratulations, Charley, old top, to you and your fair bride!

We have promised to say nothing about those nice spats our afternoon clerk, Peterson, wears if he would stop that intriguing whistling of his. Pete is a fine lad and we all like him, but that whistle makes you think of old coins and dead men's bones, and we are afraid we will have to mention the spats in the near future.

We all join with our Mr. O'Connell in his promotion, and wish him success in his new position. Our chief clerk, Issie, takes all the credit. "Another superintendent I've made," says he.

C. A. Knautz.

Elston

We wish to extend our sympathies to the families and relatives of Motormen E. Engler and F. Fischer, who passed away recently.



Francis Muriel Trovelli, Age 3½ Years, Son of Motorman C. N. Trovelli of Elston

Motorman Henry Cooper, who is now confined at the Alexian Brothers Hospital, would like to have the boys pay him a visit.



Joan Louise and Raymond, Children of Conductor Raymond Kuempel of Elston

We wish to extend our congratulations to Conductors L. Schultz and C. Mitchell, who have received increases in their families.

Well, boys, the official report shows that Division Ten (Elston-Noble) finished in second place in the Accident Prevention Contest for the year 1929, and we are in first place for the month of January, 1930. Let us hold that position for the remainder of the year and win the trophy.

E.

Noble

Division No. 10 finished in second place in the Accident Prevention Contest. Although second place is an achievement to be proud of, first place is not impossible to reach. Let us try and do our best at all times and at the end of 1930 we will be at the top of the list.

Conductor C. Greer is the proud father of a nine-pound baby girl.

During the month of February three of our trainmen were called away by death. Motorman Wm. Swanson and Conductor Wm. Schultz died February 8. Conductor Philip Banul died February 22. To the families of these trainmen we extend our sympathy.

C. F. DeMoure.

Lincoln

Herman Gerts, a conductor for about twelve years, and sick for about a year, was buried Feb. 28 from Krauspe Chapel, 3905 Lincoln avenue, and laid to rest in Montrose Cemetery. Our sympathy to the family.

W. C. Thomason, assistant clerk at our station, is still at the Speedway Hospital where he has been about a month.

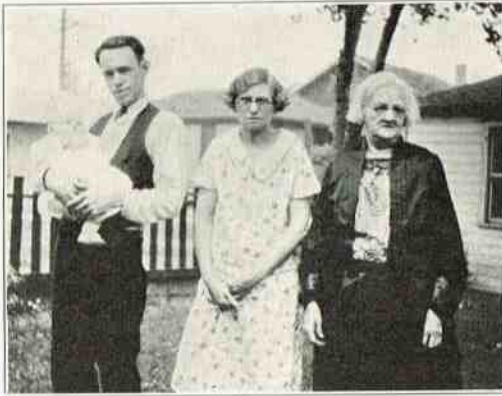
Conductor E. B. Hutten is at home suffering with a fractured foot.

Another one of the boys who has been sick for quite a while is M. Deams, suffering with a case of erysipelas. Let's hope these boys will recover soon.

While our head clerk, Tom Bartlett, was at work he heard a crash outside, and, looking out, saw a machine had crashed into a car parked behind his, which belonged to C. B. Wainscott. He went out, obtained the license number and name of the driver of a large Buick who had done the crashing, and C. B. Wainscott received full settlement for the damage done to his car.

Well here we are again—the winners of the Accident Contest for the year 1929. This being the second time we have won first place, and in second place twice, shows that the boys are trying to do their best and work together. Good team work is half the victory in all contests, and now let's all pull together to win this year's first place and get the trophy, where it can be kept permanently in Lincoln Station. We aren't making out so well in the other contests, and they are just as important, so let's work to make 1930 a banner year in all the contests.

H. Spethman.



Four Generations—Baby Elston Freel, Father E. C. Freel, Grandmother Mary Freel, and Great-grandmother Granger

Limits

Motorman J. Jones welcomed an 8 pound baby girl Jan. 7, 1930, at the Grant Hospital. Your correspondent has been informed that the little one passed away after about two weeks. We extend our sympathy to both parents.

Walter Richards is the proud daddy to a 4 pound 6 ounce baby girl, born Jan. 6, 1930, at Lutheran Memorial Hospital. Mother and baby doing well. We congratulate you. You know Uncle Sam needs nurses as well as soldiers.

G. A. Roehrig welcomed a 9½ lb. boy January 18th at the Chicago General Hospital. Mother and baby doing nicely, and if the little

fellow can ride horses as well as his daddy he will be a cowboy.

Motorman Walter F. Garnes and wife have returned from a two weeks' visit to Little Rock, Ark., also having visited Conway and Morrilton in the foothills of the Ozarks. Walter is justly proud of old Arkansas, with its five agricultural colleges, its diamond, garnet, lead and zinc mines, peach and apple orchards and mass shipments of melons, strawberries, sweet potatoes and cotton. It is a land of sunshine, romance, hospitality and chivalry to its womanhood.

Grover P. Donlon went down to the lake to fish for herring, which was a favorite pastime of his, accidentally fell into the water and was drowned. His body was recovered Feb. 20. Funeral was held from Bentley's Chapel, 2701 N. Clark St., on Monday, Feb. 24, thence to St. Gregory's Church, where high mass was celebrated. Interment All Saints Cemetery. Grover was in the service about twelve years and was well liked by his many friends. He is survived by his widow and two children, to whom we extend our heartfelt sympathy.

Chief Clerk A. Hill, when asked if he knew what a permanent wave was, replied: "Certainly, that what you get in your fenders when parking your car on a narrow street."

Surface Lines Post No. 146 of the American Legion, with headquarters and club rooms at 40 S. Clark St., is inaugurating an extensive membership campaign during the months of February and March. Our paymaster, Capt. Lee, is the oldest Past Commander. Your correspondent, as guest of Capt. Lee, has had the pleasure of enjoying the hospitality of the Post and heartily endorses the officers and personnel of Surface Lines Post as well worthy of any ex-service man desirous of joining or affiliating with them. See Adjutant J. P. McCauley, 7749 Vincennes Ave., phone Vincennes 7110, or Cpat. Lee. E. G. Rodgers.

Coach Section

That "hang dog" look of Operator Golding's is attributed to the fact that he has acquired a help-mate. You almost put it over on us, Ed.

Al Baker reports as having enjoyed the scenery en route to Kent, Ohio, where he has been delivering our coaches for rebuilding. Wasn't it rather chilly around the edges, Al?

Incidentally, these renovated buses, embodying all improvements contained in the latest model Twin Coaches, are maintaining the place they won in the hearts of the northwest side citizens when they were placed in service almost three years ago.

We welcome Roy Armstrong, bus repairman, who was assigned to this division.

It looks like dress parade around the depot when those operators possessing uniforms of the new material get together. J. Nelson is the apple of some one's eye in his new outfit.

From all indications, Harry Debus and John Carlson are soon to forsake their single bliss for marital woes. Congratulations are now in order.

Fag.

Giving the Public the Facts

"Public Service Management" Presents Illuminating Figures and Comments on Transportation

There is an honest belief in many uninformed minds that the time has come to junk surface electric street cars in the larger cities, if not in some of the smaller cities. This belief must rest upon a misapprehension of the facts. The statistics of urban transportation, at least in the larger cities, indicate that the time is far distant when surface street cars will become obsolete. For example, in Chicago the surface street cars still carry 77 per cent of the total number of passengers carried by the three systems—elevated, surface lines and motor buses. For 1928, the total number of passengers carried by these three systems was 1,162,515,091. The elevated lines, which form Chicago's rapid transit system, carried 18 per cent, surface lines 77 per cent and the buses 5 per cent. The table of figures is as follows:

Elevated	207,864,238	or 18%
Surface Lines	892,814,620	or 77%
Bus	61,836,233	or 5%
	<hr/>	
	1,162,515,091	

In greater New York, which is cobwebbed with subway lines, the surface cars still carry about 40 per cent of the total traffic.

Chicago has been talking about building subways for thirty years and in that period every man who has gone into the mayor's office has gone in on a "build-the-subway" platform, but none of them ever built any subways. The transportation companies have done everything they could to foster the building of subways, but politics has defeated every effort.

A good many people really believe that the motor buses can be made an adequate substitute for the electric street car in a big city. As a matter of fact, you couldn't get enough motor buses on the streets to do that even if all other forms of transportation were excluded.

The *New York World* discusses this subject in the following editorial:

"In spite of the many handicaps under which they operate, the electric surface cars are still a highly important factor in the city's transportation system. The lines, considered as a whole, are far from being obsolete. In fact, they are indispensable. Notwithstanding the growing importance of subways and of bus service, the surface car lines still carry about 40 per cent of the total traffic in greater New York. While this condition prevails any talk of a general discarding of the trolleys is idle. The bus, which is advocated as a substitute, may supplement the surface car lines, but the time has not yet come when it can supplant them.

"All the year around, in all sorts of weather, the surface car is the more dependable of the two. It is less handicapped by heavy snows and ice-covered pavements. It is more comfortable too to ride on steel rails than over bumpy pavements. For elderly and decrepit persons who are forced to stand in a crowded

bus the ride is a rather parlous undertaking. The accident rate is higher for buses than for trolleys, and the element of safety is of prime importance. Buses have much less carrying capacity than trolley cars, and to carry a given number of passengers will require more buses than cars. If the surface car adds to traffic congestion by stopping in the middle of the street, buses will hardly relieve congestion, because there will be more of them.

"The case for a wholesale substitution of buses for electric cars is therefore unconvincing. Our cities really need both. The surface car has demonstrated its usefulness; it can be made more useful by improvements which will better adapt it to modern conditions. The bus, meantime, has passed beyond the experimental stage. It has come to stay, but not to eliminate other modes of public conveyance. The best method of surface transportation in our cities will provide a combination of trolleys and buses, each being employed in the district to which it is adapted."

In Chicago, as in other large cities, the bus has come nowhere near demonstrating its capacity to supplant the street car.

One thing that must be said for the electric street railway, it has demonstrated a capacity to endure more adverse criticism, more unjust handicaps and obstacles deliberately thrown in its way, than any other public utility. It survived the jitney which was a parasite, if ever there was one. And those cities which fostered the jitney have paid a very dear price for their folly. At best they succeeded only in making it more difficult for the electric street railway to give them adequate service. During the war, President Wilson was prompt to declare that the electric street railway was an indispensable arm of the nation at war, yet even that did not bring sanity to some cities whose political leaders still felt that their own political fortunes came ahead of the people's necessities and the nation's needs in time of war. They figured the "peepul" favored the jitney against the street railway "corporation." The result was that many street railway companies were forced into bankruptcy and everybody suffered.

What the people are coming to see is this: That their need is adequate transportation facilities and not political agitation. Their interests and those of the transportation companies, they have tardily discovered, are mutual, while their interests and those of conniving politics are utterly alien.—*Public Service Management*, January 1930.

"Judge," cried the prisoner from the dock, "have I to be tried by a woman jury?"

"Be quiet," whispered the counsel.

"I won't be quiet! Judge, I can't even fool my own wife, let alone twelve strange women. I'm guilty."

SURFACE LINES POST

The American Legion

For several years, the American Legion has been working for the cause of world peace. It has gone further than other organizations; it has been working for a definite piece of legislation, which, if passed, would serve both as an insurance against war, and as an assurance that war would be ended in victory as quickly and painlessly as possible in the event peace is shattered. Lack of understanding of the legislation the Legion has been asking has caused the Legion to request of Congress a thorough study of the principle involved. Now, the Legion is simply requesting Congress to adopt a resolution, the Reed-Wainwright resolution, which provides for a competent commission to make the study.

This proposed commission would be composed of representatives, senators and representatives of all elements of our national life and business, labor, capital, industry, man-power and the professions. The fundamental principle involved is best explained by the Legion's description of it: "Equal service for all and special profit to none in time of war."

Nearly everybody recognizes the justice of that. Certainly, the principle is worthy of study, because for one thing, it would cost nothing to maintain, and would never be used except in the event of war, and in that case, it would have to be applied, anyway. It was applied in the world war, through war boards. But it became workable too late to prevent 20,000 Americans becoming millionaires through war profits. That is wrong, when for each millionaire, a young American found a grave in France.

It is not enough for a citizen to say: "I hope the Legion wins its battle." It is everybody's concern. Every citizen has the privilege of having a representative in the national congress, and every citizen should take a vital interest in this matter; understand it, and then express his opinion in no mistakeable manner.

Typographical Error?

A Kansas boy was told to write a sentence on the blackboard containing the words "horse sense." He wrote, "The man forgot to lock his stable door one night and he hasn't seen his horse since."—Selected.

Convict (reading a newspaper)—"Dere's justice for you. A football player breaks two men's jaws and another man's leg and is de lion of de hour, while I gets ten years for only stunnin' an old guy with a blackjack."

Sambo was asked what kind of chickens he preferred. "Well, suh," he replied, after a few moments' consideration, "all kinds have dere merits. De white ones is de easiest to find in de dark; but de black ones is de easiest to hide aftah you gets 'em."

"Has your present wife a more even temper than your first had?"

"More even? No! Even more."—London Tid-Bits.

Hobo—"Ah, these capitalists! If we poor people only had our rights, I'd be riding in my own carriage as I did before."

Skeptic—"Yes, but your poor old mother couldn't push you now."

Presence of Mind

He was boring her to tears when in came her dog.

"Ah," he exclaimed, "have you taught him any more tricks since I was here last?"

"Yes," she said sweetly, "if you whistle he will bring your hat."—London Chronicle.

Old Lady—"Why don't you try to cheer your little brother up?"

Small Boy—"Didja ever try to cheer anybody up who'd just caten five bananas, a hot dog and six ice cream cones?"

Sweet Revenge

Mrs. A.—"That woman next door bought a hat exactly like mine."

Husband—"And now I suppose you won't speak."

Mrs. A.—"Not after she finds I've given mine to her cook."—Boston Transcript.

Make It Unanimous

Artist (to friend)—"See that picture over there? Well, I painted it, and a million wouldn't buy it!"

Friend—"Well, I'm one of the million!"

Mrs. B.—"Mrs. Binks always asks the price of everything."

Mrs. C.—"And what's she been trying to find out now?"

Mrs. B.—"She wanted to know how much I paid for this dress."

Mrs. C.—"Such 'nquisitiveness! How much did you tell her?"

"What did you realize on your stock market plunge?"

"What a dunce I was."

She Passed the Test

"Women are fools, I never knew but one really sensible one."

"Well, why didn't you marry her?"

"I asked her, but she wouldn't have me."

Nothing Today

"No," said the lady of the house sharply, "I don't want a thing."

"Tell that to your old man," retorted the surly peddler; "it will make a bigger hit with him than it does with me."

"What did mama's little baby learn at school today?"

"I learned two kids not to call me mama's baby."