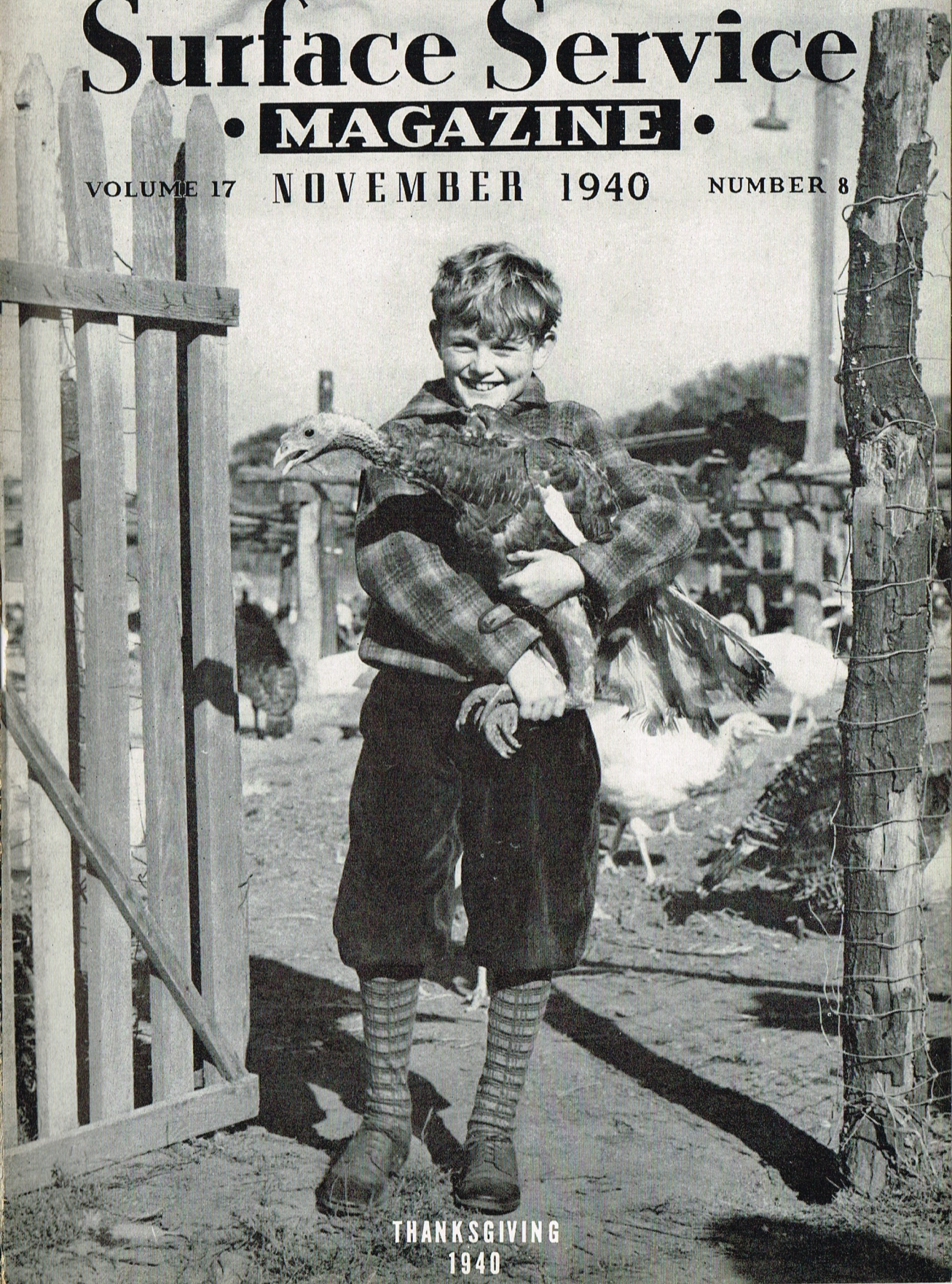
Surface Service MAGAZINE

VOLUME 17 NOVEMBER 1940 NUMBER 8



THANKSGIVING
1940



FOR CHAMPIONS THERE ARE CHEERS AND CUPS

The championship softball team of Kedzie depot and the ranking teams of North and South divisions won cheers and trophy cups for their season's play. Superintendent Hall (center, above) presented the W. A. Hall trophy. The trophy winners also won the cheers of the fans shown in the lower picture. The scene is the Ashland Boulevard auditorium and the date was October 28.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 17 NOVEMBER, 1940 No. 8

Accidents to Employes Increase

Transportation Department Employes Lose Time And Money Through Mishaps

By WILLIAM PASCHE
Supervisor of Accident Prevention

During the first six months of 1940 there was an increase of 14.1 per cent in the number of personal accidents affecting trainmen of the Chicago Surface Lines. To men on our cars and buses this accident increase meant:

2,342 days of lost time

Three deaths

Loss of one leg through amputation

There, graphically, is an illustration of the high cost of carelessness.

One of the deaths occurred when a conductor was adjusting a trolley pole from the street. Practically all accidents of this nature are avoidable. A second death occurred when a conductor on the rear step of a car was thrown off the car into a trolley pole. A third occurred when an automobile was thrown on a conductor who was flagging at a railroad crossing.

The loss of a leg through amputation came as a result of a winter's storm in which a man had his toes frozen. Amputation of the leg became necessary later.

Loss to Individuals

But the greatest loss to individual employes came through a myriad of mishaps that caused them to lose time from their jobs—2,342 days in all.

As in the case of all personal accidents, it is impossible to estimate the cost of medical attention, pain and suffering. However, I believe that it is obvious to all that these are factors that must be considered in all accident cases.

Accidents to employes happen in almost every conceivable manner. But—and this is important—in many cases they are avoidable. For example, let us consider the accidents to employes who adjust trolley poles from the street. Aside from the one death that occurred during the first six months of this year, there were three other accidents in which the employes were hurt and suffered the loss of 22 days' working time.

Adjust Trolley Inside

Such accidents are almost always avoidable. I am reminded of a cartoon which appeared in a recent issue of SURFACE SERVICE MAGAZINE which showed a conductor safe in his car as he adjusted his trolley. At that very moment a carelessly driven automobile crashed into the rear of the street car. The conductor—inside the car—was unhurt. His fellow employes in the other cases would have been unhurt, too, had they replaced their trolley poles from *inside* the car.

Fights Cause Trouble

During the first six months of this year there were 276 days lost through "altercations." Now "altercations" is a fancy word, but no matter how you dress it up it still means fights. And fights, among mature men, really ought to be carried on in a prize ring. In the ring a man has a chance to make some money. Fighting on a street car invariably means money lost for the pugnacious employe. And, just to follow the subject a little farther, I'm inclined to advance the statement that our men should never find it necessary to become involved in fights on the cars. A little tact will invariably prevent a fight. The records we possess will bear out this statement, for they show that while a great majority of our men never have a fight, there are certain others who have too many of them . . . with sad results.

In quite another category our records show that our men lost 143 days through boarding and alighting accidents. This reminds me of the saying that "familiarity breeds contempt." Maybe our men are too familiar with the cars, but certainly they should know by sad experience that accidents do happen to employes and passengers alike—and most of them are avoidable. It seems to me that employes, for their own good, should take especial care in boarding and alighting from street cars.

Can't Be Too Careful

Steps being raised or lowered caused accidents to six of our men, who lost 96 days as a result of such accidents. In other instances, street cars struck Surface Lines trainmen on two occasions and 109 days were lost from resulting injuries.

Seven employes were struck by automobiles during the first six months of the year and those men were injured so that they lost a total of 144 days.

The danger of sudden stops and jerky starts has frequently been mentioned as a just cause for passenger complaints. According to our records, at least three men in the transportation forces also have cause for complaint. Two re-

port injuries caused by fast stops, while one was injured due to a jerky start.

"It Can Happen Here"

It is almost impossible to be too careful. Accidents can happen under almost any circumstances. For example, we had seven reports of employes struck by automobiles. Two of those were struck while they were at terminal points, where they were struck by automobiles passing on the blind side of the cars. I think those two cases prove that accidents can happen anywhere—and when they are least expected.

It is a losing proposition for all concerned. Our men lose money. The Surface Lines loses money. Accidents *are* avoidable. Let's cut the unnecessary toll.

A TALE OF 1860

Here's a Note From the Files of Long Ago

If you're one of the old timers who like to recall the "good old days," your attention is called to the following copy of a story that appeared in the Chicago Daily Journal, March 31, 1860:

"Arrest of a Horse Railway Conductor—Charles A. Currier, a conductor on the North Clark street horse railway, was arrested yesterday on complaint of Conrad Ulhrick for putting him off the cars and abusing him. It was brought before Justice Milliken yesterday afternoon. It appeared in evidence that the first car out in the morning starts from the barn above Chicago Avenue and comes south without a conductor, until it reaches Indiana street, where the conductor, Mr. Currier gets on.

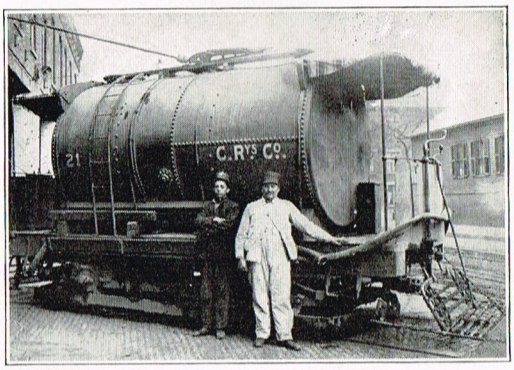
"A week ago Wednesday, the complainant, Ulhrick, was on the car when Currier got on, and being asked for his fare, refused, and on its being insisted that he should pay or be put off, raised his cane to strike the conductor, who took the cane away from him.

"The complaint was discharged."



"IF WE EVER HAVE TO FIGHT ANYONE THAT'S A SAMPLE OF HOW I'LL BOWL EM OVER! THEN UNCLE SAM WILL BE GLAD HE GAVE ME NUMBER 158!"

(*See adjoining column*)



'WAY BACK WHEN

Remember when street railway companies had sprinkler cars? In those days this was a brand-new sprinkler which ran out of Kedzie depot.

The picture above, taken at Washington and Western avenues, shows the sprinkler in all its glory. The operator in charge, Fred Besterfield (right) died some years ago. The trolley boy (left), however, is still going strong. He's Harry Rumney, now a motorman at Kedzie depot. Time does fly, doesn't it, Harry?

HE'S COMING, UNCLE SAM!

Elmer Natzke, No. 158, Held First Number in Draft Call

Nobody that we know of has figured the laws of probability, but out of approximately 15,000 employes only one Surface Lines employe, Elmer H. Natzke of the West Shops, held No. 158, the first number picked when the Selective Service Act, better known as the draft, was put into effect on October 29.

But Natzke decided he would not wait for the call and on November 12 he enlisted in the 106th Cavalry (Black Horse Troop) and is scheduled to begin his year of training on November 25.

"Red," as he's known to his pals around the West Shops, appears to fill the bill of particulars that Uncle Sam sent out. "Red" is single, 26 years old, about 6 feet tall and weighs approximately 200 pounds.

Natzke, who lives with his parents in their home at 1138 North Ridgeway, has been employed as an armature winder's helper in the West Shops since December 18, 1933, so has been with the Surface Lines for almost seven years. His service record doesn't mean much to his father, for the elder Natzke, Herman, has a service record dating back to 1908—32 years. Herman Natzke is a wood machinist and is also at the West Shops.

To commemorate the historic occasion—the first peace time draft—Staff Cartoonist Eliot Hirsch, a bowling pal of Natzke's, penned the accompanying memento of the part he expects "Red" to play—if and when there is a need.

The original cartoon reproduced here will be delivered to Elmer Natzke along with the best wishes of his fellow workers.

Know Your Money!

Secret Service Men Offer Tips To Trip Counterfeiters

Few people pay much attention to money. A bill is a bill and a coin is a coin.

But, just to illustrate how little attention most of us pay to our money, consider this question:

"What is the color of a $1 bill?"

If you ask that question of a number of people, a great majority will usually agree on green, although all our currency is black and white on the front and green on only a portion of the back. It is just such ignorance of money that makes the passing of a counterfeit possible.

The United States Secret Service is conducting a nation-wide educational program as a preventative measure in dealing with a national crime problem—counterfeiting. The aim is to eliminate the crime. Through motion pictures and printed material the Secret Service is trying to educate the public against the twin dangers of counterfeit money and Government check forgery.

"Counterfeiters and forged check passers cannot cheat anyone who knows his money and is always on the alert," says a publication of the Secret Service. "Observance of a few simple rules will safeguard the pocketbooks of the nation."

The U. S. Secret Service is a division of the Treasury Department and is one of the oldest and best-known law enforcement agencies of the Federal Government. It was established during the Civil War and celebrated its 75th anniversary on July 2 last year. Its chief duties as provided by law are: (1) Protection of the President of the United States, his family and the person of the President-elect; (2) the suppression of counterfeiting and alteration of obligations of the United States and foreign governments; (3) the suppression of counterfeiting, forgery, alteration and fraudulent negotiation of U. S. Treasury checks; and enforcement of numerous other laws as provided by congress.

Types of Currency

The only three types of currency printed by the United States Government for circulation are:

1. *Federal Reserve Notes,* which bear **green** serial numbers and seal.
2. *United States Notes,* which bear **red** numbers and seal.
3. *Silver Certificates,* which bear **blue** numbers and seal.

Denominations of bills may be identified by portraits, as follows:

Washington	on all	$1 bills
Jefferson	on all	$2 bills
Lincoln	on all	$5 bills
Hamilton	on all	$10 bills
Jackson	on all	$20 bills
Grant	on all	$50 bills
Franklin	on all	$100 bills

Detecting Counterfeit Bills

1. Know Your Money!
2. Compare the suspected bill with a genuine bill of the same type and denomination. Observe carefully the following features:

(a) Portrait: Genuine is life-like, stands out from oval background which is a fine screen of regular lines; notice particularly the eyes. The counterfeit is dull, smudgy or unnaturally white; scratchy; background is dark with irregular and broken lines.

(b) Seal: On genuine, sawtooth points around rim are identical and sharp. On counterfeit, sawtooth points are usually different, uneven, broken off.

(c) Serial Numbers: Genuine distinctive style, firmly and evenly printed; same color as seal. Counterfeit, style different, poorly printed, badly spaced, uneven in appearance.

(d) Paper: Genuine bills are printed on distinctive paper containing very small red and blue silk threads.

3. Rubbing a bill will *not* prove whether it is genuine or counterfeit; ink will rub off of either.

4. *Remember—not all strangers are counterfeiters, but all counterfeiters are likely to be strangers!*

Watch Coins, Too

1. Know Your Money!
2. Ring all suspected coins on a hard surface. Genuine coins sound clear and bell-like. Counterfeits sound dull.
3. Feel all coins; most counterfeit coins feel greasy.
4. Compare the reeding (the corrugated outer edge) of a suspected coin with one known to be genuine. The ridges on genuine coins are distinct and evenly spaced. On counterfeit coins they are poorly spaced and irregular.
5. Cut the edge of suspected coins. Most counterfeits are made of soft metal which can be easily cut with a knife.
6. Test suspected coins with acid. Scrape the surface and apply a drop of acid. If bad, the coin will turn black unless it has a high silver content. Silver test acid solution may be purchased at any drug store.

Confiscate Counterfeits

Section 251 of the U. S. Code of Laws provides that whoever has knowledge of the commission of a crime and does not make it known to the authorities shall be fined not more than $500 or imprisoned not more than three years, or both.

Section 286 states that all counterfeits of obligations of the United States or foreign governments must be surrendered to authorized agencies of the Treasury Department. Anyone who has the custody or control of such counterfeits and refuses to surrender them upon request of an authorized Treasury Agent shall be fined not more than $100 or imprisoned not more than one year, or both.

The maximum penalty for possessing or passing a counterfeit bill with intent to defraud is 15 years in the penitentiary and a fine of $5,000.

It seems unnecessary to repeat the warnings of the Secret Service, but—Watch Your Money!

SHOPS WIN SAFETY AWARD

Given Plaque at Safety Council Dinner

"With a 44 per cent reduction in accidents during the first half of 1940 you have certainly earned this plaque."

With those words Samuel Haven, vice-president of the Greater Chicago Safety Council, presented Ben Phillips, general foreman of the Chicago Surface Lines car houses, with a plaque indicating that the car and bus repair departments were the winners of the previous six months' safety contest.

The plaque indicative of the achievement was presented to Mr. Phillips at the annual fall dinner of the Safety Council held in the ballroom of the Sherman hotel, Wednesday, November 6.

In an earlier letter to President Guy A. Richardson, T. A. Craigmile, president of the Safety Council, had told of the impending honor, saying:

"May I take this opportunity to wish, on behalf of the officers and directors of this organization, our congratulations to you and your associates on this splendid record and our best wishes for its long continuation in the future."

In praising the shop men for the reduction in accidents, Accident Prevention officials pointed to the fact that lost time had been cut from 722 days to 318 days. "Furthermore," said Supervisor of Accident Prevention William Pasche, "the men were saved from writing out 36 accident reports and $2,000 was saved under the costs for the same period a year ago. Every man in the repair department is to be congratulated."

After analyzing the reduction in accidents, Mr. Pasche pointed to the fact that 55 days of lost time were saved when the shop men eliminated falls from their record, and he cautioned men against slipping or falling. "Standing on a guard rail to repair a bell did not save any time for one employe. He fell and broke his arm and lost 65 days from work."

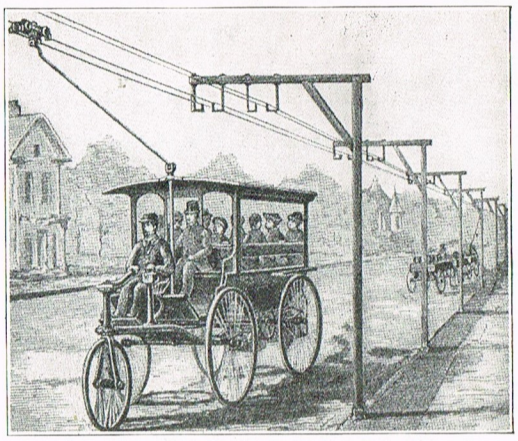
A minimum of 72 lost days could probably have been saved if safety shoes had covered the feet of men who were hurt in various types of accidents. Accident Prevention officials stress the fact that the safety shoes with the heavily re-inforced toe caps can avert many serious accidents. The shoes are sold in many stores at very reasonable figures, they say.

EMPLOYES RELIEF FUND

October, 1940

The Surface Lines Employes Relief Committee received eight applications for relief during the month of October. After investigations were made seven of these were approved for assistance. There were 218 active cases on the relief rolls at the end of the month, 15 having been removed by death or other causes.

Including the $10,973 spent during the month of October, a total of $1,516,402 has been paid out of the Surface Lines Employes Relief Fund for assistance of employes since the organization of the committee.



THE FIRST TROLLEY BUS?

Forerunner of Modern Vehicle Showed Up 50 Years Ago

Everyone in the transit industry realizes that the modern trolley coach has made tremendous progress, both in design and adoption, during recent years. However, in this country few people stop to realize that the trolley coach is not really such a new idea. Fifty years ago, there appeared in the *Scientific American* an item entitled "Electric Carriage" describing and illustrating what was in all probability the forerunner of the modern trolley coach.

Through the courtesy of the *Scientific American* we are reproducing here the illustration, together with the description of the vehicle, which was as follows:

"The accompanying illustration represents the application of a system of electrical propulsion for common roads, by means of which traffic is designed to be carried on without employing a railroad track, the steering gear being so arranged that the wagon will automatically run parallel with the line of the conductors. . . . The wagon body to which this improvement is applied is partly supported on a caster wheel, provided with a fork, journaled in the forward end of an extension of the frame of the body. Upon the rear axle, in this case carrying the drive wheels, is mounted a spur wheel engaged by a pinion on the armature shaft of a motor secured to the main frame of the body. Above the road bed are suspended electrical conductors, supported by poles and brackets, and each wagon is provided with a trolley which rides upon a pair of the conductors, whereby connection is made between the motor and conductors, through a vertical shaft, the electrical switch being close to the driver."

Guilty Conscience!

Only a week after he had started to work at a local warehouse the youth announced he was quitting. "'Taint the wages," he explained to the manager. "It's just that I can't help having a guilty conscience all the time I'm working."

"What for?" asked the amazed manager.

"I'm all the time worrying about how I'm cheating a big strong mule out of a job."

Planetarium Re-Opened to Public

Sun, Moon, Planets and Stars Enact Thrilling Drama Daily

By RUTH S. JOHNSON
Editorial Assistant

Again Chicagoans have the privilege of visiting the Adler Planetarium and Astronomical Museum to see the drama of the heavens as it is daily portrayed there.

The rainbow granite building with its copper dome was closed for the summer while interior and exterior repairs were made. The main floor is now beautifully redecorated and the cabinets containing antique astronomical instruments are bright and shining. There is a new drive to the building and surrounding it.

The heavens are brought within the walls of the museum in the planetarium chamber, where the visitor is seated in the vaulted room and watches as the intricate planetarium instrument projects on the sky dome a miniature universe. There may be shown the sun, moon and planets threading their ways among the stars; the course of the seasons; the changing aspect of the sky due to change in latitude; the midnight sun; the north pole or the south pole and the southern cross; the sky as it has appeared at various intervals throughout the centuries.

EXHIBITION HOURS AND LECTURES

Days	Museum Open	Planetarium Demonstrations with Lectures
MONDAY, WEDNESDAY, THURSDAY, SATURDAY	10 A.M. to 5 P.M.	11 A.M. and 3 P.M.
TUESDAY, FRIDAY	10 A.M. to 9 P.M.	11 A.M., 3 and 8 P.M.
SUNDAY	2 P.M. to 5 P.M.	2:30 and 3:30 P.M.

WEDNESDAY, SATURDAY, SUNDAY, FREE
OTHER DAYS, ADMISSION 25 CENTS

School children, free mornings. Children under five years not admitted to the Planetarium Chamber.

Planetarium Instrument may be seen only at times of the lecture demonstrations.

Monthly Lecture Schedule

The planetarium affords possibilities for illustration of many astronomical phenomena, too numerous to present in a single lecture. Therefore twelve topics have been selected for lectures and demonstrations and under the usual schedule they are changed monthly.

Miss Maude Bennot, director of the museum, announces that from November 18 to 30 the topic will be "The Great Precessional Cycle". This cycle covers a period of 25,800 ordinary years, and the sky is shown as it appeared thousands of years ago and as it will appear years hence. The sky of 3000 B. C. shows the southern cross visible on the Chicago horizon, and the sky to be seen in 14000 A. D. will again reveal the southern cross to Chicago. With the planetarium mechanism the entire cycle can be shown in a matter of minutes or even seconds.

From December 1 to 15 the topic is "Objects of Special Interest in the Sky," covering the different kinds of objects, such as giant and dwarf stars, double stars, clusters, nebulae, and multiple stars.

"Architecture of the Heavens" is the subject from December 18 to 31, showing the shape and structure of the universe. The Milky Way is beautifully portrayed and other systems of stars far beyond are viewed.

Astronomical Instruments Shown

While the planetarium is the main feature of the entire museum, the astronomical division contains treasured collections showing the development of various instruments used in astronomy, and there are many portrayals of the results of observations in astronomical science.

The collections include ancient globes, sun dials, timekeepers, hour-glasses and clocks, three mechanical planetaria, calendars, compasses, magnets, telescopes and mathematical instruments. The layman who isn't concerned with the scientific uses of these instruments will enjoy many of these exhibits for their artistic interest and fine workmanship.

The Adler Planetarium and Astronomical Museum was the first institution of its kind in America. Its founder and donor was Max Adler of Chicago, who said:

"The popular conception of the universe is too meager; the planets and the stars are too far removed from general knowledge. In our reflections, we dwell too little upon the concept that the world and all human endeavor within it are governed by established order and too infrequently upon the truth that under the heavens everything is interrelated, even as each of us to the other.

"The planetarium has been the subject of praise by scientists and educators. One of them has characterized it as 'a school room under the vault of heaven' and as 'a drama with the celestial bodies as actors'."



The museum is located on an island in Lake Michigan, to the east of the Field Museum and Shedd Aquarium. It is now under the supervision of the Park District.

SURFACE SERVICE MAGAZINE

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William H. Bromage . . . . . Editor
Hollis F. Peck . . . . . Associate Editor

THANKSGIVING

As this is written the whistles have just heralded the hour of 11 on November 11—Armistice Day.

In a world at war the United States is one of the few nations that can still peacefully observe Armistice Day in the year 1940.

There is much for which we in America can give thanks. We can be thankful that political disputes are settled by democratic processes; that America presents a united front to the mad world in which we live. We can be thankful that America is being made strong again—strong in an effort to insure the continuation of peace.

Many are the blessings we possess—as individuals and as a nation. Above all, we think, we can be most thankful that we are not plunged into war as are so many other countries.

If we had no other blessings we could still be thankful for that fact. Let us, on this Thanksgiving Day, give grateful thanks for the peace we still enjoy.

WORDS ARE SWORDS

Writing of Napoleon and his Italian campaign, Emil Ludwig says: "Half of what he achieves is achieved by the power of words."

Words are the swords we use in our battle for success and happiness. How others react toward us depends, in a large measure, upon the words we speak to them. Life is a great whispering gallery that sends back echoes of the words we send out.

Think what words will do. Soft words sung in a lullaby will put a babe to sleep. Excited words may stir a mob to violence. Eloquent words will send armies marching into the face of death.

Think what words will do to street car passengers. Courteous words will right a fancied wrong. Cheery words will spread their cheer. Informative words will allay many a doubt. Tactful words will save so many arguments. Pleasant words will win so many friends.

Words can be made to do just what we want them to do. If we want them to win friends, they will. If we want them to influence people, they will. Remember that as you choose your words.

Remember—life is a great whispering gallery that sends back echoes of the words we send out.

THERE'S ROOM IN THE REAR

Toronto Poet Pays a Tribute and Points a Moral

The Coupler, employe publication of the Toronto Transportation Commission, Toronto, Canada, recently reported receipt of a letter that not only praised a conductor for asking passengers to move to the rear of the car but put the whole story in the form of a rhyme that points a lesson for all conductors.

The poem, called to the attention of Surface Lines trainmen, follows:

"Getting on your car to-day,
For me was quite a job,
The vestibule was really full,
In fact, 'twas quite a mob.

"I tried my best to reach the rear,
They would not give an inch,
When your voice came floating through,
It really was a cinch.

"If all conductors tried like you
To keep the front door clear,
Poor guys like me, who can't get on,
Would give a hearty cheer.

"When you read this little rhyme,
And before it gathers moss,
Keep up your good work on the cars,
And show this to your boss."

"Oh, well," sighed the stylish gal, as she heard a loud snap in the vicinity of her new reducing girdle, "they said it would reduce the hips or bust."

"Don't you know, Rastus, that you can't sell life insurance without a state license?"

"Yes, Boss, I knowed I couldn't sell it, but I didn't know the reason."

Complaint List Drops Again

Commendations Show Slight Drop Though Many Are Praised For Courtesies

Compilations of the complaints received during October show that a further decrease was registered in that category. There were 582 complaints received during last month as against the 605 received during October, 1939. While the complaint list was decreasing, the number of commendations also dropped—49 being registered on the compilations for last month. That number was four less than the 53 received during the same month a year ago.

"It is always gratifying to meet such courteous men," said H. N. Hudson, 836 South Michigan avenue, in commending several courtesies extended by Motorman Edward Welin, badge No. 11449 of Cottage Grove.

Conductor Michael O'Rourke, badge No. 582 of Burnside, was termed "courteous, gracious and eager to be of help" in a commendation from Mabel V. Zeiss, 7853 Essex avenue.

Help extended to an elderly lady brought praise from Dr. A. G. Johnson, 55 East Washington, who observed the kind act which he credited to Conductor William J. Barnes, badge No. 650 of Burnside.

Rainy-day Kindness

"Rain or shine, it's a bright world when you ride the Surface Lines," said Mrs. B. Schultz, 1407 Lockwood avenue, as she reported some rainy-day kindnesses shown her by Motorman William C. Buetow, badge No. 8603, and Conductor Timothy E. Richardson, badge No. 9220, both of Kedzie depot.

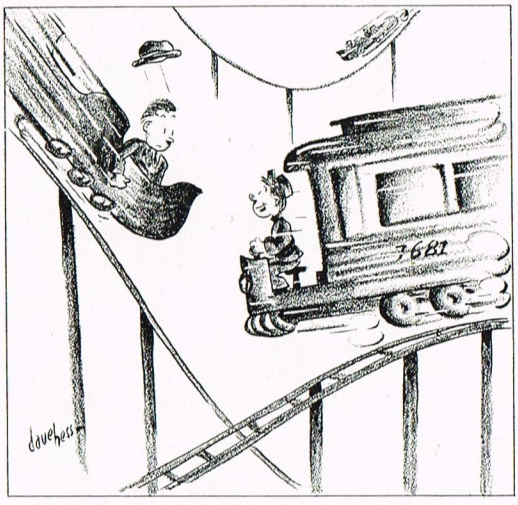
Operator William H. May, badge No. 1317 of Burnside, was commended for honesty by C. E. Singleman, 2412 East 106th street, who returned a notebook he had lost.

Mrs. F. E. Casey, 3449 West 62nd street, commended Conductor Joseph Hyncik, badge No. 11742 of 69th, for the assistance she saw him give a blind man.

Conductor Hans C. Hering, badge No. 6288 of North Avenue, called streets so well he won the praise of Mrs. J. J. Huston, 5359 West Chicago avenue. Mrs. Huston credits Hering with being one of those who call streets on the Chicago avenue line.

The courtesy of Motorman Edgar L. Cory, badge No. 1719 of Elston, was commended in a letter from George W. Koe, 4236 West 21st place.

TROLLEY SPARKS



"Well, the sign said 'Direct to Riverview Park,' didn't it?"

Mrs. Ethel Kelly, editor of the *Northtown Economist,* 1616 North Ogden avenue, commended Motorman Martin Pemrick, badge No. 8177 of Noble, for his alertness in preventing what could have been a very serious accident.

Kindliness Wins Praise

Kindliness and good humor as shown by Conductor John A. Johnson, badge No. 3040 of Devon, won the praise of Elizabeth Kuly, 105 East Delaware place.

Called "polite and considerate," Conductor Gale Hruska, badge No. 6364 of Cottage Grove, was commended by H. Helen Simmons, 1507 East 66th place.

For helping a blind passenger, Operator Wallace W. Brown, badge No. 1795 of 77th, was praised by Richard A. Novotny, 10109 Beverly avenue.

Charles W. Schiotti, 2412 South Kolin avenue, had high praise for the courtesy shown by Conductor John S. Holmes, badge No. 1620 of 77th.

"Very considerate treatment" by Conductor Emil J. Tiess, badge No. 10968 of 69th, brought a commendatory letter from Thomas Clinton, Field Museum.

By holding his car for a moment to allow two intending passengers to catch it, Motorman Andrew A. Cotter, badge No. 9729 of 69th, earned the thanks of Miss Hattie Jarsonbeck and Mrs. Gertie Kossart, 3411 South Western avenue.

Earns Passenger's Thanks

Conductor August A. Andresen, badge No. 10474 of Kedzie, was praised for helping a woman with two small children. The commendation was made by Mrs. N. Hosp, 1829 Cleveland avenue.

Frank McGovern, 1259 West 73rd street, commended the efficiency shown by Conductor Melvin N. Quick, badge No. 5112, and Motorman Thomas J. Bresnahan, badge No. 3161, both of 69th.

"It was very pleasant to receive such kind consideration," said Dorothy Washburne, 224 Park boulevard, Glen Ellyn, in commenting on the service rendered by Conductor Ben Amsterdam, badge No. 8194 of Kedzie.

Operator George J. Gillmeister, badge No. 8276 of North Avenue, was praised for his courtesy by A. S. Kirton, 1714 Menard avenue.

THIS IS A MAN'S JOB!

Little Girls Can't Fill the Bill—Or the Coat

You have to be a man to man the cars!

You have to be a man to fill daddy's shoes.

Those two thoughts merely lead up to a point where it is possible to point out that this little girl, Joan Johnson, can't fill her daddy's shoes. She probably got the idea from a picture in this magazine last month. In it Robert Wagner came close to filling his daddy's shoes.

Obviously, judging from the accompanying illustration, little Joan is a long ways from filling the shoes or even the coat of her daddy, Conductor George A. Johnson of Noble.

But Joan is just a little past two years old, so maybe she'll do better—sometime.



Joan Johnson

OBITUARY

Deaths on the System from October 1, 1940 to October 31, 1940

Transportation—Blue Island: John C. King, employed September 26, 1940, died October 26, 1940.

Burnside: James H. Cochran, employed August 19, 1905, died October 2, 1940; Max J. Hein, employed June 1, 1908, died October 12, 1940.

Devon: Albert J. Asp, employed January 18, 1927, died October 6, 1940; William J. Harvey, employed December 5, 1899, died October 9, 1940; Alva H. Lovewell, employed February 15, 1904, died October 20, 1940.

Division: Isaiah J. Reeder, employed February 23, 1934, died October 6, 1940.

Kedzie: John B. McCarthy, employed August 24, 1918, died October 8, 1940; Joseph P. O'Donnell, employed October 1, 1907, died October 23, 1940.

Noble: Michael J. Kennedy, employed May 4, 1910, died October 14, 1940.

North: Henry I. Carr, employed February 16, 1909, died October 31, 1940; Jan Kozlowski, employed December 24, 1924, died October 13, 1940.

Seventy-seventh: John H. Campbell, employed September 17, 1907, died October 27, 1940; Vernon B. Kerns, employed July 12, 1918, died October 17, 1940.

Accident Investigation—James E. Pike, employed February 16, 1937, died October 19, 1940.

Electrical—Robert Nitschke, employed November 20, 1928, died October 1, 1940; Clyde P. Zoerner, employed June 15, 1917, died October 26, 1940.

General Office—Schedule: John P. Crennell, employed December 7, 1936, died October 1, 1940.

Material and Supplies—Daniel F. Mackey, employed October 15, 1872, died October 9, 1940.

Shops and Equipment—Devon: Peter Piedos, employed November 16, 1926, died October 6, 1940.

Seventy-seventh: Henry Halsband, employed September 16, 1903, died October 7, 1940; Frank Martinkus, employed April 3, 1903, died October 17, 1940.

South Shops: John Anderson, employed October 10, 1882, died October 1, 1940.

Track—Pasquale Lodato, employed September 16, 1910, died October 17, 1940; John M. Mavrinac, employed April 1, 1908, died October 28, 1940; Thomas J. Readon, employed June 14, 1905, died October 15, 1940.

KEEPING 'EM ROLLING

Sixty-ninth Climbs Into Lead In October

Sixty-ninth street station, spurting from sixth to first place, took the lead in the keep 'em rolling figures for October with an average of 9,058 miles per pull-in, an increase of 9.2 per cent over their record for the previous month. Lawndale moved from fourth to second place with an average of 8,997 miles per pull-in and Burnside wound up in third place with an average of 8,363 miles per pull-in. Though both the latter stations were higher on the list of stations, they both showed small percentage decreases from their figures compiled during September.

Archer depot, leader in the September compilations, slumped off to sixth place with a decrease of 36.3 per cent. Devon and Seventy-seventh, second and third respectively, wound up in tenth and eleventh places. Devon showed a 50 per cent decrease and Seventy-seventh was off 39.9 per cent.

For the most part the list was studded with decreases although Division's record was notable for a 40.2 per cent increase.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-in	Pct. Inc. or Decrease
1	Sixty-ninth	–	9,058	9.2
2	Lawndale	8	8,997	.5*
3	Burnside	5	8,363	3.5*
4	Division	5	7,326	40.2
5	Armitage	5	6,890	7.5*
6	Archer	1	6,859	36.3*
7	Cottage Grove	3	6,207	8.7
8	North	–	5,769	11.0
9	Blue Island	5	5,747	56.9
10	Seventy-seventh	–	5,541	39.9*
11	Devon	–	5,302	50.0*
12	Kedzie	–	5,077	10.3*
13	Lincoln	2	4,868	.1
14	Noble	2	4,860	19.3*
15	Limits	3	4,783	10.1
16	Elston	2	3,807	6.4*

*Indicates Decrease

Carhouse records for the past six months:

Carhouse	Oct.	Sept.	Aug.	Jul.	Jun.	May
Sixty-ninth	1	6	4	2	6	7
Lawndale	2	4	1	1	1	1
Burnside	3	5	5	3	4	3
Division	4	11	7	8	5	2
Armitage	5	7	14	7	10	9
Archer	6	1	2	4	2	4
Cottage Grove	7	9	10	9	8	8
North	8	12	9	12	14	11
Blue Island	9	16	16	16	16	15
Seventy-seventh	10	3	6	5	3	6
Devon	11	2	3	6	7	5
Kedzie	12	10	13	11	13	10
Lincoln	13	13	8	10	9	13
Noble	14	8	12	13	11	14
Limits	15	14	15	14	15	16
Elston	16	15	11	15	12	12

OLDEST EMPLOYE DIES

Headed Veterans' Honor Roll For Years

Daniel F. Mackey, who for many years headed the Veterans' Honor Roll of employes who have served for 40 years or more, died October 9 at the age of 87 in his home at 920 North Springfield avenue.



Daniel F. Mackey

According to company records, Mackey had been continuously employed since October 15, 1872, or approximately 68 years. Mackey suffered a broken hip on December 28, 1934, so had not been actively at work since that date.

Mr. Mackey took his first job with a predecessor company in the horse car area and at one time or another was in the mechanical department, the electrical department and others.

He is survived by two sons, George and Frank, and three daughters, Agnes, Mrs. E. Dillon and Mrs. Helen Lanthere.

Funeral services were held from the chapel at 103 North Laramie to Our Lady of Angels church. Burial was in Calvary cemetery.

Departments and Divisions

Accident Investigation and Legal

Our Lady of Angels church was the scene of a beautiful wedding ceremony at 10:00 A. M. Saturday, October 12, when Miss Margaret Harte and William Malloy were married before a large audience of friends and relatives. From the church the wedding party went to the Mid-West Athletic Club for the wedding breakfast after which the newlyweds left on their honeymoon.



Margaret Harte

When Miss Harte returned from lunch on Thursday before the wedding she found her desk highly decorated with the center of attraction a beautiful chest of silver, the wedding present from Miss Harte's fellow-employes.

Mrs. Josephine Kelly gave a luncheon-shower in Mrs. Malloy's honor on Saturday, November 9.

Several days after Statementman Peter W. Sepic returned from his honeymoon he was presented with a radio, a token of congratulations from his fellow-employes.

Our law students are continuing their extra curricular activities, the most recent accomplishment appearing in the form of the election of Richard I. Nichols to the presidency of the senior class of the John Marshall Law school.

Statementman James E. Pike, 44, met an untimely death on Saturday morning, October 19 when his automobile went out of control and crashed into a viaduct supporting column at 76th Street near South Chicago avenue.

Mr. Pike had only been with the Company since November, 1936 but he was a popular employe and will be greatly missed.

Funeral services were held Monday morning in our Lady of Peace Church at 79th and Jeffery with burial at Bloomington, Illinois.

Mr. Pike is survived by his parents, Mr. and Mrs. James Pike, Sr., four sisters and one brother. The sympathies of the department are extended to them.

The D. A. I. Bowling League is still going strong with the White Sox in the lead and the Indians and Yanks not far behind. William Connolly, Jr., is leading the league with an average of 183. He holds high game of 241 and his series on October 26 was high for the league season at 654. Connolly had bowled Tuesday night in another league and rolled a 653 series so it begins to look as though he's the man to beat.

Bowling with us now are three Schedule Department men—Sedlack, Fisher and Prentiss. Steele, also of the Schedule Department, filled in on October 26. It is exceedingly nice to have these men in the league, for "600" is too far away from the downtown office group at best and this affords a splendid opportunity for getting acquainted.

On November 2, the Girls' Birthday Club celebrated the birthdays of Miss Audrey Johnson and Miss Lorraine Brevitz. The party was a luncheon in the Swedish Room of the Kungsholm Restaurant, Ontario and Rush Streets. The luncheon was very good but after the smorgasbord not many of them could eat it, in spite of the resolutions so definitely made on an occasion at the Kungsholm last year when the same thing happened. After the gifts were opened, Mrs. William Malloy took her place at the piano and furnished the music for various forms of entertainment.

The sympathies of the department are extended to Attorney F. W. Kinderman in the loss of his father who passed away on Thursday, October 31. The funeral services were held in Oak Park on Saturday afternoon with burial following at Forest Home cemetery in Forest Park.

Investigator.

Accounting

Congratulations and much happiness is our sincere wish for Miss Helen Miculinich of the payroll division and Earl Schalla, who were married on Saturday, October 19. As a wedding gift Mrs. Schalla was presented with an electric mixer from her co-workers.

Mr. and Mrs. George Wachtel (Viola Schumacher), formerly of the trip sheet analysis division, are receiving congratulations on the birth of Judith Arlene on Tuesday, October 1, at the Norwegian American Hospital.

Mrs. Elsie Savickey of the stenographic

division was guest of honor at a farewell dinner given by her friends Thursday evening, October 17, in the Tiffany Room of the Hotel Chicagoan. Mrs. Savickey was remembered with luggage consisting of a wardrobe suitcase and an overnight bag from her associates as a farewell gift.

Miss Agnes Rheberg of the ledger room recently returned from her vacation with glowing accounts of a train tour covering interesting points in Washington, D. C., Niagara Falls and the New York World's Fair.

A large number of girls from the department were entertained at dinner on Monday evening, October 21, at the home of Miss Lorraine Murphy in Berwyn, the occasion being a personal shower for Miss Ada Helen Lane, who received very many and useful gifts.

It is with sadness that we mention the death of Mrs. Virginia Tabb, formerly of the payroll division, and ex-President of the Women's Auxiliary, who passed away on Monday, September 30.

The month of October was the banner month for birthdays in the department, and best wishes were extended to Marjorie Flake, Ruth Busse, Dorothy Rachlitz, Laura Fehland, Helen Strandberg, Emma Weber, and Dorothy Maguire.

Thomas F. Coan.

Electrical

On November 14 William C. Becker, foreman of the armature winders for 40 years, celebrated his 70th birthday. Congratulations and best wishes for many more.

We wish to extend to Clarence Malotke our heartfelt sympathy in the loss of his mother who died October 10. Clarence is one of our emergency linemen.

With deep sorrow we report the death of the mother of Harry and Earl Essington, who passed away at her home in Escanaba, Michigan, November 6. Our deepest sympathy is extended to Harry and Earl of the downtown office.

Clyde Zoerner, operator at Milwaukee substation, died October 26 after a short illness. Clyde was 57 years old and had 33 years of continuous service with our system. Our sympathy is extended to his family in their hour of sadness.

Fred Hectus, maintenance electrician, has been spending his evenings making Christmas presents for his many friends. His hobby is making hook-rugs. Merry Christmas, Fred.

Billy.

Engineering

V. G. Walling, track department division superintendent and Mrs. Walling toured the Gulf States and the Ozark Mountains on their vacation. They visited many places of interest and report having an enjoyable time.

Thomas Conway in the Northern Division of the Track Department was married to Miss Nora McWalters on October 12. To the happy young couple we extend our congratulations and best wishes.

We extend our heartfelt sympathy to the family of Thomas Reardon, night foreman of the track department, who passed away on October 15.

Shops and Equipment

Burnside: To the home of William Filson a new addition was recently presented—a 1941 Chrysler. Billy hopes to make a trip to Florida this coming winter.

77th Street: Sympathy is extended to the family of Frank Martinkus, repairman, who passed away on October 17 after a long illness.

We wish to offer our deep sympathy to the family of Edward Chrabascz, bus department, who met with a sudden tragic death in an automobile accident on the morning of November 1.

Jim Hopkins seems to be the talk of the town after purchasing a brand new 1941 Oldsmobile.

Archer: Congratulations are in order for Mr. and Mrs. Leo Uspel upon the arrival of a bouncing baby boy. Cigars, Leo?

On Saturday, October 19, Immaculate Conception Church was the scene of the wedding of Paul Pranckunas and the lovely Miss Frances Markarskis. A reception was held later that evening and a number of employes were present. The couple left by plane for a brief honeymoon out West. Congratulations and best wishes to the happy bride and groom.

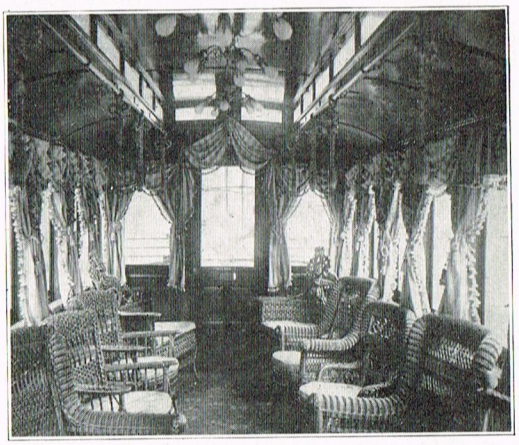
Anthony Chappas is on our sick list and to him we extend our wishes for a speedy recovery and hope to have him back with us soon.

Elsie S. Frank.

West Shops

Walter Tiedeman, booth clerk in our truck shop, resigned October 19 to accept another position. We wish him a great deal of success in his new work. Due to this change, Edward Zimmer has taken over the outside mail route, and we hope he feels at home here at the West Shops.

Edwin Hess spent his belated, but very enjoyable, vacation in the South this year. He



CLUB CAR ON A STREAMLINER?

At first glance the picture above might be thought to be the club car on one of the fanciest, modern streamliners. It isn't, though. It's a glimpse into the long ago when trolley parties were all the rage and when directors' meetings were frequently held in cars like this. The picture is of the interior of the old time street car which railfans know as "The Arcturus."

visited Smoky Mountains National Park, and spent some time in and around Asheville, N. C. From all reports we judge that this is a good place to spend a vacation 'most any time of the year.

Arthur Bowes, machine shop foreman at the West Shops, and Ben Phillips, general carhouse foreman, both spent their October vacations in Florida. Mr. Phillips visited Pennsylvania on his way to Miami, while Mr. Bowes stayed at Clearwater, Florida, with occasional side trips to Tampa and St. Petersburg.

When our correspondent, Lillian Hultquist, resigned on October 1, Miss Elaine Lund came to join the ranks of the West Shops office force. We welcome her to our midst.

It is interesting to note that the carhouses won the Chicago Safety Council Accident Prevention Contest for the period ending June 30, 1940. We feel that they should be commended for their very fine record.

John Landeck was on the "sick list" for a few days due to a foot injury, but we are glad to see that he's back on the job again.

The Chicago Surface Lines has always prided itself on being among the "First" in Transportation Service and Equipment, and now we claim the right of being "First" in the service of our country since Elmer Natzke, an armature winder's helper at the West Shops, holds Draft Number 158, the first number to be drawn in the national draft lottery, on October 29.

Our sincere sympathy is extended to the bereaved family of Peter Piedos, car cleaner at Devon, who passed away on October 6, and to the family of Jan Kozlowski, bus repairer at North bus, who passed away on October 13.

Mildred Habeger.

Around the Car Stations

Archer

Our sympathy is extended to Supervisor George Zimmerman on the death of his wife who died October 25.

Conductor E. M. Humphreys, who has been confined to the hospital, is now located at the Hayes Hotel recuperating from his illness.

Supervisor Terry McMahon, who has always considered himself unlucky, is now the lucky man and proud possessor of a 1941 master Buick auto, having drawn the winning number at his church carnival.

Our chief clerk, Bernard Malloy, who has been off sick for several months, made a call at the depot a few days ago, which goes to show he is on the gain. Here's hoping we will soon see you back on the job.

We extend our sympathy to Conductor C. J. Mattas whose father died October 15.

Dusty.

Armitage

Gone to his well earned reward is Andrew Undem. Andy will long be remembered for his courteous disposition and genial smile. To his bereaved family we offer sincere sympathy.

Albert Koglin is again on his way to Los Angeles. When the leaves start changing color and fall, Al packs up and heads for green grass country. Any more of those "wish you were here" cards when the weather is most severe will cause him to be dropped from our annual Christmas list.

Edward Meyers spent a week in Florida touring and fishing. While we can't vouch for the fishing stories, the cards he sent will prove up the touring angle. Some place, says he, some country.

Earl Dustin and Orville Moore were engaged in making repairs on Orville's automobile. Earl's dog uncovered a burglar and turned the two into law enforcement officers. And so two more members for the Armitage Depot Dick Tracy Club were duly initiated.

While the above was quite an exciting moment in Orville's life, it did not equal the thrill he received when told "it's a boy." Congratulations to the happy parents.

Chief.

Blue Island

In last issue we welcomed Nick Grimaldi to our station, as our new day receiver. Before the issue came from the press Nick returned to Kedzie station. Our new day receiver, now, is Nick Hodan and our new chief night clerk is Richard C. Rowley. We wish them both success in their new positions.

Three more new motormen are welcomed to our station. They are John Schaefer, John Padulo and George DeBoer.



Edward P. Maguire

That's our boss — Edward P. Maguire — in the accompanying illustration. The picture was snapped at the Continental Divide during his recent vacation. They say Mr. Maguire put the professional mountain climbers to shame as he scampered up and down the peaks.

Conductor William Kahler and family spent their vacation down on the farm in Sibley, Illinois. Bill enjoyed the farm life during his short stay and says there is nothing like being a farmer and he hopes some day to have a farm of his own.

If you need any information on hunting, see Charlie Devine; he is an expert hunter.

Motorman Charles Wohlbedacht No. 2 is the proud father of a 9-pound boy, born October 18. Motorman Leonard Feigenbaum is the proud father of an 8-pound girl, born November 6. Congratulations are extended.

We welcome back Car Placer John Jennings who has been on the sick list for the past two years. We hope he will continue in good health.

C. P. Starr.

Burnside

Vacation days have come and gone. Only the pleasant memories remain. Now we must look forward to winter. This is the time of year when a fellow can show his real efficiency. Bad rails, holiday traffic and inclement weather add to the hazards of street car transportation. Be careful, be alert and be on the job. No trouble—No worries.

Conductors Joseph Henderson and Joseph Fischer are better known as "The Twins Of The Extra Board." Their likeness is so great that even the clerk cannot tell one from the other. Each man is requested to check for duty with his hat off. Then they are known as Baldy and Bushy.

We are well pleased to see our good friend Motorman Thomas Doherty back on the job after a long term of illness. More power to you, Tom, and a barrel of good luck.

Operator Clyde L. Eaton carries a big reputation as a sharpshooter. He has received many awards and medals in the past few years.

Last month Conductor Edward F. Dunn turned civic minded and decided to help his neighborhood put over a huge Hallowe'en party for the children. After the party Eddie checked up and found his hat missing, necktie gone and two sore toes. Never mind Ed, the two thousand children had a good time.

William D. Frank.

Division

Facts I didn't know 'til now:

Motormen George Abel, George Sheldon and Conductor Edward Simeca are candid camera fans.

Conductor Ed Rush is an accomplished pianist.



Ruth Warnstedt

Starter William Bolstad collects Jefferson head nickels.

Motorman Victor Volenec, Motorman Charles Warnstedt and Conductor Frank Marik are ardent philatelists. (Stamp collectors to you!)

Conductor Arthur Warnstedt has a 2-year old daughter, Ruth Ann, shown in the accompanying illustration.

Conductor Howard Bruckhauser collects Union buttons.

Conductors William Heiser, Henry Tamillo, Edward Dowling and Motormen Edward Lynch and Edward Bach are "ping-pongers."

Chief Clerk Gene Paterson and Conductors George Dillas, Charles Christensen and Bernard Wattenberg are golf enthusiasts. Wattenberg once shot a 180 yard hole-in-one at White Pines golf course in Bensenville.

Conductors Harry Rendleman and Harry Graver and Motormen Anthony Lamberti, Harry Bjarnum and Fred Letza are among the best of our numerous fishermen.

Conductor Tom Hughes, despite his age, dances a jig every morning when reporting for work.

Supervisor Emil Gagler is sporting one of the new 1941 cars.

Everyone is invited to come to Supervisor Bob Winters' basement with jugs, pails, barrels or what have you. By some freak of nature he has an active spring bubbling day and night down there. It's the truth—so help me!

Trainmen Bob Stacey, George Skow and William Kiehn are still on the sick list. Try to pay them a visit.

"Artie-W."

Noble

The Noble Depot Federal Credit Union held its monthly meeting Friday evening, October 11 at the home of Motorman Walter Sesko at 2336 North Hamlin Avenue. Henry Simon, president of the Credit Union, presided and the following were in attendance: Vice President Walter Sesko, Treasurer Fred Lohse, Clerk Andrew Wendt, George Cook, John Janisch, Harry Smith, John Rakoczy, John Jendrzejek, Alvin Strohmeyer, Sharon Eriksen, Lewlyn Rees, and Jack Comiskey. After the regular business was disposed of and the meeting adjourned, a fish luncheon ably prepared by Mrs. Walter Sesko was served.

The officers and members of the various committees connected with the Credit Union at this depot are to be complimented for the efficient manner in which they have functioned since being elected at the last annual meeting. Plans are now being made for the next annual meeting and a committee has been appointed to provide entertainment and the officers, with the cooperation of the members, would like to make the next annual meeting one of the most interesting since the Credit Union was organized in 1938.

Sympathy is extended to the family of Motorman Michael Kennedy who died suddenly on October 14.

Sympathy is also extended to Motorman Daniel Sullivan and family in the loss of a two year old daughter on October 22.

Conductor Howard Sanger, after three years of trying to make up his mind, finally set the date and on October 26 was united in marriage to Miss Florence De Lorme. Congratulations! This was one wedding that almost was postponed as Howard was so excited he forgot to sign the off-book and he had quite a time trying to convince the office force at the last minute that he was going to be married.

Operator Henry Redman has returned to work after being laid low with a sudden attack of appendicitis on September 30.

Motorman Paul Bosak is recovering at home from an injury sustained on October 12 in a fall at his home.

Board Member George Cook is also convalescing at home and expects to return to work shortly.

Operator Peter O'Donnell is sporting a new De Luxe Chevrolet sedan. Pete states that he does not intend to do any driving as long as he has five young ladies at home to chauffeur him about town.

Motorman Andrew Schoffen spent his vacation in the southern part of Illinois squirrel hunting. Result—no squirrels.

Operator Reginald Anderson, also a noted hunter, promised most everybody one duck from the vicinity of Petite Lake, but came

back empty-handed. He forgot that he had bagged them all the year before.

Motorman Frank Mischung and his wife spent their vacation motoring thru the east and Motorman Wolski took advantage of his vacation to swing a banjo, better known as a shovel, digging a new catch basin in his back yard.

Ed Devine.

Seventy-seventh

In nautical parlance, a language familiar to Motorman Roy Engwald, word comes that the good ship "Stork" dropped anchor at his house and left a passenger; a baby girl. Roy feels pretty proud of this new addition to his crew because he says it is now well-balanced, with a boy and a girl and the Mate.

Four commendable service stripes are in order for Conductor John Shaw for his achievement of creating and directing the program of his boys organization, the Duke Athletic Club. In four years it has grown into a recognized good-neighborhood enterprise, and that is the way the Auburn Park Lions Club regards it too. They are again donating the basketball uniforms to the Duke team that won a Chicago Park trophy last year. John's hobby is doing all right.

Number 158 will go down in history with the draft. Conductor J. P. Murphy's number, 159, is about as close to history as he may get, but if you ask him, that's close enough. He was literally blown from under his hat by the breeze from the first pick. Otherwise, Seventy-seventh's men were not in the running so they will just keep on running in the usual way.

If you think ladies' hats are a problem, you should try deciding on an automobile. Motorman J. B. Smith thought the automobile show would help him solve his problem, but if anything, it proved more confusing. What with attractive features offered on all makes, and color combinations as numerous as women's rouge and lipstick, a fellow just can't be too careful. By the time he got through the auto show, Smitty was almost willing to settle for an Army tank.

Recovering from a very serious attack of pneumonia, Motorman George Birk now feels well enough to sit up and take notice, and expresses appreciation for all encouraging messages sent his way. One thing puzzles him, though, and that is the anonymous riddle-sender, and who wouldn't be puzzled about that! All hands hope George finds speedy health and a cure for riddles.

Sympathy is extended to the following men on deaths in their families: Conductor Harold Norberg, his mother; Conductor H. L. Post, his father; Conductor C. N. Calhoun, his daughter; Conductor A. Cermak, his father; Conductor C. J. Mischnick, his wife, and to the families of Motorman V. B. Kerns and Motorman John Campbell.

Walter F. Story.

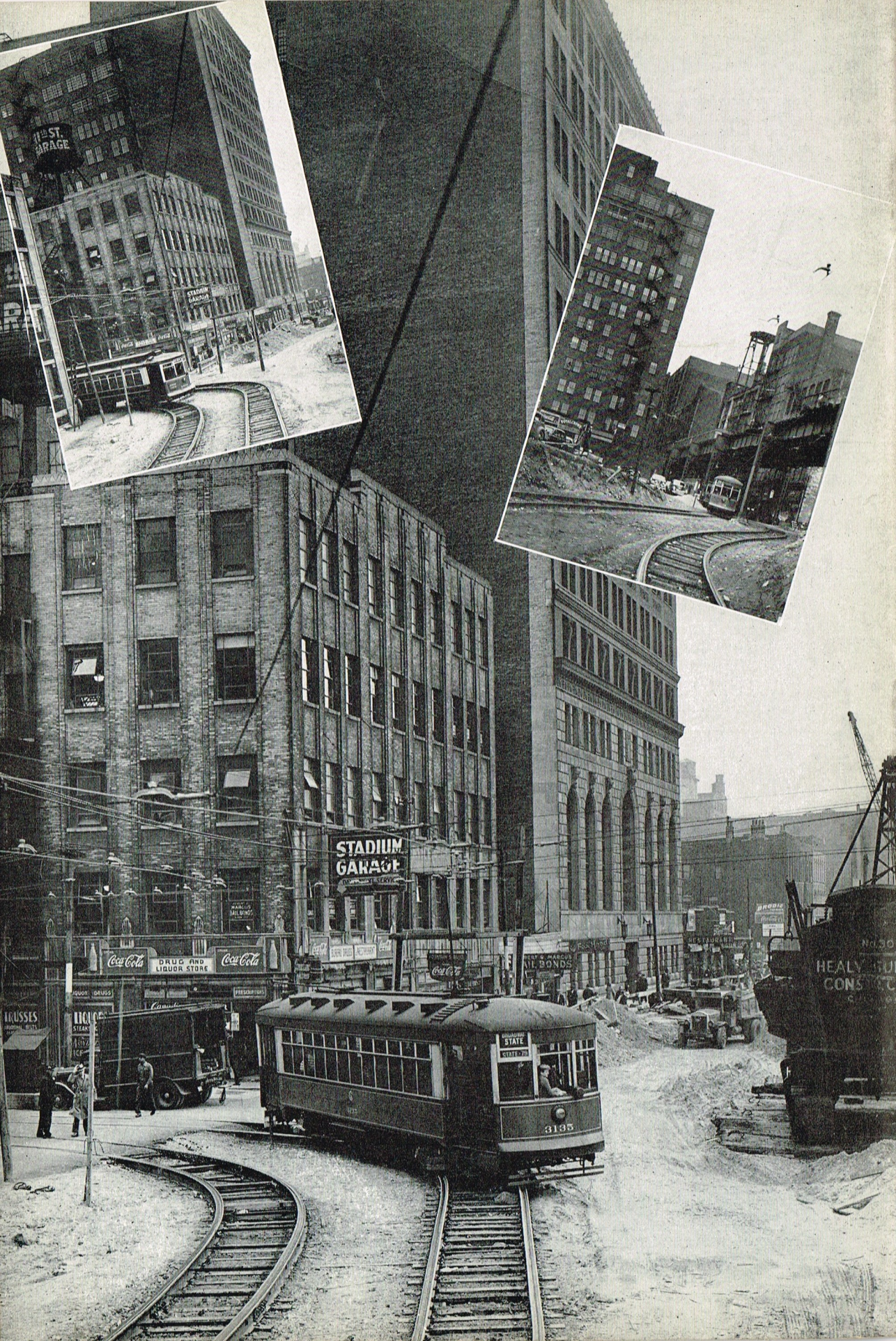
The Back Cover

The back cover pictures of this issue show some of the track construction around the Central Police Building at 11th and State street. The building is practically surrounded by street cars during the rush hours. A story of the rerouting operations was carried in the October issue of SURFACE SERVICE MAGAZINE.



THESE SHARPSHOOTERS BROUGHT BACK THE LIMIT

Conductor Jens Nielsen and Motorman Martin Neilsen (left to right, above), crack shots of the championship rifle team of Surface Lines Post No. 146 of the American Legion, brought back the limit when they returned from a recent pheasant-hunting expedition in South Dakota. Out there, where the winged beauties are plentiful, the boys shot some 50 pheasants. The birds are among the many other trophies that the dead-shot brothers from Lincoln depot have bagged from time to time.


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