

Surface Service

• **MAGAZINE** •

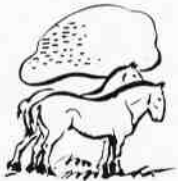
VOLUME 16 FEBRUARY 1940 NUMBER 11



POWER

MAKES THE WHEELS GO *Round*

The Chicago Surface Lines is the largest consumer of electrical energy in all Chicago. In the fiscal year ended January 31, 1940 the Surface Lines power consumption was approximately 587,600,000 kilowatt hours. How much is that? The following graphs will better explain the enormous amount of energy necessary to propel the street cars and trolley buses of the Surface Lines.



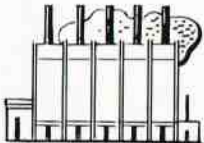
To produce one kilowatt of power continuously for one year would require 10 average draft horses working in steady relays. Each horse would then produce 876 kilowatt hours (KWH) per year. The Surface Lines needed 587,600,000 KWH. It would take 670,662 horses to produce the Surface Lines requirements!



Coal is burned to produce energy. By burning 1.37 pounds of coal it is possible to produce energy equivalent to 1 KWH (Authority: Electrical World). On that basis it took 402,506 tons of coal to produce the 587,600,000 KWH necessary to keep the Surface Lines system "alive" during the last fiscal year—approximately a 50 ton coal car every hour—on the hour!



The maximum power demand of the system was around 200,000 KWH during 1939. The generating capacity of the public utility power plants of any one of the following nine states—Utah, New Mexico, Wyoming, Arkansas, Mississippi, Delaware, South Dakota, North Dakota and Vermont—is insufficient to meet the demands of Chicago's street car system. The combined capacity of Delaware, Mississippi, Wyoming and South Dakota would be necessary to supply the Surface Lines' maximum demand!



The Surface Lines power consumption was 587,600,000 KWH. That is a larger amount than was GENERATED at three of the much-publicized T. V. A. dams. Norris Dam generated 376,249,000 KWH; Wheeler Dam generated 352,332,000 KWH and Pickwick Dam generated 332,670,470 KWH. The largest amount generated—that of Norris Dam—would supply only 64 per cent of the Surface Lines requirements!

power is money - don't waste it!

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 16

FEBRUARY, 1940

No. 11

Power Waste Costs Money

Proper Use of Power Will Bring Smoother Operation and Lower Costs, Says Electrical Engineer

"There is no conflict between the smooth, efficient operation of our equipment and the economical use of power."

Electrical Engineer Stanley D. Forsythe thus expressed what is to him the premise for any intelligent effort toward reducing the use of electrical energy—a vital problem due to constantly increasing power costs.

"It is not necessary for us to sacrifice speed of operation in order to use power more economically," said Mr. Forsythe. "As a matter of fact efficient or proper operation is synonymous with the effective use of power."

Mr. Forsythe's observations concerning the proper and economical use of electrical energy were made this month as he discussed the relationship between speedy service and power saving. Uninformed sources have frequently advanced the theory that material power savings could only be attained through slower operation. Such beliefs, said Mr. Forsythe, will not hold water.

Many motormen, he suggested, have come to believe that they get over the road faster by keeping the controller "against the post" right up to the instant of applying the brake.

Jerky Stops Wasteful

"The abrupt change in the rate of speed may save a split-second in bringing the car to a stop, but it 'freezes' any alighting passengers in their positions until after the stop instead of allowing them to move freely towards the exits. Thus the total time from stop to stop is not reduced and is often actually increased. In addition of course, smoother operation provides a safer,

more comfortable ride."

Power consumption figures for the fiscal year ended January 31, 1940, give indications of some improvement in the use of electrical energy required to move street cars and trolley buses, said Mr. Forsythe.

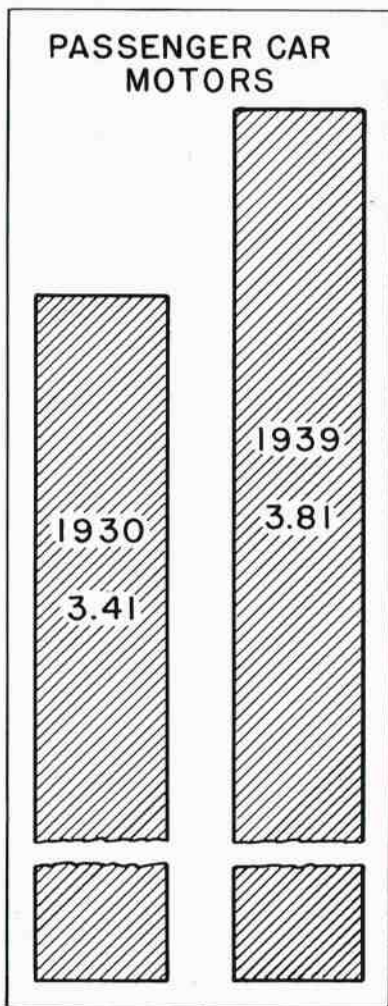
The power curve which has pointed upwards for several years seems to be leveling off. If the curve has reached a level the motormen of the Surface Lines have been successful in halting a rise in power costs that has added thousands of dollars to operating expenses each year.

"The eventual leveling off of power costs is inevitable," said Mr. Forsythe. "The present leveling may simply indicate that we have reached a peak in power consumption. However, we are hoping the leveling off process is due to recent instructions on the proper use of power. When the power curve actually dips from its present level we will know that the efforts of the men have begun to bear fruit."

Up 12 Per Cent

The extent of the increased power consumption is shown by figures which Mr. Forsythe released which show that between 1930 and 1939 the rate of consumption of the car motors has jumped from 3.41 to 3.81 kilowatt hours per car mile, an increase of almost 12 per cent. Power consumption of car heaters, lights and such miscellaneous features has remained relatively constant during the time the consumption by car motors has shown such an increase.

The Surface Lines paid the Commonwealth Edison company in the neighborhood of \$4,600,000 for power



Up-up-up go power costs as shown by the graph of kilowatt hours per car mile above. Officials attribute most of the 12 per cent rise to careless operating habits.

during 1939. That figure is exclusive of the Surface Lines cost of handling the power. Obviously any reduction in the power used by the car motors will result in important savings for the Surface Lines.

"In the main," said Mr. Forsythe, "our increased power costs can be traced to carelessness on the part of the motormen. When our instructors started checking with the men recently they weren't trying to teach the men how to run a street car. You don't do that with a man who has had 10, 20 or 30 years of experience. The instructors were merely trying to find and point to things in which motormen have grown careless."

Careless Habits Blamed

In the opinion of Transportation Department officials the chief causes for greatly increased power costs can be found by any casual observer riding the front platform of a street car. Too many motormen are braking down with the power still on, they are "fanning" the air, keeping the controller on for block after block right up to the moment the brakes are applied, "winding" and "unwinding" the controller several times a block, or running on resistance points.

All of these practices, officials point out, are definitely power-wasting practices, as are several others. Usually they are thoughtless or nervous habits that can be corrected. *None of them help to get the car over the track any faster.*

Superintendent of Transportation W. A. Hall explains the power waste by comparing it to running an automobile with the accelerator down and the brakes on. "A good automobile driver," Mr. Hall said, "or even a poor one for that matter doesn't apply his brake while his foot is on the accelerator. Nor does a good automobile driver dash up to a stop light and pull his passengers out of their seats with a too rapid stop.

"Nor do you find good automobile drivers nervously shifting one foot from the 'gas' to the brake pedal and back to the accelerator again. Too many of our motormen are following the same principle when they 'fan' the air or wind and unwind the controller.

"No Trouble Maintaining Schedules

"It is a well recognized fact that the efficiency of electric motors does not diminish with age so when we trace a power loss or power waste we find a trail that leads directly to the operator.

"If we use the automobile driver example again we can say that just as a good automobile driver is able to drive smoothly and economically over the city streets so a good motorman can run his car smoothly and economically over the different lines and still *have no trouble maintaining scheduled speeds.*

"Our men can cut power waste and power costs! In the great majority of cases the motorman who operates as smoothly and as rapidly as conditions permit will also be the man who operates economically."

CHICAGO TO EVANSTON

J. V. Sullivan Adds To Transportation Historical Records

Research by Executive Assistant J. V. Sullivan has recently uncovered new facts of historical interest regarding transportation from Chicago to Evanston. The information has been incorporated in the Surface Lines records and copies have been sent the Chicago Historical Society so that the records of that institution may be brought up to date.

In 1892 the Chicago & Evanston Electric Railway Company received an ordinance which was shortly afterwards transferred to the Chicago North Shore Street Railway Company for the construction of a local transportation system in Evanston avenue (Broadway) from Irving Park Boulevard to Devon, thence to Clark street (known as Chicago avenue), thence north in Clark to Calvary Cemetery. A similar ordinance from the City of Evanston in 1893 extended the right to operate in Chicago avenue north to Dempster, in Dempster from Chicago avenue to Sherman, and in Sherman from Dempster to Emerson street.

In 1896 the Evanston Electric Railway Company secured an ordinance from the City of Evanston to extend this system in Sherman avenue from Emerson to Central street and in Central from Sherman to Bennett avenue. In 1907 an ordinance was secured from the City of Evanston to extend the operation in Central avenue from Bennett avenue to Reese street (city limits).

The Evanston avenue line north of Irving Park Boulevard was the first overhead trolley operation on the north side. Service started June 12, 1893, and the cars operated from the Edgewater powerhouse near Ardmore avenue. In 1901 when the new barn was finished on Clark street north of Devon the cars from the Evanston avenue line were transferred to that location and thereafter the property near Ardmore was used only for power supply. Since July, 1937 it has also been used as a bus garage.

In 1899 the Chicago Consolidated Traction Company was formed and took over the Evanston line together with some other properties on the north and west sides of Chicago.

At midnight December 27, 1910, operation of lines beyond the city limits of Chicago, north and west, was stopped by the Chicago Railways Company, and on that date the County Traction Company took over the Evanston line as well as those west of the city limits. In 1913 the Evanston Traction Company took over the Evanston lines of the County Traction Company, and in 1914 these rights were transferred to the Evanston Railway Company.

On September 20, 1935, operation of electric cars was stopped in Evanston and was succeeded by the Evanston Bus Company. On July 12, 1937, the Evanston Bus Company was consolidated under its own name with buses of the Niles Center Company.

Here and Hereafter

The driver who is in such a hurry that he can't stop for stop signs is often referred to as the "Late" Mr. So and So.

Traffic Trends Change

Thursday Supplants Saturday As Biggest Business Day For Street Cars—Extra Service Added

During the last ten years Saturday has lost its position as the biggest day of the week in Surface Lines riding. Now it ranks below other weekdays and the first position has been taken over by Thursday.

A simple explanation of this change is furnished by the Schedule Department. Saturday lost its premier place chiefly because fewer people work that day than ten years ago. Thursday takes first position because of the popularity of evening shopping in many outlying business centers. Thursday night shopping, according to F. A. Forty, superintendent of schedules, has become so popular that it now ranks as an established Chicago institution.

The stores are open. It's a good night for the wife to get her shopping done while the husband takes care of the children. Or husband and wife can go down to the stores together. The Thursday night shopping habit has a two-way effect on Surface Lines routes that serve the more important retail centers. First, there are more people to carry. Second, the increased street traffic makes the operation more difficult. More automobiles and more people are on the street.

Special Schedules Prepared

The Schedule Department, after investigation of Thursday evening traffic, prepared special Thursday schedules on three important lines. They are 63rd street, Milwaukee avenue, and Belmont avenue. The new schedules went into effect on February 8.

"This is the first time that we have ever written special schedules for the accommodation of evening shoppers," Mr. Forty said. "Through the changes we expect to accomplish reduced loading, promote more regular operation, and improve the working conditions of crews on Thursday nights. The greatest need for schedule revision was found to be desirable in providing service to the Halsted-63rd street shopping center. The passenger volume and traffic activities on 63rd street from Ashland avenue to Stony Island avenue are drastically different on Thursday nights than they are on Monday, Tuesday, Wednesday and Friday nights.

More Running Time

"Therefore, we decided it would be desirable to deviate from normal weekday schedules on Thursday nights. The running time, terminal time and car mileage supplied on a regular weekday, our investigation showed, were inadequate to meet Thursday requirements. We are attempting to improve the situation by supplying additional trips and by obviating the need of relaying cars near the east terminal of the line.

"A special schedule for Thursday was written in order to provide adequate service to the riding public and to provide a plan of operation which can be put into effect without the

need for extensive relay operation. The new Thursday schedule maintains regular weekday runs until 6:30 P. M. when special provisions are made in running time and terminal time until 10:30 P. M."

Use More Crews

The new 63rd street schedule will add 9 round trips between 7 and 10:30 in the evening, increasing from 72 to 81 the number of trips in the 3½-hour period. The additional service will require five more crews.

Three shopping centers will benefit from the increased service on the Milwaukee avenue line. Five new runs will provide better service for shoppers going to and from the business centers at Logan Square, Milwaukee-Ashland-Division and Milwaukee-Irving Park-Cicero. Two runs will be added to the Belmont avenue line, which serves the important Belmont-Lincoln-Ashland retail center.

Major Shopping Day

The trend to Thursday as a major shopping day is reported by large and small outlying department stores and other retail establishments. A check among some of the larger stores in the busiest outlying commercial centers discloses that Thursday business is exceeded only by that of Saturday. On some occasions, it is reported, Thursday business actually surpasses that of Saturday.

It is of further interest to note that many of the stores find that the Thursday trend is continuing, while Saturday business is on the decline. The sales departments of three large department stores were queried on the subject. All reported that Saturday is still the peak day but during the years that Thursday has been increasing in importance, Saturday volume has been falling off.

The importance of Thursday evening shopping to the storekeepers is reflected in their advertising programs. One large store schedules as heavy an advertising program for Thursday as for Saturday. With the others Thursday publicity is ranked second only to Saturday.

REMEMBER THE RULE!

"Trainmen must keep their platforms and steps sprinkled lightly with sand when conditions are slippery underfoot, having also in mind their duty to remove any ice, snow or slush from the steps and platforms while at the end of the line.

"Sand must not be used on door treadles or in the interior of the cars."

— Rule 46, Section D

ABDOMINAL PAINS SERIOUS

Doctor Warns of Appendicitis Dangers —Shun Laxatives

By A. A. SMALL, M. D.

Medical Director, Insurance Department

I can hear the reader murmur—what a dry and uninteresting subject—but no, it is just the opposite, and you will fully appreciate how true this is if you or those near and dear to you are gripped suddenly with some indefinite abdominal symptom, which may be due to an inflammation of the appendix. When that happens, rapid and intelligent action is necessary.

The vermiform appendix is in the lower right portion of the abdomen. It is a long, narrow, worm-shaped tube whose average length is 3½ inches. It is the remnant which, like the so-called wisdom teeth, has become not only useless but a menace to our well being.

The seriousness of appendicitis as a lay and professional problem is indicated by recently collected figures from the Bureau of Vital Statistics which show that over 25,000 people die annually in the United States from the acute form of the trouble.

The symptoms are usually quite definite; the first is nearly always acute pain. The pain may not be over or even near the appendix, but will be felt in the pit of the stomach. It then goes to the region of the navel and thence to the appendix region. The next symptom is nausea usually followed by vomiting. Next there is some fever, but this is not always present. There is also tenderness and rigidity of the muscles over the appendix region and now when the surgeon examines the blood an increase of the white cells will be noted because of the general infection.

First and foremost, let me give an urgent warning to the individual who is unfortunate enough to be afflicted with a "belly pain" even though the pain may not be severe. It may be mistaken for indigestion and a laxative or purgative is taken. Don't take them! They only aggravate and complicate the situation.

On the other hand, the pain may be intense and violent, causing a "doubling up" of the individual. The patient with the severe pain is the most fortunate, for he is much more likely to quickly obtain the aid of a surgeon and so in all probability prevent rupture of the appendix.

The great danger of delaying operation is the likelihood of rupture or perforation of the appendix. In this connection I vividly remember being called to see a young woman who in my opinion had an acute attack of appendicitis. She insisted her pain was due to lobster and ice cream of which she had partaken. I suggested a consultation with the late Dr. J. B. Murphy.

Dr. Murphy told her she had appendicitis but she said it might not rupture. Said Dr. Murphy, "There is only one person who can tell you if it will or will not rupture and that person is the good Lord and He won't tell us, but my advice is to have it out and at once." She did and the appendix was partially gangrenous but not ruptured.

In our own organization in the last 13 years there have been 44 deaths from appendicitis, all because of delay in proper treatment. There

is only one treatment for appendicitis and that is to have the offending organ removed.

May I repeat and warn most urgently that castor oil, epsom salts and other equivalents are death dealing when inflammation of the appendix is present. *Don't use them!*

Before the doctor arrives, keep the patient absolutely quiet—no medicines, no food, no liquid, place an ice bag over the region of the appendix and hasten the arrival of your attending medical man.

In conclusion, you will be exposed to the counsel of the gifted amateur, the gentleman who knows—by intuition—everything that it has taken your surgeon years to learn. Turn a deaf ear to him and hearken to your surgeon.

KEEPING 'EM ROLLING January Records List Decreases For All Stations

Archer, Division and Devon depots, which were in first, second and third places, respectively, in the keep 'em rolling figures for December retained their same positions in the compilations for January. Every station on the list showed a decrease from the figures of the previous month.

The lowest decrease was 4.1 per cent and was set by Lawndale. All the other decreases ranged from 12.3 per cent at Sixty-ninth to a 56.4 per cent decrease at Burnside. That slump dropped Burnside from fourth to ninth position in the listing. Lawndale, by coincidence, reversed the process and climbed from ninth to fourth.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Decrease
1.	Archer	—	8,104	22.8
2.	Division	8	7,339	26.7
3.	Devon	2	6,659	34.1
4.	Lawndale	1	6,544	4.1
5.	Sixty-ninth	—	6,367	12.3
6.	Cottage Grove	1	5,524	30.8
7.	Seventy-seventh	—	5,383	23.1
8.	Kedzie	—	4,520	41.4
9.	Burnside	1	4,372	56.4
10.	North	—	3,698	17.8
11.	Armitage	—	3,517	42.1
12.	Lincoln	2	3,491	27.3
13.	Elston	1	3,023	54.4
14.	Noble	1	2,898	50.2
15.	Blue Island	1	2,692	33.9
16.	Limits	2	2,494	15.9

Carhouse records for the past six months:

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

"Did you have the car out last night, son?"
"Yes, dad. I took some of the boys for a run."

"Well, tell the boys I found one of their little lace handkerchiefs."

New Responsibilities for Three

Francoeur, Jann and Hall Get Additional Duties In Accounting Department

Three veterans of the accounting department were named to positions of additional responsibility on January 16 when the position of chief clerk was abolished. On the previous day, A. W. Malmquist, formerly chief clerk, had been promoted to assistant auditor.

In a notice over the signatures of Comptroller C. H. Allen and Auditor C. W. Meyer the duties of the chief clerk were assigned to Lawrence J. Francoeur, Albert C. Jann and Bert A. Hall. Mr. Francoeur was named chief accountant; Mr. Jann was designated chief pay roll and material clerk and Mr. Hall was named chief statistician.



L. J. Francoeur

In his new position Francoeur's duties as chief accountant will embrace the departmental sections which handle general bookkeeping, audited vouchers and accounts receivable, and receipts analysis (including blue transfers).

Lawrence Francoeur first began his street car career when he obtained employment with the Chicago City Railway company on March 22, 1905. A talented violinist, Francoeur, in those early years, found himself torn between his office duties and his love for music. When the latter urge hit him most strongly in January, 1909, he tendered his resignation and embarked upon a musical career that included service with the St. Paul Symphony Orchestra.

Helped Start Orchestra

In 1911 he said his final good-byes to the musical world and re-entered the employ of the City Railways as a bookkeeper on October 25. He has taken accounting work at Northwestern University and an active part in the affairs of the Surface Lines club. He is credited with being one of the moving forces that brought about the Surface Lines club orchestra.

Mr. Francoeur is married and lives with his family at 1539 North Lockwood avenue. One son, Theodore, is an assistant registered pharmacist. Edward, 12, Mary, 10 and Dorothy, 9, complete his family.

Albert C. Jann has a service record dating from October 1, 1912, when he began as a rate clerk in the material and supplies department of the Chicago City Railways company. Successive promotions made him distribution clerk and then pay roll clerk.

On December 6, 1917, Jann enlisted in the U. S. Army and was sent to Jefferson Bar-

racks, Missouri. He later transferred to the aviation school at Jacksonville, Florida, from which point he was sent to Souther Field, Americus, Georgia. Jann ranked as a sergeant when he was honorably discharged in March, 1919.

He resumed his position with the traction company as a pay roll clerk on March 24, 1919. In June of the following year he was named chief distribution clerk, and in 1924 was made assistant chief clerk of the accounting forces then stationed at the Clark and Division offices. When that force was moved to the present site of the General Offices, Jann was named as general clerk.

The Pay Roll Man!

In his new position Mr. Jann will be known as chief pay roll and material clerk and will oversee the work of the departmental sections dealing with trainmen and operating department pay rolls, Social Security records and reports, and material and supply quantity control and distribution.

Jann terms himself a "Sunday-golfer" and an ardent booster for the White Sox. Bowling is a favorite pastime during the winter months. Mr. Jann is married and lives with his wife at 7511 Yale avenue.



A. C. Jann

Bert A. Hall started his street railway service with the Calumet Electric Street Railway on September 25, 1905. He served in many capacities with that organization as assistant cashier, assistant bookkeeper, pay roll clerk, paymaster and caller. When the Calumet company was absorbed by the Chicago City Railway on July 1, 1908, he was transferred to the downtown offices with all the books of the Calumet Electric. He was later made contract and general clerk and in February, 1915 was named bookkeeper and statistician.

Active Lodge Member

In his new position Mr. Hall will have the title of chief statistician and his duties will embrace the work of the departmental sections concerned with traffic, car mileage and deviations, financial reports, bus and auto reports and miscellaneous reports.

Bert Hall has for many years been an active man in the affairs of his Masonic lodge. He is a past master of Grand Crossing Lodge No. 776, A. F. & A. M., and a past patron of the Eastern Star. At present he is serving as secretary of his lodge. He still carries a watch presented by his associates in the accounting department when he was installed as master of the lodge in December, 1932.

Mr. Hall is the father of three sons, Franklin, Russell and James. Together with Mrs. Hall, they make their home at 7412 Dante.



B. A. Hall

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

**231 South La Salle St.
CHICAGO**

Volume 16 February, 1940 No. 11

William H. Bromage Editor

Hollis F. Peck Associate Editor

SERVING ALL CHICAGO

On another page of this issue there is a story telling of added service to accommodate the extra business that Thursday nights now bring to street car lines serving certain outlying shopping sections.

Adding evening runs to important lines is a significant step for both the Surface Lines employes and the public.

Additional runs will mean work for additional men. Equally important is the fact that working conditions for all crews will be improved. With more runs there will be more running time and less overloading. Those factors are going to mean a lot to every crew that has had to battle a way through the traffic that jams some of the shopping centers on Thursday nights.

It almost goes without saying that more service is of vital importance to the public—to both the shopper and the shop keeper. Both profit through any move which makes shopping easier.

The Surface Lines offices probably won't be swamped with commendatory letters for this latest effort to meet the needs of the public, for it is just another link in a long chain of similar circumstances.

The latest move is another practical demonstration of the fact that the Surface Lines recognizes its obligation to furnish the people with a local transportation service that is second to none.

CLEAN UP TIME

Ordinarily we wait until springtime rounds the corner from winter before we refer to clean-up time. A sloppy street car platform caused us to alter the schedule.

A recent cold spell made for unpleasant walking so we boarded a street car whose dash card proudly proclaimed "All-weather service." The platform, however, was not in such condition as to make a passenger feel much safer than on the slippery street.

Such a platform is an accident hazard for every passenger who boards or leaves the car. If there is a combination of rough operation added to treacherous platform footing we lay ourselves open to damage suits.

Sand is often necessary in weather such as we will experience for some time. Sand, however, should never be sprinkled on top of a slushy platform. Every street car carries a broom. The platform should be carefully swept—a task that takes only a few moments at best. Then sand should be sprinkled lightly over the steps and the platform of the car.

Remember that it should be sprinkled lightly. Too much sand is worse than none at all. But, properly spread, sand can do much to eliminate the possibility of boarding and alighting accidents.

Try that recipe. Give your passengers a firm steady footing. The chances are they'll be better able to board and better able to alight. You can't tell—such a recipe might help you keep your place on the list of no-accident men.

EMPLOYES RELIEF FUND

January, 1940

The Surface Lines Employes Relief Committee received 20 applications for relief during the month of January. After investigations were made 13 of these were approved for assistance. There were 263 active cases on the relief rolls at the end of the month, 16 having been removed by death or other causes.

Including the \$13,693 spent during the month of January, a total of \$1,416,961 has been paid out of the Surface Lines Employes Relief Fund for assistance of employes since the organization of the committee.

Passengers Commend Courtesies

Commendations Increase But Complaint Records Still Seem Headed Upward

The commendation list grows larger but the complaint list is also headed upward according to the compilations for January. While the 55 commendations for that month top the 47 received in the same month a year ago, the complaint list hits even higher figures. The month just ended brought 602 complaints, well over the 501 received during January, 1939.

Discourtesy and passing up were items in the latter list that brought forth the wrath of numerous patrons. Would-be passengers complained that they were passed up in 114 instances while 90 made charges of discourtesy on the part of motormen, conductors and bus operators.

Patrons appreciate courtesy when courtesy is due. The fact was made clear in a commendation from S. J. Berger, 5035 North Springfield avenue, who said:

"I have been a car rider for the last 35 years and this is the first letter I have ever written to commend one of your employes. This should make it plain that your patrons appreciate courtesy when courtesy is due."

Helped Crippled Lady

The commendation was directed to the credit of Conductor Harold D. Lemieux, badge No. 1440 of North Avenue, whom Mr. Berger commended for the careful, courteous manner in which he helped a crippled lady alight from the car and to reach the curb in safety.

With many cars operating over unfamiliar ground it is important that streets be called well. Mrs. G. S. Olsen, 5642 North Major avenue, made that point while commending Conductor Reginald A. Shewry, badge No. 1196 of Cottage Grove, for the manner in which he called both streets and the direction of travel to passengers of a re-routed car.

"An employe of this caliber is an asset to the company as well as to the public in preventing accidents," said Charles H. Weber, 231 South LaSalle street, in commending Conductor Delbert R. Fink, badge No. 7220 of Cottage Grove, for the courtesy and care he showed Mrs. Weber at the time she boarded his car and again when she alighted.

The refreshing courtesy of Conductor George W. Cregar, badge No. 3470 of Cottage Grove,

was commended by H. N. Hudson, 836 South Michigan avenue.

Month's Salary Returned

A lengthy letter from Miss Lillian Davis, 907 South Wolcott avenue, gave gracious thanks to Stationmaster Thomas Eigelsbach and Motorman George F. Brichacek, badge No. 1895, both of Lawndale. Motorman Brichacek was praised for his honesty in returning a wallet containing a month's salary to Miss Davis. Stationmaster Eigelsbach was commended for the courtesy he showed in tracing Miss Davis and getting the wallet safely back to her.

In a similar case of a lost article Conductor Robert Muench, badge No. 5984 of Burnside, was thanked for its return by Annie L. Harrison, 1949 East 73rd Place.

Miss Betty Cross, 7939 Escanaba avenue, called with praise for the courteous consideration she saw Operator Ernest H. Fifer, badge No. 10492 of Burnside, extend to several handicapped passengers.

Conductor Adolph J. Loschetter, badge No. 1406 of Seventy-seventh, was commended by William T. Long, 7717 South Sangamon street, for his conduct under particularly trying circumstances during the recent bitter cold spell.

A thermos bottle returned to Peter Zebro, 6330 South Kimbark avenue, resulted in a letter of thanks and praise for the honesty of Operator William H. May, badge No. 1317 of Burnside.

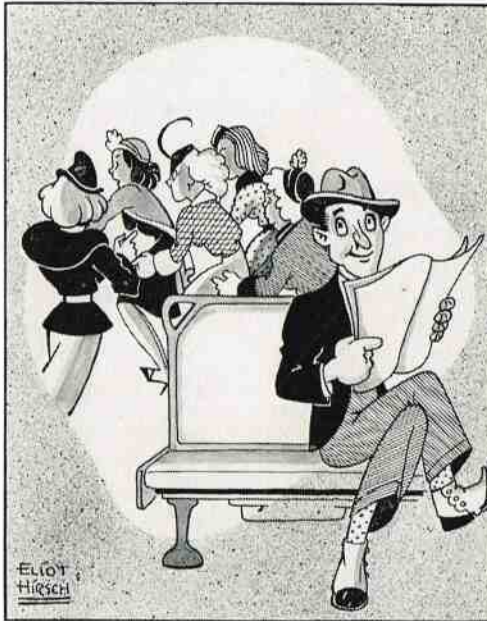
Conductor Everald F. Johnson, badge No. 10590 of Seventy-seventh, was rewarded and praised for the return of a wrist watch lost by Mrs. Damon H. Moore, 6428 North Francisco avenue.

Guards Against Accidents

For carefully guarding alighting passengers from automotive traffic Conductor Carl R. Dessecker, badge No. 1614 of Seventy-seventh, won the praise of R. E. Baur, 1469 Pensacola avenue.

"Extreme courtesy" shown Miss Betty Fink, 4308 Sheridan Road, resulted in a commendation for Conductor John E. Mondike, badge No. 10758 of Lawndale.

TROLLEY SPARKS



"That looks just like Tyrone Power on the back platform! That's all I have to say—then the ladies jump and I get my choice of seats."

OBITUARY

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

Transportation—Archer: John J. Causeman, employed January 16, 1908, died January 21, 1940; Charles W. Heller, employed April 30, 1906, died January 30, 1940; William Smith, employed April 20, 1912, died January 11, 1940.

Blue Island: John Welat, employed May 10, 1902, died January 9, 1940.

Burnside: William Peter Booth, employed April 28, 1925, died January 4, 1940; Adolph Hanson, employed April 13, 1893, died January 1, 1940; Thomas J. Howard, employed February 8, 1917, died January 5, 1940.

Cottage Grove: John M. Holmberg, employed March 9, 1892, died January 1, 1940.

Elston: John F. Cupsky, employed January 10, 1910, died January 27, 1940; William C. Loewe, employed June 23, 1911, died January 28, 1940.

Lawndale: Michael Courtney, employed July 7, 1900, died January 15, 1940; Hubert F. Schrimpl, employed December 3, 1919, died January 23, 1940.

Limits: Alex Levinsky, employed September 30, 1895, died January 20, 1940.

Lincoln: Fred A. Flanders, employed December 31, 1892, died January 3, 1940; John J. Spitznagel, employed December 4, 1915, died January 6, 1940.

North: Owen Keating, employed August 5, 1916, died January 25, 1940; Gustav P. Sonnenberg, employed August 29, 1910, died January 26, 1940.

Seventy-seventh: Lawrence J. Curtin, employed January 12, 1906, died January 6, 1940; Michael Fenell, employed November 23, 1916, died January 18, 1940.

Sixty-ninth: Carl J. Clausen, employed June 29, 1910, died January 27, 1940; John Delohery, employed December 18, 1906, died January 19, 1940.

Accident Investigation—Clarence L. Altemus, employed September 1, 1899, died January 17, 1940.

Shops and Equipment—Devon: Steve Stanley Prus, employed September 27, 1923, died January 2, 1940.

Kedzie: Joseph Blaskey, employed January 19, 1936, died January 3, 1940.

Noble: Joseph Lewandowski, employed February 6, 1906, died January 9, 1940.

South Shops: James H. Webber, employed February 23, 1926, died January 17, 1940.

West Shops: Peter Kelly, employed November 16, 1916, died January 9, 1940.

Track—William H. Sweeney, employed April 5, 1917, died January 12, 1940.

CREDIT UNION ELECTS

D. A. I. Group Issues Report of Progress

The second annual meeting of the D. A. I. Credit Union was held Saturday afternoon, January 27, at Harding's restaurant in the Fair. Some 56 members and guests attended and a fine time was reported by all.

Immediately after the luncheon President James Mahoney opened the business meeting. New officers were elected, a dividend was declared and certain expenditures were authorized.

Immediately after the business meeting the elected officers and directors as shown in the group picture on page 15, went into executive session.

CONDUCTOR FINDS DIAMOND

\$2,000 Stone Thought Worthless Returned to Owner

Conductor H. W. Hansen will never be skeptical of the value of a diamond ring again. He worked his Stony Island run Friday evening, February 9 and during the night he picked up a large diamond ring from the floor. It was about the size of a dime and Hansen assumed that it had cost about that much.

The ring was duly turned in to the Lost and Found department at the depot. All who saw it thought it was probably a cheap plaything belonging to some youngster.

Superintendent of Transportation W. A. Hall answered a telephone call late the next afternoon and could hardly believe his ears when a voice on the other end asked if a "diamond ring the size of a dime" had been found. It had, but no one had realized its worth.

As the story was unfolded by Mrs. James Maniatis, wife of an Indiana avenue restaurant and tavern owner, the ring had been carried loose in the pocket of her husband and had been lost. A special messenger brought the ring from Burnside. By then Mrs. Maniatis was in Mr. Hall's office. Mr. Hall halted her as she described the ring as "the size of a dime." Pulling a dime from his pocket he placed it over the diamond—and found the sizes almost identical!

The ring is of platinum and is valued at \$2,000.

Mrs. Maniatis intimated that in the future she will be the one to take care of so valuable a piece of property. As a measure of thanks for recovering it she left \$10 reward which was duly dispatched to Conductor Hansen—who'll never be skeptical of the value of a diamond ring again!

New Honors For Rietz—Named President Emeritus

A name that's often in the news of the Lions Clubs is that of genial John Rietz of the Electrical department. His outstanding work among these organizations has brought him many honors, but on January 31 he received a testimonial which he prizes above all others.

On that evening over 200 Lions met at the South Side Swedish Club at a dinner to honor presidents of the Chatham Lions Club. As it turned out, the main purpose was to award to Past President John Rietz the title of "President Emeritus for Life" of the Chatham Lions Club, which is Mr. Rietz' home club.

This honor came to him several months after he had been made a "Master Key Member" of the International Association of Lions Clubs. At that time he was presented with a gold key and gold membership card which shows that the award is "for distinguished service in the upbuilding of the Association."

John's just about run out of room at home where he can keep all the scrolls, plaques and other tokens of appreciation his service has brought him.

Death Calls Clarence Altemus

Heart Attack Fatal to Popular Employee—Had Long Service Record

Clarence L. Altemus, who for 40 years served in various positions with the Chicago Surface Lines and predecessor companies, died suddenly January 17 as he waited for the street car that would take him to his office.

News of his death came with shocking suddenness to the host of friends he had made during his years with the companies. Trainmen, office associates and people in every department expressed their regret at the passing of a man whom a fellow-worker termed "everyone's friend."



Clarence L. Altemus

Clarence Lee Altemus began his street railway career with the old Union Traction company when he entered the auditing department on September 1, 1899. When that company was taken over by the Chicago Railways in 1908, Mr. Altemus was named assistant cashier. He held that position with the Chicago Railways until unification in 1914.

Surface Lines records list Mr. Altemus as assistant paymaster in 1916. On February 1, 1926, he was named assistant cashier, the position he held until he was made chief clerk of the Public Relations department. On June 16, 1936, Mr. Altemus was named assistant office manager of the Accident Investigation department, the position he held until his death.

Lived a Full Life

A record of dates and of positions held, however, could not tell the full story of Clarence Altemus' life with the Surface Lines. For example, there are no formal records which tell of his numerous activities that extended beyond the limits of duty.

Mr. Altemus was one of the original members of the Speakers' Bureau. The Bureau was organized to direct the voluntary activity of men who were interested in telling the public the story behind the Surface Lines. In time the group had so proved its worth that its activities were incorporated in the work of the Public Relations department on March 15, 1925. Clarence Altemus always concealed a quiet pride in the growth and the importance of the Speakers' Bureau. The name of the group was later changed to the Public Relations Committee and Mr. Altemus served as secretary of the group until his death.

Edited "Club Sparks"

Clarence Altemus also played an important part in fathering the small publication which

was the forerunner of the present day SURFACE SERVICE MAGAZINE, now a publication with a circulation of more than 17,000 copies.

"Club Sparks," the first magazine which devoted itself to employe affairs, was started by the Surface Lines club in February, 1923. N. R. Alexander, Clark and Division, was president of the club at that time, but to Mr. Altemus fell most of the work of collecting and arranging the material which went into the publication. Credit was not openly given him during the first months of "Club Sparks'" existence, but the name of Clarence Altemus appeared as editor thereafter.

The last issue of "Club Sparks" appeared during March, 1924, and gracefully bowed out of the picture, happy in the knowledge that it would be given space in a new-comer, SURFACE SERVICE MAGAZINE.

When that publication first appeared in April, 1924, the mast-head carried the name of Clarence Altemus as assistant editor, a position he filled for many years.

These facts give an insight into the type of devoted service Clarence Altemus gave the Surface Lines. From 1926 to 1930 he was assistant cashier. All the time and effort he expended on the magazine was in the nature of extra-curricular activity. Even after assuming the responsibilities of chief clerk of the Public Relations department, he continued to find extra time to assist the late John Wilkie in the preparation of the magazine. It was not until Mr. Wilkie's death in 1934 that the magazine work really came within the scope of Mr. Altemus' departmental duties.

Was Highly Regarded

His interest in the magazine and the Speakers' Bureau brought him into contact with employes in all departments and all positions, all of whom regarded him highly and respected his loyalty and service.

Mr. Altemus made his home at 4245 North Springfield avenue. He is survived by his widow, Ella; a son, Lee; a daughter, Marion; a brother, Lewis, also employed in the Accident Investigation department, and a sister, Mrs. Eva Thomas of San Diego, California.

Funeral services were held at 2:30 P.M. Saturday, January 20, in the chapel at 4332 Elston avenue. Pallbearers James Byrne, M. V. Morton, Herbert Stuke, James Mahoney, G. A. Streeter and William Pasche bore him to his last resting place in Montrose cemetery.

RIGHT YOU ARE, SIR!

The "Inquiring Reporter", in an advertisement for the Tri City Railways turned up with a statement from a local transportation user who declared he used local transportation vehicles for the same reason he used elevators—"because they get you there before you know it and without needless physical exertion."

Departments and Divisions

Accident Investigation and Legal

The employes at "600" wish to extend their sympathy to the loved ones of Clarence Altemus whose untimely death was a great shock to us all.

Carl Midland was wearing a big smile on the morning of January 4 and after considerable investigation it was found that its cause was the arrival the night before of Richard William, 9 pounds, 6 ounces, the second in the Midland family.

A recent edition of the *Chicago Tribune* carried in it an announcement of interest to all. Mr. and Mrs. Frederick C. Payne of Glen Ellyn announced the engagement of their daughter, Frances Etta to James H. Watson. Both young people are graduates of Glen Ellyn high school and this engagement culminates a romance that has extended over several years.

Accident Investigator Arthur Racky has announced his engagement to Miss Mary Harnedy, the wedding to take place some time in June.

Statementman Peter W. Sepic and Miss Lorraine Kirchner heard their engagement announced recently at the twenty-fifth wedding anniversary party of the parents of the bride-to-be.

Bowling: With the season at the half way mark, the D. A. I. Bowlers are beginning to clip the pins at a merry pace. Lew Altemus is high man with a neat 173 average, Bill Eger holding second place with 170. Art See has individual high game of 229.

Otto Geiger's "Yanks" are in first place in the league standing by a six-game margin. The other five teams are closely bunched and have high hopes of overtaking the "Yanks" before many more weeks.

Emil Tangen and Bill Matthews are running a close race for last place honors, with Tangen holding a slight edge. P. W. "Goldilocks" Sepic is one man in the league who really takes his bowling to heart. His inimitable antics, after missing a spare, are always one of the highlights of the evening.

Investigator.

Accounting

Our sympathy is extended to Walter Cotter of the timekeeping division whose father passed away on Thursday, January 18.

We are all looking forward to the speedy recovery of Evelyn Elden of the ledger room who is at home convalescing from an operation.

Barbara Lynn Bach is the name of the new baby born on Thursday, January 18, at the Chicago Lying-In Hospital to Mr. and Mrs. Fred Bach (Frances Straka), formerly of the pay roll division. To the proud parents we extend our best wishes.

Best wishes for happy birthdays were extended to Misses Mildred Hedstrom, Norma Karlson, Winifred Polich, Virginia Richardson and Arlene Towers during the month of January.

On Saturday, February 3, Miss Virginia Richardson, formerly of the ledger room, and Russell H. Hanson pledged their marriage vows at the home of Rev. D. L. Woodward, La Grange, Illinois. Misses Mildred Montgomery and Dorothy Fisher of the pay roll division served as attendants. After the ceremony, a reception was held at the Green Shutter Tea Room, La Grange, Illinois. The bride, who was presented with a chest of silver from her fellow workers, was guest of honor at a party at the Great Northern hotel on Wednesday, January 31. Our very best wishes are extended for a happy married life.

Thomas F. Coan.

Electrical

Frank Roper, superintendent of transmission journeyed south for a month's stay, starting in the early part of January in the hope of missing the city's wintry blasts, but upon his arrival in the south he found the temperature far below normal and Frank was compelled to wear his top coat most of the time. He returned with the feeling that dear old Chicago is a wonderful place to live after all.

William Ryan, pipefitter at Grand and Leavitt, is back at work after being confined to his home with an injured shoulder.

Clarence Mimmack, clerk at Grand and Leavitt, mourns the death of his brother. Our deepest sympathy is extended to the family.

Chester Matuszewski, clerk at Grand and Leavitt, has announced his engagement to a sweet young lady to whom he gave a diamond ring last Christmas Day. Chester, be sure and let us know when the wedding day will be.

Hugh Schlig of the line department is the proud father of a baby girl. Mr. and Mrs. Hugh Schlig are now the proud parents of two girls and a boy. Congratulations.

A hearty welcome is extended to our new member of the downtown office force, Fred Damrow.

Leo Purcell recently spent a few days at Leavenworth, Kansas, visiting his son.

Billy.

Material and Supplies

We extend our sincere sympathy to Carl Waldman and Eng Jensen, both of whose mothers passed away recently.

A new 8 pound daughter arrived at the Donald Smith home on January 7. We extend sincerest congratulations to the proud parents.

West Shops Bowling League: John Rechoris is reposing in first place with a high series of 649. Lou Spolec bowled a neat series of 672 with games of 233, 209 and 230, Ed Morris with games of 219, 205 and 244 was close on their heels.

Tony Subert's 268 game is still tops with Palicki second with a 267, Bednarik, third with 257, followed by Kent with 256.

Carpenter Shop knocked off high series with 2721, dropping the Pipe Fitters to second place with 2671, Armature Room is in third place with 2580, Storeroom is fourth with 2579.

High team single game of 949 bowled by Armature Room moved Pipe Fitters to second place with 946.

Dan O'Brien took over the league lead with his 182 individual average. Rechoris is in second place with 179, Morris third with 176, Hasto and Spolec tied for fourth with 175 and Bednarik fifth with 174.

Standings as of January 30:

	Won	Lost
1. Armature Room	38	25
2. Carpenter Shop	37	26
3. Pipe Fitters	32	31
4. Machine Shop	30	33
5. Tin Shop	30	33
6. Front Office	29	34
7. Wood Mill	29	34
8. Store Room	27	36

Herbert Smith, yard foreman at Flournoy Yard became the father of a 7-pound 11 ounce girl on January 25. Congratulations, and thanks for the cigars.

Sympathy is extended to A. Mix, whose mother died February 2.

R. E. Buckley.

Schedule and Traffic

George Fisher recently purchased a miniature home workshop, and now all his evenings are taken up in operating it. Up to date, we have had no reports from the neighbors about the peculiar noises that George can get from the circular saw.

Ed Lukes has transferred from the traffic checking force to Archer depot as a conductor.

Charles Keiser has returned to his duties after his operation.

Fred Excell, who has been recuperating at his home in Hinsdale, has returned to work.

Sam Genardo and Evelyn Henry were united in matrimony on January 20. They have our very best wishes.

George Weidenfeller is still receiving visitors at St. Anne's Home at Techny, Illinois.

Shops and Equipment

South Shops: Samuel A. Keyser, car repair department, passed away on February 1, after a short illness. He was in the employ of the company at the south division carhouses and the south shops for almost 43 years, having started February 15, 1897. Mr. Keyser's many friends feel deeply grieved at his passing, and extend their heartfelt sympathy to the bereaved family in their deep sorrow and sad loss.

Our deepest sympathy is extended to: Martin Kennedy, power house, in the loss of his wife; to William Waldemann, machine shop, in the loss of his mother and to Robert Dietz, motor repair department, in the loss of his mother.

To the bereaved family and relatives of James H. Webber, of the mill department, we offer our sincere sympathy. Mr. Webber passed away on January 18.

77th Street: The boys at 77th Street are very happy to have their old friend and co-worker, Gus Stavides, back with them after being off sick for some time.

Archer: To John Hajek, repairman, who was recently married and to his happy bride we extend our congratulations and best wishes.

So—Art Wakefield and Sam Bacevica have been noticed looking at furniture and china-ware recently—wonder if leap year has anything to do with it?

Congratulations to Peter Rimkus, who is now a very, very proud and happy granddad. Elsie S. Frank.

West Shops

During January the following employes passed away: Peter Kelly, stationary engineer, West Shops; Joseph Blaskey, car repairer at

Kedzie; Joseph Lewandowski, watchman at Noble; and Stephan Prus, car repairer at Devon. Our deepest sympathy is extended to the families of these men.

Lillian Hultquist.

Around the Car Stations

Archer

Our congratulations to Motorman Albert F. Grohn who was married to Minnie E. Holtz on Saturday, January 6. The happy couple were united in matrimony by the Rev. Clinton C. Cox of the Drexel Park Presbyterian church.

Conductor E. W. Eger is the proud father of a bouncing baby boy, born on January 16. Congratulations.

On January 21, the depot lost another of its old timers in the person of Motorman John Causeman. Mr. Causeman was employed on January 16, thus having served the Chicago Surface Lines for 32 years and 5 days. To his family we extend our sincere sympathy.

To the following trainmen we extend our sympathy upon the recent deaths in their families:

Oscar Weaver on the death of his wife; F. E. Burger, his daughter; Frank J. Brzozowski, his mother; M. Mulconrey, his father; William A. Farrell, his mother; William Cawley, his mother.

The stork was visiting again and this time he stopped at the home of Motorman James B. Downes, leaving him a fine baby boy on Sunday, January 28.

At this writing we are told that Joe Durkin, our night clerk, is in the University Hospital with an infection in his foot. We all wish you a speedy recovery, Joe!

On Tuesday, January 30, death suddenly claimed one of our old timers, Charles E. Heller. He worked Saturday, January 27, suffering a fall on his way home Sunday morning. Mr. Heller was employed on April 30, 1906. To his family we express our sincere sympathy.

Extra! Extra! It happened at last. None other than our beloved clerk, John "Dagwood" McKenna, has become the proud, exultant, jubilant father of a stupendous male heir. The natal event took place on Friday, February 2, at 2:17 P.M. and Junior weighs the unbelievable amount of 9 pounds and 5 ounces. To Ruth and John we say "Congratulations and many more." Don't forget the smokes, John.

"Dusty."

Division

Division Credit Union held a second annual meeting last month and elected several new officers. Conductor Fred Shippy, replaced Clerk George Schelkopf as treasurer. The officers showed their appreciation of George's past services by presenting him with a beautiful pen and pencil set. Refreshments and entertainment topped off a most enjoyable evening. Motorman "Patsy" Fiorita filled his pockets with a sample of most everything that

was served, saying he needed something for his lunch the next day.

Conductor Roy Rendleman is proud papa again—this time it's Jeannine weighing 8 pounds 13 ounces.

Now we know where Clarence (the paymaster) gets those home-made pies he fills up on while at Division Depot—Repairman Glen Cooley has his wife bake 'em.

Motorman Charles Traeger and Conductor Carl Swanson are back on the job again after extended illnesses.

Our deepest sorrow is expressed for Conductor J. J. Adamczyk on the recent loss of his wife.

"Artie-W."

Kedzie

We're glad to introduce our new clerk, Robert Keag, who has taken Robert Almeroth's place. The latter is now at Armitage station.

Conductor William Mullane, our popular correspondent for the *Union Leader*, who gives praise where praise is due and who also takes great delight in joshing others was very much surprised last pay day when the bank teller questioned his endorsement on his check and to his embarrassment he found he had endorsed his social security stub. Willie, please be informed that your Social Security is not collectable until you have reached the age of 65 and retired.

During the recent 14 degrees below zero weather, Conductor Harry Bennett called in from Lombard and informed us that it was cold out there. We were not exactly having a heat wave here in Chicago either, Harry.

Motorman Arthur Lucas, who enjoys a full cup of coffee, was attempting to drink it by putting his head down to the cup when one of the boys caught him in the act and dunked his nose in the coffee. Well, we have heard of dunking doughnuts but never dunking motormen.

Clinton Sonders.

Lawndale

The news here at Lawndale is very scarce so we have to do the best we can.

Motorman Ed Havlicek, whose hobby was politics, has switched over to goats and brags about it about as much as Motorman Ed. Wendt brags about his grape vines.

Mike Platakus, repairman, whose service record runs over 20 years, has retired. All the boys bid him a fond farewell with best wishes for the future.

Bet you fellows didn't know that Harry Keller, foreman, was a "hooper" in his day and I venture to say it wasn't many moons ago. Harry could trip the light fantastic with the best of them.

"Spillosopher."

Limits

On January 16 a fairly well attended Credit Union meeting was held and the following officers elected: Harry Henry, president; Gerald Barker, vice-president; J. J. Bartlett, treasurer and Charles Ritter, clerk.

A dividend of 4½ per cent was declared after Bartlett's report was read. A supervisory report was given by Raymond Dowdle and the nominating committee report was made by

Albert Hill. A motion to send the board of directors to an annual dinner given by the Illinois Federal Credit Union was passed.

P. J. O'Conner said the Credit Union had saved jobs for many men; that not one man has had his wages tied up or been discharged for having trouble with loan sharks since the Union originated two years ago.

We extend our heartfelt sympathy to Conductor Louis Schmidt in the loss of his father and to the family of Motorman Alex Levinsky who passed away after a lingering illness. Al is missed by all who knew him, and there aren't many who did not know him, for he was a popular figure around the station.

We're a bit worried about the way in which our bowling team has slumped recently. Buck up, boys, and go to town. We're all behind you.
E. A. Davis.

North Avenue

Conductor Edward Heidenreich became the proud father of an 8-pound baby girl on January 16. Grandfather Paul Heidenreich who also works here is as proud as the young father. Congratulations to you.

Our sympathy is extended to the families of Motorman Owen P. Keating and Conductor Gustav P. Sonnenberg who died recently.

We also extend our sympathy to Motorman John Burchill who lost his wife, January 19.

Conductor George Fleming became the proud father of a baby girl on January 29.

Motorman Anthony Fales is sojourning in Florida where he is having the time of his life.

Our congratulations are extended to Motorman and Mrs. August Nachtigall who recently celebrated their golden wedding anniversary.
Henry W. Coan.

Lincoln

Congratulations to Pat O'Malley, night switchman of the repair department, upon the arrival of a 9-pound baby boy born on January 23. Mother and baby are well.

Motorman Walter Beckenbaugh, Sr., who had the misfortune to bump his knee and injured it very seriously, is at the Alexian hospital where an operation was performed on the knee. We hope the operation proves successful and Beckenbaugh will be back at work soon.

The funeral of Fred Flanders was held on Saturday, January 6 from Westfall's chapel. The funeral of John J. Spitznagel, was held on Tuesday, January 9 from Green's chapel to St. Andrew's church and thence to St. Joseph's Cemetery.

Sincere sympathy is extended to the bereaved families.

Sympathy is also extended to Motorman Oliver Grace, whose wife died January 27.

Henry Spethman.

Seventy-Seventh

Old timers recall vividly the Willard-Johnson fight 25 years ago. Conductor M. W. Ayers remembers it distinctly because it was the night he took it on the chin for one hundred dollars worth of business on State street. He has weathered many a hard workout since in his 30 odd years of service and is still coming from his corner strong. His advice to youngsters—"Always be a gentleman."

Revitalizing the significance of Americanism

is as big a task as it sounds. In the name of this worthy cause, Supervisor E. C. Tocci has been working vigorously. Recently he has addressed numerous American Legion gatherings. Next June will mark the 20th year of his effort along this line, and 20 years is a fine score in any man's league. It is, indeed, a vital cause, he believes and one that pays big dividends, so he will continue to sell America to Americans for the next 20 years, too.

The Lost and Found department for the day, Clerk Ernie Pottenberg, was confronted with two charming ladies claiming an article. The business was transacted with neatness and dispatch although not a word was spoken, except by Ernie, which was mostly to himself. All questions and answers were strictly in writing simply because the ladies were mutes. When they left, the department was greatly relieved, and from the volume of paper used, disposed to believe women will talk regardless.

Seen from a streetcar—

Slipping gracefully upon the ice, the lady was definitely in distress. Gallantly, a gay young blood started to the rescue. So—the lady picked herself up and rescued the gay young blood who started but never arrived upright. His dignity was ruffled but his presence of mind was not. "Thanks, lady," he said. "I'll do the same for you some time."

Condolence is extended to the following men on death in their families: Conductor W. F. Peterson, his mother; Conductor G. J. Graper, his wife; Motorman C. J. Nelson No. 2, his mother; Motorman F. J. Dobler, his mother; Conductor P. A. Stewart, his wife, and to the family of Motorman L. J. Curtin and Motorman M. Fennell.

Walter F. Story.

THE BACK COVER

The members of the D. A. I. Bowling League are featured on the back cover of this issue. Each photo identifies the team by name. Following are the identifications of the individuals. In the Cubs team, from left to right in the back row are Captain Art See, Howard Simms and Art McRae. In the front row are George Murphy and Charles M. Smith. The Giants, from left to right in the back row are Captain Bill Connelly, Gus Streeter and Charles Collins. In the front row are Emil Tangen and Bob Pekié.

The White Sox team is made up of Bill Mathews, Bob Manville and Ed Hays, from left to right in the back row. Captain Ed Healy and Pete Sepic are in the front row. The Reds, from left to right in the back row are John O'Neil, John Reynolds and Captain Bill Fish. R. S. Swanson and Charles Gosh are in the front row.

Indians, from left to right in the back row are Bill Eger, Captain John Ploner and Sam Fisher. Addison Jones and Bill Peterson are in the front row. The Yanks, who also hope to sweep all series they enter, from left to right in the back row are John Williams, Ed Aubin and Captain Otto Geiger. Fred Chouinard and J. G. Nattinger are the sharpshooters in the front row.



D. A. I. CREDIT UNION HOLDS SECOND ANNUAL GET-TOGETHER

The Department of Accident Investigation Credit Union held a second annual meeting recently at which members heard reports of favorable progress. President James Mahoney was re-elected for another year, Arthur See was named vice-president and H. A. Praiter was re-elected treasurer. D. J. Colgan and M. J. McDermott were named new directors at the conclusion of the luncheon meeting held at Harding's at the Fair.

