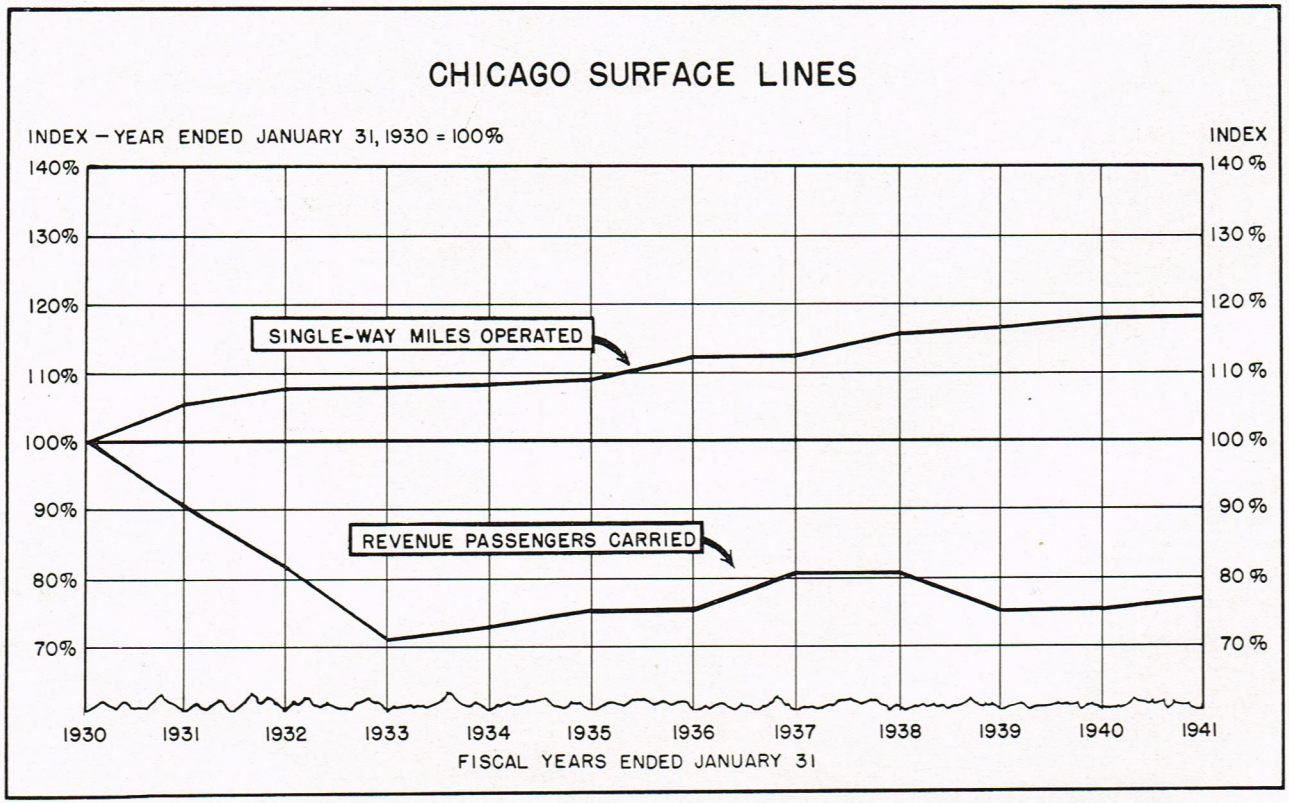
Surface Service
• MAGAZINE •

VOLUME 17 MARCH 1941 NUMBER 12



VETERANS—HOMEWARD BOUND



SERVICE MORE EXTENSIVE; RIDING LESS!

This chart, taken from the recently-issued annual report which is discussed on the opposite page, shows that the Surface Lines has considerably extended its service during the last 11 years despite a reduced volume of riding.

In that period, lines have been extended 18.7% while riding has decreased 23%.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 17 MARCH, 1941 No. 12

Annual Report Released

Revenue Passengers Carried Increase During Year

Surface Lines business, measured in terms of the number of revenue passengers carried, showed an increase of 1.49% in the last fiscal year, according to the annual report issued late last month. Revenue passengers carried in the fiscal year ended January 31 totaled 689,262,679 —a gain of 10,122,066.

The report showed that revenues from all sources totaled $46,819,732, an increase of 1.12% over the previous year. Residue receipts—the balance after operating expenses and taxes—amounted to $4,132,804, a gain of 12.37%.

Wages Are 58.8% of Earnings

Total wages paid during the year were $27,519,231, equal to 58.8% of gross earnings. All operating expenses and taxes totaled $42,686,928, equal to 91.2% of gross earnings.

"During the year 528 trainmen were taken into service," the report stated. "Of this number, 172 were former conductors and motormen laid off in the spring of 1938. They were the last of the group of 516 extra list men laid off at that time. A total of 455 men of the original 516 returned to the service. They were recalled over a two and one-half year period on the basis of their seniority.

Employe Insurance 13 Years Old

"The Surface Lines has paid premiums on life, health and disability insurance policies for employes since February 1, 1928; and, during that 13-year period, employes or their beneficiaries have received $5,328,469 in benefits.

"At the end of the year a total of $15,335,000 of life insurance was in force, protecting each of the 15,335 employes with a $1,000 policy. Of that number, 14,611 employes also were protected by health and disability insurance policies.

"The relief fund contributed by employes was continued during the year, and $126,919 was disbursed to needy fellow employes.

"Since December, 1930, relief contributions by employes have reached a total of $2,127,092. Of this sum, $1,543,881 has been applied to aid fellow employes suffering from protracted illnesses or other physical disabilities, and $557,613 has been distributed to responsible outside agencies for general relief.

$48,248 Given Community Fund

"Donations by employes to the Community Fund of Chicago last year amounted to $48,248. Employe subscriptions to the Community Fund for the coming year are estimated at $43,000.

"In June the employes also contributed a total of $9,900 to the American Red Cross War Relief."

The report stated that the P.C.C. cars operated on Madison street have continued to fulfill the claims made for this type of vehicle when it was introduced in 1936.

"Patronage on the Madison street line since the installation of these cars," the report said, "has held consistently at a higher level than the average for the rest of the System.

"Since they were placed in service late in 1936 and early in 1937, the 83 P.C.C. cars have operated approximately 13,000,000 miles, an average of about 156,000 miles per vehicle. In the four-year period, they have carried more than 180,000,000 riders.

Operate Over 1,206 Miles

The number of single-way miles operated by

Front and Back Covers

The covers on this issue, together with the story beginning on page 5, pay tribute to members of the Veterans' Honor Roll, a select group of 526 employes with 40 or more years of service.

Three of the North Avenue vets, through work for the day, are pictured on the front cover as they stride off toward home and supper. Left to right, they are: Motorman Gus Alsted and Conductors Ed Noelle and Johnny Glynn.

On the back cover, Frog Shop Worker Joe Pavletich (left) and Section Foreman Steve Milos (center), two of the Track Department's vets, sit down for the noonday feed at the 78th and Vincennes frog shop.

The third man is not a member of the Veterans' Honor Roll; but like many others with less than 40 years of service, he still likes to eat lunch!

the System at the close of the year amounted to 1,206.64 miles.

Discussing the extension of the System in recent years, the report said in part:

"The Surface Lines bus system, inaugurated in 1927 with the introduction of the metropolitan-type bus for the first time in the country, has been greatly expanded since 1929. It has grown to the point where today the Surface Lines operates 312 gasoline and trolley buses over routes aggregating 169 single-way miles. The 25 new routes installed by the Surface Lines during these 11 years comprise substantially all the bus extensions made in Chicago in that period.

"It is interesting to note that since January 31, 1930, when the Surface Lines operated 1,016 single-way miles of service, the System has been extended to the point where on January 31, 1941, the aggregate was over 1,206 miles.

Service Up; Business Down

"This is an increase of approximately 190 single-way miles, or 18.7%. This additional service is being given despite a substantially smaller volume of business on the System; and, notwithstanding an increased ratio of operating costs, the same basic rate of fare has remained in effect.

"In the fiscal year ended January 31, 1930, the Surface Lines carried a total of 897,564,354 revenue passengers. Last year the number of revenue passengers aggregated 689,262,679, a drop of 208,301,675, or 23%.

"Thus, in the past fiscal year, when the Surface Lines traffic was down 23%, the System had been extended 18.7% over 1929."

A chart from the annual report showing the trend of System expansion, is reproduced on the inside front cover.

KEEPING 'EM ROLLING

Burnside Spurts from 6th Place to Take Over Lead

Spurting up from sixth place and passing such frequent leaders as Lawndale and 69th, Burnside took over the top berth last month in the keep 'em rolling contest.

Its average of 8,086 miles per pull-in due to equipment failures was an increase of more than 25% over its January showing.

Lawndale and 69th, seldom far from the lead, placed second and third, respectively. Lawndale's average was 6,813 miles per pull-in; 69th's, 5,895 miles.

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Decrease
1	Burnside	5	8,086	25.2
2	Lawndale	1	6,813	16.9*
3	Sixty-ninth	–	5,895	10.8*
4	Devon	1	5,849	7.7*
5	Armitage	3	5,207	17.1*
6	Division	–	5,102	27.2*
7	North	–	4,838	3.7
8	Archer	–	4,795	6.4
9	Kedzie	–	4,676	9.0*
10	Seventy-seventh	–	4,614	15.1*
11	Lincoln	2	4,120	6.3
12	Cottage Grove	–	4,088	13.9*
13	Noble	3	3,907	14.1
14	Blue Island	–	3,516	8.1*
15	Limits	1	3,509	1.3
16	Elston	2	3,327	23.4

NEW OPERATING BOARD

Court Order Sets Up New Management and Operating Unit

The management and operation of the Chicago Surface Lines was assumed March 1 by a new Joint Board of Management and Operation. The action was in accordance with a court order entered February 13 by Federal Judge Michael L. Igoe.

Under the order, the Joint Board took over the duties formerly exercised by the Board of Operation of the Chicago Surface Lines under the previous orders of the court. The order provided for the continued operation of the properties as a unit under the same name with the operating staff to be selected by the Joint Board with the approval of the court.

The order appointed Walter A. Shaw as chairman of the new board, with the receivers of the properties serving as the other members. The receivers, who with Mr. Shaw comprise the new board, are Walter J. Cummings, Edward J. Fleming and Daniel C. Green.

Following the resignation of Guy A. Richardson as president of the Surface Lines as of February 28, the Joint Board advised that beginning March 1 and until further notice, the heads of all departments and all employes engaged in the management and operation of the properties, shall continue to perform the same duties as formerly. It was provided that, until further notice, matters which previously had been taken up with the president should be referred to Mr. Shaw.

Mr. Shaw long has been familiar with the Surface Lines business. He has acted as traction advisor to the federal court since December, 1937, and has been chairman of the negotiating board which has worked with city officials seeking an ordinance for a unified traction company. He served as the city representative on the Board of Supervising Engineers from November, 1923, to March, 1934, and was a member of the Illinois Commerce Commission from January, 1914, to February, 1921.

Mr. Shaw designated Bert H. Peck, consulting engineer, who has worked with him on the traction negotiations and other matters over many years, as his personal representative to assist, temporarily, in the management of the properties.

Carhouse records for the past six months:

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

*Indicates decrease.



CHECKER-PLAYING VETERANS

Enjoying a game of checkers in the North Avenue depot recreation room are three more members in good standing of the Veterans' Honor Roll, a group of employes with 40 or more years of service.

About to make a cagey (he hopes!) move is Motorman Fred Heilbuth (left). His opponent is Motorman Charles ("Chicken Charlie") Matson.

In the middle, busy with his pipe and the passing out of free advice, is Motorman Herman Malotke.

526 on Veterans' Honor Roll

62 "Youngsters"—Each With 40 "Service Stripes"—Join Group During Year

While deaths and retirements were taking 67 employes from the Veterans' Honor Roll during the last 12 months, 62 "youngsters" came into the group, which consists of employes with 40 or more years of service.

The 526 employes now members of the group number five less than last year, but that's no fault of the "kids." Thirty-seven more of them "became of age" this year than last.

Transportation Has Most Veterans

Since the Transportation Department has the greatest number of employes, it's no surprise that it leads the list with 420 veterans. Here's how other departments stack up in numbers of veteran employes: Engineering, 38; Shops and Equipment, 36; Electrical, 13; Financial, 8; Legal and Accident Investigation, 8, and Executive, 3.

Among employes who are not yet in the Veterans' Honor Roll group, but still have long service records, are 654 who have worked from 35 to 40 years; 1,394 in the 30-to-35-year group, and 1,244 who have worked from 25 to 30 years. The total number of employes who have been with the Surface Lines 25 years or more is 3,818.

Following are the names of all the 526 employes who make up the Veterans' Honor Roll. To them, this issue pays special tribute. The names are arranged first by departments, then by seniority, then alphabetically.

Electrical Department

William Jones and John Stiglich, 1892; Patrick Griffin, 1893; Charles Schwertfeger and William Sebraska, 1895; Daniel Barrett and Oscar Ohman, 1897; William White, 1898; Arnt Sorenson, 1899; and William Becker, Louis Boisacq, Henry Richter and Frank E. Roper, 1900.

Engineering Department

Frank Bouland, 1879; George Mercier, 1881; Frank Stiglich, 1884; Michael O'Connell and William O'Donnell, 1885; Mathew Cox and Charles Gibson, 1886; Michael McQuinn and John Milos, 1887; Thomas Blakely, 1890; Matt Nelson, 1891; C. C. Chambers, Jacob Milos and Theodore Nelson, 1893; and J. Johnson, 1894.

John Casey, 1895; Joseph Birney, Larry Dorich and Frank Peterson, 1896; Emil D. Giancola and Samuel Koskovich, 1897; E. W. Anger, John Gork and Louis Marino, 1898; Patrick Hoare, Nathaniel Janke and Andrew Markovich, 1899; and J. Barsic, C. Carlson, E. Ciolli, L. Fragrasso, D. Lamont, Steven Milos, D. O'Keefe, J. Pascalo, J. Paveletich, W. Quinlan and T. Rea, 1900.

Executive Department

C. J. Triplitt, 1893; Mary Vaughan, 1895; and E. H. Morgan*, 1897.

Financial Department

L. G. VanHorn, 1874; J. J. Beatty, 1889; E. W. Ball and M. V. Morton, 1891; August Jacobson, 1895; H. K.

Byrne, 1897; William Abbott, 1898; and M. B. Orde, 1899.

Legal and Accident Investigation

Andrew J. Wilson, 1890; C. W. Guilliams, 1892; W. J. Henderson and Gust Vong, 1893; W. O. Holton and C. E. Stenning, 1897; and Carl Bodenstedt and O. M. Ross, 1899.

Shops and Equipment

Frank Carlson, Hakon Hansen and Thomas Quinn, 1882; Matt Polkoske, 1895; James Guy and August Lund, 1886; Elmer LaPierre, 1887; John Rowley, 1889; Edwin Anderson, 1890; F. W. Meyers, 1891; Bernard Flynn, William O'Shea and Albert Peterson, 1892; and George Chamberlin, Elmer Colson, Louis Conrad, Simon Meyer and Berthold Oschatz, 1893.

William Goering, J. D. Grassick and Christ Hahn, 1894; J. L. Bolton, August Boshold and Herman Gaida, 1895; Frank Abel, Joseph Forty, John McMahon and Fred Wolf, 1896; John Carlson, Harry Johnson and Emanuel Olson, 1898; Carl Erdmann, William Huth and John Sake, 1899; and John Horvat and James Logan, 1900.

Transportation Department

Edward L. Maguire, 1880; Patrick H. Foley and Patrick McCann, 1882; John Johnston, Terence Kennedy and George Zimmerman, 1883; and Michael Hennessy, James J. Horrigan and James T. McCarthy, 1884.

1885—Benjamin Cronin, Varion J. Fuller, Peter McGinity, Patrick Murphy, Sam Sorenson, William J. Storey, William Watson, William J. Watson and Peter Zeches.

1886—Claude Boos, H. H. Eichhorn, Max B. Hansen, David Hennessy, Michael O'Brien and Nigh L. Smith.

1887—Patrick Coleman, Michael M. Croat, George Lyster, Michael Miles, Peter Nelson, Michael B. Quinn and Patrick Reynolds.

1888—E. W. Ahern, William Berg, Patrick Bradley, Henry Fossom, W. H. Goodinson, James Griffin, John P. Handley, James H. Keester, Nels Nelson, Walter Powell, John Shaw and John H. Smith.

1889—John Brennan, Dennis Crowley, Thomas Durkin, Dennis Enright, John Grady, Richard Hutchings, Thomas King, Harry Krygsman, Samuel Longtin, Walter H. Noble, August Olson, Michael Ray, Fred Rovill, William Rump and James Sheridan.

1890—Frands Andreasen, August Benson, Gustav Briese, John Carney, William Collins, Gustaf W. Dahlen, John Delea, John J. Doyle, William J. Hellmers, Olaf Johnson, James Lane, Edward M. Lantz, Martin Lawrence, Edwin J. Lynk, Patrick Lysaght, Frank Mackain, W. J. Maloney, Peter McGuinness, Charles H. McKeil, Henry C. Schultz, William H. Snyder, Charles A. Strobeck, Herman W. Suhr, James E. Sutherland and Maurice Walsh.

1891—Edward Allen, John Burchill, K. E. Christensen, Eli S. Gerard, Edward H. Hankins, Fred Hinkle, Timothy Hunt, Thomas Kavanaugh, James Kehoe, Edwin L. Kinney, John F. Kleppin, Gustav Larson, Adolph H. Madsen, James McCurdy, John M. McMahon, James Montgomery, Myron F. Moore, James O'Connell, Peter Ohlsen and August Williamson.

1892—Harry Bartholmey, D. F. Bowles, John Callahan, Thaddeus Campbell, Thomas Cassidy, John W. Clutts, Charles E. Henderson, Gust Johnson, Edward F. Kirkwood, Godfrey Koth, John Krygsman, Fred E. Kuntz, Leon I. A. LaSalle, Patrick Lavelle, Carl O. Longquist, Herman Neitzel, John Olson, Henry Pauley, Henry M. Purdon, James W. Reed, David J. Reid, Bernard O. Roll, Andrew Ross, James Sherman, John Simon and Henry C. Vornkahl.

1893—Alexander Aye, W. A. Bessette, C. M. Boyer, Fred Broderson, John C. Carroll, John D. Copithorn, Thomas Corrigan, Leslie E. Cotton, John A. Cronin, Hugh Cunningham, Patrick Curran, Charles B. Dewick, Martin Duggan, John Dunkle, Fred Erickson, James Fuchs, William Gleason, John Goorsky, Alexander R. Graham*, Isaac Grice, Patrick Haggerty, Andrew Halversen, Robert L. Hays, Elmer E. Hempy, William F. Jones, John Kleidon, Ben Larson, Swan Larson, William Lester, Henry Lundberg, Thomas McGourty, Harry C. Naylor, James Noonan, John O'Heron, John Pearson, John M. Roeser, Orrin N. Ross, Frank H. Taylor, William G. Vincent, Michael Weber, Silas A. Webster, Jacob Welvaert, William B. Whitney and William Zinkan.

1894—James E. Borne, James L. Edman, Perl A. Greene, James Kennedy, Gerald Martin, John P. McCauley, M. F. McCormick, William Michaelis, Gus Mix, Jeremiah O'Connor, John S. Rasmussen, John Straus, John Ure and Michael Wisniewski.

1895—August Alsted, Axel Anderson, O. J. Aubry, J. A. Balder, Peter Balkiewicz, S. L. Barbour, Thomas Bell, J. H. Bossi, W. H. Briner, James Burr, John Cavanaugh, W. S. Corbet, Harry E. Davis, Patrick Durr, Fred Durst, William T. Ewers, John Fanning, Joseph Fichter, Peter W. Fitzell, John J. Ford, Paul R. Hahn, Grant R. Hartle, Fred W. Hayes, George N. Hoellen, Patrick Kane, Charles Klenz, Fred Krueger, Charles Lemker, Robert Lockwood, Timothy F. McAuliffe, James McCourt, August Meersman, Patrick J. Moran, John Murray, Alfred Peterson, John Pritchard, Frank J. Ptacek, Gustave Pulaski, William Roach, James Sinkler, Martin J. Skehan, Henry Spethman, Harry T. Spivey, John Sturm, John T. Tobin, Herman Venske and Joseph R. Wall.

1896—C. L. Awbrey, George Bell, Frederick Bening, Fred Berg, Fred Broderius, W. S. Broughton, William Byfield, Otto Dahl, Daniel Daly, Michael C. Gleeson, Thomas Greenan, John Greenwald, Fred Heilbuth, Frank N. Johnson, John Klein, Peter H. Larson, Frederick Loyce, August H. Mavis, Ole P. Moe, Thomas Nash, Frank E. Palmer, William H. Porter, John D. Roney, Martin Scanlon, Martin L. Schroeder, M. F. Summers, Charles Thompson, Amandius R. Viland and Frank White.

1897—Thomas Bolan, Alfred H. Boomgarn, Adolph Burkhart, George J. Falsburt, Frank M. Foote, Thomas Golden, Joseph Henen, William Hight, Ever Jacobson, William Linden, Herman Malotke, William T. Manthie, Henry McDonough, Edward J. Meyer, Nick Nebels, Charles J. Nelson, Olaf M. Pearson, Samuel Rasmussen, Joseph H. Schenk, Leo Schmidt, Louis Stoldt, James Toale, James Waters and Arthur L. Woodbury.

1898—T. A. Callahan, Claude C. Cricks, Mathew Donnelly, Timothy Fitzpatrick, Morgan Flaherty, Philip L. Gloss, William Harrington, John A. Jacobson, James B. Jenks, William Johnson, Richard Johnston, Fred C. Kappen, Otto Kunow, William C. Larson, John Matzen, Edward P. McMorrow, Martin Mopert, John Nelson, Dennis O'Neill, Felix Paturalski, Oscar E. Pearson, Charles Penwitt, Gustave W. Peterson, Reinhart A. Post, James Rhind, Patrick Rowan, Jeremiah Q. Ryves, William Savage, Arthur Schoff, Thomas Sheehan, John Suhr, Joseph Tamillo, John VanReekum and Albert Westphal.

1899—John Babbe, Henry C. Bedford, William Burke, William D. Carroll, Theron D. Carson, Michael Cleary, Dennis Conroy, John DeJuren, Thomas Doherty, Clinton A. Downey, John Egan, Jay W. Ellithorpe, Nels A. Erickson, William R. Fell, Peter H. Frey, Gust Gleeman, James P. Gorman, John A. Hamm, Bernard Hanley, Hans P. Hansen, W. J. Harvey, Daniel Hurley, Oscar A. Johnson, Walter M. Johnson, Anton Kamalick, Fred W. Kempe, Michael Kennealy, Andrew F. Larsen, Edward Lonnergren, Patrick O. Lynch, Robert E. Manske, Timothy McCormick, Hugh McGrath, Frank M. Miller, Fred H. Narjes, Emil Nelson, Ole Nielson, Edward F. Noelle, Jeremiah O'Connell, Abraham F. Park, William S. Rees, Llewellyn E. Rich, Henry C. Riedel, Joseph M. Roeser, Hugh Russell, John J. Shea, John Suffel, Berton K. Tickner, Louis Tomblin, Victor Varley and Herbert M. Young.

1900—Juno Anderson, Louis E. Barrar, Arthur W. Bishop, Charles A. Bloom, Herman Blume, Edward J. Church, Thomas Conlon, Benjamin Crawford, Thomas Dillon, John Doyle, James Duffy, Samuel Fleming, John Frawley, James J. Grimes, Walter Hahn, Edward J. Hanley, Elbridge M. Humphrey, Frank Iseminger, James Jennings, Charles H. Johnson, John L. Johnson, John P. Johnson, Henry Kleyer, Peter J. Kloss, Henry Kruse, John Lloyd, Henry Lynch, Charles I. Matson, William McDonald, Charles Mitchell, William Mohrlock, Francis W. Orton, Charles Oswald, Walter F. Pearson, Louis Plotz, James M. Powers, William O. Pretzel, Phillip Proesel, Patrick Rafter, Maurice Roche, Frederick Sommer, Albert F. Thompson, Denny Walsh and Thomas D. Watt.

1901—John F. Erlhoff, John H. Masterson and William P. Oestermeyer.

*Died since February 1, 1941.

EMPLOYES RELIEF FUND

February, 1941

The Surface Lines Employes Relief Committee received 15 applications for assistance last month. After investigation, nine were approved. There were 214 active cases on the relief rolls at the month's close, 10 having been removed by death or other causes.

Including the $8,214 spent during February, $1,552,140 has been paid out of the relief fund since the organization of the committee.

OBITUARY

Deaths in the System that Occurred Last Month

Accident Investigation—David P. Dullard, employed August, 1905; died February 14.

General Office—Edmund H. Morgan, employed October, 1897; died February 19.

Shops and Equipment—Archer: Peter Bagalski, employed March, 1910; died February 16.

Limits: Peter Irwin, employed June, 1923; died February 6.

North: William Benson, employed August, 1908; died February 3. Emil Fred Witte, employed October, 1908; died February 25.

Seventy-seventh: Frank S. Phillips, employed February, 1906; died February 9.

West Shops: Joseph Wrabel, employed August, 1924; died February 12.

Track—Frank J. Fielding, employed October 1920; died February 18. Frank I. Johnson, employed March, 1907; died February 23. John Moran, employed January, 1913; died February 18. Santo Patti, employed February, 1918; died February 4. Antonio Ponziano, employed August, 1923; died February 28.

Transportation—Archer: Albert D. Hruby, employed June, 1906; died February 15.

Burnside: Hjalmar Hoffman, employed February, 1908; died February 2.

Devon: Joseph P. Reynolds, employed January, 1919; died February 3.

Division: John A. Stromblad, employed February, 1905; died February 14.

Elston: Fred Hunt, employed May, 1904; died February 8.

Kedzie: Garrett J. Pierce, employed May, 1902; died February 8.

Limits: William Potstock, employed July, 1908; died February 15.

Lincoln: Arthur Kelsey, employed October, 1913; died February 8.

North: Alexander Graham, employed February, 1893; died February 25.

Seventy-seventh: Theodore W. Meyer, employed July, 1913; died February 22.

Sixty-ninth: Edward Duffy, employed October, 1922; died February 21.

Utility—Robert Brew, employed May, 1907; died February 10.

EDMUND H. MORGAN DIES

Traffic Engineer Succumbs After Long Illness

Edmund H. Morgan, traffic engineer and a Surface Lines employe since 1897, died February 19 at St. Luke's Hospital, following an illness of several months.

Born at Sharon, Wisconsin, in 1872, he joined the Chicago City Railway Company as a conductor in 1897. After five years as a trainman and four more as a receiver and chief clerk, he became a clerk in the Schedule Department in 1906, chief timetable clerk in 1919, superintendent of schedules in 1921, then traffic engineer in 1924.

Mr. Morgan, from his boyhood days, was an ardent hunter and fisherman. He also was very active in the Masonic Lodge. His former associates in the Surface Lines remember him as a hard worker and good friend.

When material for this story was being gathered, one man who used to work for Mr. Morgan said: "Just write down that all of us who worked for Ed never thought of him as a boss. That tells what kind of a fellow he was."

Funeral services, attended by many from the Surface Lines, were held at the Kenwood Masonic Lodge, 61st street and Cottage Grove avenue. Burial was at Elkhorn, Wisconsin. Mr. Morgan, a widower, is survived by two sons, Theron, a foreman in the Track Department, and Arnold, who also is a resident of Chicago.

MASON RAILWAY, INC.



While Engineer Charley ("Highball") Mason, Devon motorman, sits at the control tower and makes a passenger train chase two freight trains around the living room, young Charley, his son, looks on longingly and wishes pop would go out and play with his street car.

The Mason's elaborate model railroad consists of 110 feet of track, two passenger trains, three freight trains, a switch engine, a station and a large tunnel, which "Highball" carved from a solid block of wood.

Mason Railway, Inc., is proud of its no-fatality record. Its only crack-ups have come the several times that Mrs. Mason has caught her foot in the tracks. So far, however, she has escaped with minor injuries.

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William H. Bromage . . . . . Editor

Don R. Cowell . . . . Associate Editor

COURTESY WORKS

"I can't take your transfer. It's two hours old" we heard a Madison street conductor tell a huge, red-faced man the other day.

"G'wan, what ya pullin'?" roared the passenger. "I just got it."

"Maybe you have another one," suggested the conductor politely.

When the big man found the correct transfer in his pocket, his red face flamed still redder.

"You know," he told the man sitting beside him, "those guys are okay. They gotta job, and they do it right."

THREE MOTORMEN

Once there were three motormen who liked to sit down and punch the bag about safety and things.

One motorman had the slant that you could no more abolish accidents than you could tickle a turtle 'til he titters.

The second motorman argued that you could muzzle mishaps to a certain point by foolproofing car controls and stuff like that. But, he said, as long as human nature was what it was, you were going to have Careless Charlies who would go around getting banged up.

The third motorman was a practical palooka. He had the novel notion that if you stayed in there and pitched you could stop any accident as cold as last night's mashed potatoes.

To settle it, each man agreed to try out his own system. And the funny thing was that it turned out just like each guy said it would.

This stopped the argument. But — the third guy was the only one who stopped accidents.

Moral: Safety is like trouble—the more you look for, the more you find.

Courtesy National Safety Council, Inc.

ON KEEPING FIT

One out of every three men called up for their physical exams under the Selective Service Act will get the thumbs-down sign because of physical defects!

So estimates the United States Public Health Service.

Though one-third of these men can't pass muster for the army, the health of the nation isn't in the sorry state that it may seem.

America's young men today are better fit than any previous generation. And the high rate of rejections may have some blessing!

Most of those rejected have been turned down for relatively minor ailments—defective teeth, poor eyes, malformed feet or lack of weight.

Medical examinations disclose numerous draftees have physical impairments which they either didn't know existed or had neglected to have treated.

Fortunately, many of these troubles can be corrected. In such cases, the draft will prove a blessing in disguise to young men who take advantage of this knowledge and have their physical defects remedied.

Women and those men not of draft age may also learn this valuable lesson from the medical experience of the present draft:

All of us should have a health examination by a physician at least once a year:

(1) to find out where we stand physically, and

(2) to safeguard our health and earning power.

All of us also should follow a plan of living in which diet, rest and exercise—geared to our individual needs—all do their part in promoting sound health.

Service Record Encouraging!

Complaints Decrease, Pats on the Back Grow During 1941's 2nd Month

By shaving three complaints from the total for February, 1940, and adding three pats on the back to the number received during last year's second month, trainmen hung up last month their second encouraging record for 1941. The first they turned in during January when they cut 31 criticisms from the total for January, 1940.

Letters from displeased passengers numbered 546 during February, 1940, against 543 last month. Commendations, numbering 46 in 1940's second month, increased to 49 last month.

"Accommodating and Pleasant"

"I have complained many times about street car service; now I want to praise one of your bus drivers who is very accommodating and exceptionally pleasant," wrote Harriette K. Hamilton, 1751 West 100th street, lauding Operator Harry Barry, badge No. 11696 of 77th.

The courtesy and honesty of Supervisor Charles Lawrence and Operator Clarence Jacobson, badge No. 13942, both of Burnside, in returning a briefcase he had left on a car prompted H. R. Trowe, 7958 South Colfax avenue, to write commending them.



TROLLEY SPARKS

"No, thank you. I've been sitting down most of the evening!"

Praises Motorman's Kindness

Impressed by the kindness of Motorman Jacob Mertes, badge No. 5935 of Kedzie, in stopping the car to help him extricate his hat which had blown underneath, Arthur A. Ballou, 4108 North Keystone avenue, wrote: "His unusual courtesy made me grateful not only to him, but also to your company."

The "efficiency and courtesy" of Conductor Bill Loftus, badge No. 14324 of Devon, prompted William F. McDermott, 1600 Albion avenue, to write: "He assists his motorman to make time by calling the stops, street numbers and crossing lines well in advance so passengers can be at the doors ready to leave the car."

After Conductor Jim Maloney, badge No. 2018 of 77th, unable to change a $10 bill, courteously advanced him a fare, L. Gerald Koch, 1750 North Wolcott avenue, wrote: "He did something that I appreciate and did it nicely."

The "thoughtfulness and kindness" of Conductor Pat Conlon, badge No. 4522 of Burnside, in returning $12 she had left on his car brought a letter of praise from Helen V. Fitzpatrick, 11346 South Indiana avenue.

Lauds Work of Conductor

"I have been a steady rider of the Surface Lines for 37 years, but have never found any street car, elevated or bus employe who can come up to this man's standards," wrote J. J. Leiser, 134 South La Salle street, in praising the courtesy, efficiency and pleasant manner of Conductor Jerry Gleason, badge No. 13622 of 77th.

"Extraordinary Consideration"

After seeing Motorman Ed Linnane, badge No. 7919 of North, alight from his car and assist a blind couple across the street, George S. Haskell, 105 West Adams street, wrote: "His consideration seemed extraordinary."

The courtesy and helpfulness shown by Conductor William Jensen, badge No. 486 of Cottage Grove, prompted A. Straub, 7626 South Oglesby avenue, to write lauding him.

A blanket letter of praise for conductors came in from Selma M. Dahl, 1455 South Komensky avenue, who wrote: "I have been riding your cars for many months, but didn't know we had such nice conductors in Chicago. They are grand men."

After Conductor Frank Pochylski, badge No. 790 of Elston, answered her inquiries "with extreme courtesy," Margaret O'Brien, 3912 North Clark street, wrote: "He is an asset to your company."

Because he not only advanced a fare to a nervous young schoolboy who had lost his pocketbook, but also offered him lunch money, Motorman Tom Morris, badge No. 4077 of 77th, was commended by E. W. Ellison, 1648 Catalpa avenue, who wrote: "That motorman's a grand fellow."

Pleased by the "courtesy and cheerful disposition" of Conductor John Podraza, badge No. 13582 of Elston, Miss Nancy Yirsa, 3932 North Keeler avenue, wrote lauding him.

Departments and Divisions

Accident Investigation and Legal

Mrs. Isabelle Nasturski entertained the D.A.I. girls with a Valentine Day luncheon at her home February 15. The luncheon was very good, and the party was enjoyed by all.

After 35 years of service, Dave P. Dullard died February 14 at his home, 211 East Delaware place. The funeral was held three days later at Holy Name Cathedral. Burial was at Forest Home Cemetery, Forest Park.

Mr. Dullard had been very active in his work until the onset of his final illness. As accident investigator, he had served in many settlement negotiations. He was highly regarded by his fellow employes and by the lawyers with whom he worked. He is survived by his widow, two brothers and a sister. Our warm sympathies are extended to them.

Uncle Sam made his first inroad on D.A.I. personnel recently when Statementman Frederick Max was called up for his year's military service. Advance indications are that we will lose another man this month, and possibly still another soon after.

Our sympathies are extended to Mrs. Fred W. Schau and to Assistant Chief Investigator Olaf Schau in the loss of their husband and brother, respectively. Fred's untimely death was a shock to all his former associates here.

Kathleen Ellen O'Neill, the second child of Secretary John H. O'Neill of the Department of Accident Investigation, was born February 21. Congratulations, John!

As predicted here for several months, the Yanks have finally bowed to the White Sox bowlers. They were nosed out of first place on February 28. William Connolly, Jr., now is ahead in the individual race by a small margin.

After an extended absence due to the very painful injuries he received in an automobile accident, Investigator James R. Stevens is back on the job—apparently none the worse for his experience.

Investigator.

Accounting

A candy treat to the department last month told us of the birthdays of Betty Suhr and Mathilde Walther.

If anyone wants to know why Shirley Allen of the Payroll Division is wearing a downhearted look, it's because she's our first army widow.

Her husband, a sergeant major in the 122nd Field Artillery of the National Guard, left March 11 for service at Camp Forrest in Tennessee.

We wish much happiness to Elsie Bergquist and Herbert Thiele, who were married March 1, and Winifred Polich and John Kruzic, who were married February 22. Co-workers of the newlyweds presented them appropriate gifts.

Thomas F. Coan.

Electrical

Sub-Station Superintendent William Jones recently was injured in an auto accident. We

TABLE TOP RAILWAY

Conductors Bill Middleton (left) and Charley Karcal, two of Noble's most enthusiastic model railroad engineers, work out on their railway in the basement of Charley's home.

Noble clerks report, incidentally, that Mrs. Karcal has to page Charley down there each



time they call him from the office.

Why the engineer outfits on the boys?

Well, it makes their railroading seem a little more real. Besides, this is a free country, and they can even wear wind glasses and carry brakeman's lanterns if they like!

JITTERBUGS? NO, THEY'RE IRISH JIG FANS!



Conductor Tom Hughes of Division (jigging away in foreground) has long gotten his exercise and kept rheumatism out of his legs by doing an Irish jig when reporting for work each morning.

Here some of the Division boys give Tom a hand by clapping out the beat for a special jig session.

hope that by the time you read this Bill will be back on the job again.

Bob Sebraska, a former Electrical Department employe and brother of William Sebraska of Western sub-station, died March 6.

On our sick list for the month are William Broderick and William White of the 42nd and 48th street sub-stations, respectively, and Conduit Inspector Carl Nelson. We wish you speedy recoveries, boys!

Billy.

Engineering

Traveling Material Clerk P. J. Rumatz of the Track Department is in the Speedway Hospital for an operation. We are hoping for his early recovery.

We wish health and happiness to the following employes who recently retired from the Track and Utility Departments: James Dunn, Antoni Bzibziak, John Constanzio, Michael Clifford, Peter Gerry, Louis Vassalo, William H. Heise, Conrad A. Oechel, Cornelius Newhouse, James Maloney, Allen Dewart and Carl Spiteri.

Our sincere sympathies go out to the families of Section Foreman Frank Fielding and Street Opening Inspector Frank Johnson, both of the Track Department, who died February 18 and 19, respectively. Because of their genial personalities, both men were well liked and will be greatly missed by their associates.

Schedule and Traffic

Lieutenant Evan Olmstead, who recently was called into service by the Army Signal Corps, is located at MacDill Field, near Tampa, Florida. Though he should be glad to escape Chicago's chilly weather, he writes that it's cold enough to suit him in Florida.

Dave Jacobs soon will begin his year's training with the 108th Quartermasters Regiment, 33rd Division, Illinois National Guard, at Camp Forrest in Tennessee.

Bertha Slutsky, who recently returned from Miami Beach, Florida, with a nice tan, gives the sunshine there a wonderful recommendation.

L. C. Dutton.

Shops and Equipment

South Shops: George Schmauder, paint department, recently became the proud father of a lovely baby girl. Mother and baby are getting along just fine. Congratulations to the happy parents, and best wishes to baby daughter!

To Charles Halbauer, motor repair department, we offer our deep sympathy on the recent death of his wife.

The infant daughter of Edward Buza, paint department, recently underwent a serious operation. We extend best wishes for her speedy recovery.

Burnside: It looks like prosperity is 'way around that corner. Three members of our department—Frank Labanauski, Sylvester Milchz and Joseph Margetic—are sporting 1941 Buicks.

We offer our sincere sympathy to Paul DiMalta, whose father recently died.

77th Street: In spring a young man's fancy turns, and this spring our popular Beau Brummel clerk, Ralph Short, has turned his fancy to a sweet young lady named Mabel. Hi, Ralph; just how serious is it this year?

We extend our sincere sympathy to Samuel Blonske, whose father recently died.

Elsie S. Frank.

West Shops: The statement was made here last month that James McCoy had succeeded Dick Maerz as timekeeper, and we should like to correct the error. George Brignac took over the timekeeper duties. James McCoy is the new outside mail boy.

Julius Dain, former clerk at Archer carhouse, recently wrote us from Fort Baker,

California. He gave an interesting account of his life in Uncle Sam's army, and apparently is engrossed in his work there.

Lieutenant Dick Maerz visited us March 3 after a month of strenuous army training. Hard work may have deprived him of a little weight, but it hasn't dimmed the smile he always has for everyone. He certainly looks fine in his uniform, and we're pleased to think of him as "belonging to us."

Steamfitter William Roeseler, known as "Texas" to his fellow workers, is recuperating at Rush Springs, Oklahoma. We know he would be pleased to hear from some of the boys. A word from home always is welcome!

We regret to report the accidental death of Carpenter J. Wrabel on February 12. Our sympathy is extended to his family.

Our deep condolences also go out to the families of Car Placer W. Bensen of North Avenue, who died February 3; Car Repairer P. Irwin of Limits, who died February 6; and Car Cleaner E. Witte of North Avenue, who died February 25.

Mildred Habeger.

Around the Car Stations

Armitage

Tommy Farrell and Harold Desiron accompanied Roy Pedersen when he took his beagle hounds out for some practice runs recently. The dogs soon "sprang" a rabbit and the chase was on; but Tommy, who is built for comfort, had to sit down after a few minutes to regain his breath.

Before long, the rabbit, also in need of a breathing spell, ran up beside "Butterball" and sat down. When the hounds came too close, the rabbit whisked away again. Misery must love company, for both boys so enjoyed the hunt that they plan another day with Roy.

Charlie Grow has returned to work after a prolonged stay at Hines Hospital. If appearances tell the tale, we would say his time there was well spent!

Joe Kurzer, that champion of softball, has enlisted a number of the boys in gymnastic classes at Blackhawk Park. The group has grown large and still is increasing. From the satisfactory comments overhead, it is suggested that "Man Mountain" Hill avail himself of the beneficial classes.

Thomas Benson has been on the sick list for more than a month. A cheering visit, boys, would help him a lot!

Here are some harbingers of spring: Roy Larsen reading up on baseball statistics. Edward Arnold longing for the bridle paths. Joe Kurzer seeking softball recruits. Harold Schweizer, James Stasch, Leo Naughton and Joe Jansky shining up their golf clubs.

It won't be long before fishing tackle will be oiled and prepared, autos tuned up for trips, and the "Wish you were here" cards start piling in! Chief.

Cottage Grove

Motorman A. M. Sands and Miss Edith Hatton took the fatal step February 10 at Clinton, Iowa. That's right, it was an elopement! The Sands skipped over the line without the knowledge of anyone. They're back home now, and everything is rosey. Lots of luck to this couple; and how about an introduction to the little woman, Art?

The first man to answer the country's call from this depot was Conductor G. W. Cregar, who reported for active duty on March 6. Have a good time, George, and we'll be waiting for your return.

The champion lost and found title, claimed last month by some upstarts from 77th certainly belongs to Cottage Grove in view of the recent findings of Operator J. A. Hockenberry —a set of undertaker's clothing and a child's casket!

The past month has been a busy one for the stork. Colletta Darlene was born to Operator L. J. Stephens and wife; Marie Louise, to Motorman F. J. DeLorme and wife; and a little lady, weighing nearly eight pounds, arrived at the home of Conductor Fred Papp. Margaret Ellen is the youngster's name. Lots of luck to the new arrivals, and best wishes to the happy parents!

If any of you fellows have a few spare hours, ask Conductor J. P. Buergermeier to explain the function of a lightning rod. Incidentally, John is building himself a bit of mansion in Evergreen Park.

Sympathy is extended to Relief Clerk Martin Grady in the loss of his aunt, and to Motorman James Bell in the death of his father-in-law. Ostet.

Division

We've always heard of John Doe, but never saw him until last month when his photo appeared on a monthly riding ticket for retired employes in SURFACE SERVICE MAGAZINE. So he's the guy!

Motormen J. Garrity and J. Byrnes, our most enthusiastic checker players, were so intent on a game that when a fire broke out in Janitor William Zumstein's waste basket they didn't see it. Afterward, they claimed they had noticed a peculiar odor, but supposed it came from the "fragrant" pipes of Motorman A. Jensen and Conductor F. Shippy.

Supervisor Sorensen swears that a group of Salvation Army lassies serenade him every Sunday night while he is on duty at Madison and Western.

Motorman Frank Philbin's daughter Margaret has a birthday this month; and Motorman Joe Osterberger's girl was one year old February 28.

Conductor M. Cussen's son Tom is an accomplished saxophone player. The boys are invited over to the house any night to hear him perform.

Our sick list includes Motormen C. Boness,

A. Bock and "Kiddo," who still is holding his own, and Conductors L. Grunwald and F. Mark.

Conductor "Little Johnny" Stromblad, 81 years old and an employe since 1905, died February 14. We'll miss him.



Peeking out from under pa's hat, but not exactly sure of what's going on is Larry Bruckhauser, nine-and-one-half-months-old son of Conductor Herb Bruckhauser of Division.

We extend our sympathy to Motorman W. Kiehn, whose mother recently died, and to Conductor J. Pritchard, whose wife died February 14.

R. T. W.

Elston

Imitating Sonja Henie cost Leroy Golonski four days on the sick list this winter; but, being a very determined fellow, he's going to try it again as soon as he finds some nice soft ice to skate on.

Fred Weder, on the other hand, is praying for the ice to melt altogether. He wants to try out that new outboard motor that his wife gave him for Christmas.

Bill Harrison is considering trading his house trailer for one of those light airplanes he saw on exhibit recently. He has traveled to the West Coast in his trailer, so just think what he could do in a plane!

Congratulations to Emmet Kane are in vain. He's already the proudest man in the barn! The reason is Vernon Paul, born February 25, and weighing in at six pounds 13 ounces. Congratulations anyhow, Emmet!

Ed Evenson.

Kedzie

Several of our trainmen now are vacationing in sunny climates. Motorman Richard Gilpin sent a card from California telling us the weather was great. Conductor Daniel Musker let us know how nice it was in Miami, Florida. Conductor Steve Gibbons is enjoying the baths at Hot Springs.

Conductor Wilbur Erwin, just back from Florida and the *Mardi Gras* in New Orleans, wore his palm beach suit and straw hat all the while he was there. (He says he has to thank his wife for insisting he take them with him!)

Motorman Harry Mavis, who likes fishing better than any other sport, is having the time of his life up in Michigan.

Our witty clerk, Frank Casey, who is home ill at present, asked at the last general pick: "When is Sonders going to be through raffling off all these runs?" Asked about the draft, he replied: "There is no reason why I should have to go. I'm not a Democrat!"

Our singing repairman, Paddy O'Rourke, has a watch chain that is indispensable. While at work, he uses it as a watch chain. On his day off, as a dog chain. In emergencies around the depot, as a tow chain. He says his father gave it to him when he was on the "ould sod."

Two of our new trainmen, Arthur McManus and Lawrence McHugh, decided that Washington's birthday would be an easy date to remember as their wedding day. Congratulations, boys, and best wishes to you both!

The following trainmen report new arrivals at their homes: Motorman Robert Arp, a boy, born February 6; Motorman Frank Groll, a boy, born February 18; Motorman James McMahon, a girl, born February 26; Motorman Jacob Mertes, a girl, born the same day; and Motorman John Griffin, a boy, born March 1, whom he hopes will take his place some day—that is when he gets old—on the softball and bowling teams. Congratulations, papas, to all of you!

Former Board Member Garrett Pierce died February 8, after a long illness. We extend our sympathy to his bereaved family, also to E. McBride and William Porter in the deaths of their wives February 9 and 18, respectively.

Clinton Sonders.

GOLDEN WEDDING

Here's Motorman Morgan Flaherty (right) of Noble and Mrs. Flaherty as they celebrated their 50th wedding anniversary February 12.

Looking on is their son, who is pastor of St. Peter's Church in Antioch, Illinois.



The Flahertys celebrated their big day at a mass conducted by their son, and later at a reception at their home.

Limits

Here's startling news for our hunters. Motorman Felix McHugh has an honest-to-goodness Irish setter which recently had a litter of pups.

Felix says he will lend or sell the pups to any hunter who will guarantee not to shoot them instead of whatever they are supposed to be hunting! (Three certain trainmen will please take notice!)

Motorman Donald (Duck) Carlson says he tried many times to join some branch of the army; but, since he always was told to go home and play with his toys, joined the boy scouts instead.

Motorman Sherden still is at home nursing the hip he injured in a nasty fall on the ice. He'd appreciate a visit, boys; and so would Conductor Dillon, also home ill, who's getting a little tired of putting jigsaw puzzles together all by himself.

Congratulations are in order for Motorman A. Lohrmann and Conductor John Gallagher. Both were married recently.

It looks like our bowling team is out of the running this year. Too bad, boys; but you did your best. Better luck next season!

We extend our heartfelt sympathy to the families of Motormen William Potstock and Joseph Busscher, who died recently.

E. A. Davis.

ENTERTAINERS

Well-known performers at house parties and private dances are Motorman Pat Barrett



of Limits (playing concertina) and his son, John, an Irish jigger.

Here they are doing their stuff.

How good are they? Well, last summer they won second prize on a popular Chicago radio amateur hour.

Noble

Congratulations to Conductor Emil Landis and Mrs. Landis, who celebrated their silver wedding anniversary February 15 with a reception at the Portage Park I. O. O. F. Hall. A large number of relatives and friends attended the gala affair.

Conductor Charles Clarke and his wife motored to California early this month for a short vacation. No doubt they shattered all time records for the trip.

Motorman Harry Tuft, who was employed only recently, has received word from Uncle Sam that he will be inducted into the army late this month. Harry almost went earlier, but was saved at the deadline by a volunteer enlistment.

Operator J. Johnson was struck by an automobile on his way home from work March 2, and was confined to his home by his injuries. Kind of a tough break for a fellow who was



PHOTO QUEEN

Meet Maureen Stevens, three-and-one-half-year-old daughter of Conductor Ed Stevens of Noble.

She recently was chosen queen in a photo contest in which there were 17,234 entries.

planning to celebrate his silver wedding anniversary March 8!

Sympathy is extended to Motorman John Fir, whose father died February 26.

Motorman Arthur Garbutt returned to work February 26 after being home ill for nearly two months. Ed Devine.

Sixty-ninth

With the publication of this news, the undersigned is attempting to put 69th "back on the map" in the magazine. Unfortunately, your scribe does not enjoy much contact with any except the 63rd street men from our depot. If any of you other boys have items which should appear in this column, hand them to any of the clerks and they will reach us.

The F. J. McCuskers became proud parents of a baby daughter last month. That's the only blessed event we heard of. If we missed any, we're sorry!

Our pool and billiard tournament last month provided the boys with a lot of fun. Leo Domrese got a text book that was supposed to make experts out of amateurs in no time, and set himself up as official instructor and kibitzer. We don't know that he was of real help to anybody, but he surely livened up the proceedings!

Have you ever listened to "Leather Lungs" Cosgrove as he calls the extra men to their labors? What Lawrence Tibbitt or Nelson Eddy would give to have voices like that!

Conductor John Wagner has a habit of tuning in a weather report on the radio before leaving the house for work each day, so he knows just how many sweaters and extra pairs of socks to put on. On February 18, our coldest day, he accidentally tuned in on an out-of-town station and got a report from some southern city where the weather was balmy. John instantly concluded that spring must be here, and removed his "heavies," put his overcoat and rubbers aside, then started for work. Outside the door, he met a temperature of 10 below zero, then dashed back into the house and established a new speed record for changing clothes.

We regretfully report the recent death of Conductor Edward Duffy, following a long illness. H. E. Harris.

Seventy-seventh

Spring training will start as soon as it's possible to get our minds off snow and other wintry displeasures. We're referring to spring training for softball, which, on or off the record, seems very necessary.

It is hoped that the veterans and a lot of new talent will be interested enough in old *Alma Mater* to come out for the team. It is also hoped that the crew won't fall just short of a championship as it has in the past, for it's going to be fashionable this year to step up production.

We believe our players will get into high gear, and will stay there until they win the "little brown jug." We hope, lastly, that the boys make us a good prophet!

A robust, red-corpuscled fellow who lets the weather do its own worrying is Conductor E. J. Johnson. In moderately cold weather, his small coat seems ample protection. In cold weather, there's still no change in attire. When zero minus comes, Johnson goes the way of all flesh—but don't forget the red corpuscles! He merely puts on his muffler!

In the famous Presidential birth month, a fine young prospect was born to the family of Conductor E. J. Leahy—a baby boy born in February!

In Motorman M. S. Bader's family, there are already two chances at the Presidency, February notwithstanding; so last month was given over to a celebration for the arrival of a baby girl. Maybe she'll turn out a First Lady!

One of the families which will help celebrate St. Patrick's Day is that of Conductor Patrick Byrne. The venerable Saint should appreciate the Byrne family's devotion because, for one thing, it will be at least 11 times stronger than that of any other.

Our sympathy goes out to the family of Motorman T. W. Meyer, who recently died, and to Supervisor John Volkhart, who recently lost his brother.

Walter F. Story.



"D'ya remember passing up a little man with a mustache that rainy morning last week?"



LUNCH TIME FOR
TRACK VETERANS