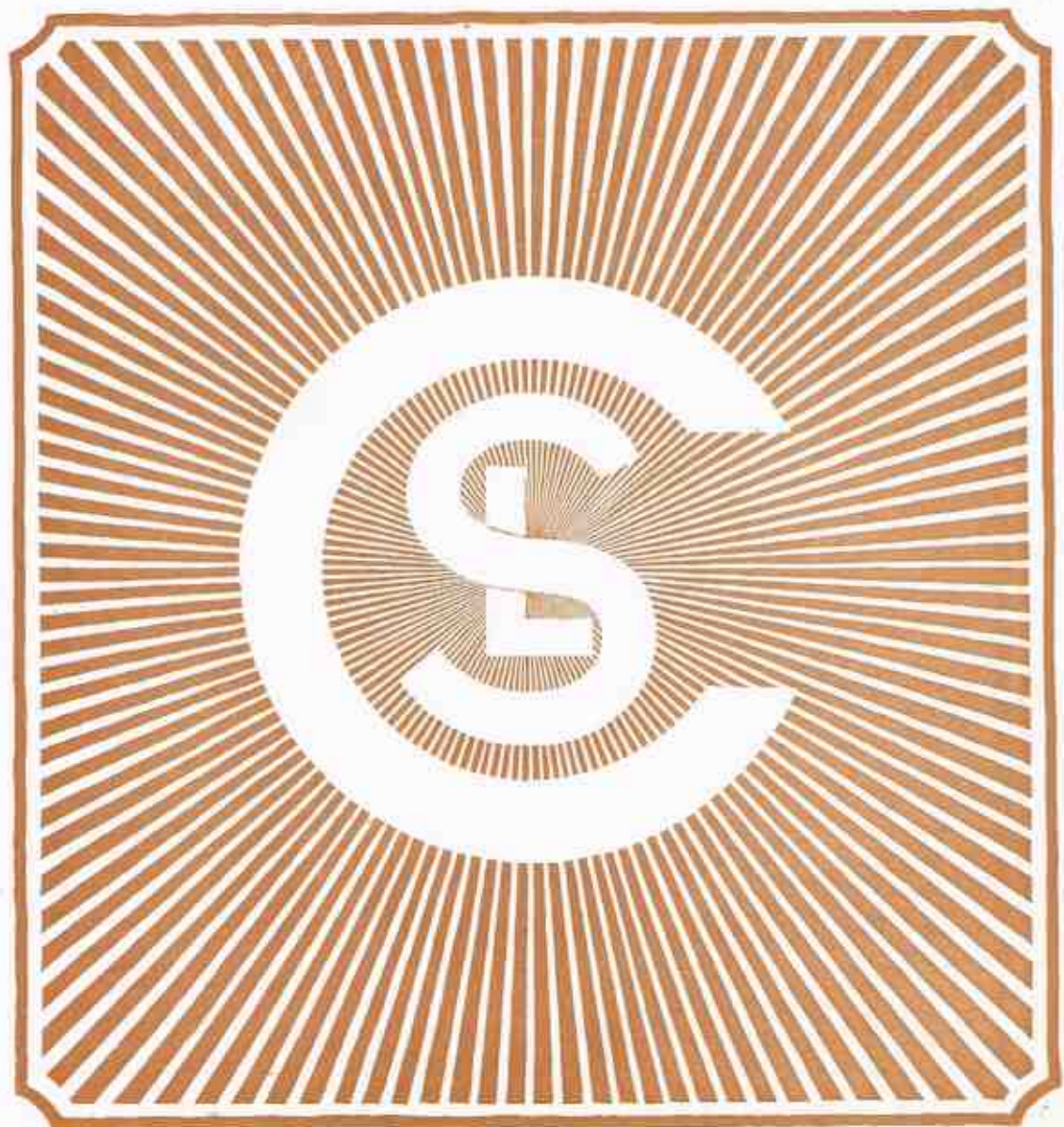


# SURFACE SERVICE MAGAZINE

VOLUME 2

FEBRUARY, 1926

NUMBER 11



## *Attention Stenographers!*

There is a vacancy in the Executive Offices with an initial salary of \$125. It is desired to fill this by transfer from within the organization. If you wish to be considered for the position address an application to the Editor Surface Service Magazine, Room 1479 Illinois Merchants Bank Building, marked "Personal," giving your present position, length of service and compensation. All applications will be considered confidential.

# Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 2

FEBRUARY, 1926

No. 11

## Accident Prevention Contest

*Trainmen of Various Divisions to Compete for Best Records  
During the Year*

Which Division of the Transportation Department is most interested in saving life and preventing damage to property?

To settle this important question a contest is being held among the trainmen of the various divisions. It began on February 1st and will continue throughout the year, ending on January 31, 1927. Early reports following the posting of bulletins announcing the contest indicate that trainmen are taking a lively interest in it and rivalry will be keen.

There has been a feeling for some time that a contest of this kind would be popular, but the difficulty was to devise a scoring system which would be fair to all divisions. Conditions under which cars operate differ so widely that it evidently would not do to select the winners merely on the basis of the smallest number of all accidents.

The General Advisory Council on Accident Prevention had the question under consideration for several weeks and finally settled upon ten classifications of accidents which, it is believed, will give all divisions an equal chance. Each of the ten will be rated on a basis of 10 per cent.

They are as follows:

1. Fatal accidents to trainmen or other employes.
2. Fatal accidents to passengers or public.
3. Boarding or alighting accidents.
4. Collisions with vehicles.
5. Persons struck by cars.
6. Collisions of cars.
7. Brushed off Steps (cars in motion).
8. Thrown in car by start or stop.
9. Employes injured on duty.
10. Blind cases.

Accidents not resulting in injury to persons or damage to property will not be charged against any division. Total car miles operated by each division will be considered in making the final award.

The standing of the divisions will be posted in the train rooms at the car stations every month.

Announcement will be made within a short time of the prizes to be awarded to the division having the best and the division having the second best record in accident prevention at the end of the contest.

The fact that fatal accidents on the Surface Lines were reduced more than 10 per cent during 1925 as compared with the previous year, notwithstanding the increase in car miles operated and number of passengers carried, and 30 per cent during the past two years as compared with the previous two years is pointed to as an indication of what can be done in preventing accidents.

The details of the contest are explained at the accident prevention meetings of the various divisions, scheduled as follows:

Division	Depot	Date	Time, P. M.
12	Devon	Tues., Feb. 2	2:30 and 8
6	Lawndale	Wed., Feb. 3	2:30 and 8
1	Cottage Gr.	Thurs., Feb. 4	2:30 and 8
12	Limits	Fri., Feb. 5	2:30 and 8
7	Kedzie	Mon., Feb. 8	2:30 and 8
2	Burnside	Tues., Feb. 9	2:30 and 8
11	Lincoln	Wed., Feb. 10	2:30 and 8
8	North Ave.	Mon., Feb. 15	2:30 and 8
3	77th	Thurs., Feb. 18	2:30 and 8
6	Blue Island	Fri., Feb. 19	2:30 and 8
4	69th	Tues., Feb. 23	2:30 and 8
10	Elston	Wed., Feb. 24	2:30 and 8
9	Division	Thurs., Feb. 25	2:30 and 8
9	Armitage	Fri., Feb. 26	2:30 and 8
5	Archer	Tues., Mar. 2	2:30 and 8
10	Noble	Wed., Mar. 3	2:30 and 8

### Five Little Words

There are five little words, I'd have you to know;

They are: "Pardon me," "Thank you," and "Please."

Oh, use them quite often wherever you go;

There are few words more useful than these.

These five little words are filled with a power  
That money or fame cannot give.

So commit them to memory this very hour

And use them as long as you live!

—O. E. R. Bulletin.

## The Great Storm of 1918

*During the Worst Blizzard in Our History We Provided the Only Highways for Delivery of Food and Fuel*

The beautiful new born month of January, 1926, was so mild, so good, and so gentle that it is hard to realize that we ever had a bad one. Yet some of the old timers in the Transportation Department, and in fact all industrial concerns in Chicago, will never forget January, 1918, which stands out as the worst month ever experienced in Chicago, even by the oldest inhabitants.

"We started out with the first fall of snow around five o'clock a. m., January 6th," said an Archer Avenue veteran of the Transportation Department, "with eleven sweepers and ten plows and kept them moving at all times until ten o'clock the following day, January 7th, during thirty hours of the heaviest snow ever seen in this city. By that time every street car line had snow banks on both



Prairie Avenue in Front of President Blair's Residence

It started with a heavy snow fall on the morning of January 6, 1918, and kept snowing from early morning until six o'clock p. m. the following day, piling up snow drifts eight and ten feet high in many places.

sides of the tracks. Not room enough for vehicle traffic to park or pass on the side. Everything running or walking was forced in on car track,—nowhere but the car tracks could they go. So the movements of cars were reduced to the

'stand and walk gait,' mostly standing. Every vehicle had to load and unload on the track. However, we kept cars moving and kept a great portion of Chicago from hunger and cold. For without the clean pathway made by our sweepers and plows there could not have been deliveries of any kind.

"More trouble came and with greater fury on January 11th. About 3:00 a. m. it commenced to snow, hail and sleet, and while we put out every available snow-fighting machine, by night we were badly crippled. It continued snowing, drifting and piling in on our already heavy banks, with a biting cold wind until Sunday, January 13, 1918. By this time our over-worked snow equipment began to show the scars of battle. I recall two snow plows that came in with the flanges on

tracks open as well as we did and I might add that our daily papers came out with great praise for our great work in keeping streets open and providing the only highways for the delivery of food and fuel."

Division Superintendent C. E. Jones, whose territory in 1918 was particularly hard hit, contributed this list of interesting history:

"A big plow was rigged up to cope with the situation at this time which we called the 'dreadnaught.' This plow consisted of three work cars loaded down with old car wheels and one sprinkler rigged up in such a way that we had push-buttons for signals so that all fed up at one time. We had two wings on this plow, the bottom wing weighing three tons and the top wing two tons. It



A Real "Dreadnaught"

every wheel worn off smooth and, of course, would not stay on the track. This could be said of many machines.

"When the storm was over, after sixty hours of continuous fighting we found side, or small lines of track and outlying ends of trunk lines snowed under. The Argo Line had one car almost covered under with snow on Cicero avenue, and it was not released or dug out for seventy hours, when it was shoveled out by hand with our trainmen.

"Our trainmen stood by and were ready to run sweepers, plows or dig with pick and shovel, some of whom stood at their post forty-eight hours, and it is to them we give credit for keeping our

tracks open as well as we did and I might add that our daily papers came out with great praise for our great work in keeping streets open and providing the only highways for the delivery of food and fuel."

"We used this piece of improvised equipment all over the system—on the North, West and South sides. We went as far south as Blue Island and Whiting, Indiana. We operated this plow fourteen successive nights—not being able to use it in the day time.

"We went through embankments of snow that had drifted to 10 or 12 feet, and in some of these drifts we found and unearthed all kinds of vehicles that were abandoned. We ran across a moving van in a drift in front of the old Alhambra theatre just south of Archer avenue

on State street, also found a two-horse low carriage in an embankment along the golf links at 75th street. Going through Harvey we found some water pipes and rolled them all over the wide open spaces when we hit them. They were in an embankment and we could not see them until we came in contact with them. The 'dreadnaught' certainly cleaned things up."

#### George Copithorn's Chilly Experience

George Copithorn, now in the Accident Investigation Department, was the conductor of the car that was tied up on Cicero avenue during this great storm. In recalling the incidents of that memorable period he said:

"In January, 1918, while working as a conductor out of the fifth division, I had one of the Argo runs, which was from Archer and Cicero avenues to 63rd street and Archer avenue in Argo. We left the station about 4:00 o'clock in the afternoon. We had two runs on this line during the evening and an interval of thirty minutes between runs. Snow plows and sweepers were being run over the line but the drifts at places made it difficult to get through and we took the snow shovel from one of the snow plows to help us out. Finally the plows and sweepers were unable to get to our section of the road, but we kept our car moving until we met one of these deep drifts and then we shoveled our way through.

"About 11:00 p. m. we were stalled on Cicero avenue and 62nd street, which at this time was open country, with but two or three houses in sight and the wind had a clean sweep. We tried to shovel our way through to Archer avenue, but could make no headway because of the amount of snow that was falling. At 1:30 a. m. we closed all the doors and crowded up to the heaters.

"About 3:00 a. m. the snow was about three feet deep with a terrible northwest gale blowing. It was hard to keep warm, but fortunately we had the power and our lights and heat were O. K., but the temperature inside the car was about two above zero. The temperature on the thermometer outside of the car reached sixteen below zero.

"About 7:00 a. m. I saw a light in a saloon located at 63rd street and Cicero avenue and as the drifts on the side of the car were up to the windows, my motorman, Mike Glennan, now deceased, and then the fourth oldest man in service, would not be able to make the trip to the saloon, so I tried first and when I reached there he then followed and when 200 feet from the saloon he collapsed and I had to get him up. His ears were frozen.

"The saloonkeeper fixed us up nicely with a hot meal and I notified the Archer avenue station and they informed me that a snow plow would reach us during the day. We stayed there all that day but no snow plow. The saloonkeeper kindly permitted us to remain there, so we slept all night on some chairs. We stayed there all the next day, which was Sunday and also Sunday night.

"Monday morning, about 10:00 a. m., we saw a gang of shovelers with sweepers following the gang. The depth of the snow was about three and a half feet and in places the drifts were six feet deep on our right of way, and the crust of the snow was hard enough to walk upon, so we walked three-quarters of a mile from our car to the gang and the sweepers. The supervisor relieved us on the street and we certainly hustled back to the barns."

It is up to everybody whether superstitious or not to "knock wood" when rejoicing over our freedom from serious snow storms this winter.

## Keeping 'Em Rolling

### *Limits Retains the Lead—Lawndale Moves Up From Twelfth to Fourth*

Limits is still in first place, not only in pull-ins, but also in zero days, although winter made itself felt during the month of December.

The cold weather caused 210 cars to be pulled in for frozen air, out of a total of 1,254 pull-ins for the month, or nearly 17 per cent.

The average mileage per pull-in has decreased to 8,852, or 27 per cent less than last month. During the month of December, it must be remembered, we were operating as high as 200 cars more a day than in any previous month, and therefore were many more possibilities for pull-ins than in the previous months.

North Avenue, Lawndale and Noble are deserving of credit, as these are the only three carhouses that increased their mileage per pull-in over last month. Lawndale made the greatest change in position, moving from 12th last month to 4th position this month.

The miles operated per pull-in and the zero days for the various carhouses, for the month of December, also the rank by months, are given below:

Rank	Carhouse	Zero Days	Miles operated per car pulled in Dec.	Percent increase or decrease over Nov.
1	Limits	18	26,592	1.5
2	North	3	24,895	58.0*
3	Devon	7	14,344	30.6
4	Lawndale	6	13,343	15.6*
5	Division	9	12,338	28.1
6	Kedzie	1	12,237	4.4
7	Noble	13	11,912	8.6*
8	Blue Island	10	10,973	44.4
9	Elston	10	10,793	40.0
10	Rockwell	4	10,315	26.1
11	Cottage Grove	4	8,663	35.4
12	Armitage	9	8,027	48.3
13	Lincoln	2	6,646	31.0
14	69th	--	5,467	34.6
15	Burnside	1	5,140	34.6
16	77th	--	4,924	37.6

\*Increase.

The rank of the various carhouses, by months, is as follows:

Carhouse	Dec.	Nov.	Oct.	Sept.	Aug.	July	June	May	Apr.
Limits	1	1	1	1	1	1	1	1	1
North	2	0	1	2	3	3	3	4	5
Devon	3	2	4	10	11	11	11	12	13
Lawndale	4	12	7	11	12	14	14	15	16
Division	5	5	12	4	6	6	6	7	8
Kedzie	6	9	11	5	8	8	8	9	10
Noble	7	11	13	12	15	15	16	16	16
Blue Island	8	3	9	1	2	3	3	3	3
Elston	9	4	3	3	4	11	10	9	7
Rockwell	10	8	6	13	8	10	7	10	10
Cottage Grove	11	10	8	8	10	4	11	11	15
Armitage	12	7	10	9	1	2	2	1	1
Lincoln	13	23	5	2	7	9	4	7	9
69th	14	14	15	14	13	12	11	13	13
Burnside	15	16	16	16	16	16	15	15	15
77th	16	15	14	15	14	13	12	14	14

### Berrying Time

"Is dat so what I hears 'bout Brother Zike bein' dead?"

"Sho is."

"Now, ain't dat bad. When is de internment?"

"Dey ain't goin' intern'm."

"What dey goin' do wid 'm, den?"

"Dey goin' to incriminate 'm."

### Ventilation

"Who invented the hole in the doughnut?"

"Oh, some fresh-air fiend, I suppose."

## "AUTOMOBILITIS"

A banker friend was discussing the financial problems that afflict our times. "The trouble," said he, "is that the people are afflicted with 'automobilitis.' Everybody, it seems, wants to ride in automobiles.

"If we could get people who can't afford autos to deny themselves of trying to buy them, business conditions would be better.

"The merchant, the doctor, and practically every other type of business, including banks, are imposed upon by people who have 'automobilitis.' These people, unable to pay their debts while owning autos, lag behind with their accounts, letting the money they should pay to creditors go to the finance corporation that has loaned the money on the auto. Unless the notes on the auto are paid, it will be taken away. The individual knows this; and so, instead of meeting just obligations, he continues to apply income that should go to 'the butcher, the baker and the candlestick-maker' to payments on his auto.

"Of course, this doesn't apply to ALL auto owners. But a large element of our people are afflicted with this mania, which I term 'automobilitis.'"

Yes. Our banker friend is right. He has analyzed a matter that affects our whole financial system.

We verily believe that if many of the people the banker was talking about would do justice to their creditors, they would deny themselves ownership of an automobile for a while, and be patrons of street cars.—B. C. Electric Employee's Magazine.

### Didn't Like 'Em

A woman engaged a new maid, with whose appearance and manner she was greatly pleased. When the terms had been agreed upon, the mistress said:

"Now, my last maid was much too friendly with the policeman. I hope I can trust you?"

"Indeed, you can, ma'ma," replied the new maid. "I can't bear policemen, I was brought up to hate the very sight of them. You see, my father was a burglar."

### A Two-Way Maid

"Can you serve company?" asked the mistress.

"Yes, both ways, mum," replied the new maid.

"Both ways?"

"Yes, mum; so they'll come again or so they'll stay away."—Forbes.

A haw Scotchman was visiting Niagara Falls in the company of a friend. As they watched the great rush of water, the latter said, "There's a story that if you throw a penny into the falls it will bring you luck."

"Is that so?" inquired the Scot. After considering a moment, he asked hopefully, "Ha ye a bit o' string?"

"Poor ole Bill! 'e's so short-sighted; 'e's working 'imself to death."

"Wot's 'is short-sight got to do with it?"

"Well, he can't see when the boss ain't looking, so 'e 'as to keep on shoveling all the time."

## Now It Is Being Told

*The Public is Learning About Street Car Operating Problems  
from C. S. L. Speakers*

Not long ago, handbills were circulated in one of the outlying business sections announcing a mass meeting called by a local business men's organization for the purpose of demanding better street car service. On the program were several politicians, but no representative of the Surface Lines.

A copy of the handbill was picked up by one of the members of the Surface Lines speakers' group. He sent it to the down-town offices, with the result that the officers of the association were called on the telephone and asked about the meeting.

"If you are going to talk about street car service, don't you think it would be a good idea to have some one there who knows something about it?" the officers were asked.

After some deliberation they decided it might be all right.

One of the Surface Lines speakers was sent to the meeting. He was familiar with the service in that section of the city. He admitted it needed improving and announced that the company had recognized this fact months ago and new schedules had been prepared and were ready to go into effect.

But, he explained, the principal cause of irregularity of service is beyond the company's control. Streets are congested at several places because of diagonal parking along the curb. This forces all vehicles to use the car tracks and results in frequent delays.

He also pointed out that the car lines cross several railroads at grade. Switching trains often hold the crossings for long periods of time, disrupting schedules for an hour or more.

When he finished, his audience had an entirely different view of the situation and they gave him a vote of thanks for telling them how they could co-operate in securing good service.

This is but one example of the good work the Surface Lines Speakers' group is doing.

It is composed of twenty-five Surface Lines members of the Speakers' Bureau of the Illinois Committee on Public

Utility Information and some six or seven other men who have been drafted as speakers.

The Illinois Committee Speakers' Bureau, District 10, consists of five sectional committees whose duty it is to secure speaking engagements for public utility speakers before civic and commercial organizations, schools and clubs. It is doing much toward securing a better understanding between the public and the utilities which serve them.

The Surface Lines speakers' group meets twice a month. On these occasions they are addressed by department heads on some phase of Surface Lines operation and by one or two of their own group.

At most of the public meetings addressed by Surface Lines speakers the motion picture film, "The Magic of Transportation" is shown. Since last September talks on the Surface Lines have been made and the film has been shown to thirty civic or commercial associations, forty-one schools and twelve lodges. The total audience reached in this way was 20,000.

The Surface Lines' members of the Speakers' Bureau are:

R. J. McKinney, Robert Simpson, E. J. Sigwalt, F. J. Koza, Henry Richter, William Pasche, William Rowland, W. A. Wheeler, J. W. Hewitt, R. G. Callahan, William C. Pearce, L. E. Bohlin, T. H. Shaughnessy, F. A. Forty, J. W. Jones, F. J. Frank, J. M. Johnson, Howard Alton, W. H. Figg, Frank Roper, M. B. Quinn, E. H. Altemeier, Don McGill, Johnathan Wolfe, John Rietz.

In addition to these T. N. Eigelsbach, Thomas Hoy and Hugo Schmidt attend group meetings and fill speaking engagements.

William Schenk, of the Electrical Department, operates the motion picture machine at the public meetings and on occasions makes a preliminary talk. Frequently department heads accept engagements and make talks when discussion of special phases of the transportation problem is desired.

Altogether the speaking section is carrying the story of surface transporta-



tion to the public in a way to bring about a fuller and more sympathetic understanding of our great responsibilities and achievements.

### SURFACE LINES POST 146

#### Election of Officers for 1926—Gradual Growth—A Great Party

The election of officers of Surface Lines Post No. 146 for the year of 1926, took place at the Club Rooms, No. 40 South Clark street, on January 8, 1926. The following officers were elected:



Commander George F. Thornton

George F. Thornton, Commander; Art F. Vogel, Senior Vice-Commander; Walter Krull, Junior Vice-Commander;



Art F. Vogel, Senior Vice-Commander

Clarence B. Heath, Adjutant; Raymond Ambler, Finance Officer; Will H. Clark, Service Officer; Lowell Page, Chaplain; J. Bortkvitch, Historian; Harry Johnson, Americanism Officer; Dr. A. A. Small, Medical Officer; Sergeants-at-Arms; Carl Gerlach, Thomas O'Malley, John J. Cusack.

The membership of the Surface Lines Post at present is 75% more than last year, and there is a daily growth of 3 or 4 members.



Adj. C. B. Heath

The Stag given by the Surface Lines Club for the Surface Lines Post of the American Legion was without a question a huge success. Promptly at 8 o'clock, 135 members of the post marched into the hall and occupied the section reserved for them. Chairman Martin then called our President Malmquist of the Surface Lines Club to give the Welcoming Address, and he did the job as only Art can do it. Commander Thornton thanked him and the Club in behalf of the Post.

And then the fun began, Andy Martin and his committee of hard workers certainly succeeded in putting on seven exhibitions of wrestling and boxing that would be hard to beat. Each of the four wrestling bouts was a hard-fought match and they were all of special interest, because at least one of the contestants in each bout was a Club member. Eddie Jacobsen won an exceptional fast, well-fought bout when he defeated Teddy Anderson in eleven minutes of speedy wrestling. In the second wrestling match Frank Felstow and Charles Bonnes put on a battle royal fighting hard every minute, Frank finally succeeding in pinning Charlie's shoulders to the mat. Harry Karadimos, another of our Club members, defeated his opponent, Roberts, in another mighty hard-fought match. For sixteen minutes both men trussed hard, but Harry finally won out with a deadly toe hold. In the final wrestling bout, Al Chappelle, our wrestling instructor, gave a wonderful exhibition of experience overcoming youth. Cyclone Olson, his opponent, put up a mighty game battle and our warrior of many a hard-fought match had to extend himself to win. Of

the above wrestlers Eddie Jacobsen, Frank Felstow, Charles Bonnes and Harry Karadimos are Club members, and our instructor intends entering them in the A. E. F. Tourney—watch their smoke.

The three boxing bouts proved to be real scraps with plenty of action, and the contestants were repeatedly cheered by the spectators. The Collegiate Quartette sang several numbers between bouts and they were good, being called back several times. Mr. Hackett then told us some very fine stories which were appreciated

by all. Plenty of smokes and plenty of good cats topped off a wonderful evening. The writer has attended every stag held at the Club since 1917, but I must say that Andy Martin and his committee of four hard workers, Eddie Jacobsen, Mike Korosy, Al Chappelle and Frank Felstow put on the most interesting Stag of all, and what's more the cleanest. Several of the members brought their young eight-year-old sons, and were glad of it. It was a party that the present officers and board can well be proud of.

R. T. FICK.

## Lining Up the Witnesses

### Quick Work by a Devon Crew—Elston-Noble Still in the Lead, Lawndale-Blue Island Second

Lawrence E. Gould is a veteran dealer in electric railway supplies with offices in the Old Colony Building where he represents the Economy Electric Devices Company, the concern which supplied the electric meters installed on the Surface Lines cars. As Mr. Gould has opportunities of becoming familiar with electric traction service all over the country, the accompanying letter which has a direct bearing on witness-getting is interesting. It is dated January 6th, addressed to Superintendent Evenson and reads as follows:

"I have batted around street railways big and little, for a long time, but one of your crews last night did the fastest piece of witness work I ever saw.

"This was north of Leland on Broadway about 8:45 p. m., January 5th, car 3161 north bound. Some sort of a triangular traffic squeeze brought about a bump with an auto. I was passing on the sidewalk about opposite, heard the emergency application and then the bump. Before I could walk twenty feet to get a better view, your men were on the witness-getting job. They even were at the auto door before the driver could get out.

"It is vigilance such as this instance exemplifies that will do so much eventually to bring about true recognition on the part of the public."

The crew whose activities aroused Mr. Gould's admiration was: Conductor Frank Geldmyer, badge No. 13994, and Motorman Lee Somsel, badge No. 3691, both attached to the Devon Avenue Station.

The most important change in the witness-getting contest in which Elston-Noble still maintains its lead with Lawndale-Blue Island second was an improvement shown by 77th Street which moved up from seventh position in November to fifth position in December, increasing its average from 3.39 to 2.67. Elston-Noble's record of 4.16 is a marked improvement over both October and November.

In connection with our activities here in se-

curing witnesses, it will be interesting to our crews to know that in San Francisco where a similar contest is under way, the leading division there has an average of 4.63 witnesses per accident; but on the system as a whole, the Surface Lines show an average of 3.44 against 3.40 for San Francisco. Our lowest divisional record is 2.97; whereas, in San Francisco their low is 2.48.

If all of our crews were as much alive to the situation as the crew mentioned by Mr. Gould in the above letter, there is no doubt that the Surface Lines could establish a record for the whole country to shoot at.

Division	Dec.	Nov.	Oct.	Sept.
(1) Elston-Noble	4.16	4.19 (1)	5.33 (2)	4.63 (1)
(2) Lawndale-Bl. Isl.	3.00	4.06 (2)	3.89 (1)	2.90 (2)
(3) Barnyard	2.99	2.63 (4)	2.52 (3)	2.63 (3)
(4) North Ave.	2.69	2.92 (3)	3.61 (2)	3.74 (4)
(5) 77th Street	2.67	2.28 (7)	2.54 (5)	2.64 (5)
(6) 60th Street	2.46	2.06 (9)	2.54 (10)	2.63 (12)
(7) Lincoln	2.44	2.21 (8)	3.32 (6)	2.54 (6)
(8) Cottage Grove	2.31	2.22 (10)	3.51 (4)	2.41 (8)
(9) Archer	2.26	2.65 (5)	3.42 (7)	3.22 (9)
(10) Kedzie	2.00	1.61 (11)	2.99 (9)	3.22 (11)
(11) Armit-Div.	1.96	2.18 (6)	1.66 (8)	2.42 (7)
(12) Devon-Limits	2.95	2.13 (9)	2.34 (11)	2.25 (10)
Averages for the 82-				
1000	3.44	2.45	2.28	2.46

### Domestic Science

Give me a spoon of oleo, Ma,  
And the sodium alkali,  
For I'm going to make a pie, Mamma!  
I'm going to make a pie  
For Dad will be hungry and tired, Ma,  
And his tissues will be decomposed;  
So give me a gram of phosphate,  
and the carbon and cellulose.  
Now give me a chunk of casein, Ma,  
To shorten the thermic fat,  
And give me the oxygen, Ma,  
And look at the thermostat.  
And if the electric oven is cold  
Just turn it on half an ohm,  
For I want to have supper ready  
As soon as Dad comes home.

—Farm Journal.

# Radio Night Our Next Attraction

*Station KYW to Do Its Broadcasting From Our Stage  
Wednesday February 17*

February 17th is a date around which every radio fan and lover of entertainment in the Surface Lines' organization should draw a big red circle. Upon that night the Westinghouse Electric Company will take possession of the stage of the Surface Lines' hall, where all arrangements have been made to present the regular KYW broadcasting program during the period from 8:00 to 9:00 o'clock. Sen. Kaney, the famous KYW broadcaster, will be in charge with a staff of entertainers prepared to put on the air one of the programs for which KYW is famous.



Sen. Kaney

This will be the first time that an actual broadcasting program has been sent out from our Club House, and it will be an unusual treat for the club members to be present on an occasion of this sort. Most of us have tuned in on KYW at one time or another during their evening hour, but it will be a new experience to see Sen. Kaney at the "mike" and observe



"Uncle Bob"



Lee Sims

the precise methods of the various artists in putting their numbers over.

Because of the fact that KYW'S broadcasting hour is fixed absolutely, the program must start at 8:00 o'clock exactly, and for that reason, it is desired that the

audience shall be in place prior to that hour. The hall will be open at 7:30 and the program, as indicated, will start at exactly 8:00, and consideration for both the artists and the audience requires that there should be no noise or confusion in finding places after the stroke of eight.

At the close of the broadcasting hour, a radio expert from the Westinghouse Radio Division will give a brief popular



Harmony Girls

talk on radio construction, with details of various hook-ups, how to locate and eliminate trouble, and with valuable suggestions on tuning methods to be observed in operating the various types of receiving sets.

Following this talk, he will invite questions relating to radio reception and undoubtedly will be able to offer valuable suggestions to anyone who owns, is building or is operating a receiving set whether it be a crystal or a superhet.



Chas. Schultz



Bobbie Brown

From the amount of radio conversation that one hears from time to time, throughout the organization, it would seem that there were enough radio bugs in the Surface Lines to crowd the hall to its capacity. If you have any knotty problems in connection with your set and want to broaden your knowledge with reference

to the mysterious operation of radio, this is an opportunity you may not have again to acquire both information and skilled technical advice.

The Surface Lines' management in arranging for the various company evenings regards each program provided as a

part of an educational plan. It seeks to combine entertainment and instruction, and it expects that the opportunities thus afforded shall be regarded by employees as worthy of loyal support carrying with it the duty of a general response in the way of attendance.

## Surface Lines Club

### *A Review of the Year Marks Progress and a Series of Successful Entertainments*

Another Club year has just drawn to a close and it might be interesting to review the activities of the past year. I am sure that the Club Membership will agree that it was probably the most active and enjoyable year in the entire existence of the Club.

At the beginning of the year there were 833 members on the Club Roll while we closed with 907 members, an increase of 84 members. This is all the more remarkable when we consider the fact that there were only 675 members at the beginning of President Malmquist's term in February, 1924, meaning that the Club Membership has increased 34 per cent during his two terms of office. In addition more members have taken advantage of the various opportunities offered by the Club such as bowling, swimming, pool, billiards, wrestling, etc.

**DANCE**—The opening affair of the year just closed was a dance held on March 7 and about 400 people attended. The music was good, the refreshments were palatable, the crowd was happy and had a fine time and Chairman Cammack and his committee were right on the job, to see that everybody had a good time.

**500 AND BUNCO PARTY**—Chairman Andy Martin put this affair over in good shape as was evidenced by the tremendous shouts which came from the lusty throats of 120 BUNCO artists who participated in the rolling of dice. Miss Margaret Burita and Mr. A. A. Larson proved to be the club's champion crap shooters. In the 500 game it proved to be Malmquist night, Mr. and Mrs. Malmquist carrying off the first prizes.

**BANQUET**—After a lapse of several years the custom of holding an annual banquet or "Trophy Night Dinner" was revived and the success of the affair was entrusted to the following illustrious committee, Chairman Mr. J. V. Sullivan, Messrs. J. E. Wilkie, H. O. Crews, L. E. Bohlin and J. W. Hewitt, and to say that the affair was a huge success is putting it mildly. Ex-Governor Edwin P. Morrow of Kentucky was the principal speaker of the evening and he sure did speak some. His stories of some of his experiences in the Blue Grass State were unsurpassable. Mr. Wilkie, who was the toastmaster, was a huge success and kept us all in excellent humor. One of the biggest events of the year.

**DANCE**—Pres. A. W. Malmquist headed the committee which so efficiently handled this affair which was attended by approximately 300

members and friends. Miss Bessie Cameron and Mr. Dave Tweedie led the grand march and Miss Marion Micetic and Mr. Louie Schraag led the march to the Frappe Bowl. Another large evening.

#### **SECOND ANNUAL COLLEGE MEET—**

This big indoor picnic was another round of fun and frolic according to the large number of members who attended. During the afternoon several stars were uncovered principally Dodo Grell, who won first prize as the champion bottle fed boy. During the entire afternoon the large hall resounded with the lusty cheers of the 300 odd college lassies and laddies who were rooting at the top of their voices for their respective teams. After the meet a supper of hot dogs, potato salad, ham, rolls, olives, pickles and pie al a mode was served.

The evening's entertainment was opened with a half hour of community singing which was followed by the official opening of the Surface Lines Club Radio Broadcasting Station. At our grand opening we featured such stars as Ford and Glenn, Mrs. Rhoades and Billy Schenck, who tried out his new invention for broadcasting moving pictures. A good time which started early and lasted until late.

**BUNCO AND BRIDGE**—Crap shooting is gaining in popularity in our organization, so Andy Martin was called upon to put on another bunco and card party on Saturday, June 27. Nice prizes and good eats helped make another success. Messrs. Malmquist and Fick tying for the honors as the champion ice cream eaters.

**NINTH ANNUAL PICNIC**—On July 18 about 4,100 employees and friends went to River-view Park and helped make our annual picnic a huge success. Games of all kinds were arranged for the youngsters and the grown-ups and we are sure that all enjoyed themselves. One of the features was the special track and field meet in which various departments contested for the honors; first place going to the team representing the shops and equipment department. Mr. H. C. Kelly's beef trust easily defeated all comers in the tug o' war. Taken as a whole it was a wonderful day and the supervision of the various activities was well taken care of by Mr. A. W. Malmquist and Miss Mildred Humes, the presidents of our clubs, who headed the large committee of workers.

**BEACH PARTY**—Billy Schenck, the original Coney Island hot dog man was in charge of this party and that alone is assurance that it was a success. After an enjoyable afternoon the tired bathers partook of hot dogs prepared by illustrious Chef Billy and coffee made by the champion coffee maker of Bowmanville. Later in the evening more refreshments were served, roasted marshmallows and cold watermelon. A mighty big time supervised by a mighty small fellow with a hardworking committee.

**DANCE AND CARD PARTY**—Mr. A. E. Johnson put over another dance and 500 party on Oct. 10. About 300 members and friends attended and enjoyed themselves, dancing or playing cards or both. First prize in the Charleston contest was won by Arthur Emil, the terrible Swede from Clark and Division. Prizes were awarded to six highest scores at "500," the first ladies' prize being won by Mrs. Magnuson and first men's prize by Miss Mable Magnuson.

**HALLOW'EEN PARTY**—Another regular party conducted by none other than our own "Foxy Grandpa," Mr. John Hewitt. Many of the guests came attired in costume and it was a regular job when the committee tried to pick the prize winners. Four negroes created quite a lot of excitement when they started rolling the bones in the center of the dance floor, the leader of the gang later developed to be none other than Eddie Volland who made a mighty good looking negro lassie. Another big success handled by a most efficient committee.

**SWIMMING AND WRESTLING CARNIVAL**—This event seems to be growing rather popular judging from the crowd that turned out. Mr. Zollinger, our swimming instructor, had planned a very interesting program in which members of both the girls' and boys' classes took part. Several interesting wrestling bouts were later put on by members of Al Chappelle's wrestling class. The evening's entertainment was closed with the serving of eats and dancing.

**CHRISTMAS PARTY**—A big time for the kiddies. This year's Santa took care of about 800 children at our annual Christmas party, December 19, 1925. The entertainment consisted of a punch and Judy, an animal circus, an Our Gang Film and the arrival of Santa with his large number of toys and plenty of candy. Messrs. Schenck and Hewitt, chairmen of the committee in charge of decoration, are to be congratulated on the beautiful decorating of the state and hall. Next to Santa, Misses Humes, Krausman, Williamson, Wiley, Sullivan, Carlson, Beatty, Sigwalt and Cameron were by far the most popular persons in the hall when they acted as Santa's assistants. A great day for the kiddies.

**STAG**—Another wonderful evening fully described elsewhere in this issue.

**THE BOWLING LEAGUES** are also going on as usually except that our leagues seems to be getting stronger each year and at the present writing it looks as though all previous bowling records will be shattered.

The regular Monday and Tuesday night swimming classes and Friday night wrestling classes were just as popular as ever during the past year and our genial instructors, Messrs. Chap-

pelle and Zollinger were again very successful in the development of some of our young athletes.

During the year we also organized a basketball team which is having quite a little success. To date only three games have been played, all of which were won by the boys representing our club. Howie Dahl has been acting as captain and coach of the team. Back the boys, come out and root for them once in a while and help them by your support.

Taken as a whole the events of the past year have been exceptionally well attended and the outgoing officers and board are to be congratulated on the successful year. The officers of the past year were Mr. A. W. Malmquist, president; Mr. J. Landeck, vice-president; Mr. E. Dixon, treasurer; Mr. John Hewitt, secretary. The other members of the board were: Andy Martin, Harry Essington, Nick Deutsch, Huber Smith, Herb Hoyer, P. Voss, H. Hintz, Clarence Heath, Louis Bohlin and H. Cammack, all of whom put their shoulder to the wheel and helped make this the biggest year ever.

R. T. Fick.

#### Thanks From President Malmquist

I wish to take this means of thanking the Directors, Chairmen and Members of the various Committees for their services and untiring efforts in arranging and carrying out the different affairs given during the past two (2) years. Whatever success we have attained is entirely through their efforts. I also wish to thank the Women's Auxiliary for their co-operation and assistance throughout the year.

A. W. Malmquist.

#### Women's Auxiliary

A bunco party is always a drawing card for members of the Women's Auxiliary and their friends, and the one in charge of the program committee, Thursday evening, January 21, was no exception. Several lovely prizes were exhibited before the game started, which added zest to the contest, all hoping to be a winner. After a most thrilling time, the winners were chosen, dainty refreshments were served, the girls danced for a while, and everybody considered it an evening happily spent.

#### Announcements

Thursday evening, February 18, regular monthly meeting followed by a "Washington Party" in charge of the accounting-down-town department.

Thursday evening, March 18, regular monthly meeting followed by an "Entertainment" in charge of the executive department.

Remember these dates, girls (February 18 and March 15), save the evenings, and come and have a good time at your Club House.

#### A Purse for Courtesy

Meadville, Pa., (A.P.)—Four hundred patrons of a Meadville trolley route presented a purse of gold to Harvey A. Smith, motorman, for courteous service.

# SURFACE SERVICE MAGAZINE

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

## ACCIDENT PREVENTION

A recent survey by a national organization with a careful analysis of traffic accidents in which electric street cars were involved resulted in the conclusion that 90 per cent of these accidents could be classed as preventable. The opinion was expressed that there could be a tremendous reduction in loss of life and limb if a concerted effort intelligently directed could be stimulated in the various surface transportation companies.

Without questioning the accuracy of the conclusions of the national survey, those who are familiar with local conditions are convinced that it is possible to bring about a marked reduction in accidents on the Chicago Surface Lines and the Advisory Council on Accident Prevention in this organization is embarking upon a campaign to demonstrate what may be accomplished by serious and persistent effort on the part of our train crews.

The men of a division able to lead in a contest of this sort will have achieved a high degree of personal satisfaction in knowing that their care and alertness have prevented misery and suffering and have made the Surface Lines a safer and more desirable transportation agency.

Entirely apart from the element of personal gratification, there are to be substantial rewards to the leaders in the contest. The details of the contest and the method of scoring are being explained by the Supervisor of Accident Prevention in a series of talks at the car stations and the standing of the contestants will be conspicuously displayed in the several train rooms and will be the subject of comment and discussion in subsequent issues of this magazine.

## MEETING AN EMERGENCY

There was a fine demonstration of team work following the fire which destroyed the old Dickinson Warehouse at Clark and 16th Streets on January 13th. After the fire was under control on the night of the 13th, it was seen that the standing walls of the ruins were so much of a menace that resumption of traffic on Clark Street would be impossible until the walls were razed.

In advance of action in destroying the walls, it was essential that there should be the united permission of the owners of the building, the representative of the Board of Underwriters, and Building Department of the City of Chicago. The parties at interest were widely separated, but when the requirements were understood, the Transportation and Insurance Departments of the Surface Lines, the Vice President's representative, and those familiar with City Hall affairs all working through the night dispatcher on the Surface Lines' switchboard bestirred themselves. By eight o'clock in the morning there was a conference at the scene of the fire at which all of the officials and representatives of the owners of the property were able to agree upon a method of procedure. This plan was carried out, the menace of the shaky walls was removed and normal service on Clark Street was restored within a comparatively short time.

The Transportation Department is entitled to special congratulation on the activity of Superintendent Evenson and his assistants and supervisors who were on the job practically all night directing the rerouting that was necessary to maintain continuous and reasonably regular service. A judicious diversion of certain State Street lines to Wabash Avenue and the utilization of Archer Avenue, State Street and Van Buren as a detour for the heavy Clark Street traffic resulted in giving a quality of service that reflects the highest credit upon the Transportation Department.

The fire and its attendant difficulties created an emergency which was met by a gratifying demonstration of harmonious and efficient activity, with an admirable spirit of cooperation for the benefit of the company and the car riding public.

## MORE OF THE SAME

There is a lot of satisfaction to be derived from a letter like this:

### PIONEER TRUST & SAVINGS BANK

North Ave. at Crawford  
Chicago, January 29th, 1926.

Chicago Surface Lines,  
Chicago, Illinois.  
Gentlemen:

We wish to take this opportunity to compliment your organization on the able and efficient manner in which you handled the emergency created by the bursting of a water main on North Avenue near Keeler Avenue. Through the efforts of your organization and their quick action, much disorder and disorganization of traffic was avoided, and we feel that your organization, especially the men in charge of this work, are entitled to the praise of this community.

Very truly yours,

C. J. PEEPLES,

President.

## RIGHT AND WRONG

Few things carry a greater degree of satisfaction to the management than a letter of appreciation from some observing car rider who has noted an act of kindness or consideration or a case of special efficiency by a trainman in the discharge of his trying duties. And by that same token, nothing causes so much chagrin and disappointment as a letter detailing an incident in which rules and regulations are ignored and duties and responsibilities to the car riders are forgotten.

The passing up of waiting passengers particularly during periods of low temperature or storm when a three-minute wait seems like twenty; giving the starting signal before passengers are safely aboard; "bawling out" passengers who through unfamiliarity with methods fail to meet the trainman's idea of what passengers ought to do; the response "can't ya read" when a passenger inquires whether the car reaches a particular destination. All these are sources of irritation to the car-riding public and create a feeling of resentment against the whole organization.

The commendable high grade service given by the vast majority of our trainmen can be completely nullified by the thoughtlessness or deliberate indifference of a few employes who may like to consider themselves "hard boiled." The

Surface Lines lead the world in magnitude and general efficiency; and we only need to have added a record for courtesy to establish a leadership in transportation that will be unassailable.



Miss Anna Atols

Winner of the \$5 prize for her report of Du Pont Night at the Club. Miss Atols is in the Auditing Dept.

### He Smiled

He smiled—and his home was a place of happiness.

He smiled—and the children ran out of their way to meet and greet him.

He smiled—and his co-workers in business worked better than in any other place of employment.

He smiled—and his business clients and callers spoke well of him, and business increased.

He smiled—and all who entered his office door were pleased to be greeted as friend and equal.

He smiled—and followed the smile with a brotherly handclasp; and those who were discouraged and downcast went out and took a new grip on life and their work.

He smiled—and while the years rolled on, he grew younger, because—HE SMILED.

### Height of Waves

We often heard exaggerated stories of towering waves during sea storms. Frequently we hear stories of waves having reached almost impossible heights. Speaking generally, these tales are just about as authentic as those told by Mr. City Fisherman as to the exact size of his catch.

As a matter of fact, it is extraordinary for a wave to attain a height of 70 feet, while the average size is considerably less. The mountainous waves encountered in the North Atlantic usually measure 40 feet, although the upward-shooting, quick-falling ones attain greater altitudes. The big waves of the North Pacific rarely measure more than 30 feet. The highest waves ever met in the South Pacific did not exceed 50 feet. Those in the Mediterranean seldom reach a height of 20 feet.—Exchange.

# Du Pont Night at the Club

## *Prize Report of a Successful and Enjoyable Entertainment*

Through the courtesy of the E. I. Du Pont De Nemours Company, manufacturers of explosives, an enjoyable program was provided for the employees of the Chicago Surface Lines and their friends.

At about twenty minutes past eight, on Wednesday, January twentieth, the famous Benson Blue Jackets started the ball rolling by playing an overture of popular melodies, which was well applauded by the audience that was composed mostly of the masculine, and which almost filled the hall of the club house.

Dynamite, perhaps, appeals more to men, but I am sure that the majority of the audience would have been feminine if the girls had known that dynamite is closely related to silk stockings.

The second number was rendered by the Four Benson Troubadors who played and sang the well known "Susie," "Holy Yimpin' Yimminy," which is a Swedish dialect comic song, and "Yes Sir That's My Baby." The applause was so insistent that they obliged with an encore which was much appreciated.

Mr. J. E. Hatt, the manager of the Explosives Department, was next introduced preliminary to the showing of motion pictures on "The Story of Dynamite." His talk was short, snappy and right to the point.

He said that dynamite was concentrated man-power and without it there would be no tall buildings and no large cities. Our homes would be cheerless and cold, for there would be little or no coal, and it would be very tedious to clear land of stumps. Many great engineering feats would never be accomplished.

If the production of dynamite were suspended for about ninety days, nearly all the industrial world would come to a standstill. So vital is dynamite. Four cents' worth of dynamite and black powder, or about six cents' worth of dynamite alone, will produce a ton of coal.

Mr. Hatt concluded by illustrating a few of the by-products for which the production of explosives is responsible. One of the most surprising examples was artificial silk or Rayon, which is produced

by the nitration of cellulose or vegetable matter.

The camera then took up the narrative and showed very realistically the various steps in the production of many kinds of dynamite.

After this came "Beauty and Song." Miss Adele Walker was announced. Although apparently not well known to this audience, Miss Walker looked so sweet and sang so appealingly of a "Heart That's Free," and "Remember," that she was called back for an encore. She sang "Brown Eyes Why Are You Blue?"

For the next diversion Mr. Ray Conklin, of vaudeville fame, assisted by his friend "Schwartz," who spoke with his master's voice, created many explosions—of laughter. Mr. Conklin is a ventriloquist. "Schwartz" is his dummy.

After the laughter had somewhat subsided pictures of "Dynamite in Action" were flashed on the screen. The music that was played by the Blue Jackets during the projection made many of us hold our breaths. Crash after crash reverberated through the hall as explosion after explosion took place—(on the screen).

To the many stars of the entertainment the Harmony Girls of Radio renown added their number. They played and sang "Moonlight and Roses," and a comic song, which I think, can be called "There Ain't No More," "Dumb Dora," and "We've Got Bananas Now." In the last song it seemed that a country that had echoed to "Yes We Have No Bananas" was ready to drop everything because "We've Got Bananas Now." Next, by popular request, they sang the old favorites, "Arkansas" and "Hackensack."

The Benson Blue Jackets concluded the program as well as they had begun it by playing a medley of popular airs. The audience went home with the pleasure of a profitable evening well spent, for which our thanks are extended to the E. I. Du Pont De Nemours Company.

ANNA ATOLS,  
Auditing Department.

[Miss Atols receives the first prize of \$5 for her report; Mr. W. H. Figg the second prize of \$3 and Mr. John J. Svoboda the third prize of \$2.



## Bouquets for the Boys

Conductor Martin O'Connell, badge No. 1894, of Limits, was the subject of a commendatory letter from Mr. James A. Harvey of 25 E. Washington Street, who called attention to the unusual courtesy and humane manner in which Conductor O'Connell managed his passengers. While efficiently caring for his duties, he cheerfully and courteously did many little acts of kindness for the passengers.

Conductor Charles A. Collins, badge No. 2389, of 7th Street, makes it a practice to call the streets distinctly and in ample time to give passengers an opportunity to signal their stop. This attracted the favorable attention of Mr. M. E. Troutman, superintendent of agents, Travelers Insurance Company, who sent us a letter complimenting the company on having so efficient an employe.

Conductor Alexander H. Klein, badge No. 2610, of Devon, is the subject of a letter written by H. F. Williamson, 3702 Iron Street. Mr. Williamson observed an incident in which an elderly crippled lady passenger was assisted off the car and helped safely to the sidewalk. He thinks Conductor Klein is a credit to the company.

Mr. W. B. Brewster of the Old Colony Club was a passenger on a Broadway car of which Oscar Eliassen, badge No. 2622, of Devon, was the conductor. A lady passenger had given the conductor two one dollar bills folded together under the impression that it was a single bill and when the conductor discovered her mistake sometime after, she had gone into the car, he followed her in and restored the other dollar to her.

Conductor Arthur J. Hansen, badge No. 4560, of Archer, through his consideration for transferring passengers and his care in seeing that everyone was safely aboard before given the starting signal earned the deep appreciation of Mr. and Mrs. J. A. Schultz, of 5327 North Oakley Avenue. The incident occurred shortly after midnight when the thermometer was low and no other car in sight.

Conductor Oscar H. Nelson, badge No. 8040, of Lincoln, was able to advise Mr. W. G. Darst of the Toombs & Daily Company, 208 South La Salle Street, on what line to transfer in order to make the quickest possible journey in keeping an important appointment. His familiarity with the city and his connecting lines enabled him to render a real service to Mr. Darst, who made the incident the subject of a very interesting complimentary letter.

Conductor Thomas Tarpey, badge No. 10498, of Kedzie, is commended for his courtesy to his passengers and his pleasant manner in furnishing information to those seeking it. His method of calling the street and closing the door after each call thereby maintaining a more comfortable temperature in his car was also commented on in a congratulatory letter from Mrs. Herman Breves, of 3501 Fifth Avenue.

Conductor Aloysius M. Pontecore, badge No. 12394, of Armitage, was specially commended for calling his street intersections distinctly and in plenty of time.

Conductor Edward E. Thacher, Jr., badge No. 12974, of Devon, controlled his temper so admirably in dealing with an obstreperous passenger that Mr. W. C. Palmer, of 2744 Pine Grove Avenue, wrote the management to congratulate it on having as a representative a conductor who kept his head in an emergency and showed that he was a gentleman under trying conditions.

Conductor Jeremiah O'Brien, badge No. 13768, of 77th Street attracted the favorable notice of his passengers by the assistance rendered to a lady who was having difficulty in boarding his car. His willingness and courtesy to furnish courteous and exact information to inquirers was also noted and all of these things were mentioned in a complimentary letter from I. N. Loren of 3133 Palmer Square.

Motorman Robert E. Quinlan, Jr., badge No. 12759, of Archer, found a monthly commutator ticket belong to Mr. J. M. Schuck of Western Springs and took prompt measures to see that it was returned to its owner and Mr. Schuck acknowledges the service in a highly complimentary letter.

Conductor Frank Geldmeyer, badge No. 13904, and Motorman Lee Somsel, badge No. 3691, both of Devon, were complimented by Mr. L. E. Gould of the Economy Electric Devices Company in the Old Colony Building on their alertness and speed in collecting the names of witnesses following a collision on Broadway near Leland, on January 5th.

Motorman Edward S. Hedrick, badge No. 4687, of Lincoln, was cordially thanked by Mr. D. J. Coursey for being given an opportunity to board the car in front of which Mr. Coursey had passed carrying two heavy grips as the car was about to start. The motorman's consideration in pausing long enough to let him get safely aboard was an act of courtesy which was highly appreciated.

Motorman Edward Lauing, badge No. 8325, of North Avenue, happened to notice the dropping of a watch and chain by a man on the street at North Avenue and Spaulding Avenue and also saw a passing Checker Taxi driver stop and try to get possession of the watch. Motorman Lauing found it necessary to appeal to the police officer in getting possession of the watch which the Checker driver claimed as his own. Motorman Lauing then turned in the watch and chain and started a movement to locate the owner. Dr. Herman B. Kipnis, who was the loser, was eventually located and called and identified his property at the Cicero Car Station. Dr. Kipnis expresses his gratitude in a highly complimentary letter.

Motorman William H. Neef, badge No. 4643, of North Avenue, by making a stop just after starting that permitted a lady and two children to get aboard his car out of a storm, made a warm friend of Mr. Harry B. Silverman of 3759 Leland Avenue whose wife and children were the beneficiaries of Motorman Neef's consideration.

## POWER SAVING METHODS

## A Pacific Coast Expert's Observations on Coasting and Braking

George H. Grace, efficiency expert of the Pacific Electric Railway, Los Angeles, contributes these thoughts on the important subject of power saving:

It is within the scope of every motorman and conductor on the System to save power; motormen by taking advantage of every opportunity to coast, and conductors by giving stop and start bells promptly. Unnecessary delays at stops simply means wasted time that motormen could use to advantage in coasting.

Some motormen, we are glad to say, are maintaining consistently good records, and we wish to acknowledge our appreciation of their efforts in keeping well ahead of the average of their respective lines.

However, it does not seem exactly fair for the low men to waste power that the high men are making every effort to save.

It is admitted there is a difference in coasting possibilities between runs on the same line, but checks heretofore made of actual run conditions on certain lines, proved conclusively that such difference is less than six per cent; therefore, when the highest man on a line regularly make a coasting record of 35 per cent and other men on the same line never reach 25 per cent, these low men are not making the best effort to coast.

It may be a fact that some of the low men have not yet grasped the idea governing efficient coasting, believing that in order to coast, a long stretch of high speed track is necessary, that they may feed up to full speed and then throw off power and coast to a slow down or stop.

As a matter of information to these men, we will state that a good coasting record obtained day after day is not the result of a few long sprints, but is brought about by the addition of coasting in small amounts.

A motorman may endeavor to secure a long coast at a point where coasting is easy, only to lose all he has gained by having to work hard to make up lost time. It is a proven fact that a higher record may be made by paying attention to the small amounts obtained just before traffic slow-downs, through speed restricted territory and before stops.

When following a car ahead, coast; you cannot pass and you should keep far enough behind so that his stops will not necessarily force you to stop or slow down, and whether you are late or not, you have an opportunity to coast.

When approaching a passenger or safety stop, do not use power to the last possible moment and then apply brakes. The amount of coasting you can do will depend on the grade and whether you are on time or not. However, a car is never so late that it cannot coast ten to twenty seconds, and the extra time required to cover this period over that required to cover with power on is so small, about one second, that it is not appreciable. If you make twenty stops and coast but twenty seconds before each one, you make

over six and a half minutes coasting and lose only twenty seconds. Conductors should cooperate by giving stop bells as soon as possible.

Anticipate your stops. You know usually where stops will be made; you have an opportunity to coast until it is evident there will or will not be a stop.

Where speed must be reduced at grade crossings or obscured curves throw off power far enough away to enable you to coast through the restricted limits at the required speed.

And a few words as to braking. Good braking is essential to economical car operation. At first sight it might appear that the braking which occurs after the power has been thrown off cannot possibly affect the amount of power used; but the point is that poor braking wastes time and wasted time must be made up at the expense of power. Good braking consists of safe, short, quick steps obtained with one application of air and without sliding the wheels or discommodating the passengers.

Conductors realize that they can materially help their motormen in obtaining coasting by calling stops promptly so that passengers will be ready to alight when car stops; by assisting old and infirm people on and off; by helping women with small children and baggage, so that there may be no excessive delays while discharging and picking up passengers. Every second's delay is coasting time lost, and many stops mean many seconds and consequently many minutes during the day.

## Standing of Surface Lines Stations

The following classification of the depots has been prepared for the benefit of our motormen, showing the standing of each on a comparative basis.

It takes but very little improvement by all of the motormen of a depot each month to advance its position. Run on time—save power.

In the order named the Depots rank:

Depot	Dec.	Nov.	Oct.	Sept.
Rockwell .....	1	3	2	10
Elston .....	2	2	3	5
Cottage Grove .....	3	7	8	7
77-Vincennes .....	4	6	9	9
Blue Island .....	5	1	1	1
Limits .....	6	4	5	2
Lincoln .....	7	5	13	13
69-Ashland .....	8	11	7	6
Burnside .....	9	8	6	3
Division .....	10	10	4	4
North .....	11	12	11	11
Noble .....	12	9	10	8
Devon .....	13	15	14	15
Kedzie .....	14	14	12	12
Armitage .....	15	13	16	16
Lawndale .....	16	16	15	14

All car operation is based on the entire four motor equipment of the system.

"Uncle, does futher like to watch you play football?"

"I don't play football."

"Well, I heard him say that when you kicked off he'd quit working."

## Some Financial Pitfalls

### *Our Legal Department Explains How Employes Become Involved*

Our Treasurer's office is frequently put to the necessity of stopping wages on legal notice. Very often the employe in such circumstances does not appreciate the position in which the company is placed. It also develops that in many instances the employe is not aware of the nature of the document that he signed, and the extent to which he is liable. We have referred to our Legal Department some of the inquiries that we get regularly from such employes. The information is of importance to all our employes in safeguarding themselves against future financial misunderstandings.

When payment of an employe's wages is withheld, writes Mr. Kriete, because notice of assignment of wages has been served on the employer, the question is often asked: "What right is there to stop my wages?" The answer to this is, that where an employe assigns wages to be earned in the future, under an existing employment, the effect is to pass the title to the wages to the one to whom the assignment of wages is made. It amounts to nothing more nor less than mortgaging the wages, and, under the law, if the employer disregards the notice of assignment, and pays the wages to the employe, the one holding the assignment may collect directly from the employer. In other words, the payment by the employer to the employe, of wages due the employe, where notice of assignment has been served on the employer, is, under the law, wrongful payment by the employer. The employer has no choice in the matter under the law.

The above applies in cases where the assignment is made to secure the payment of the purchase price of merchandise, or other like obligation, and there is no exemption in favor of the employe. Under such circumstances the employe is not entitled to his fifteen dollars a week exemption, as in case of garnishment suit.

However, in those cases where the employe makes a loan of money through a licensed loan company, giving an as-

signment of his wages to secure the loan, only fifty per cent of the borrower's salary, or wages, shall be collectible by the licensed loan company, from the time that a verified copy of such assignment, with a statement of the amount unpaid upon the loan, has been served upon the employer. Licensed loan companies are authorized to charge 3½ per cent per month upon such loans as they make, but are forbidden to loan more than \$300 to any one person.

It is to be noted that where an employe once pledges his wages by executing an assignment thereof, his title to the wages passes out of the employe and rests in the assignee. It is, therefore, wrongful for an employe to make a second assignment of his wages unless he advises the assignee whose credit is sought that there is a pre-existing assignment.

Employes sometimes make inquiry as to whether they are liable for debts incurred by their wives, or children, and the answer to this inquiry is no, except that the property of both the husband and wife is chargeable for the reasonable, necessary family expenses, and, in this behalf, reasonable obligations incurred in the course of the education of children are considered a part of necessary family expenses. Generally speaking, however, while there is the natural obligation on the part of the parent to provide for the maintenance of minor children, the ordinary debts incurred by minors are not enforceable against the parent unless there is an express promise, or circumstances connected with the transaction from which a promise can be inferred, on the part of the parent of the minor.

Sometimes the statement is made by an employe, where notice has been given of assignment of his wages, that he is not liable on account of his contract because the goods received by him were not as represented. Where the seller of goods expressly warrants them, as an inducement to the purchaser to buy, and if the purchaser relies thereon, then the buyer, upon discovering that the war-

ranty is false, may rescind the contract, but the Illinois statute on sales of personalty, expressly provides: "No affirmation of the value of the goods, nor any statement purporting to be a statement of the seller's opinion only shall be construed as a warranty." The doctrine *caveat emptor* applies to purchasers, and means "let the buyer beware." A purchaser cannot use goods purchased, and continue to use them, and then, after wear and tear has depreciated their value, claim that the goods were not as represented. Such a claim must be made as soon as the misrepresentation is discovered.

At times, an employe inquires as to what his rights are, as to a balance of wages due him, as against notices of assignments where the employe has not worked for some period of time on account of sickness. The employe's sickness has nothing to do with the legal liability arising under an assignment of wages. Wherever wages are covered by a general assignment of wages, the failure of the employe to work regularly, on account of sickness, does not relieve any of the earned wages from the legal effect of the assignment.

## The Season's Greatest Night

### *Reception and Dance Given by the Women's Auxiliary a Brilliant Success*

"There was music, there was dancing,  
And the sight was most entrancing,  
As if fairyland and floral band were holding  
jubilee.

There was laughing, there was pouting;  
There was singing, there was shouting,  
And old and young together made a carnival  
of glee."

What could better describe the splendid party given by the Women's Auxiliary for members of the Surface Lines Club on Saturday evening, January 16th, at the Club House, than the poem found on the "Reception and Dance" page of their Year Book? Maintaining its reputation of being one of the nicest and best social functions of the year, the dance delighted the hearts and tired the feet of nearly six hundred guests.

Upon arrival the guests, including many officials of the Company and their wives, were greeted by a reception committee of girls gaily gowned and each wearing a beautiful wristlet of spring flowers. Lovely pink roses were on

tables and mantel, and on entering the ballroom one was charmed by the soft lights, tall palms on the stage forming an appropriate setting for the orchestra.

The grand march was led by Miss Mildred Humes and Mr. J. V. Sullivan, followed by Miss Marie Krausman and Mr. A. W. Malmquist, during which roses and carnations were distributed to all—a touch of color that added much to the beauty of the occasion.

Music furnished by the Russo-Fiorito "Whippoorwill" Orchestra made the evening a continuous round of pleasure, every one seemingly in an especially festive mood; and when the last note of the music was played the guests were manifestly reluctant to end what was one of the most successful evenings of the year. To Miss Humes and her able chairman, Miss Krausman, and the members of the Board of Directors goes the credit of an affair beautifully planned and perfectly managed.

#### So It Is!

Question—"Arrange the following sentence in the proper order, 'The people who do not die young, as a rule, live to a good old age.'"

Answer (by a second-year pupil)—"The people who live to a good old age, as a rule do not die young."

#### What Father Did

"And what does your father do?" asked the kind gentleman of the little boy.

"Oh, he's a numismatician," the lad replied.

"Why a numismatician is a coin collector."

"Yes, that's what my father is," said the boy. "He's a conductor on an electric street car."

## Departments and Divisions

### Transportation

The Department regrets the sad news of Mrs. Evenson's illness and we all sincerely wish for her speedy recovery.

After working on the Daily Delay Sheet for the past month or so, George Storey asked the following question: "What does a street car say when it comes to a blockade?"

Answer: "Well, I'll be switched."

We are pleased to announce the transfer of Sub-Receiver Warren G. Powers, from Kedzie Depot to the General Office.

X.

### Electrical

Mr. J. W. Jones, who has been confined to his home, is improving rapidly. We hope that by the time this goes to press he will have entirely recovered from his illness.

Miss Wardine Sheldon, who has been confined to her home with illness, is now back at her desk again.

We are glad to announce that Mr. F. E. Roper's wife, who has been very ill, is greatly improved at this time.

Mr. Jack Dalton received an injury to his eye when a head guy that he was adjusting slipped and struck him. The injury is healing rapidly and we trust that Mr. Dalton will soon be back at his work.

Mr. Stanley Forsythe and Mr. L. Traiser have been transferred from this department to the timetable and schedules department. Good luck, boys!

Jim Smith and Leo Bahrent are stepping out with brand new cars. Leave it to the 20th Street Substation boys!

H. Essington.

### Engineering

Ben H. Lindstrom, ex-service man and statesman, was elected director of the Surface Lines Club to represent the engineering department.

Harry Woods, assistant engineer in the track department, journeyed to the wilds of Iowa recently on a big game hunting trip. He brought back a large suit case filled with autumn leaves which he very generously distributed among his fellow employees.

Patrick Dempsey, one of the old employes of the track department, died suddenly on Friday, January 15. "Pat" had many friends in the company and they all extend their sincere sympathy to the bereaved family.

Walter Klotz, the radio wizard, claims to have the most wonderful set in existence. While listening to a quartet recently he thought the tenor voice was very sour so he tuned it out.

Transit.

### Accounting—Downtown

Congratulations are in order. Mr. Lester Hill is the proud father of a baby boy born Sunday, January 24, 1926, weighing 8½ pounds.

The heartfelt sympathy of every one in the department is extended to the bereaved family of Mrs. R. Hacker, who died January 14, after a long illness, also to the bereaved family of Mr. Walter Garstke, whose sister died January 18.

Mr. Walter Garstke was held up Friday night, January 15, at the point of a gun and robbed of his ice skates.

The latest! Roy Abrahamson is going to raise a mustache. Boys, watch it grow. Gillette has our sympathy.

Miss M. Scholl received an engagement ring at Christmas.

The clerks in the receipts department acknowledge the Christmas greetings from run No. 267, Western Avenue Line, Division Street Car House, December 25, 1925.

Mr. John Ruberry has been on the sick list. We wish him a speedy recovery.

### When Romance Stumbled

'Twas in a restaurant they met,  
Romeo and Juliet,  
And there he first fell into debt,  
For Romeo'd what Juli-et.

### Clark and Division Street

We extend our deepest sympathy to Miss Hulda Youngstrom in the loss of her sister.

Robert Fleming's father has undergone a serious operation. We hope by this time that he is well on the road to recovery.

Mr. A. Jann was elected director of this department in the Surface Lines Club. Congratulations Al. When Al heard the good news he was heard to say "O, boys, an excuse for having another night out every week."

Lillians had a little boil, it nestled on her neck and every time she moved her head you'd hear her say—Oh, Heck.

We have another new member in our department, Clarence Groth. Welcome to our midst.

Betty Williamson has been bandaged like a war veteran the past few weeks. She claims she fell for a Bus—but we understand she has been attempting to become an ice skater.

One of Harold Sprenger's eyes was closed for repairs. Harold's doctor thought it was an infection caused by a hair. Yep, we've heard of hair breath escapes, also drafty key holes. Put you on probation, Harold.

Arthur Johnson must have been provoked on account of not having received his 1926 auto license plates—immediately. He wrote a VERY severe letter to Mr. Emmerson for such unwarranted neglect but modified it later in the P. M. by adding postscript—Received license plates by afternoon mail. I'm not mad anymore.

Thomas F. Coan.

### Shops and Equipment—North and West

Mr. E. Anderson, assistant day foreman at Armitage Carhouse, after purchasing a new radio invented an attachment that will rock the cradle every time a bedtime story is broadcast. He is endeavoring to have "Uncle Bob," and "Ford and Glen" broadcast at 11 P. M. as this is about the time his little one starts tuning in.

Mr. H. Glover, assistant day foreman at Lincoln Carhouse, announces the arrival of a baby

girl on Christmas Day. This sure was a wonderful present for old Santa to leave Mr. and Mrs. Glover.



Fred and Cornelius Aarts, Sons of Fred Aarts, West Shops

Mr. F. Von Statten, a repairman at Lincoln Carhouse, was presented with a baby boy on New Year's Day. We extend our congratulations to Mr. and Mrs. Von Statten.

O. H. Jorgensen.

#### Shops and Equipment—South

It was very gratifying to see the large representation of employes from the department at the Club House, on Du Pont Night. I believe all will agree they enjoyed a very good program.

The Paint Shop has taken on a very cheerful aspect since it received an interior coat of white-wash.

Rudolph Hildeman has returned to work after a brief illness.



Howard Hoyer, Son of H. F. Hoyer, Store-keeper, South Shops

At this writing, W. Newton of the Motor Repair Department is seriously ill. It is hoped that considerable improvement will be shown by the time this issue goes to press.

Your correspondent would be grateful to receive any items of interest suitable for publication in this magazine. Anything new in news, and if it is forwarded to me at the South Shops, I shall be glad to pass it along to the Editor for consideration, BUT don't forget to sign your name, as no attention will be paid to anonymous contributions.

J. P. McCauley.

#### Material and Supplies

We join the many friends of James Finnegan in their sorrow upon his death. He was born in County Armagh, Ireland, in 1844. In 1893

he entered the employ of the West Chicago Street Railway Company as a conductor on the Horse Cars. In 1910 he was transferred to the Track Department as a material receiver. In 1914 he was transferred to the M. & S. Department as a foreman which position he held until his death on Jan. 6, 1926. Jim will be long remembered for his good nature and ready wit.

We wish to extend our most heartfelt sympathy to Miss Lillian Dempsey in her bereavement over the death of her father.

Why does Viola Eger look forward so anxiously to the visits of a certain young man from the West Shops?

Speaking of Scotch thrift, Andy Martin gave a friend of his a book for Christmas. On the fly leaf he wrote "Merry Christmas 1925-6-7-8".

Signs of spring: A. J. Stockley has just purchased a new fishing reel and is spending his time casting into Bubbly Creek to limber it up.

Some time ago Charlie Matthews purchased a new five tube radio with a wonderful reputation for selectivity. So far all he has been able to select is "WBCN."

How do you like Gene Kwasigroch's new "Conway Tearle" hair comb? We think it is very becoming.

Annette Poltrack is again wearing the mysterious diamond ring. We do not know the reason for its disappearance, but we have a pretty good idea as to the identity of the lucky man.

Young Joe Bumford claims the "World Championship Catch as Catch Can Backyard Wrestling" title. He is willing to meet all comers provided it is in his own backyard.

Mr. L. J. Page is now the chaplain of Surface Lines Post No. 146 of the American Legion. He refuses to answer to the name of "Jerry" and wants it known that he is now "The Rev. Jeremiah Page."

We are pleased to report that L. Korbakis who has been seriously ill with influenza is now well on the way to recovery.

Frank Hopkinson, alias "The Prince of Wales" is giving John Kruty quite a race for the title of "Sheik" at Clark and Division.

Several members of the Inventory Department came up from the basement the other day looking like soft coal miners. We have not yet found the cause, but we think they were practicing for a minstrel show.

Esther Kellerman and Reinhardt Pohl are practicing a new duet. They call it the "Coal Yard Lullaby." They expect to give a recital in the near future.

R. E. Buckley.

#### Rest in Peace

Here lies the remains of a radio fan,

Now mourned by his many relations;

He went to a powder-mill smoking his pipe,

And was picked up by twenty-one stations.

—Williams Purple Cow.

Irate motorist: "Say this car won't climb a hill. You said it was a fine machine.

Dealer: "I said, 'On the level it's a good car.'"—Exchange.

## Around the Car Stations

### Cottage Grove

Robert Beldam is making a game, uphill fight against a stubborn illness and with remarkable grit and courage he will eventually win back health and strength. Everybody is pulling for him and will be glad to know that he is progressing.

It was the writer's pleasure to hear Paul Martinson play the cornet, aye, and sing recently in the clubroom adjoining the office. And it occurred to me that it is a great pity that this splendid man mentally and physically had not devoted his life to music. He loves it far better than the wrestling game. That he has remarkable natural talent is very true, and this ideal condition can not be cultivated. It has to be bred in the bones.

Surely these are the times that bring out the best that we have to offer. Slippery rails and congested traffic increases our responsibility for the safe delivery of passenger. It is up to the motormen and we realize to the fullest extent that the price of safety is eternal vigilance.

It does seem we are not absolutely safe in going over any crossing any more at full speed. Time and again you find that the autos have ignored your gong, and in the meantime their speed has carried them a block, while we run 100 feet. And in an emergency they depend on speed while we get the best results we can with brakes and power.

We are pleased to report that the following men in hospitals are on the road to recovery: M. Hennessy in Mercy Hospital with a compound fracture of the leg caused by an auto accident; D. Sliter in Wesley Hospital in general run down condition; Dan Cronin in Washington Park Hospital with broken leg and ribs caused by an auto accident.

James Calder.

### Burnside

Don Louis, our new clerk, is seen every day on Barsaloni Boulevard. He says it reminds him so much of home.

From time to time we have received letters from Motorman E. Wynn who was granted a temporary leave of absence on account of sickness. Each letter we receive assures us that he is fast returning to health and that he will be back on the job in the spring. He sends his best regards to all the boys.

On Dec. 22, 1925, Motorman E. Kelley of the Burnside Depot passed away. Mr. Kelly was very well liked among his fellow employees and also on the line that he worked. Mr. Kelly and his conductor, Mr. T. Greenan, worked the "Day Car" on the Riverdale Line for a number of years. Appreciation of the good service they gave to the public along that line was shown at Mr. Kelly's funeral by the employees of the Acme Steel Co. who sent a beautiful floral piece to his home. Thirty-four years'

of honest, faithful service marked his record. He left to mourn him a wife and one daughter.

On Jan. 3, 1926, a newcomer arrived at the home of Mr. and Mrs. Bayard Ashton. Conductor Ashton says he has a model baby boy. Does not chew, swear or drink intoxicating liquors.

Born to Mr. and Mrs. Richard B. Erwin on Nov. 20, 1925, a baby boy weighing 9 pounds and 7 ounces. We wish to report that mother and conductorette are doing fine.

W. Frank.

### Seventy-seventh

On account of the holidays the regular club meeting was postponed until the regular meeting of the month of February.



**Margaret Mills, Daughter of George Mills, 77th, Xmas Morning**

Motorman J. Hennessy has just purchased a beautiful new home situated at 7132 Blackstone Avenue. Hennessy sweeping the snow off the walk threw it so high and fast caused his neighbors to think a rotary plow was in action.

Conductor Sam Fleming is very sick, having been operated on several times for gall stones. We send our very best wishes for a speedy recovery.

Did you see the bouquets for the boys in the last issue? I'll say we did, some class to us. Let us bring home the bacon in the power savings next month.

We wish to announce at this time that the wrestling match between Ed Willette and Al Chapelle is progressing rather slowly. Hope to see them get down to brass tacks before July 4th.

Conductor Geo. Sandilands tried to put one over on Receiver Miller by putting a Canadian quarter in the tray for the machine to count. Result—Sandy is 25 cents short, as machine will not register foreign money.

Motorman M. J. O'Connor suffered a rather curious accident on January 12, 1926. Newspapers thrown from delivery truck crashed through the vestibule window cutting Mike severely.

The bowling league is going like a house on fire, come up any Tuesday evening and watch the big butter and egg man bowl them over.

On January 12 we did our bit for our old standby M. C. Buckley and we did right. On the floor committee there was Jack Lowery, J. Hogan, R. P. Ellerbeck, Dan McNamara, C. De Mars, C. Abt, J. H. Smith, Pat McCann,

Tom Kincaid, Jerry and Willie Madigan, Bill Lake, and last but not least, Paddy McNugent, with his corn cob pipe.

Conductor R. L. Patterson while on his way to work was struck down by an auto and removed to St. Bernards Hospital unconscious, to date we do not know how seriously he has been hurt.

Little things that start big wars—Receiver Geo. Miller mislays a trip sheet.

Motorman Pat Davis is enjoying himself this winter down in California. Good luck and more power to you, Pat, it is a well earned rest.

Only two nuptials have been reported this month: Jim Edman (Foxy) and Ed Sanford De Beck was right when he said they always come back for more.

Who is Prudence Church? Clerk Day says he seen her some place before.

The following trainmen have become proud fathers, namely: Conductor Tom Malone, F. G. Campaigne and Motorman John Burke.

We are sorry to mention the passing away of the father of Conductor J. E. Dwyer, infant daughter of Conductor J. J. Bonney, and an old and highly esteemed friend and conductor of this depot, J. P. French. To the families of the above we extend our sympathy in their bereavement.

C. A. Gylling.

### Sixty-Ninth

We regret to announce the death of the wife of Conductor F. Grabianoeki who passed away on Dec. 30th and the wife of Motorman D. Clear who passed away on January 10th. The division extends sympathy to them in their bereavement.

Joe Pentridge who entered service in 1882 passed away on Monday, January 25th. Peter H. Kerrigan entered service in 1896 and very suddenly passed away after he finished his day's work on December 31st. The places these men held among their fellowmen can never be filled.

Ashland Avenue service is now extended to 89th Street.

We were much pleased to see Conductor E. Jones who paid us a visit to the depot after being on sick leave for some time. Very few knew him with his mustache bobbed.

Lessons in the art of manipulating the new automatic phone are being freely given by the Professor in charge, G. F. Johnson, who says that one exchange after another is to eventually have the automatic phone installed. One of the most interested students was our own John Noonan, No. 2, who always converses with a certain party by phone, as his modesty prevents him from facing the music. "Is it an Irish corporation that owns that telephone?" inquired Noonan. Johnson looked up. "Why do you think it's Irish?" Noonan answered, "Don't you have to go to Dial (Doyle) to get the exchanges?" Ouch!

Motorman O. J. Daoust is now a daddy of a 9½ pound boy arrived at the Daoust abode recently. Also an 8 pound and 14 ounce boy arrived at the home of G. J. Foertsch, Jan. 3rd, and an 8 pound boy arrived at the home of E. A. Kall and an 8 pound girl arrived Jan. 22nd at the home of Geo. Dykema.

Announcing the weddings of Mr. Wm. Hark-

ness on January 16th and Mr. W. J. Casserly on January 20th. It gives us great pleasure to congratulate the lucky men and wish them success and joy.

The way the bows crowded around the bulletin announcing The Accident Prevention contest starting February 1st, would indicate that the trainmen at 69th Street were going to make an effort to be pennant winners. Get together boys and do your stuff.

W. L. Pence.

### Archer

Motorman James Jos. Adcock is the proud father of a baby girl, having two boys and this being the first girl he is overly joyed with the results of the stork. Says mother and baby are doing nicely.

Conductor William Walsh has been confined to his bed since New Year's day with pneumonia, it is reported he is still in bed and under doctor's care.

Motorman John Kelley No. 2 recently received a ninety-day furlough to cross the pond to visit his aged mother in Ireland. John is deserving of his furlough, having been employed since July, 1916. Here's wishing him a pleasant visit with his dear mother and a safe journey.

Some of you fellows who have not picked on Western Avenue for several months won't know the street with all its latest improvements, the "STOP and GO" lights and "Loading Zones." The "STOP and GO" lights recently installed on Western Avenue at 55th and at 63rd Street have made a vast improvement in traffic regulations which should reduce the number of accidents due to the misunderstanding of the whistle signals.

Many comments have been made by our patrons along Western Avenue as to the safety Zones at 59th and at 63rd Streets. Many more comments are being made by others living adjacent to the streets so equipped with these zones. The public have suffered in the past for lack of interest taken in one of our heaviest vehicle traffic streets of this big city, and we representing the largest transportation carriers in the world can not say too much when voicing our demand for more of these safety zones.

Motorman Frank Meskowski, one of our World War veterans, having been confined to the Speedway Hospital for some ten months from the after affect of being gased while in the front lines, has made several trips to Archer depot to visit his co-workers. Frank is jubilant over a back compensation awarded him recently and which is justly due him. While his voice is not improving very rapidly, he is somewhat on the mend. The boys of Archer depot are wishing him a speedy recovery and hope to see him back on the job soon.

Motorman Anton Kvanicka, who has been laid up with an infection of his eyes, made us a call during the week and while his eyes were in bad shape for several weeks he is gaining rapidly and expects to be in the harness shortly.

Our sympathy is again extended to Conductor Frank Brennan, who recently lost his wife who was called away by death. Again on January 16, 1926, he was called to the death bedside of his mother.



Motorman Harvey Monroe Pressnall has been laid up for several weeks with an attack of pneumonia. Our last report is he is showing a marked improvement and will soon be back on the job.

Patty Barrett, one of Archer's oldest conductors, having entered the service April 21, 1893, has been home sick for almost a year. It is learned that Patty is in a critical condition. Here's wishing him a speedy recovery.

Last but not least, the long wanted "Chicago Surface Lines Telephone Directory" in effect January 1, 1926, was welcomed at Archer depot on Monday, January 18, 1926, and greatly appreciated by all concerned.

#### Lawndale

The following new arrivals have been reported: C. Stipek a girl. A. Hosek a boy. J. Moudike a boy. All the mothers are doing fine.

Conductor Sam Berry and R. Talarico are now our best radio fans, each claiming he has the best radio set. They were seen arguing in the Trainmen's room and from a distance it looked as if the both were auctioneers. They were using their hands in all directions. We suppose meaning aerial wires or something like that. If both these boys will tune in O-G-D-E-N they might get some results. Try it, boys, but look out for Eckart and Schafer, they are the radio experts. Ask Eckart how to get 2-2-N-D and you will see hand directions.

"Look where you are going before stepping out in front of a car or auto." Our old friend, Starter Clausen, struck by an automobile and hurt very badly, had to be taken to hospital, and Conductor John Milton run around behind his car and into another car going opposite direction, also hurt very badly, taken to hospital. Boys, wake up before it is too late.

On Sunday afternoon, Jan. 10, Starter Franek was asked to use his auto to go to see Starter Clausen who is at the Washington Boulevard Hospital. Having as passengers Mr. Maguire, Mr. Johnson and Supervisor Madsen. Madsen sitting in the front seat with the driver, Franek. They started out to find the hospital but when they arrived at Jackson Boulevard it looked so much like Washington Boulevard to Madsen that he directed Franek to drive to Jackson and Campbell Avenue. There Madsen got out of auto and walked around a dozen times and then in despair of not finding it, he asked some people on the street and finally found it. But neither Franek or Madsen would take the blame that they were lost.

Conductor M. Canning who entered service of the Company, March 2, 1892, was taken ill in the trainmen's room after completing his day's work, Dec. 29, 1925, at 2:40 p. m. The doctor was called and he then was sent home in a Checker cab. Motorman Riedel going with him to see him get home safe. That same evening he took another attack of heart trouble and passed away at 8:45 p. m. The boys extend their sympathy to his family.

Supervisor Ford had to undergo an operation and the boys kept him busy paying him visits so as to make it easy for him to pass his time. He was always in a pleasant mood with all his pain.

Our good friend and former assistant division superintendent now chief instructor, Mr. J. M. Johnson, was with us for three weeks preceding the holidays, while the instruction car was closed. He surely gave us a lift in many ways, and a warm welcome awaits him any time in the Sixth Division.

Wm. Hackbarth.  
Kedzie

We can only report one marriage for the month. Mr. J. Murtaugh being the lucky man, but "Oh, Boy!" look at this list that "Old Mau Stock" left during the month. H. Kilburn, M. Coleman, J. Tobin, H. Berghaus, M. Mazzo, M. Enright and J. Byrom all report that they have the finest youngsters ever at their homes. We challenge any barn to equal this record, some Christmas month.

A Johnson money counting machine has been installed at this depot and we deem it a great improvement over the old method. The great success of the machine has been made possible through the cooperation of all those concerned. Our receiving force is very much pleased with the results.

New supervisory faces are to be seen on Madison Street, who are none other than Wm. Mangan and Al Leutick. They are taking care of the east end of the line while the "Old Roman" Adam Raidiger is taking care of the west end of the line.

Wm. Toomey, our handsome traveling motorman, seems to be getting better looking every day. Hard work does not seem to bother him. Some job on the meters, hey, Bill?

Daddy Dorgan is back to work again after a long illness.

We regret to announce the death of Mr. Walter Daly, our janitor of many years' service. If there were more of us led the upright Christian life of Mr. Daly, the world would be a better place to live; his family has every one's deepest sympathy.

Mr. J. Bryson, one of our youngest conductors, has our sympathy for the loss of his wife, who died during the month.

Jack Trossen passed away January 13, 1926, after being ill for several months. Our deepest sympathy is extended to the bereaved family.

L. J. Ellzey is back to work again after putting in several weeks of suffering and discomfort with sciatic rheumatism in the leg. After doctoring with several doctors, which seemed to do him no good, he made up his mind to get a kick out of it by going to an osteopath doctor and presto one treatment and Ellzey threw his cane away, started jumping around and signed up for work. Old rheumatism has not bothered him since.

We also present the heroes of the month, M. E. McCarthy and E. Smetana. Their car was destroyed by fire, after being hit by an auto in which the gasoline tank exploded, throwing flaming gasoline over the car. The lights went out with the crash and the passengers became panic-stricken, but both McCarthy and Smetana kept their heads and stuck until they had all passengers safely outside. Both were burned while doing this emergency work. Our hats off to you boys, and all of us hope that we can follow your example if the emergency arises.

Just a word regarding witnesses. We seem to be slipping. Come on let us see if we cannot do as well as other barns are doing. The writer knows that they are sometimes hard to get but a little tact and perseverance will usually get them, try it.

C. Sonders.

#### North Avenue

Saturday, Jan. 2, witnessed the opening of the extension of Cicero Avenue north to Montrose. The event was celebrated by 10,000 of the good people of Mayfair and Portage Park. Music by a 25-piece band enlivened the occasion. A one-horse car depicting street railway transportation of 60 years ago, driven by our senior motorman, Fred Pennama, and Alderman Thomas Bowler in full uniform was the first car over the extension. Ald. Bowler's speech was short but to the point. A large car of the latest type followed the "dinky." Among the passengers were Superintendent of Transportation Mr. Evenson, Mr. Pasche, Mr. Brookman, Mr. Barney Bolger and Mr. Milz. The car was crowded to capacity. We know who the motorman was but have not been able to identify the conductor; no receipts having been received as yet.

Conductor W. Youngquist and Motorman W. Ribbe brought in 19 witnesses to top the list this month. Many other crews also made a good showing. Keep it up boys and they'll have to put North Avenue at the top of that list yet.

Eddie Simons says his motorman, "Maggie" Jones, spent a pleasant New Year's Eve taking in the Midnight Revue on his crystal set.

The joyous new year was saddened for a number of our men by the passing on of loved ones. Motorman J. Brodie lost both his mother and a brother within a week. Motorman L. Roemer lost his father Jan. 4. Motorman E. Dempsey's father died Jan. 15, and Motorman W. Kruse lost his wife Jan. 12. The sympathy of the North Avenue men is extended to these families in their bereavement.

Conductor Dick Gruhn says "The more times you go over the trip sheet before you turn it in, the fewer times under on the shortage list." Quite right, Dick, quite right.

Motorman Arthur Schoff and family celebrated with friends and relatives Jan. 8. The occasion was his silver wedding anniversary. Motorman W. Boehmer and his good wife and friends celebrated their 20th anniversary with a China wedding Feb. 7. Many more anniversaries to you boys.

Motorman A. Duckman reports a 7-pound boy, born Dec. 21, 1923, and Conductor T. Dorcy announces a 9-pound boy born Dec. 20, 1923. Mothers and infants doing fine.

According to information supplied by Motorman Henry Frese, the young man who arrived at the home of Conductor Wm. Frese is quite a handsome youngster to have for a grandson. He has been named William Irvin, Jr. We thank you Henry for the information.

And last but not least. Don't forget to get witnesses!

C. A. Knautz.

#### Noble

Mr. and Mrs. J. Hickey were presented with a baby girl on Dec. 15, 1926, and Mr. and Mrs. S. Schultz were presented with a baby girl on Jan. 6. Don't forget the smokes, boys.

Now that Motorman J. Hoffman has his new overcoat we hope he will be able to work steady.

Well, boys, we took the lead again in the witnesses contest. Let's keep going and hold it from now on. The leaders in witnesses last month are: M. Nosalik and C. Howe, 20; J. Olson No. 2 and C. Howe, 16; E. Radejejski and J. Walsh, 15; A. Wenzel and P. Bosak, 15, Albert J. Asp.

#### Lincoln

Congratulations to Mr. and Mrs. P. J. O'Donnell, who were presented with a baby, Jan. 25. Mother and child are doing well.

The boys wish Mike Mulligan lots of luck and happiness. He stepped into the matrimonial harness, and we hope he drives with success through life.

Conductor A. C. Miske, who was one of our pitchers in last year's ball team, is acting very strange. He has been seen with a certain young lady quite frequently and the boy is working rather steady. Is it to be or not to be?

E. Bedford has returned from his vacation and claims he had a wonderful time. Also A. J. Wagner, who has been on a furlough to Texas, has also returned and thinks a vacation gives a man more pep.

Two of our boys have closed up the old year and left us. J. T. Doyle, who was buried Thursday, Dec. 31, from 2650 N. Mildred Avenue, to St. Clement Church and then to Calvary; also our old timer, Thomas Savage, who was also buried the last day of the year, Thursday, Dec. 31, from Burkhard's chapel, 2157 Irving Park Boulevard, to St. Benedict Church and laid to rest in All-Saint's Cemetery.

Fred J. Brand is the first to pass away this year, let's hope none will follow. Fred was buried Saturday, Jan. 23, from Birrin Chapel, 2225 Lincoln Avenue, to St. Benedicts Church, then to St. Joseph Cemetery. Sincere sympathy to the families.

H. Spethman.



Betty McAllister, Daughter of Clerk J. H. McAllister, 69th

#### Limits

The wife of Cass Nelson passed away Jan. 16th, 1926, and was buried Jan. 18th, from her late residence, 2018 Orchard St.

services were held at the home and the attendance was so great that many had to stand out in the street. The boys showed their sincere sympathy with a beautiful floral piece.

The much-coveted service flag for "keeping 'em rolling" was captured for the second month and it looks like we are on the way to the third consecutive month, much to the satisfaction of Messrs. Smith and Simpson. We are not surprised because Division 12 can always deliver the goods, so let's go!

Motormen, attention! A Pullman car, while the trolley is passing over the pan with the power off, will sometimes throw the electric switch if the air pump is working at the time.

Cond. Frank Young lost his aunt, Mrs. Elizabeth Walsh, December 20th, 1925. The funeral took place Jan. 2nd, 1926, at Queen of Angels' Church where high mass was celebrated. Many of the boys attended the wake at Frank's home.

E. G. Ruzick.

### Seen on the Back of Fords

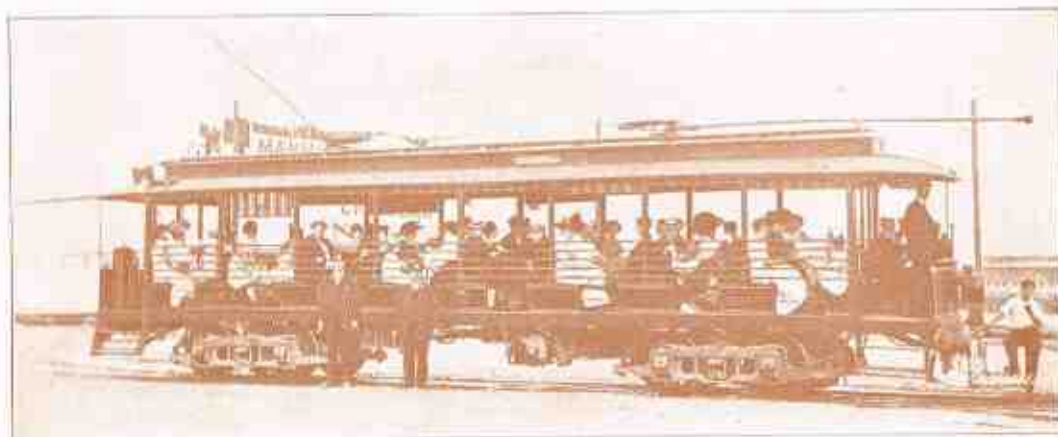
"Vibre 8."  
 "The Ingersoll of Autos."  
 "Oil by Myself."  
 "Sick Cylinders."  
 "The Stuttering Stutz."  
 "Fierce Arrow."  
 "100% A Merit Car."  
 "Danger! 20,000 Jolts."  
 "Honest Weight—No Springs."  
 "Dis Squeals."  
 "Pray as You Enter."

—The Office Cat.

### Mistake Somewhere!

"There was a little lawyer man  
 Who gently smiled as he began  
 Her dear husband's will to scan;  
 And, thinking of his coming fee,  
 He said to her quite tenderly,  
 'You have a nice fat legacy.'

"Next morning as he lay in bed  
 With plasters on his broken head,  
 He wondered what in heck he'd said!"



### DOWN AT MANHATTAN BEACH

This picture was taken in 1908 or 1909 at Manhattan Beach, 75th street and the lake. Conductor in this picture is Louis Bartelheim (now supervisor in the Central Division) and the motorman Joe Sellers (not now employed). These cars were called "Bird Cages." They belonged to the old Calumet and South Chi-

ago Street Railway. The men worked 10½ hours with 4 or 5 hours overtime during the beach season. There was an aisle through the center of the car. The conductors used to put a chalk mark on the backs of their passengers so that they would know they had paid their fares.

### Why He Collapsed

Doctor (examining unconscious motorman)—  
 "Did that automobile hit this interurban car?"

Conductor—"No, sir. You see, the driver stopped his auto to let the car go by and the motorman fainted."

### "Nine Out of Ten"

Judge (sternly)—"Why did you brutally assault the manager of the cafe?"

Pat (wrathfully)—"Sure an' ol've been astring his pie fer six months, an' last night the dentist told me ol' had Piersel!"

### Certainly

Woman (talking over the telephone)—"Send up a bale of hay."

Feed Merchant—"Who's it for?"

Woman—"The horse."

A lady remonstrated with her colored maid for openly encouraging the attentions of the janitor next door. "Mary," she said, "don't you know that he is a married man?"

"Yes'm," replied Mary, "I knows it. But'm—he's dissatisfied." — Pacific Electric Employees' Magazine.

# CHICAGO SURFACE LINES

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## Station KYW

Westinghouse Electric Company

Will Broadcast Its Regular Program  
From the Stage of

Chicago Surface Lines Hall

Wednesday Evening, February 17th

At Eight O'Clock Sharp

One Hour of Actual Broadcasting  
Sen Kancy at the "Mike"

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See KYW'S Studio in Actual Operation  
On the Club House Stage

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Famous Entertainers "Doing Their Stuff"

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Following the stage program a radio expert will give a popular talk on broadcasting and receiving sets and answer questions submitted by radio owners.

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Come On You Radio Bugs  
and Everybody

*Be In Your Seats Before Eight O'Clock*