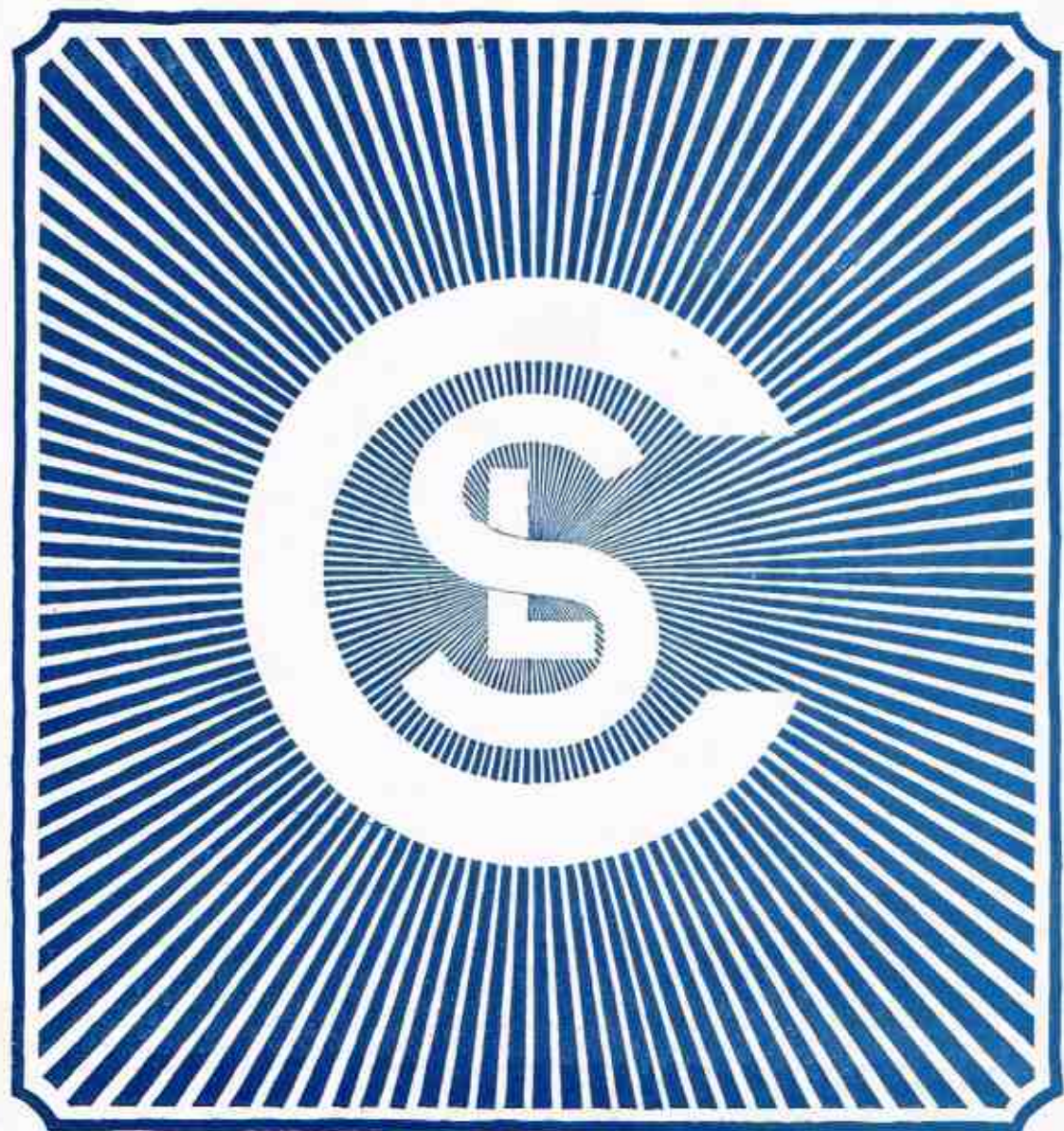


# SURFACE SERVICE MAGAZINE

VOLUME 3

APRIL, 1926

NUMBER 1



## To the Men of the Surface Lines

**T**HE storm that marked the last two days of March, because of its peculiar character, was, in many respects, the worst I have known in a long experience in surface transportation. There are several ways in which emergencies are met. One is to quit. Another is a resistance resulting from driving orders. The third is a spontaneous aggressive attack born of loyalty and inspired by a determination to make the fight a personal one as an honor to the service. There never has been a finer exhibition of self-sacrifice, loyalty and team work than was displayed in the recent battle to keep the cars moving. All thoughts of personal comfort were disregarded and the snow and trouble fighting crews carried on for 24, 36 and 48 hours continuously, finding in the successful results of their efforts at the end the satisfaction of knowing that they had won and that they had upheld the reputation of this organization for service to the public.

I want to extend to every man in the Surface Lines the thanks of the management for the greatest demonstration of fighting efficiency that I have ever known; and, as it is impossible for me to express this to each one personally, I am using SURFACE SERVICE to transmit this message of appreciation.

G. A. RICHARDSON,  
*Vice President.*

# Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

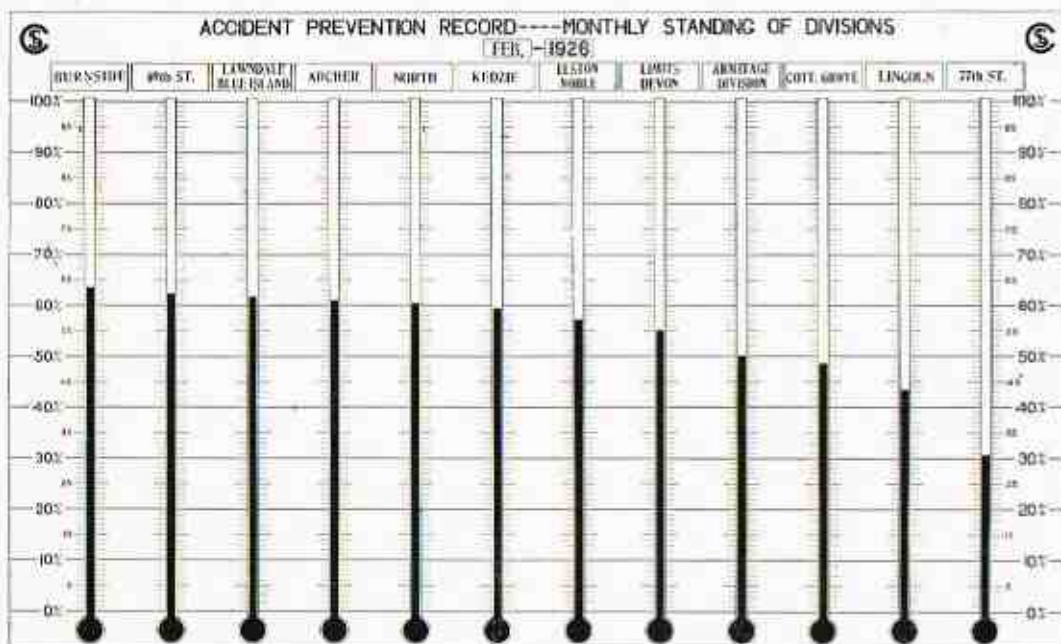
VOL. 3

APRIL, 1926

No. 1

## Burnside Leads in Accident Prevention

*Sixty-ninth in Second Place—Standings at the  
End of the First Month*



The great Accident Prevention Contest, which started February 1 in all divisions of the Transportation Department, is on! By the time this greets your eye the Contest Charts showing the standings of all divisions for the first month of the contest, February, will be up in your trainrooms.

In the first month, Division No. 2, Burnside, is in first place, with No. 4 Division, 69th street, in second place, and Division No. 6, Lawndale, a close third. In fact these three divisions are almost neck and neck in the race. That is what it is becoming—a race, and no ordinary race at that; a race in which approximately fifteen thousand trainmen working on the twelve divisions of the

largest electric railway in the world are taking part.

What a race and what a goal! A race to see what division will save the most lives and prevent the most injuries to our own trainmen, to our own employees, to our own passengers and to our own fellow citizens; a race to save life and limb in which every man and woman who works in this organization will watch with pride the efforts of our great army of trainmen.

There have been other contests in the past in this organization in which our trainmen have done themselves credit, but it is safe to say that no contest has ever been inaugurated here in which such keen interest has been shown by every

man connected with our Transportation Department from Mr. Evenson down to the newest trainman.

The news of this contest, published in the *Electric Railway Journal*, has brought many inquiries from railway companies elsewhere asking for details. The Brooklyn City Railroad, for instance, wrote for complete information and charts and posters, and stated that they "were anxious to start a similar contest." It is certain, therefore, that the trainmen of the Chicago Surface Lines have started something big and worthwhile. With a chance to establish a world's record, for an electric railway in the saving of life and in the prevention of accidents.

Burnside is now in first place. Can Burnside hold that place of honor? That is the question. The Burnside men say "YES"; but talk to the men at 69th street, and they say, "We are the Fighting Sixty-ninth. We mean business, and we are going to be in first place."

Go to any division, ask the Division Superintendent or the trainmen: "Where is your division going to be in this contest?" and each will answer: "We are going to be in the first place." That's a fine spirit. That is the right way to talk; that is the spirit that will win. And when the contest is over mark these words, every division will have made a record for itself. Even the division that comes in last, in the twelfth place, even that division will have won a place of honor in this contest.

Burnside finished its first month February, winning four credits of 100 per cent each in four different classes of accidents in which the division had a spotless record for the entire month. These were as follows:

Class No. 1: No fatal accidents to trainmen or fellow employees.

Class No. 2: No fatal accidents to passengers or to public.

Class No. 3: No fatal accidents or injuries as a result of car collisions.

Class No. 7: No persons brushed off steps (cars in motion).

Division No. 4 had exactly the same record as Burnside in the above four classifications. Fine work for these two divisions.

In Classification No. 2, the following light divisions had a clean record and earned 100 per cent credit for having no

accidents in that classification: Divisions Nos. 1, 3, 5, 7, 8, 10, 11, 12. All these divisions as well as the three leading the race, a total of eleven, altogether, had no chargeable fatal accidents to passengers or public during the whole month of February.

Six other divisions, outside the three leaders named above in the contest, had no persons brushed off steps (car in motion) during the month. These divisions were: Nos. 1, 3, 5, 7, 8, 9 and 12.

Divisions 2 and 4, leaders in race, as well as Division 10 had a spotless record in Classification 6, collisions between cars. It is evident to anyone who has made a close study of the accident figures for the month that every division has made a great effort in the first month of the contest. And that effort is going to get bigger and stronger as the months go by.

Mr. Noonan, Supervisor of Accident Prevention and Chairman of the General Advisory Council, which has charge of the Contest, has this word to say: "Remember men, that every good effort and every good thought that you give to this great humane work to save life and limb, will bring good results. That good effort that you make on the front or rear end of your car; that effort that you make from day to day; that effort that you make even when no human eye sees you; that effort of yours will surely help to save some life or save some person from getting injured. And that good effort of yours will help your own division to make that record which, as a good trainman, you want your own division to make."

#### A TRIBUTE TO THE SURFACE LINES

Mr. J. T. Mertlik, 139 North Clark Street, clipped from "The Inquiring Reporter" column of the Tribune the response made by Mr. William Conrick, of 847 Ridgeway Avenue, to the inquiry "Would you like to have the street car line replaced by the bus system?" as follows: "Chicago has the best street car transportation in the world" and then adds: "I know Mr. Conrick is only one of the uncounted thousands who are ready to testify that no other city either here or across the sea has a street car system which approaches the splendid equipment service Chicago people enjoy. Bus lines? For those who crave anything new, regardless! But not for the busy people who want to get to their destination cheaply and quickly." Mr. Mertlik is a widely traveled resident of Chicago who knows transportation systems in other cities from personal observation.

## An Eye-opener for Traffic Sharps

### The "Why" and the "How" of the New Coordinated Stop and Go Signal System

Traffic experts all over the country are turning their eyes to the Chicago Loop, where there is a daily demonstration of the latest expression of science in traffic control devised by Staff Engineer McIlraith of the Surface Lines.

Everybody who observes the effect of the new system expresses curiosity about how it is done; and as this system of coordinated signal operation is one that intimately concerns all of us, SURFACE SERVICE presents a non-technical description of the "Why" and the "How" of the system.

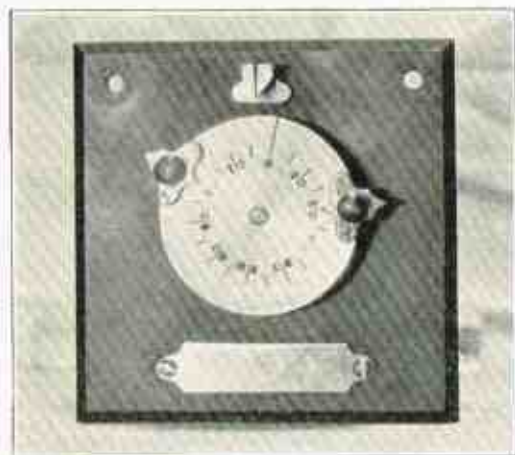


Figure 1 shows a single intersection control unit removed from the relay panel. The graduated dial revolves in a clock-wise direction. The position of the adjustable indicators determines the interval of time allowed for movement in each direction. At the setting shown the north and south interval is on, and is a little over half completed. Three seconds before the adjustable indicator set at 20 arrives at the fixed indicator at the top, the three-second yellow light comes on, and when it arrives there the north and south light goes out and east and west light comes on.

During the first days of operation of the Loop Traffic signal system there was a great deal of guessing on behalf of the public how the timing was laid out at the different intersections and what relation one bore to another,—and not totally without reason for, observing it from a single location, the lights were seen to change from red to green at one inter-

section, ten seconds later a change from green to red at an adjoining one, and, in a few seconds more a change at a third, with seemingly no purpose or relation of one to the other. Yet there were no traffic jams or delays and more than one bewildered observer was certain that there could not be as much traffic on the streets as usual.

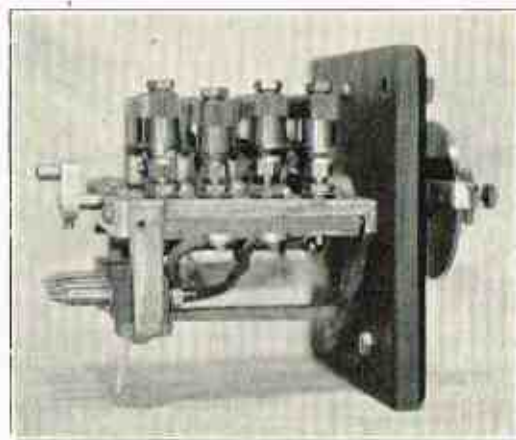


Fig. 2 is a side view of the same unit. The small crank at the left fits into a slot in a revolving wheel which is geared to a drive shaft at the rear of the panel. The four contactors are controlled by means of a series of cams which make and break the circuit in accordance with the setting of the dial. Contactor Number 2 is seen to be closed, since the dial indicates north and south. This is the contactor which controls that movement.

In order to get an idea of why traffic moves with such ease under the new system, one has but to board a street car at the edge of the Loop and take a trip through, observing the lights at each successive corner. A delay of a few seconds may be met with at the first light, but, moving down the block to the next intersection, that light turns green at about the time of arrival and the thought is—*pretty lucky this time*. But when the same occurrence is repeated at each of the following intersections it becomes evident that a very definite scheme of things has been worked out,—but how? What is happening at the intersection behind, what at those ahead, right and left?

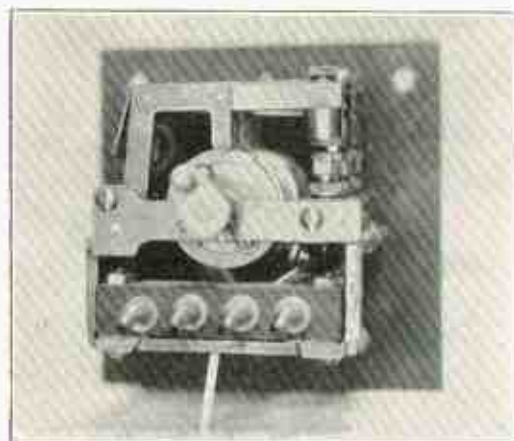


Fig. 3 is a rear view. When the unit is in place in the relay panel, the four plugs at the bottom make contact with the power leads. The arrangement of the circular cams can be seen in this view. The cam on the end is that controlling the yellow lights. This is indicated by the very short section cut in its edge.

Going back a few weeks to the days when the "whistle 'em" and "wave 'em" system was in effect, analysis of the conditions then existing showed that the greatest delay was caused by traffic having to wait at nearly every corner for a favorable signal from the officer. After considerable study it was seen that if traffic could be moved in waves from intersection to intersection allowing it to move east and west on Jackson at State, for instance, while a group or wave was coming south on State from Adams and another north from Van Buren, and changing the lights to permit north and south movement as nearly as possible at the time that these two waves were ready to go, the unnecessary delay caused by waiting for the whistle would be in a great measure eliminated. In other words, simply a case of fitting the movement of traffic to the most economical use of time and street space, the movement at any intersection being allowed to take place—say north and south, while traffic desiring to use that intersection for east and west movement is coming down the blocks from the adjoining corners. By properly apportioning the time the intersection is cleared of north and south movement at the time the east and west waves are ready to use it.

With this idea in mind every intersec-

tion in the Loop was studied, and the time for east and west and north and south movements at each location apportioned in accordance with the varying demands; the timing relation from intersection to intersection being laid out to fit the actual speed and volume of traffic.

From the first day of operation, seemingly, there has been much more room in the streets, fewer vehicles and more rapid movement for every one, and is this not the case? Every vehicle now entering the Loop is getting through and out in from three to five minutes less time than formerly. If we consider the saving of three thousand vehicles entering the Loop as four minutes each, there would be a gain of two hundred hours, that is, there would be two hundred hours less time that street space is occupied than formerly, and further this is only a fractional part of the number entering the loop each day. Under such conditions it is not at all surprising that there seems to be less traffic than formerly.

#### Good Advice from the Printing Plant

A college education is not necessary to reach the highest rung in the ladder of success. Ordinary ability properly developed is enough. It is in the power of every man to prepare for success—just as other successful men have prepared.

The salt of the earth in this period of the world's history are those rare folk who think right and act straight. The twists and turns and ramifications of business make it increasingly difficult to keep away from the inclination to retaliate with shrewdness and trickery. Avoid these bypaths and keep on the broad highway of honesty of purpose.

There is no greater satisfaction than that which comes from tasks well done. Our satisfaction is in doing each day's work to the best of our ability and in so doing we rest content. Such is the C. S. L. method.

P. Brower.

#### "Dr. Jenkinson" Has Reformed

Do you recall Dr. Jenkinson, who made such a hit at the last "Know-Your-Own-Company" night given by the Legal Department? Information is being quietly broadcast that he has been converted, has seen the error of his ways and has become a great admirer of the company's medical department. His services have been secured to give a practical demonstration of the uses of our new and improved first-aid outfits which have recently been installed in all of the company's shops, substations, car stations and wreck wagons.

Some one suggests that snoring be named sheet music.—Siren.

## Our Popular Wanderer Returns

### "Gus" Andresen Gives Us a Happy String of Comment on His Recent Trip South

Sometime ago, Mr. A. F. Andresen arranged for a long-deferred vacation and, with a small and select party, left for a trip to New Orleans, Cuba and Florida resorts. Knowing Mr. Andresen's happy faculty of description as disclosed to us on numerous occasions at our company entertainments, the editor begged the privilege of giving to the readers of *SURFACE SERVICE* the benefit of the traveler's comments on his trip. And the story that follows in the form of a letter to the editor justifies the wisdom of seeking this narrative as an interesting contribution to our publication:



Mr. Andresen Strolling Through the Havana Gold Coast Residential District

We left Chicago February 2nd, during a severe snow storm with not a care or worry on our minds, only hoping that the weather in the more expensive resorts would be warm enough to permit sleeping in the Park if necessary. Arriving in New Orleans the next day, we spent two or three days sight seeing, sailing the following Saturday for Havana—a trip of two days and two nights. The weather being ideal, most of our time was spent on deck watching schools of porpoises, flying fish and

deck stewards flitting to and again fro carrying trays of mysterious liquid refreshments. Arriving in Havana Monday morning, we were glad we had studied Spanish because almost at once we met two people from Cicero and were able to make ourselves understood perfectly.

We found the Island of Cuba depends almost entirely on its sugar plantations, tobacco industries and tourists from Baraboo, Wis.; but in spite of that, the natives seem reasonably happy. The chief pleasures of the tourists consist in photographing Morro Castle, changing hotels, attending band concerts and pricing



Mr. Andresen Welcoming Visitors to a Band Concert in Havana

Spanish shawls. The City of Havana never sleeps. It is said that no true Cuban will go to bed unless he is sick. At least three times a week they celebrate the memory of some departed General during which time every implement of war is used except poisoned gas. When they run out of ammunition they stage a Mardi Gras, but never a parade as a Cuban will not walk.

The street car system is the most mysterious in the world. The oldest citizen is unable to tell where they start, where they go, or why. If you ask the conductor how to get to a certain point he will advise you to take a taxi, and no self-respecting motorman will go more than two blocks in one direction if he can find a curve, and invariably turns in the wrong direction. Upon approaching a curve the usual argument takes place between the motorman and the conductor, but the motorman always has his way.



An Attractive Street In a New Havana Sub-division

Above the head of the motorman appears the following sign in bold letters, "SE PROHIBE HABLAR CON EL MOTORISTA" which means, "You are not allowed to talk to the Motorman under extreme penalties." So far as we could learn the sign is unnecessary because nobody wants to talk to him. Smoking is not allowed on the rear platform, so everybody smokes inside, including the conductor.

The streets are all practically one way streets, some so narrow, pedestrians are obliged to jump into a doorway when a car passes. The cars are of the antiquated type when compared to the Chicago system, and the outside is so full of signs, they look like an advertisement for a fire-sale. The fare is five and ten cents, depending upon the distance. A transfer can be secured upon demand, but it is of no earthly use, because no other conductor will accept it.

There were two car lines passing our hotel, namely Lolita and Jesus del Monte, and upon returning from the beach one day we decided to take a street car and to our surprise saw both of above cars waiting. Our wives pinned their faith on Jesus del Monte, but we insisted on taking Lolita—so we took Jesus del Monte. After riding through strange territory for about half an hour, we asked the conductor how soon he expected to arrive at Parque Central. Instead of replying he burst out laughing, and proceeded to tell the motorman the huge joke, which created more laughter, and pointing to us said: "They want to go to Havana, and the



A Typical View of Suburban Life in Cuba

name of this town is Mariana." When we inquired if it was possible to get to Havana the same day, he replied: "Certainly, take a taxi." In spite of everything the conductors are very courteous, and the cars well patronized. Why, we don't know.

The interior of Cuba is still very primitive; but the natives seem more civilized than those of United States, at least in some respects. For instance, nowhere did we see a Charleston contest, and no place did we hear anyone sing "Down By the Winegar Works," and nowhere, no place and at no time did anybody say to us: "So's your old man."

The boat trip from Havana to Key West took about seven hours. About two hours out from Havana we encountered a severe storm, and the rest of the trip was most interesting—our wives being sea-sick. The less said about the city of Key West the better, except a few words about the street car system. They are still operating the old type open car, and the weather

this particular day was extremely chilly and rainy. We are of the opinion that the total receipts for the day could be written on the back of a postage stamp with a shaving brush, although one of the cars carried a passenger. Maybe it was only an official trying to prove it was safe to ride.

When we boarded a car the conductor looked so surprised we expected him to ask whether we got on purposely or just to make a fool of him. However, we found him very polite and he confided to us that a tourist from Keokuk, Iowa, whose doctor had prescribed horseback riding, had visited Key West last year and after spending a week riding on their street cars, returned to Keokuk a cured man. The conductor said he was glad when the man left because he insisted on getting on his car in spite of the fact that he already had a passenger, but his receipts during that week showed an increase of over one-hundred percent.

Leaving Key West at 9:30 A. M. we arrived at Miami at 3:40 P. M.

There is still some doubt in the minds of astronomers as to whether the planet Mars is inhabited; but we hasten to opine there is no such doubt about the city of Miami. It is said to have a population of 300,000, about 65,000 of whom have homes. The rest were in the lobby of the hotel trying to get our room. Yea, verily, the man who named Florida the playground of the world said a page full. The moment you step off the train you become everybody's friend, and they start their playfulness by telling you of a man who bought a lot, etc., etc., the rest of the conversation consisting of freight car numbers.

The street car system in Miami is municipally operated and while the city has grown by leaps and bounds, the car system has remained at a standstill. The cars are all of the one-man variety, although crowded all of the time. Not a street has double tracks, with the result that a car will go a short distance then turn out and wait from five to twenty minutes to allow another car to pass. Quite often the inevitable happens, and two cars going in opposite directions try to pass each other on a single track, defying all laws of gravitation. It cannot be done even in Miami. When they come to a stop a heated argument takes place between the trainmen during which the passengers amuse themselves by betting on which one will turn back. The odds always favoring the trainman best physically developed. The fare they tell us is five cents, but if you go beyond a certain zone the motorman stops the car and collects another nickel.

May we suggest that anyone still in favor of municipal ownership, or operation, study the street car system of Miami?

Oh yes! There is still plenty of property for sale in Florida, but many Chicago people have been misinformed as to real estate values. For instance, a nice lot not more than seven-teen miles from Miami can still be bought almost as reasonable as the southwest corner of State and Madison, and a business lot in Miami doesn't cost a dime more than the national debt of Austria. We were so impressed with the beauties of Florida, and its wonderful climate we have about decided to sell our property in Evanston and buy a lot in Chicago.



## Street Car Courtesy in Public Schools

*Principal Joseph Lloyd Bache of the Trumbull School Conducts Interesting Experiment*

SURFACE SERVICE recently learned of a form of interesting activity in the Trumbull School under the direction of Principal Joseph L. Bache, described as "the Dramatization of Courtesy." Mr. Bache believes that there is an opportunity in the schools to develop what might be called "community courtesy" through the pupils, on the theory that if the children learn to appreciate their obligations to each other and to those with whom they come in contact in public vehicles, it will lead to a stimulation of courtesy on the part of their elders and street railway employees.

After a series of demonstrations by the pupils of one of the lower grades, which included not only courtesy but the broad principles of safety, the members of the Eighth Grade, who formed the audience, were required briefly to review the performance. Mr. Bache was good enough to let us select samples of these reports, which we are sure will be read with interest by everybody.

Ruth May gave an excellent idea of the manner in which "Courtesy in a Street Car" was staged:

During courtesy week at the Trumbull School the children of the first grade gave a little original play on "Courtesy in a Street Car." Chairs were placed facing each other to represent seats in a street car. One boy represented the conductor and another boy, the motorman. The conductor courteously helped the people on his car.

After the car was filled a lady entered. A man offered her his seat, receiving a word of thanks. After her came a man with a baby in his arms. When this man entered the car nearly everybody in the car stood up, so willing were they to give a seat to the man with his child.

A little girl and her mother were going downtown. The street car was just starting when they got to the corner, but the motorman, seeing they wanted to get on, stopped the car. The conductor in a courteous manner helped the mother on. Inside, the car was filled, but a gentleman at once gave the mother his seat.

When the car was half way downtown, an old lady came into the car. No seats were empty, so the lady with the little girl offered the old lady her seat. This shows that women as well as men should give their seats to their elders. When the car reached the end of the line, the conductor helped the mother lift her

child from the car, also aided any others who needed help.

Audrey Lagerquist contributed this version of their exercise:

At one of the Tuesday morning assemblies of the Trumbull School, the first grades gave a lesson on "Courtesy in the Street Car."

Let us enter this car which has just come out of the barns and watch how courtesy pays in the running of a street car. At the first stop, two men and a boy get on. At the next stop an old lady gets on. The conductor helps the old lady. Her fare drops and rolls near the boy. The boy picks it up, then he helps her to a seat. Soon the car is filled. After a while, an old man with a spade gets on. They move over to make room for him, but he says, "No thank you, I will stand," but they insist upon making room for him and he sits down, for he is very tired. A mother with her baby gets on. Instantly the boy jumps up and gives her his seat. The conductor has helped them all for he is courteous, reliable and honest.

"Ding! Ding! All out! End of the line!" The conductor was not only courteous, but the passengers were courteous to each other.

Florence Kurz prepared the following:

The tiny tots of the first grade rooms in the Trumbull School gave an interesting program on courtesy. The title was, "Courtesy in the Street Car." One little boy acted as the motorman and another little boy as the conductor. The motorman stopped the car for all the passengers, and the conductors assisted the people in getting on the car. The people were all very polite to the conductor and said, "Thank you," for any help he gave them.

When a man carrying a baby got on the car many of the people offered him their seats. A young lady got on the car and an old man who had just come from work offered her his seat, but the young lady said, "No thank you, you are more tired than I."

An old lady wished to get on the car. The car stopped for her and the conductor kindly helped her to get on. The lady was grateful for this act of courtesy.

Whenever a lady or a man carrying a small child got on, and there were no seats somebody offered their seat.

Throughout this little play, it was clearly proven that Courtesy pays.

She could swing a six-pound dumb-bell  
 She could fence and she could box;  
 She could row upon the river,  
 She could clamber 'mong the rocks;  
 She could golf from morn to evening,  
 And play tennis all day long;  
 But she couldn't help her mother  
 'Cause she wasn't very strong.

## Making Static Perform

*Ben Franklin and Aladdin Help the Electrical Department  
Give a Good Show*



Of course the Electrical Department deserves a lot of credit for the interesting show at the Club House on the evening of March 24, but Ben Franklin and his kite, and possibly Aladdin and his lamp also, had something to do with it.

For how could Billy Schenck have been on such intimate terms with static and other queer kinds of electricity or how could B. G. Noah have used those accommodating little lights to illustrate his map if Poor Richard had not found a way to harness lightning?

And Aladdin—well, anyone who saw those wonderfully and fearfully made uniforms worn by the "Six-phase orchestra" must have been convinced that they had been created by rubbing Aladdin's lamp. Nothing else could account for them.

But with the kind assistance of these two gentlemen the program was a huge success, from the introductory address of Mr. Klatter to the ensemble of the company under the direction of J. P. Smith.

A motion picture, presented by courtesy of the Westinghouse Electric & Manufacturing Company, was one of the enjoyable features of the evening. It showed how the modern electric giant outclasses Aladdin.

Mr. Noah's review of the development of the power system of the Surface

Lines included information not generally known by Surface Lines employees. The novel map he used to illustrate his talk was one of the most striking features of the evening.

Mr. Schenck and his trained electric currents were a great success.

The musical numbers were very good. They included vocal solos by W. M. Carrigan, Mrs. R. G. Callahan, Mrs. H. M. Essington and A. J. Doyle; harmonica and humorous dialogue by H. M. Essington, T. J. Kelly and R. G. Rogers; a quartet composed of J. J. Mertz, B. F. Gallagher, E. F. Sundstrom and C. W. Malottke; piano selections by C. A. Erickson; a duet by M. Hart and W. Johnson; a saxophone duet by C. E. Watson and J. S. O'Neil; ukulele and kazoo trio by E. Freeman, W. M. Carrigan and J. J. Mertz.

The "Six Phase Orchestra" proved very popular. It was composed of C. E. Watson, saxophone and cornet; J. S. O'Neil, saxophone; C. A. Erickson, piano; H. P. Richter, violin; T. E. Walsh, violin and R. E. Smith, drums.

Miss Annie F. Johnson's singing and dancing skit won repeated curtain calls.

### Shocking

"Her niece is rather good-looking, eh?"  
"Don't say 'knees is,' say 'knees are.'"

# Lining Up the Witnesses

## Los Angeles Shies a Brick at Us—Thinks We Ought to Wake Up

"Hey Chicago! We can show you how to get Witnesses," says the Los Angeles Railway, and then hands us this interesting slam: "They are all wet in Chicago, and it isn't the fog from the lake nor the wet blanket of snow.

"For every accident witness procured by trainmen of the Chicago surface lines, Los Angeles Railway trainmen brought in two, lacking .09 per cent.

"In 'SURFACE SERVICE,' the employes' magazine of the Chicago surface lines, the surface trainmen boast a witness average of 3.44 for the system in December, 4.16 as the highest divisional average, and 2.93 as the lowest.

"The high record of the Los Angeles Railway for procuring witnesses to accidents was made in December by Division Four, which maintained an average of 7.86. The average for the system in that month was 6.70, or 3.35 per cent higher

than that of the Chicago lines. The lowest divisional average was 6.15, 3.22 per cent higher than the low mark of the surface lines divisions."

Well, all we can say is that Chicago will keep at this job of witness getting until it is able to convince even Los Angeles that we have some go-getters here. The standings for February show some important changes and all round increase that is gratifying. Go to it, fellows!

### How They Stand

	Feb.	Jan.	Dec.	Nov.
1. North Avenue.....	4.39	3.75 (3)	3.09 (4)	3.02 (3)
2. Lawdale B. Id.....	4.13	4.25 (2)	4.00 (2)	4.00 (2)
3. Elston-Noble.....	3.95	4.25 (1)	4.16 (1)	4.10 (1)
4. 77th Street.....	3.53	3.31 (5)	3.67 (5)	3.39 (7)
5. Cottage Grove.....	3.44	3.00 (7)	3.31 (8)	3.53 (6)
6. 69th Street.....	3.32	3.20 (5)	3.46 (6)	3.06 (9)
7. Kedzie Avenue.....	3.27	3.04 (8)	3.00 (10)	3.03 (11)
7. Burnside.....	3.27	3.01 (9)	3.09 (3)	3.08 (4)
8. Lincoln.....	3.23	3.27 (10)	3.44 (7)	3.21 (8)
9. Armit. Div.....	3.22	2.93 (11)	2.96 (11)	3.18 (9)
10. Archer.....	3.11	3.35 (6)	3.26 (9)	3.25 (5)
11. Devon-Limits.....	3.00	3.00 (10)	2.92 (12)	3.18 (9)
Averages for the system.....	3.40	3.39	3.44	3.48

### SURFACE LINES POST

#### Comrade McCarthy, Track Department, Elected Commander, Vice Thornton, Resigned

It is with deep regret that we have to announce the resignation of Commander George F. Thornton, who has left the city to accept a position in Omaha, Nebraska, by which he betters his condition considerably. However, George intends to make the break from his old associates very gradually, having taken with him as his bride Miss Harriette Oliphant of the Department of Accident Investigation and having promised the members that he would return and bring his bride with him to the dance on Saturday, April 10, 1926. The best wishes of the Post were conveyed to George and his bride for a happy and prosperous career.

At the special meeting called for Friday, March 19, 1926, Comrade McCarthy of the Track Department, 1165 N. Clark St., was elected to the office of Commander to fill the vacancy caused by the resignation of Past-Commander Thornton.

During the past month fifty ex-service men have joined the Post, which is an improvement over previous performances, but is not as high as it should be. However, as this mark has been set all efforts will be expended to maintain this rate of increase during the succeeding months. This result can be obtained only by the support of the members, and the writer does not believe that any difficulty will be encountered in exceeding this number if the pres-

ent members will explain to the ex-service men both in the employ and outside of the employ of the company who are not members of the Legion that the Legion is purely and simply an association of ex-service men banded together to care for the interests of ex-service men and particularly the disabled and incapacitated—that membership in this association is limited to those who took part in the armed forces of the United States or her allies during the late conflict, and each ex-service man should consider it his duty to enroll under the banner of the American Legion.

Under the war-time insurance act of Congress, no man may reinstate or convert his war-time policy after July 2, 1926, and at our meeting this evening, March 26th, we have arranged to have a speaker present from the Service Bureau who will furnish us with all the necessary data and information pertaining to this insurance, so that when this reaches you the Post will be in a position to furnish you with all the necessary information and assistance you may require in converting or reinstating your insurance. We understand that this insurance is to be a great deal cheaper than any insurance obtainable and at the same time it furnishes the same protection and desirable features of the regular insurance policies.

The Post meets every Friday night on the fourth floor of No. 40 S. Clark St. All ex-service men and their friends are welcome at these meetings, and we will be prepared to furnish information with regard to the insurance at these meetings or same can be obtained by calling on any of the officers of the Post.

## Keeping 'Em Rolling

*Blue Island Again Wins Flag—Elston, Division and Kedzie Show Big Improvement*



**Blue Island's Blue Pennant Crew**

H. C. Hale, W. Coughlin, J. Piantkowski, O. Cory, J. Hozek, M. O'Brien, C. Wilke, J. Jennings, W. Hovok, W. Slovinski, J. Lennon, J. Murphy, A. Caraluc, W. Ginsburger, T. Zak, E. Clark, P. Remkins, L. Yovomich, J. Martens, Y. Foss, J. Solis, T. Waitkus, T. O'Brien, G. Casenski, P. Adamvicsz, D. Caprongri, T. McCrea, A. Rodeo, J. Younski, H. Sickert, H. Walter, A. Petraitis, T. McCarthy, G. Monols, H. Beckman.



Left to right: John Ford, A. Lareau, W. Lawrence, Div. Supt. E. L. Maguire, Thos. Heffernan, A. Madsen, Wm. C. Winters.

The employees at Blue Island Carhouse are very proud of the fact that they have won the blue pennant for the second time within a year, and they attribute their success to the slogan: "Team Work Gets Results." The record for the month of February shows 26,533 miles operated per pull-in, which is an increase of 49.3%

over the winning record for the previous month.

It is gratifying to note that there was also an increase of 26.5% in the miles operated per pull-in for the whole system. There were four carhouses which increased their mileage over the previous month by more than 100%, the highest of these being Division, with an increase of 182.2%

The record of the various carhouses is as follows:

Rank	Carhouse	Zero Days	Miles operated per car pulled in Feb.	Percent increase or decrease over Jan.
1	Blue Island	10	26,533	113.9
2	Elston	14	21,770	153.7
3	Division	16	19,796	182.2
4	Kedzie	2	17,658	100.8
5	Deyou	5	17,988	3.8*
6	Lawndale	5	15,634	53.6
7	Limits	14	14,285	12.0*
8	North	1	11,266	32.5
9	Cottage Grove	6	9,235	6.2*
10	Armitage	6	9,143	33.4
11	Rockwell	..	7,320	29.0
12	Lincoln	3	6,734	10.0
13	77th	..	5,695	24.2
14	69th	..	5,147	10.3
15	Noble	4	4,797	19.4
16	Burnside	1	4,965	.7*

\*Decrease.

The rank of the carhouses, by months, for the past year, follows:

Carhouse	1926			1925					
	Feb.	Jan.	Dec.	Nov.	Oct.	Sept.	Aug.	July	June
Blue Island	1	2	3	4	5	6	7	8	9
Elston	2	3	4	5	6	7	8	9	10
Division	3	4	5	6	7	8	9	10	11
Kedzie	4	5	6	7	8	9	10	11	12
Deyou	5	6	7	8	9	10	11	12	1
Lawndale	6	7	8	9	10	11	12	1	2
Limits	7	8	9	10	11	12	1	2	3
North	8	9	10	11	12	1	2	3	4
Cottage Grove	9	10	11	12	1	2	3	4	5
Armitage	10	11	12	1	2	3	4	5	6
Rockwell	11	12	1	2	3	4	5	6	7
Lincoln	12	1	2	3	4	5	6	7	8
77th	1	2	3	4	5	6	7	8	9
69th	2	3	4	5	6	7	8	9	10
Noble	3	4	5	6	7	8	9	10	11
Burnside	4	5	6	7	8	9	10	11	12

### "THE VOICE OF A STREET CAR"

Supervisor Traveling Motorman Hugh Russell, First Division, submits an interesting bit of verse in which a street car voices its opinion of the difficulties to be met in its daily work:

To you my friend I make appeal to treat me on the square,

So you and I can profit show for every single fare;

When I'm abused our work is had with trouble all around,

So why can't we co-operate that good will may abound.

My controller's just a mouthpiece which distributes all my power,

And if you'll feed it slowly 'twill save the kilowatt hour;

Don't drive me on resistance, friend, but on free-running points,

And you'll find that I run better, for 'twill ease up all my joints.

Don't jerk me hard with too much juice, it shorts my motors' lives,

And opens up their windings as if 'twere done with knives;

And with the brakes don't skid my wheels and then apply the sand;

A real good man won't flat a wheel—he keeps me well in hand.

Please speed me on, but don't run wild, let vigilance be your guide,

And keep me well within control and I will safely ride;

But don't steal time, or drag the street, then take it out on me;

Just play it square twixt both of us and good results you'll see.

Now crossings are most dangerous, so run them all with care;

And play it safe, yes, all the time, don't try to do and dare,

For accidents will sure result and they cost lots of dough,

And think, my friend, of those good souls just torn with grief and woe.

Please let me coast at every chance, just let me roll and roll,

And slow down that old meter which registers my soul;

Cost of power runs mighty big, so why can't you and I

Economize on kilowatts? I see no reason why.

Let's start right now to play our game and try to do it right;

You just play square and I'll run true—'twill make our burdens light;

And accidents they shall not be; good service we will sell,

For what we earn a fair return we'll give the C. S. L.

### COMMENDED FOR STREET CAR ESSAY



Miss Amelia Grice

Our attention has been called to a very excellent essay entitled, "Street Cars From the Year 1874 to 1925," illustrated from pages of the SURFACE SERVICE MAGAZINE, written by Miss Amelia Grice, a pupil of the Harrison High School. The subject is one that the younger generation should familiarize themselves with, in order to more fully appreciate the progress made in developing the modern street car. We hope this essay will be placed among the school's exhibits. Miss Grice is the daughter of Conductor Grice of Lawndale Depot.

# SURFACE SERVICE MAGAZINE

Published Monthly by

**Chicago Surface Lines**

231 South La Salle St.  
CHICAGO

Volume 3                      April, 1926                      No. 1

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

## FINE FIGHTING SPIRIT

It takes a great emergency to determine the fighting spirit of an organization. Chicago has just experienced one of the worst storms in its history—a storm that, because of the sheer weight of the snow, presented traction difficulties which threatened paralysis of operation. The challenge of the elements was met by an exhibition of fighting efficiency that is vastly to the credit of every employe in the Surface Lines. Many of the snow-plow, sweeping, wreck-wagon and line-wagon crews were continuously engaged for from 24 to 48 hours, and surface transportation was maintained over more than 1,000 miles of track in the area we serve. It was an achievement of which we may all be proud.

## THE M'ILRAITH SYSTEM

Everybody identified with the Surface Lines organization must experience a little thrill of pride over our contribution to the solution of Chicago's traffic congestion problem. The system of coordinated signal lights which has been working so successfully in the loop for more than a month is a tribute to the engineering ingenuity and skill of Staff Engineer E. J. McIlraith, of the Surface Lines. It was planned originally by the local authorities to operate a system of "Stop" and "Go" lights in the Loop on a synchronized basis, similar to that made familiar by the South Park System in Michigan boulevard—all red, all yellow, or all green at the same moment everywhere.

Mr. McIlraith regarded this proposition with doubt and misgiving and when the Traffic Committee of the Association

of Commerce which in co-operation with the City of Chicago was seeking some method of reducing Loop traffic congestion requested the active assistance of the Surface Lines, he was assigned to the task.

With the allowance of time for study and with the assistance of Mr. Cammack, and others of the Surface Lines organization, Mr. McIlraith marshaled a mass of traffic flow figures from which he devised the present method of progressive signaling which has proved successful from the moment of its inauguration.

News of this innovation in traffic control has aroused the interest of traffic engineers throughout the country and delegations of municipal and surface traction officials from the larger cities are coming to Chicago for an inspection and study of this new idea in "Stop" and "Go" operation. In the meantime, Mr. McIlraith has protected his own interests in the system by copyrighting certain features and filing an application in Washington for letters patent.

## PREVENTING ACCIDENTS

The Accident Prevention Contest has been under way long enough to enable us to present the results for the full month of February and to indicate the standing of the various divisions. Burnside Station, the Second Division, has the honor of holding the lead for that month. The results generally speaking are most encouraging and indicate a keen rivalry on the part of employes in an effort to protect life and limb so effectively as to win a place well up toward the top. The contest is being watched with great interest not only by those identified with the Surface Lines, but by local and national safety organizations generally. Enthusiasm among the contestants will grow as time passes; and each month's results will be awaited with the keenest anticipation by all.

"What kind of store is that fellow over at Toad Rock running?" asked the motorist.

"Well, he has Ford parts for sale," replied the attendant in the filling station at Ten Degrees. "Buys butter, eggs and poultry, deals in real estate, paints houses, marries folk in his capacity as justice of the peace, runs the post office, sells stamps, hams, molasses, etc., and takes boarders upstairs; I reckon you'd call it a drug store."—The Northern Light.

## Milwaukee—Halsted—Grand

*One of the Busiest Three-Trunk-Line Intersections on Any System—Efficient Traffic Direction Helps*



When transportation experts from other cities come to Chicago and ask to be given an opportunity to observe operation under difficulties, they are always invited to have a look at the Milwaukee-Halsted-Grand intersection. And after they have spent 20 minutes there during the rush hour, they go away convinced that they have seen "something," and that congratulations are due not only to the skillful motormen of the lines operating through that intersection, but to Supervisor Huff and Officer Dennis Nelligan, who have been identified with activities at this point for many years.

The heavy car flow, passenger flow, vehicular traffic made up by horse-drawn wagons, auto trucks and passenger automobiles, together with the great passenger transferring make this point an interesting one to examine.

On a normal weekday, over a 24-hour period, 4,700 street cars are scheduled to pass over this point. Over 100,000 tons of mass distributed into 4,700 units then pass over this crossing in a day.

Present number of cars passing this intersection on a weekday (24-hour period).

Grand Avenue—Eastbound .....	409
Grand Avenue—Westbound.....	410
*Milwaukee Avenue—South Eastbound..	1,301
*Milwaukee Avenue—North Westbound..	1,301
Halsted Street—Southbound.....	636
Halsted Street—Northbound.....	643

Total .....

4,700  
Total approximate weight of cars is 103,000 tons.

\*This includes Milwaukee, Elston and Division Downtown Routes.

During the evening rush, between 5:00 P. M. and 6:00 P. M., there is a more concentrated street car flow over this

point. In this period 478 cars are passing over the intersection—or about one every 7 seconds.

Present number of cars passing this intersection during maximum hour—5:00 P. M. to 6:00 P. M. (Weekday).

Grand Avenue—Eastbound.....	35
Grand Avenue—Westbound.....	55
*Milwaukee—Southeast bound.....	126
*Milwaukee—Northwest bound.....	155
Halsted—Southbound .....	51
Halsted—Northbound .....	62
<b>Total .....</b>	<b>478</b>

\*This includes Milwaukee, Elston and Division Downtown Routes.

In this same period, the Grand, Milwaukee, Division, Elston and Halsted



Supervisor Huff

street cars carry 23,680 passengers in the direction of heaviest travel, i.e., west on Grand avenue, northwest on Milwaukee, and north on Halsted street.

Volume of riding on each street in the Heaviest Direction of travel during the maximum hours—5:00 P. M. to 6:00 P. M. (Weekday).

Street	Direction	No. of Passengers
Grand Avenue—Westbound.....		5,640
Milwaukee—Northwest .....		11,820
Halsted—Northbound .....		6,220
<b>Total .....</b>		<b>23,680</b>

A tremendous amount of transferring is done between the various routes at this location. Any passenger arriving at this point may transfer four different ways. Transferring between routes at this location may be done in 24 different ways. A recent transfer check is not available at this moment. However, complete study of transferring at this location was made in the Parsons-Ridgway report of ten years ago. It was found at this time that over 25,000 passengers transferred here in 24 different ways.

Recently, a system of traffic lights was installed here. These lights are mechanically operated like the ones we have

in the Loop district. They are not coordinated with any other system of lights, but are adjusted to take special care of this intersection alone.

The length of the cycle is now 70 seconds throughout the day, 31 seconds is



Officer Dennis Nelligan

allotted to Milwaukee avenue, 22 seconds to Halsted street and 17 seconds to Grand avenue. Out of each of these time allotments, 3 seconds is used for the amber or "change light."

The apportioning of time to the various streets has been arrived at by a very careful study of traffic conditions throughout the day. The controlling factors, such as car flow, vehicular flow, street widths, parking, free traffic lanes, etc., are all taken into consideration. The total length of cycle is made as short as practicable to attain the maximum speed of movement. It is to be remembered that the amount of traffic that accumulates between signals is proportional to the length of cycle.

The heaviest concentration of car flow occurs on Milwaukee avenue southeast bound, between 4:45 P. M. and 5:15 P. M. when 100 cars must pass. In this period of 30 minutes, or 1,800 seconds, there are approximately 26 complete cycles, each cycle, of course, being 70 seconds; and on an average 3.85 Milwaukee avenue cars must be passed through on each signal. The Halsted and Grand routes are not as busy. On either of these routes, approximately 1 car is passed through during a cycle.

#### Ambulance Chasers, Beware!

If you attend the show of the Accident Investigation Department at the Surface Lines Club on April 21st you had better not bring with you as guests lawyer friends who are in any way associated with the ambulance-chasing crowd—their crooked methods will be exposed.



## OUR MOVIE STAR'S BIRTHDAY

## Raymond Schabow Receives Some Telegrams—A Surprise Party at Home

The thousands who have witnessed that interesting moving picture "The Magic of Transportation" will recall that the principal juvenile part is played by that sterling young actor, Raymond Schabow, of the Executive Department. As "Dad's Boy" with a thirst for information, he secured and gave to the screen an interesting mass of impressive facts. Raymond's fame as a movie star evidently has spread beyond Chicago, for when his birthday anniversary arrived on March 25, he found upon his desk, after an absence from the room, three telegrams.

In view of the fact that they all were prepaid, Raymond is inclined to doubt their genuineness; but whether the telegrams are the real thing or not, there is no doubt about the sincerity of the congratulations extended to him by his associates and friends in the office. Here are the telegrams:

MARCH 25, 1926, 10:30 A. M.  
CHICAGO, ILL.

RAYMOND SCHABOW,  
CHICAGO SURFACE LINES,  
CHICAGO, ILLINOIS.

CONGRATULATIONS. MAY I NEVER  
HAVE TO HOLD ONE OVER YOU.

OSCAR WOLFF, CORONER,  
COOK COUNTY.

WASHINGTON, D. C.,  
MARCH 25, 1926, 8:50 A. M.

RAYMOND SCHABOW,  
CHICAGO SURFACE LINES,  
CHICAGO, ILLINOIS.

CONGRATULATIONS AND GOOD  
WISHES.

CAL.

SPRINGFIELD, ILL.,  
MARCH 25, 1926, 9:00 A. M.

RAYMOND SCHABOW,  
CHICAGO SURFACE LINES,  
231 SO. LA SALLE ST.

MAY YOUR HEART BE HAPPY THIS  
DAY. ILLINOIS REJOICES.

LEN SMALL, GOVERNOR.

A surprise party was given him at his home on the evening of March 24th, and a crowd of his friends wished him many happy returns.

## CLUB SPARKS

## Women's Auxiliary

A most enjoyable party was given at the Club House on Thursday evening, March 18, by the girls of the Executive Department. They considered themselves very fortunate in having unusually fine weather for the occasion, it having fallen to their lot in the past several years to have stormy, cold weather. It was a "choose your own game" night—bridge, five hundred and bunco were played, and after the luckiest or most expert players had piled up high scores, an attractive prize was offered to the winner at each table.

A Charleston contest proved a very popular feature of the evening. Several girls presented the dance to their enthusiastic friends, putting in steps here and there that made each dance distinctly different from the others and consequently more enjoyable. Following the elimination, first prize was awarded to Bernice Walper and second prize to Viola Ficks, both of the Clark and Division Offices.

Dainty refreshments significant of St. Patrick's Day were served.

## Announcements

Thursday evening, April 15, Annual Meeting, Banquet, Election of President and Board of Directors and awarding of bowling prizes.

Thursday evening, May 20, Installation of Officers.

## Old But Timely

The following "Spring Poem" appeared in Harper's Bazaar some years ago, and is a warning not to leave off your overcoat too soon:

Glad ah I that Sprig has cub;  
Sood the little bees will hub,  
Add the robids id the tree  
Will be siggig soggs to be,  
Sood the blossols will appear,  
Od the libbs both far add dear,  
Add the daddyliods gold  
Sood will cover all the wold,  
Sood the bucketer id the street  
Will be heard with accedts sweet  
Tellig you, add tellig be,  
Of the ripe red strawberrie,  
Add the truckbed with their vads,  
Filled with chairs add fryigg-pads,  
Abble up add dowd the way  
All the dight add all the day,  
Gedtle sprig, O gedtle sprig!  
Let the gladsobe church-bells rig;  
Let the whole glad earth rejoice  
Id wud high uplifted voice,  
Welcobig you back agaid  
With your warbth add gedtle raid,  
'Tis a tibe of prefect bliss  
Whed wud cad live od verse like this,  
Add, as id the days of yore,  
Work this sabe old gag wudce bore.

If the amount of time consumed in thinking up alibis was used in thinking up preventive measures at least half of the accidents might be eliminated.

## Bouquets for the Boys

A pleasant smile, a cheerful response to an inquiry for information, a little act of kindness to one who is handicapped physically, the calling of streets distinctly—these are the little things which cost nothing but which make friends for the men and for the management and are often the basis of a letter of appreciation. It doesn't take much to bring about a friendly reaction on the part of our passengers, and the bouquets which have been tossed to our trainmen during the last month are evidence of a growing appreciation of the spirit of helpfulness manifested by the men in blue who man the cars.

Conductor Edward J. Heffernan, badge No. 11330, of Cottage Grove, when his car had mechanical trouble on a cold night took the trouble to inform waiting passengers that he would only be able to get to the Limits Car Station because of motor trouble, and followed the announcement with "Please take the car behind." His manner was so pleasant that, although it was a particularly mean night to stand and wait, nobody was disgruntled, and Miss L. L. Fergus, 527 Roscoe Street, who was a passenger on the car wrote a description of the incident and commended Conductor Heffernan.

Conductor Stephen Hamrock, badge No. 11716, of Devon, took drastic action to stop an automobile whose driver was trying to pass his car while discharging passengers and forced him to back up so that patrons could get to the platform without wading through mud puddles. This won a letter of commendation from Miss L. L. Fergus, 527 Roscoe Street.

Motorman M. J. Murphy, No. 1, badge No. 1037, of 69th, made an emergency stop when a man's hat was blown off and landed 30 feet in front of the car. Mr. A. L. Primeau, Auditor's Office, owner of the hat regarded this as a very considerate act and worthy of commendation.

Motorman Michael Mitchell, badge No. 1867, of Cottage Grove, was unfortunate enough to strike a pedestrian at a street intersection, but Miss L. L. Fergus, 527 Roscoe Street, a passenger on the car who witnessed the accident and who heard the motorman sounding his gong and observed that he used every effort to avoid the collision, volunteered her name as witness to the fact that the gong was sounding. Her action was a great relief to the car crew.

Conductor Harry J. Freeman, badge No. 11620, of North Avenue, observed a lady passenger with a baby in her arms at a non-stop street late at night and calling to her to go the short distance to the next intersection stopped and waited for her to get his car. Mrs. F. O'Shea, 3414 Evergreen Avenue, was deeply appreciative of the consideration thus shown and wrote us a nice letter about it.

Conductor William C. Walker, badge No. 1978, of 77th, earned the commendation of Mr. M. J. Riding of the Tokheim Oil Tank & Pump

Company, 332 South Michigan Avenue, by the promptness with which he subdued and ejected a drunken passenger who was making himself obnoxious to the women in the car.

Conductor Henry C. Gradt, badge No. 1860, of 69th, received the thanks of Mrs. Blanch Mitrovich, 6514 South Francisco Avenue, for the consideration shown her when she was taken suddenly ill on his car.

Conductor George Mueller, badge No. 2104, of Armitage, was highly complimented by Mr. Bernard J. Woital, Assistant Cashier, the Northwestern Trust & Savings Bank, for his pleasant manner and quiet efficiency.

Conductor Martin Stanton, badge No. 2482, of Devon, was commended for his courtesy by Mr. H. W. Brown.

Conductor Charles J. Miller, badge No. 2536, of 69th, had two ladies board his car and present wrong transfers. Instead of "hawling them out," he suggested that they might have given him these in error and that they had others which were correct. A search proved this to be the fact; the ladies apologized and the incident passed with good-natured smiles on both sides. "This conductor," wrote Mr. Joseph F. Kennedy, 6343 South Mozart Street, "made at least two friends for his company and fellow trainmen."

Conductor William A. Miller, badge No. 2648, of 77th, earned an appreciative letter from Mr. H. Rendleman of Elgin, Illinois, through the courtesies extended to an aged passenger.

Conductor John N. Fish, badge No. 3050, of Burnside, has established a reputation for un-failing kindness and willingness in replying courteously to inquiries directed to him by passengers. Miss Ruth Sager Bixby, 7832 Paxton Avenue, considers him "an asset to the Chicago Surface Lines."

Conductor John J. Leonard, badge No. 4086, of North Avenue, makes it a practice to extend help to blind passengers in a particularly pleasant and friendly way, and this was made the subject of a special letter of commendation by Miss E. F. Blair, 5706 Rae Avenue.

Conductor Martin J. Colbert, badge No. 4214, of Burnside, had as a passenger a lady who had been visiting the Jackson Park Hospital and who found herself without money in her purse. He permitted her to ride and Miss Standart, 1451 East 50th Street, reimbursed him with a letter of appreciation.

Conductor Edward Dilbern, badge No. 4396, of North Avenue, saw a lady running to catch his car which was approaching an intersection and promptly stopped for her. Miss Gertrude Coleman, a teacher in the Nash School, was the passenger, and this act of courtesy on the part of the conductor drew a very pleasant letter of appreciation.

Conductor Arthur Bonley, badge No. 4716, of Division, was commended by a young woman who was on her way to work and who got to the car just as the starting signal was given. Instead of going calmly on his way, he made an immediate stop and took her aboard. She appreciated the consideration thus shown.

Conductor August Johnson, badge No. 9194, of Limits Station, has attracted the favorable notice of his passengers by his generally courteous attitude and particularly by his efforts to

see that his woman passengers are aided in getting the protection of the interior of the car. A letter from Miss Cecele Campbell, 8042 Indiana Avenue, comments on the very favorable impression made by Conductor Johnson.

Conductor Robert H. Versemia, badge No. 10608, of Elston, is classified as a credit to the company by Mr. Henry Bush, 45 West 45th Street, New York City.

Conductor Raymond Kuempel, badge No. 11968, of Elston, by assistance extended to one blind man and a number of children inspired a letter of thanks and appreciation from Mrs. M. Kenin, 1700 Melrose Street.

Conductor Adam J. Rohr, badge No. 13886, of Armitage, through his diplomacy in settling a transfer mistake and through his helpfulness to elderly and children passengers brought a very complimentary letter from Miss Lois E. Schauer, 3321 North Crawford Avenue, a public school teacher.

Conductor Edward E. Thacher, Jr., badge No. 12974, of Devon, was highly complimented by Mr. M. Stacy, 1615 West Austin Avenue, for the distinctness with which he called every street intersection. Our correspondent said that it was a pleasure to be sitting up in front of the car and know that you would hear your street called in plenty of time to let you off.

Conductor Martin J. Tezak, badge No. 13124, of Elston, when one of his men passengers discovered that he had only a single five-cent piece accepted the nickel, registered his fare and gave his passenger a transfer with a smile. Mr. John A. Gruner, 4826 Nelson Street, who was the passenger in question, not only reimbursed the conductor but took the trouble to write a particularly complimentary letter.

Motorman Morris L. Glaser, badge No. 1307, of Division, is very highly commended by Mrs. R. A. Meyers, 2615 North Spaulding Avenue, for stopping to pick up passengers at Wells Street and Jackson Boulevard even when the green "Go" signal was showing. Mrs. Meyers observes that two cars preceding that driven by Motorman Glaser were more interested in the signals than they were in the passengers and passed up those who were waiting.

Conductor Emil A. Hasse, badge No. 1068, and Motorman Nels Olson, badge No. 3093, of 77th earned the gratitude of Mr. E. F. Miller, an evangelist, 11009 South Hoyne Avenue, by stopping for a few seconds to enable Mr. Miller to catch their car on a line where there was rather long headway.

Motorman James Nolan, badge No. 3847, of 77th, receives the thanks of Miss Hannah McDonald, a school teacher, residing at 6934 Jeffery Avenue, for holding his car at the 11th and Sacramento terminal for a few seconds on several occasions to enable her to catch it.

Motorman Adam Longhouser, badge No. 4291, of Archer, was just leaving the intersection of Western Avenue and 69th Street when he saw a number of transferring passengers leave the 69th Street car. Mrs. R. C. McCain, 6511 South Talman Avenue, and a lady friend who were among these passengers, and the fact that Motorman Longhouser stopped and waited for them, made a very favorable impression on her, particularly as the night was cold and there was no following car in sight.

Motorman Bernard O'Neil, badge No. 4333,

of Blue Island, found himself blocked by a stalled Ford coupe at Blue Island and Ashland. When the Ford did not respond to his gong signal he saw there was something wrong and stepped off the car, lifted the hood, found and repaired a broken spark plug lead, and then told the lady to try her starter. She tried her starter, it worked, and away she went. Mr. S. F. Ebel, 6411 South Richmond Street, whose wife was the driver of the Ford, sent in a very appreciative letter of commendation for our representative.

Conductor Peter Kill, badge No. 11644, and Motorman Arthur Jensen, badge No. 6675, of North Avenue, have made a reputation for gentlemanly, safe, sane and efficient service. Mr. J. Roper, 3129 Augusta Street, testifies to this fact, speaking for himself and other passengers.

Motorman William Howard, Jr., badge No. 9473, of Limits, waited for Mr. and Mrs. William H. Kelo, 1456 Rascher Avenue, when he saw them approaching the car after the starting signal had been given. This was on a cold evening and his passengers appreciated the consideration shown.

Motorman Raymond Tiffany, badge No. 11175, of Kedzie, through his skillful handling of his car in all kinds of traffic and emergencies, and because of his tact in handling a slightly inebriated and obtrusive front vestibule passenger was made the subject of a highly complimentary letter by Mr. Charles Broad, 533 North Albany Avenue.

Conductor John O. Shaw, badge No. 12222, and Motorman Otto A. Antenrieth, badge No. 10387, of 77th, received the heartfelt thanks of Mrs. Austin, 5546 Peoria Street, for their assistance in helping her aboard and off their car.

Conductor Stanley A. Celusta, badge No. 13968, of North Avenue, by waiting for a number of passengers who were transferring from a Madison Street car earned their gratitude and a letter of commendation from Mr. Joseph Teal of the A. B. Dick Company, 714 West Jackson Boulevard.

Conductor Harry J. Freeman, badge No. 11620, of North Avenue, was commended by Mr. J. S. Schultz, 1246 North Mansfield Avenue, for his pleasant manner of calling all of his streets, helping children off and on the car and being careful in every respect.

Conductor Emil Stuedeman, badge No. 4934, of North Avenue, who found and turned in a purse lost by Miss Theresa O'Neil, 4275 Clarendon Avenue, received a very pleasant acknowledgment from the owner.

Conductor William Boyle, badge No. 2558, of Devon, found a purse containing \$55 which was dropped by Mrs. T. J. McGee, 4434 North Racine Avenue, as she was leaving his car. The purse was picked up by a colored man who attempted to get away with it, but Conductor Boyle got possession of it and saw that it reached its owner. She was very grateful.

Conductor Harry W. Klein, badge No. 8606, of Lawndale, by the care with which he gave directions to a transferring passenger and by the distinct calling of streets aroused the admiration of Dr. J. D. Taylor, of the Hotel Savoy, who considers this conductor a credit to the company.

Conductor Michael H. Tierney, badge No.

12092, of 77th, assisted a blind man, carrying a grip for him from the inside of the car and then guiding the blind man to the walk through a maze of traffic. The incident was observed by Mr. E. A. Hamer, 1842 Pratt Boulevard, who wrote a letter of commendation.

Conductor John T. Barrett, badge No. 13210, of 69th, by stopping for two children who were running for his car attracted the favorable attention of Mr. Paul J. Knox, who sent an appreciative letter.

Conductor Ernest F. Krefft, badge No. 13584, of Elston, is commended and thanked by Mr. C. H. Carey, for calling his streets distinctly and looking after the interests of sleepy passengers late at night.

Conductor Bert R. Chilton, badge No. 3850, of Cottage Grove, and Conductor Edward W. Matthias, badge No. 13924, of Division Street, were warmly thanked by Mr. W. J. Weiss, 3523 West Division Street, for enabling him to recover his grip.

## Departments and Divisions

### Transportation

Why does Mr. P. J. Duffy's hat always blow off when he calls from the street telephone at State and Lake Streets? Moral: Take your hat off when calling up.

Professor Cox had better look to his laurels. We have a new weather forecast department located in the Dispatcher's Office. Order your weather now.

Mr. William Hall has a new Master Six Buick. Yes sir, and it is dog-proof too. What's the joke? Ask Bill.

Thomas F. Moore has an offer to sing over the radio on Silent Night.

Mr. George L. Rogers, who has been ill for some time, is now on the mend, and we expect to see him at his desk in the near future.

Our genial night dispatcher was sick for several days, having had an attack of the "flu," but we are glad to report that he is back on the job again.

### Ding-ding.

### Engineering

Lieutenant Tom McCarthy of the Track & Roadway Department has been elected Commander of the Surface Lines Post of the American Legion. We extend our best wishes.

Miss Margaret Rake and Messrs. Isaacson and Haberer celebrated birthdays during March, and were each given surprise greetings by the Buildings & Drafting Department.

Ed Platt, the genial lumber inspector, and Mrs. Platt had a siege of influenza recently. Ed is out again, and Mrs. Platt is slowly recovering.

Andy Flood has become quite a three-cushion billiard player. At the Club House recently he made four points in 87 innings, and only three of them were scratches.

Paul Minogue is recovering from an attack

of pneumonia. We hope to see Paul out again soon.

The sympathy of the Department is extended to the widow and family of the late Finlay McLeod. Mr. McLeod was an old and trusted employee, having held the position of Watchman at 69th & Emerald carhouse for over twenty years.

We extend our sympathy to the widow and family of the late Patrick Hagerty. Mr. Hagerty had been employed for a number of years on construction work in the Building Department, and passed away after an illness of only three days.

Transit.

### Treasury

The many friends of Captain U. G. Lee, a paymaster of this department, are pleased to hear of his candidacy for the important position of Clerk of the Supreme Court of Illinois. The Captain is having a strenuous time addressing three and four meetings a night. His associates of this department hope he realizes his ambition.

### Legal & Accident Investigation

We regret to record the death of Benjamin Davis at Phoenix, Arizona, a short time ago. Mr. Davis was an old employee of this department and for several years past had carried on his work because of his desire to keep in the game. He was well known in several departments of the Company.

Florence Janke of this department has now announced that in December of 1925 she was married to Walter Manske. We wish Florence a bright future and believe that her social disposition and attention to work while with our Company will bring their own reward.

This department extends its sympathy to Walter Chamberlin who lost his daughter-in-law, Mrs. Matilda Keer Chamberlin, age 37, formerly of Roanoke, Virginia, and granddaughter Betty, age five, in a fire which destroyed their home in Mendota, Illinois. The shock of this news was severe, and, as many of us are well acquainted with Mr. Chamberlin's son, Frank, who was away from home at the time of the occurrence, we can only too well appreciate the extent of their loss.

George F. Thornton and Harriette Oliphant of this department were united in marriage on the 8th of March and both resigned from this department and departed for new fields of endeavor. We congratulate them respectively and wish them well for the future. Mr. Thornton's connection with the American Legion has brought him a wide acquaintance in company circles and Harriette also has been acquainted in other departments.

Blackstone.

### Accounting—Downtown

The girls of the Auditing Dept. wish to take this opportunity to thank those who ventured out on the stormy night of February 18, 1926, and helped to make their party a success.

Mrs. Frank Fitzsimmons (formerly Miss Mildred Hart) gave birth to a baby girl Saturday, March 6th, weighing 8 pounds. Mrs. Thomas Howe (formerly Miss Phyllis Meagher) gave birth to a baby girl Tuesday, March 16th. Mothers and babies are doing fine. Congratulations.

Miss Loretta Kane returned to North Side Office Monday, March 22nd, after having been in the Downtown Office temporarily since March 11th, to take the place of Miss Frances O'Leary who is confined to her home.

We wish to extend our heartfelt sympathy to Mr. P. W. Sears in his bereavement over the death of his sister who died in Butte, Mont.

Miss Frances O'Leary has taken an indefinite leave of absence.

Miss Mary Wiley has the "flu." We hope by this time she is well on the road to recovery.

We have another new member in our department, Mrs. Edith Taylor commenced work Tuesday, March 23rd.

#### Clark & Division

We extend our deepest sympathy to Mr. D. Dillon in the loss of his sister.

We wish to extend a cordial welcome to our new co-worker, Margaret Erdman.

H. Sprenger, who was confined in the hospital, is improving rapidly. We hope that by the time this goes to press he will have entirely recovered from his illness.

During the recent "flu" epidemic a number of our employees were confined to their homes.

A. W. Malmquist is now "Bungalow Hunting." We have a few choice locations on the North Side which we know you will be interested in, Mr. Malmquist.

Ralph is now one tie ahead of L. Powers in their contest for wearing the "Hottest Ties."

Since the Boyish Bob, Miss Merle Du Bois is "De Boy."

We wonder why the name "Alice" is written on the back of so many of the Utility Dept. Trip Sheets. "Ain't love grand, Arvid?"

Kroty broke his record in getting over to his girl's home Saturday, March 20th. It only took him 13½ minutes, whereas, on other nights it takes 16¼ minutes. Page Charley Paddock.

The moving bug has also affected A. Bresin, F. Robinett, A. Jann and L. Salisbury.

The reason ideas die quickly in some heads is because they can't stand solitary confinement.

The Charleston has lost one of its most ardent supporters. Miss Hildur Carlson was training her dog "Trixie" to do this most popular dance. The result was that poor "Trixie" was laid to rest, his death being the result of weakening of the knees and non-beating of the heart caused by imitating Miss Carlson when she practiced the Charleston.

Our latest Radio Bug, Miss Marie Sullivan, has been conducting some very intricate experiments and soon hopes to perfect the Sullivan Five Tube Set, to be marketed by the Smith-Sullivan Radio Corporation. Miss Sullivan will be experimental engineer for the new firm while Paddy Smith will be sales manager.

Thomas F. Coan.

#### Electrical

We extend our sympathy to Richard Cummings, helper at Grand Ave. substation, whose wife passed away on Wednesday, March 3rd.

We welcome to our midst this month Mr. Clarence Wiegart, who was transferred to this department from the Department of Accident Investigation. Mr. Wiegart is employed as Mr. Klatte's secretary.

Ray Callahan said that he would not allow his wife to have her hair bobbed and so the Missus, to show that Ray was boss, went straightway and had it done.

Listen in on station WMAQ and hear our popular radio star, Mr. Walter Carrigan, of Western Ave. substation.

We are glad to see Miss Hogan back on the job after her illness.

All right, girls, Paul Schwab is now the proud owner of a new Dodge Sedan.

Have any of the boys seen George Broderick walking up to the 14th floor lately?

H. Essington.

#### Shops & Equipment—North and West

The home of Mr. Frank Abel was visited by thieves on a Saturday night recently, who took cloths, jewelry and a new radio set which had been giving the Abel family so much pleasure. The thieving was accomplished while the "Curbstone Setter" was tied in the basement. Moral: Let your dog have the run of the house when you leave.

While on the "dog" subject, it might be stated that if the friends of Miss Jane McCarthy have noted the gloomy appearance of her countenance recently, this is explained by the fact that Jip, a Scotch Collie, who has been a member of their family for the past six years, passed away.

The Shops & Equipment Department was represented at the recent Convention of the Illinois Electric Railway Association at Springfield, by Messrs. Adams, Alton, Sigwalt and Wheeler.

Mr. George Theede, who was employed in the Babbitt Room, passed away suddenly on January 10, 1926, having worked the day before. His employment dates back to December 27, 1905. Mr. Theede was 67 years old. Our sympathy is extended to his widow and family.

The Armature Room boys were glad to welcome Joseph Cerny back, after four weeks of service as a Federal Juror in Judge Wilkerson's Court.

The fish stories will soon be coming in. Joe Rogg got as far as Antioch, but the Rickenbacker refused to leave the cement, so Joe got no fish. Try a Ford, Joe.

According to our bowling team, they are *some* bowlers. They almost captured the championship in the A. B. C. meet in Toledo. Danny O'Brien says to watch out for them in the Surface Lines League.

Tony Vanderlike journeyed to Rochester, N. Y., the first part of March to attend the funeral of his brother. He reported many narrow escapes in the snowdrifts of the East.

Mr. Otto Johnson, who was a Blacksmith Helper, passed away recently. Although he had been ailing for over a year, he worked until about one week before his death. Mr. Johnson had been employed at the West Shops for the past 14 years, and prior to that worked at the Limits Carhouse for 10 years. A number of his friends at the shop were present at his funeral.

Mr. Sam Lanine, painter, who was confined to his home with the "flu" has returned to work.

Mr. Conrad Stoeffbas, painter, lost a daughter, Miss Olga, when she was married on Saturday, March 20th, to Mr. Mainerd Nestwold.

Mrs. Wm. Coughlin, wife of our Asst. Foreman at Blue Island, was injured when her hand caught in the wash-machine wringer. We hope that others may profit by her experience and use extra care when operating a machine.

The Stork visited the home of E. W. Clark, repairman, recently, and left an 8-lb. baby girl. Congratulations!

The "flu" germ has hit Blue Island hard, and we hope that the victims will soon recover.

Some of the old cars have been turned in for new 2-car trains at Elston. Nothing like keeping up to date, says Mr. Goddard.

Several of the boys at Elston are also on the sick list, and it is hoped that they will be back on the job soon.

Anybody with any old row boats, please get in touch with Elston, as the water is getting high in the yard.

Devon Carhouse has some good bowlers on their team, but did you notice the comeback of the Kedzie team in the last game? Come on, you shop and carhouse men, and show us what you can do.

The following men have been off sick: J. Gerces, D. Hennessy, S. Fiorita, J. Horan, M. Waldron, J. Campela, G. Kerdules, S. Skulus, C. Flynn, J. Sugrue and J. Nagle. We hope to have them all back soon.

It is with deep regret that we report the death of Patrick Scully, repairman, Mr. Scully was in the employ of the Chicago Surface Lines over 25 years. We extend our sympathy to his family in their bereavement.

Michael Collins, car cleaner, sprang a surprise on the boys when Dennis Cremin, Asst. Night Foreman handed him his Income Tax Returns. Mike wanted to know what he was going to do with it, as he had just taken unto himself a wife. "Good for you," said Dennis. "I took a chance myself." Remember the cigars, Mike.

Mr. Bollinger, who is the North & West Division Club Director of the S. & E. Dept., says that they are trying to make Friday night "Shops & Equipment Night" at the clubhouse, and would like to have the members come any Friday.

E. Anderson, Night Foreman at Devon, was ill with the "flu." The boys are glad to see him back.

E. Anderson, Night Foreman of Devon was at Armitage recently, seeking information from H. Keller, Day Foreman and E. Carlson, Asst. Foreman, on how to install an aerial on his new baby buggy.

F. Foster, repairman, better known as "Doc" Foster, was sick a few days, but was unable to cure himself with his own home remedies.

L. M. Anderson.

### South

Several of the employes in the Department were laid up during the recent "flu" epidemic, but they have all returned to work, or are convalescing.

Mr. F. W. Meyers, formerly Day Foreman at Rockwell Carhouse, has been transferred to 77th Street Carhouse as Day Foreman. R. W. Short has been promoted to Day Foreman at Rockwell to fill the vacancy caused by the transfer of Mr. Meyers.

R. W. Troughton has been promoted to Asst.

Night Foreman at Rockwell Carhouse, caused by the transfer of H. Stuewe, who was changed from Asst. Night Foreman to Asst. Day Foreman, to fill Mr. Short's vacancy.

E. Eyer was transferred to Cottage Grove Car House and J. Keane was transferred to 60th Street Carhouse as Asst. Day Foreman.

P. Eckert, Asst. Night Foreman at Burnside Carhouse is the proud possessor of an Essex, which he recently purchased.

New racks for the dash signs have been placed in the different bays at the 77th Street Carhouse. If the dash signs are placed in these racks when they are not in use, instead of being thrown on the ground, their appearance will be greatly improved.

J. P. McCauley.

### Material & Supplies

Anyone interested in "Old Time Favorites" as played over WGN each night should get in touch with Carl Ericson of the South Shops, who everyone knows as a pianist of ability. He will, for the small sum of 25c (one-quarter of a dollar) name the old time favorites if the party so desiring the information can hum the tune. He will then, for another quarter of a dollar furnish a descriptive verse which may (or may not) win the first prize of \$50.00. (Adv.)

Our old friend, Mr. L. Goldman, is going to organize an expedition to explore the Polar Regions this fall. He says that after spending a winter like this one, he could stand most anything.

All of his friends will be sorry to hear that Leo Goldberg has resigned. He is going into the printing business with his brother. We wish him success in his new venture.

We are glad to hear that Isabel McGinnis' mother is recovering from her recent serious illness.

Miss Emma Weber apparently is a victim of somnambulism. While walking in her sleep she arrived at the office one morning at 6:54 a. m. and could not understand the tardiness of the whole office force.

Mrs. O. Hoyer is convalescing from an attack of the "flu," so Otto took her for an auto ride. On nearing Homewood he was forced to stop on a hill until the traffic signal changed. When the lights flashed green he took his foot off the brake and immediately the car started to back down the hill into a string of cars lined up behind. Suddenly bedlam broke loose and Otto thought that half of the machines in Illinois were in back of him. After a few anxious moments he managed to get the car up over the hill. In spite of the experience Mrs. Hoyer is still on the road to recovery and in the future Otto will stop at the foot of the hill.

Joe Bumford was a very ardent six-day bicycle race fan. Recently, however, while giving an exhibition he met with a slight accident. In the future he is going to take up scooter racing. It is much safer.

We hope that Miss Mae Hederman's mother, who has been very ill for some time, will soon be on the road to recovery.

Marion Micetic is planning on attending Continuation School to take a course in mathematics.

R. E. Buckley.

## Around the Car Stations

### Burnside

On Tuesday, February 9, 1926, Conductor William Barbelen, famous shortstop of the Burnside Ball Team, was united in marriage to Miss Jessie McMillan. Conductor J. F. Krause was best man. According to Mrs. Barbelen, she considered her "Willie" the best man.

Now that spring is here watch out for Burnside. The baseball team is reorganizing and putting forth their best efforts in the practice games in order to "Bring Home the Bacon." The other day Mr. Altemeier and Mr. Rudy were seen out in the train-room talking measurements for the stand which will hold the trophy cup for 1926. Watch out for "Doc" Altemeier's dark horse.

The following are seventeen good reasons why Burnside is going to put it over this year: 1. Barbelen, W. H.; 2. Murrin, A. W.; 3. Gorman, E. P.; 4. Hurita, C. H.; 5. Mossman, W. H.; 6. Leske, E. R.; 7. Booth, W. A.; 8. Lynch, J. A.; 9. Underwood, R. H.; 10. O'Brien, H. J.; 11. Hansen, H. W.; 12. Connors, W. P.; 13. Fox, A. C.; 14. Heidekrueger, A.; 15. Jellison, F.; 16. Quinn, G. J.; 17. Doc Altemeier's Dark Horse.

Ben Ott has been seen these early spring mornings in his running togs doing his daily dozen. Thru secret reporters we have been able to find out that special arrangements have been made with Captain Gallery of the Burnside Police Department to allow Benny the use of their gymnasium and their chief wrestling instructor, Lieutenant Brady. It is now becoming public that "Benny" is preparing to star at the next wrestling match at the club house. Chapelle, get your men ready.

Conductor W. G. Lapham, badge No. 11354, became the proud father of a baby boy on February 13, 1926. Congratulations.

Our sympathy is extended to Motorman B. E. Karpinski and wife who lost their baby boy February 20, 1926.

We are sorry to announce that Motorman Ed. Tucker of this depot passed away on February 20, 1926. Ed was one of the old timers. He started with the Old Red Line way back in '03. His cheerful presence is missed by all who knew him.

On March 14, 1926, Motorman C. A. Lindsey of the Burnside Depot passed away at his home after a short illness. Mr. Lindsey was a loyal and faithful worker and left a record to be proud of.

W. Frank.

### Seventy-Seventh

The baseball season is about to open, so get on your toes and let us have another good year. One notch better than last year. The pennant this year or bust, so all players wishing to try for the team hand in your name to the chief clerk that he may forward them to the manager.

The club is looking for a genuine baseball manager. Get your bid in early.

Conductor Sam Fleming visited the depot the other day and said he was feeling fine. Glad to see you around again, Sam.

The new time table on the 79th St. line with its street collectors seems to help.

Motorman P. O'Donnell was very seriously injured when attacked by two passengers at the 81st St. terminal. This attack was without provocation.

Motorman M. J. O'Reilly reports the arrival of a dandy bouncing baby girl.

Picking is over and everybody is happy. It's a good thing we have a picking occasionally; it's like a spring tonic—it's good for what ails you.

Conductor Roy Patterson is on his feet again, and here is wishing him a speedy recovery.

Receiver Geo. Miller is back to work again after an attack of the "flu." Everybody has it now. So's your old man and Aunt Emma.

On March 9th our Division held its postponed Accident Prevention meeting. The afternoon meeting was attended by 500 trainmen and the evening by 375, or in other words about 80 per cent of those who could possibly attend these meetings. Co-operation and efficiency will be necessary, not only as individual crews but the depot as a whole, to obtain the prize Mr. Noonan spoke of. So, let's go! Mr. Wm. Schultz, Conductor Arthur Boettcher's brother-in-law, rendered a few selections on the concertina at the evening meeting. How about a few good old Irish songs at the next one?

Motorman W. Heckman was run down by an auto in front of the depot and was very seriously hurt and is now confined at the Mercy Hospital. He would like some trainmen to pay him a visit and help make the day cheery.

Have you heard our famous tenor, Charlie Abt, sing "Thanks for the Buggy Ride"?

### Willette Challenges Chapelle

Mr. Willette's challenge to Mr. Chapelle of Cottage Grove Depot:

"I, the undersigned, weighing 158 pounds, hereby challenge Mr. Chapelle of Cottage Grove Depot, middleweight champion of the Chicago Surface Lines, and agree to post a forfeit of \$500 as my part, to throw Mr. Chapelle three times within one hour any time any place and anywhere. If not accepted I hereby claim the middleweight championship of the Chicago Surface Lines and will agree to meet anybody at this weight. Anyone wishing to meet me address mail to 77th St. Depot.

"E. J. Willette."

Did you notice the bouquets for the boys of our division? Keep it up.

During the past month the following relatives of trainmen of this division have passed away, namely: Sister of Conductor T. J. Darcy No. 2, son of Conductor R. A. Post, sister of Motorman W. G. Flaws, wife of Motorman E. M. Wheatly, father of Motorman J. E. Hanlon, son of Conductor M. Lawrence, Mrs. T. J. Russell, mother-in-law of Motorman W. E. Croke, also an aunt of Motorman R. E. Maher and Motorman R. E. Morse, who was ill for almost a year, and our old esteemed friend Conductor Tom Kincaid.

C. A. Gylling.

### Archer

The instruction car in charge of Mr. J. M. Johnson, made appearance at Archer depot on Wednesday, March 10, with a course of instructions for conductors and motormen. We who have attended these lectures have gotten the benefit of an education which is not always listed in dollars and cents. It is our fault these days if we live in a heedless and thoughtless age when the opportunities are opened at our door. The talk Mr. Johnson has given us is an education along the lines of safe and correct operation of a street car, which should make us more proficient, qualifying us for something in an advance position. Why not take advantage of these sources of education and follow out Mr. Johnson's instructions? If we as conductors and motormen would, there would be a great reduction in accidents and less complaints of discourtesy, both at the front and rear end of car.

We are glad to see Motorman J. G. Anderson back on the job after being laid up with a serious attack of the flu for three months.

Our sympathy is extended to Motorman James Keane who was called upon to part with his daughter, who died February 25, after undergoing an operation for a goiter.

Motorman William Riebow, one of our oldest pioneer motormen, having been in the Train-service since January 16, 1890, resigned March 12, 1926, after thirty-six years of faithful service, taking compensation allotted him by Division 241. Mr. Riebow resigns on account of failing sight. While he has relinquished his right in the train service, we hope to see him often at Archer depot. Here's wishing him many years of pleasure on the retired list.

A good deed is always worthy of mention. A blind man on the morning of March 10 was noticed by Motorman M. McCarthy on east bound Archer Avenue car, standing on the opposite side of the street at Archer and Pershing Road, and knowing he was a frequent passenger for an eastbound car, McCarthy alighted from his car and went over to the blind man and helped him to his car. An act of this kind in the busy morning rush hour is not a mere sham, but comes from the heart.

Our sympathy is extended to Conductor Thomas M. O'Keefe who reports the death of his sister who died March 10 at the Mercy hospital from heart trouble.

Conductor Patty Scanlon has been on the sick list since the holidays with an affliction of the nose and throat. He has not been able to speak for many weeks, communicates by writing. You have the best wishes from the boys of Archer depot for your speedy recovery.

Conductor J. E. Kent, our professional bowling champion, left for Toledo, Ohio, on Saturday, March 20, to bowl with the country's best bowlers from all over the states, in a national bowling contest. We are expecting good results which we know Kent is sure of.

Mr. F. W. Meyers, our car house foreman, who has been with us since the Archer depot was built in 1908, has been transferred to 77th Street Car House as car house foreman, a larger

field, which is reported to be the largest car house under roof in the world. While we hate to see Mr. Meyers leave us, we congratulate him on his appointment and hope his results will be as successful as in the past. Mr. R. W. Short, successor to Mr. F. W. Meyers, has taken hold and is doing things like an old timer. We of the Archer Transportation Department are with you to a man and here's wishing you success in the position of car house foreman of Archer depot.

The boys of Archer depot don't like to best too much of its laurels, but from our honest enthused efforts we again head the list on POWER SAVING. Let us all team work and accomplish a ringer for the three months, a little effort on the part of each trainman accomplishes wonders. Let us show our traveling motormen, Mr. Wessel, we can. OTTO will appreciate your efforts.

A word to the WISE: Don't reach out to put your run plate in position while your car is in motion. You may lose your balance. Some have tried, accidents have happened. Mr. Noonan's trip is worthy of your consideration.

Motorman Frank A. Luebke is seriously ill at the Englewood hospital following an operation for appendicitis. The boys are wishing you a speedy recovery.

Our bachelor conductor, A. Wenk, quietly slipped away to Michigan City on January 10, unbeknown to any of his friends, and stepped into the matrimonial harness. Their honeymoon was celebrated in Chicago. Lots of luck and happiness, Arndt.

Listen in on your radio for big hearted John P. Jonaites, the concertina motorman from Archer depot, who is playing for the sick soldiers.

Our night clerk, Dan Eierdan, commonly known as "Slim," is back on the job after an attack of the flu.

It's just as easy to be an iser as a has-been; let us keep abreast with our neighboring depots in securing witnesses. Let us cultivate the habit of being friendly to our passengers and in time of need it works wonders. If you have never tried, why not? A firm determination for the coming month will put Archer among the ISERS.

Motorman Frank A. Luebke, who underwent an operation for appendicitis at the Englewood hospital several days ago, died Friday, March 19. It is with deep regret we announce his passing away. Frank always had a smile and a good word for everyone, and was well liked by his fellow workers. He was a man we were proud of in our great organization and considered one of our best motormen, having a seniority dating November 10, 1910, always active in his duties and when assigned to special or snow duty, his superiors could rest assured his work would be well done. His memory will remain with us through life's journey. The boys of Archer depot extend our deepest sympathy to his widow and family.

### Lawndale

Dusty.

The Stork Express delivered mostly girls this month, as only one boy arrived since the last issue of the Magazine. The proud "Daddies"



are Conductors Geo. Murphy, J. Semelman, J. Vernon, Motorman E. Mulligan. All were presented daughters, and Motorman J. Gillian, Jr., a son.

Our sympathy is extended to Conductor W. E. Brown for the loss of his good wife, who was injured in an automobile accident and died a short time later.

Mr. J. M. Johnson, our former Ass't Division Superintendent, now Chief Instructor, paid us a visit, accompanied by the Instruction Car. The lessons he left with us were well given and all should profit thereby.

W. Hackbarth.

#### Blue Island

The flu has hit Blue Island pretty hard and we have a number of our boys on the sick list. Hope they will recover soon and get back on the job.

Motorman W. Beyer and Conductor J. Smidl have both been on the sick list for a long time and would appreciate a visit from the boys. Beyer is at home and Smidl is at the Speedway hospital. So come on, boys, and cheer them up.

We extend our sympathy to the following and their families: S. Barton in the loss of his uncle, E. Eggersdorf in the loss of his mother-in-law, W. Hellmers in the loss of his wife, C. Hitchcock in the loss of his brother-in-law, who was killed in a railroad wreck, J. Prokop in the loss of his mother and G. Weber in the loss of his mother.

The Blue Island Car House has shot into first position with a record of 27,000 miles per pull-in chargeable to equipment failures. The employees of both the Transportation and the Shops and Equipment Departments at this station are very proud of this record and as per their motto—"If trying will do it, we will always be on top." On September 1, 1925, Blue Island at that time made 33,391 miles, the highest record that was ever made by any Car House. Our foreman, Harry Hale, is with us one year April 1 and during that time he has gained the whole confidence of the men. Therefore the flag is again flying over Blue Island.

Corey says he would not move back to Chicago as the air is just wonderful in LaGrange where he lives.

John Jennings has changed his line of work and is now associating with the trainmen as car placer and with a little co-operation from them he promises to have the cars out in time and in place.

Blue Island has many new faces due to the fact that we are growing, having taken in the whole Robey Street line, adding 22 more runs to our Depot. Many a one does not know where Blue Island depot is, but at the rate we are growing everyone will soon be aware that there is a Blue Island depot.

Claude Hayes did not like "the Musketeers" and turned in his resignation. Toots Hupke joined in his place.

Harry Hale is an expert painter, but he lost his draftsman, E. Krueger, and has now substituted Starr as his draftsman. Starr promises to do the best he can for Harry.

Hope you will all like your new runs, and let us co-operate and see if we can keep the Flag at Blue Island. We know you can do it, so get busy.

C. P. Starr.

#### Kedzie

Supervisor John Kramer has at last found a place to rest his weary head. Poor John has wandered to and fro out in the wilds of Cicero looking for a flat, but finally located one in our own home town. He has returned to civilization, but—are you here to stay or are you going to move again? May it also be said that he has purchased an auto—some class! If you ever get stuck for a flat again you can sleep in the auto; that "auto" help some.

Our popular executive board member, Edward Leahy, is back on the job once more after a long illness. Ed, your witty sayings have certainly been missed in the morning and we are sure glad to have you back.

Conductor A. Hacken is back to work again after spending several months recuperating in California.

Motorman J. A. Casey died March 11, 1926, of double pneumonia, sick but a few days. His many friends extend their sympathy to his bereaved family.

A nine pound bouncing baby boy arrived at the home of Conductor A. Balcinus.

Dan Cupid has again been busy and Conductor J. Bryson is the happy man. Congratulations, old boy.

All doubt as to the arrival of Spring was settled definitely yesterday—not the proverbial robin—but the sight of our friend George Anderson warming up that old south paw of his; and from appearances, the North Side Barns are in for trouble in the coming baseball season. With the old timers still on the job and with a lot of new material on hand, North Ave. had better nail down the cup for it is going to move south "if they don't watch out."

C. Sonders.

#### North

Boys, don't forget to notice our position in the witness contest.

Every man is interested in knowing his own depot. "Depot Hints" are making a great hit.

The first day of spring brought two of our old-timers, Mike Kennedy and Robert Burke, back from Florida. They migrated with the birds in the fall and returned with the first robin. They have nothing but praise for the land of sunshine and palms. Welcome home, boys.

Our Superintendent, Mr. Pasche, spent St. Patrick's Day in Springfield, Illinois.

So many crews brought in 20 or more witnesses on reports since the first of March that lack of space prevents our printing the names. Conductor J. Kelly and Motorman H. Groppe brought in 28 on one report and Conductor H. Hathaway and Motorman F. Rossie turned in 26 on another case.

The sympathy of our men is extended to Motorman F. Brietzke in the loss of his brother, and to Conductor G. Wiggins in the loss of his father.

Conductor E. Studeman was happily surprised by receiving a five-dollar check from a lady as a token of appreciation on the recovery of a purse which she had left on the car.

The Babies! As usual the conductors shine in this department. Conductor J. York reports an 8-lb. boy born March 23. Conductor M.

Darkin announces a 9-lb. boy born March 15. And Conductor H. Williams reports a daughter weighing 7 lbs. born March 18. Mothers and infants doing well, and from the smiles that wreath these proud papas' faces we think they are doing well also.

Motorman Joe Henan journeyed out Freeport way to celebrate with his mother her one-hundredth birthday. She was 100 years old March 25th. Joe says she is hale and hearty and is able to take a stroll around her garden and tend her flowers every day that the weather permits.

Conductor S. Celusta tells this one: He was riding on a Cicero car and it stopped at Addison Avenue. He said the conductor closed the doors and waited for the car to start. The conductor gave two bells and still the car didn't start. Finally the conductor came up and asked the motorman why he didn't go and the motorman said he was waiting for the light to show green.

Here is another tale of the lights: A Cicero car was standing at Chicago Avenue loading. Just as the rear doors closed and the light showed "power on" on the car, the street lights turned red. The motorman was heard to remark, "I knew these blooming lights wouldn't work together when they put 'em in."

We were driving along Wolf road the other day when we heard an awful wheezing noise alongside of us and were just about to accuse the old flivver of pulling a new one when we looked out and saw Ralla, Cooney, McNamara, Abel, Wamkel, Reiter, Chick Ryan and some more of our ball stars out doing some road work. Those boys are sure getting in trim for another championship.

Our relief clerk, Harold Eash, was riding on a south side car the other day. There was an accident. Harold rounded up 20 witnesses and turned their names over to the crew. That's the North Avenue spirit.

And now that we are on top of the witness list, we want to stay there, boys, so all together—ten or more to a report and we will. Let's go.  
C. A. Knautz.

### Noble

We wish to extend our sympathy to the family of John Mizera, repair man, who died Feb. 19, 1926; also to Conductor M. Loeser in the loss of his mother who died on March 14, 1926.

We wish to congratulate Conductor L. Knit and Motorman H. Klick who became proud fathers of boys. Don't forget the smokes.

Division 10 lost the lead in the witness contest although the boys at Noble did mighty well, so if the men at Elston Depot will get together with us we will surely regain the lead next month, and if they keep up the good work the same as the men at Noble we will surely hold the lead from then on. Come, Elston, get busy and get witnesses when you have an accident.

The leaders in witness-getting at Noble for the last month are:

	Witnesses
Nosalik, M., and Lenihan, M.....	24
Deckert, G., one-man car.....	19
Nosalik, M., and Capiewski, S.....	17
Nosalik, M., one-man car.....	17
Radejefski, E., and Walsh, J.....	15

Don't forget to visit some of the sick boys from Noble Depot.

Albert J. Asp.

### Lincoln

Michael Hickey, born Oct. 3, 1861, an employe of the company for many years, was buried Monday, March 15th, at 9 a. m. from his late residence, 4137 N. Western Avenue, thence to Queen of Angels church where high mass was read, and laid to rest in St. Joseph's Cemetery. Mr. Hickey, thirty-seven years ago, worked in the company's mill where the feed for horses was made. He was also a conductor on the old cable cars and at the time of his death was a starter at the Lincoln Avenue depot. He was a faithful employe and well liked by all the boys. He leaves a widow and children.

Erasmus Shaw, another old employe and faithful worker, was buried Feb. 27 from his home, 2439 Seminary Avenue, to Acacia Park. Mr. Shaw had a long siege of illness after which he recovered and resumed work again, and his death came very suddenly. The boys extend their sympathy to both families. Also to T. Greenfield, who buried his mother March 21.

Quite a number have been on the sick list, but now, with the spring weather, we hope to see them back again on the cars. We also have many new men from which we hope to be able to pick pennant winners for the 1926 baseball team.

King Tut, with all his relics, had nothing on Motorman Mr. Moore, run 114, night car. He has a collection of curios from all over the world, and if interested in such things he will gladly explain the origin of each article. His conductor, however, tells us he is having some trouble with an old violin he owns, and he would very much appreciate having someone tune it up for him. We wonder if he is planning on entering the old fiddlers' contest.

H. Spethman.

### Limits

John P. Hollmeyer died February 7th at Ashland, Ore. He entered the service of the Chicago Surface Lines and its predecessors in 1893 as a conductor at the Limits, coming from Indiana. In 1906 he was appointed supervisor, in 1920 appointed superintendent of Div. 8 at Cicero & North Ave. In 1922 he resigned to engage in the grocery business in the town of Ashland, Ore., with C. W. Vims, a former conductor, who had been in the said grocery business since 1904. John had been failing in health but had taken a trip to Santa Barbara, Calif., and returned, apparently much improved, but died suddenly on Feb. 7th. He is survived by his wife and a daughter at Ashland, Ore. He was a member of Blaney Lodge, A. F. & A. M., Lincoln Park Chapter, Oriental Consistory and Mediunah Temple.

Tim Moriarity's father, who resided in Abby-dorney, County Carey, Ireland, died Jan. 10th, 1926. Your correspondent regrets that he received this information too late for the last issue but feels that the boys extend their sympathy to Tim.

Cond. Harold Ball slipped down to Charleston, Ill., for the express purpose of getting mar-

ried to Miss Carrie Kearns. Harold pretty nearly slipped it over on the boys, but not quite.

One of our oldest day car men, Alfred Gothberg, reported sick on Saturday night and died suddenly on Sunday, March 14th. Funeral was held March 17th from his late residence, 1214 Fletcher St. Interment Mt. Carmel.

Cond. Wm. F. Winkler obtained a furlough to visit his folks at Denver, Colo., and returning home from a hunting trip while there and being engaged in cleaning a firearm, it accidentally discharged, killing him on March 12th. Interment Denver, Colo. He is survived by a wife and stepson. Wm. Winkler was one of our old time first-class hall players and well known in amateur athletic circles. We regret his passing.

J. M. Duger went to Hammond, Ind., and we understand he has brought back with him one of the fairest coliccons of all Hammond as his wife.

The father of Ed. Ruzalski passed away March 19th, the funeral being held Monday, March 22nd, from the chapel at 1458 Belmont Ave. Ed's father was advanced in years and the end was expected, but not quite as suddenly as it took place. Our sympathy to Ed.

Our old time bowler, Ed Wilberscheid, has just returned from Toledo, Ohio, where, under the auspices of the Rooney's Parking Station League he participated in the A. B. C. Tournament held at Toledo March 21st and 22nd. Ed held up his usual reputation for efficiency, averaging 200 throughout this tournament. Ed still has his old time eagle eye, pep and control.

M. Harpling was married March 24th. Unable to get much of the details.

Aug. Kiobassi's wife recently presented him with another daughter, and both mother and daughter are enjoying good health.

E. G. RODGERS.

## A VETERAN RECEIVER RETIRES

### Adolph Laubinger of Armitage Leaves After Over Forty-Seven Years' Service

On June 15, 1878, Mr. Laubinger was employed by the West Chicago Street Railway Company as a Conductor, and assigned to the Augusta Street Depot. He worked on Milwaukee Avenue for two years and when service was installed on Chicago Avenue, May 29, 1880, he transferred over to that line. It may be interesting to recall that the Chicago Avenue line then operated between Wood Street and Milwaukee Avenue. He transferred to the Division Street Depot in 1886 and collected the first fare on the opening day of the Division Street line. In 1890 he was appointed Receiver at the Division Street Depot, and in 1893 was transferred to the old Madison Street barn, at which depot he took in the receipts of the Madison Street cable and the Cicero and Proviso lines. Four years later he was transferred to the Armitage Depot, serving as Receiver until he retired on February 28, 1926.

His record during these forty-seven years and six months was second to none. The management, indeed, can say of him, "Well done, thou

good and faithful servant." Mr. Laubinger in his retirement may cherish the memory of work conscientiously performed.



Adolph Laubinger

He is a man of broad and sound views and it may be truly said his character is irreproachable. He was ever ready to give a kindly word of advice to the young trainmen.

His experience during his forty-seven and one-half years of service would fill several volumes. He witnessed the Street Railway business of Chicago develop from slow moving horse cars to the position it now occupies as the foremost electric transportation agency in the country. The esteem in which he is held by the trainmen and other employes with whom he came in contact at the Armitage Depot, was evidenced on the night of his retirement.

## POWER SAVING STANDING

### Cottage Grove Shows Greatest Gain for Operating Period

The following table has been arranged for the benefit of our motormen and shows the standing of each depot on the basis of the greatest gain in power-saving when compared with the first operating period of the depot, the per cent column showing the amount, thus determining the rank of the depot on the system:

Division	Per Cent Saving or Loss	1926											
		Feb.	Jan.	Dec.	Nov.	Oct.	Sept.	Aug.	July	June	May		
Cott. Grove.....	1	10.45	1	1	1	2	2	2	1	3	5		
77-Vincennes.....	2	8.11	2	2	2	2	2	2	2	2	2		
69-Auldland.....	3	7.41	3	3	3	3	3	3	3	3	3		
Burnside.....	4	6.87	4	4	4	4	4	4	4	4	4		
Archer.....	5	6.70	5	5	5	5	5	5	5	5	5		
Decon.....	6	6.65	6	6	6	6	6	6	6	6	6		
Lincoln.....	7	6.05	7	7	7	7	7	7	7	7	7		
Armitage.....	8	5.29	8	8	8	8	8	8	8	8	8		
Elston.....	9	4.48	9	9	9	9	9	9	9	9	9		
Kedzie.....	10	4.22	10	10	10	10	10	10	10	10	10		
North.....	11	4.12	11	11	11	11	11	11	11	11	11		
Lawndale.....	12	3.17	12	12	12	12	12	12	12	12	12		
Limits.....	13	1.84	13	13	13	13	13	13	13	13	13		
Division.....	14	1.39*	14	14	14	14	14	14	14	14	14		
Noble.....	15	2.82*	15	15	15	15	15	15	15	15	15		
Blue Island.....	16	3.85*	16	16	16	16	16	16	16	16	16		

\*Loss.

## A Safe Place

Fugitive: "Quick! Where can I hide? The police are after me."

Office Employee: "In the filing cabinet. Nobody can ever find anything there."

# *Fakers and Quacks Exposed*



The Legal and Accident Investigation  
Departments

Will Present a Program of  
Facts, Fancies and Follies

Wednesday Evening, April 21

at 8 O'Clock

at the Club House

Practical Demonstration of First Aid

Informative—Interesting—Amusing

*All Employes  
Welcome*