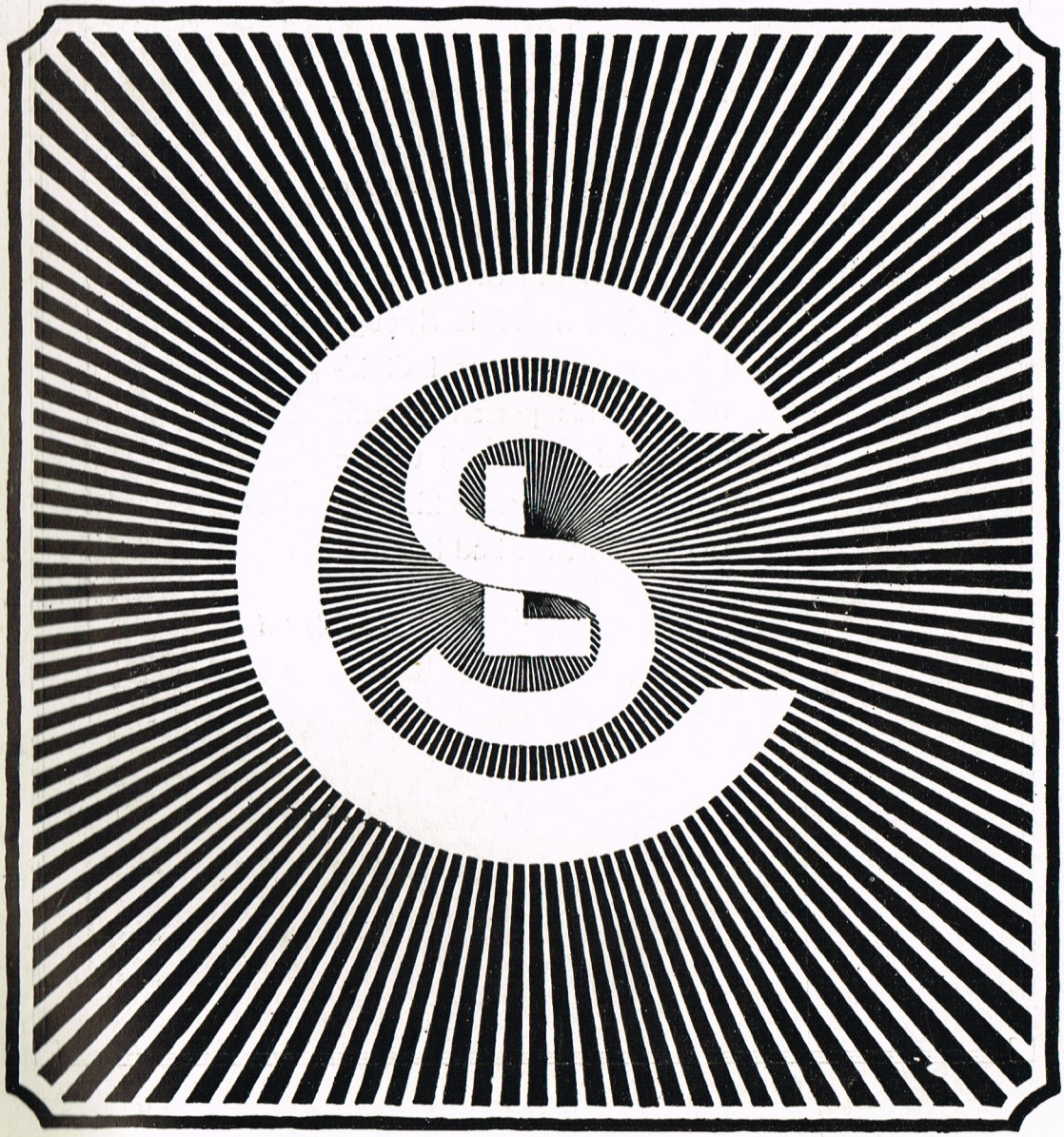
SURFACE SERVICE MAGAZINE

VOLUME 7 MAY, 1930 NUMBER 2



Individual Courtesy

A corporation may spread itself over the whole world and may employ a hundred thousand men, but the average person will usually form his judgment of it through his contact with one individual. If this person is rude or inefficient, it will take a lot of kindness and efficiency to overcome the bad impress.

—*Selected*

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 7 MAY, 1930 No. 2

Electrical Department Shows Speed

Overhead Equipment for Trolley-bus Lines Installed in Record Time—Novel Features

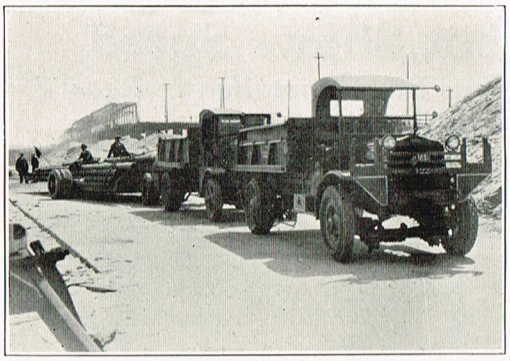


One of the New Diversey Buses Making An Off Center Stop at the Curb

On March 13th, an order was received from the Illinois Commerce Commission to install buses on Diversey, Elston, Central, Narragansett, Belmont, and Irving Park. The order specified that service was to be started on Diversey and Belmont within six weeks.

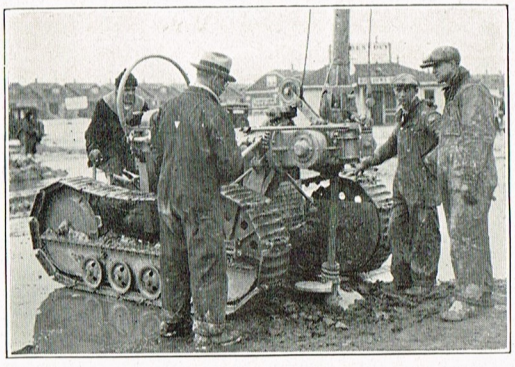
Since trolley buses were to be used on Diversey, it was necessary to order material, await delivery and install three miles of overhead construction, and change three-fourths of a mile of single trolley overhead to the type necessary for trolley bus operation.

The speed of the work depended largely upon the speed with which the poles could be erected, and in order to speed up this part of the job, a combination earth-boring and pole-setting machine capable of digging a hole and setting a pole in ten minutes, was purchased.



Hauling Trolley Bus Line Poles

The line poles for supporting the contact wires for the trolley bus extensions were shipped from the manufacturer to railroad yards and side tracks selected for convenient distribution to the street on which they were to be installed. Twenty to twenty-five of these poles each weighing slightly less than a half a ton were loaded at the track onto a low trailer attached to a truck as shown in the photograph, and then hauled to the street where they were to be used. As the trailer came to the exact proposed location of each pole a chain was attached to a pole and a second truck served to pull it from the trailer and then to the side of the street.



Starting To Dig the Hole for a Steel Trolley Pole

This combination earth boring and pole setting machine will dig a twenty-four inch hole six feet deep in about five minutes. Where the presence of pipes and conduit lines in the ground made it necessary to dig the first three or four feet by hand, this machine easily digs the last two feet in a couple of minutes. The device is so controlled that the boring head may be withdrawn and by centrifugal force discharge the accumulated earth.



Setting a 32 Foot Steel Trolley Pole with the Earth Boring and Pole Setting Machine

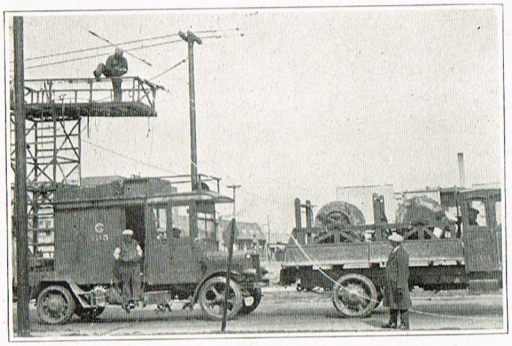
Immediately after digging the hole this machine picks up the pole and with one or two men guiding it into the hole, holds the pole until it can be fastened in place preparatory to concreting.

Actual construction was started on Diversey on Saturday, March 15, and the first trial run was made on April 9. In designing the necessary overhead for trolly bus construction the possibility of a street car extension on these routes at some future date was kept in mind, so that in order to change the overhead to fit street car operation it will only be necessary to take down the two outer (negative) wires and realign the two inner (positive) wires.

As soon as Diversey was completed, work was commenced on Central, Narragansett, and Elston in that order. The last trolley pole was set on Elston avenue May 13th, a little less than two months after work was started. The entire seventeen miles of route will be ready for regular operation within the next few weeks.

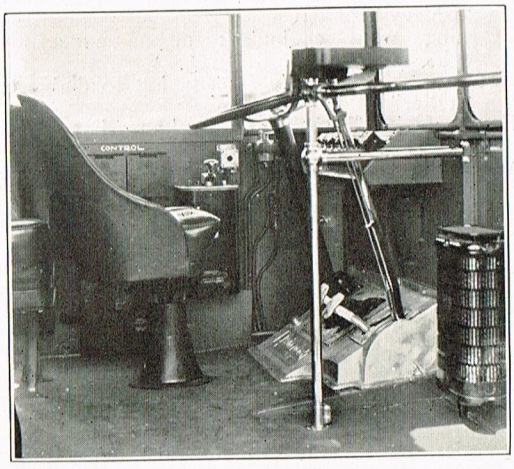
In the course of planning and erecting the overhead, many problems arose due

to the presence of both positive and negative wires, in some cases within a few inches of each other and the standard overhead designs for single trolley had to be altered accordingly. Difficulties are being eliminated as they present themselves and it is expected that after a few months of operation the problems of a double-trolley overhead will be no more difficult of solution than those of the standard single trolley.



Stringing Trolley-Bus Trolley Wires

The trolley wires for the trolley bus extensions were strung by means of three trucks, i. e., the "jigger wagon" shown in the foreground and two line trucks such as shown in the rear. As this convoy moved down the street two wires were payed off the one mile reels on the jigger wagon. The first line truck in the rear served to raise the wires and keep them in alignment while the second line truck tied the trolley wires temporarily to the supporting span. Later these wires were permanently attached.



Trolley Bus Control Mechanism: Left to Right: Control Switches, Reverse Lever Switch, Push Button for Rear Treadle Door, Air Handle for Front Door, Snap Switches on Dash for All Lights, Emergency Brake Lever, Transfer-Changer Tray. Foot Controls: Air Horn Button, Register Switch, Air Brake Pedal, Accelerator Pedal.



The Old Way of Setting a 32 Foot Steel Pole with a "Gin Pole"

A wooden pole is lashed to the tower truck and the steel pole hoisted into place by means of a block and tackle attached to the top of the wooden pole. Hand lines attached to the top of the steel pole hold it until it can be fastened in place preparatory to concreting. Another truck is necessary to do the actual lifting.

"Imagine my embarrassment," said Dumb Dora, "when, according to my usual custom, I looked under the bed before retiring. I had forgotten that I was in an upper berth."

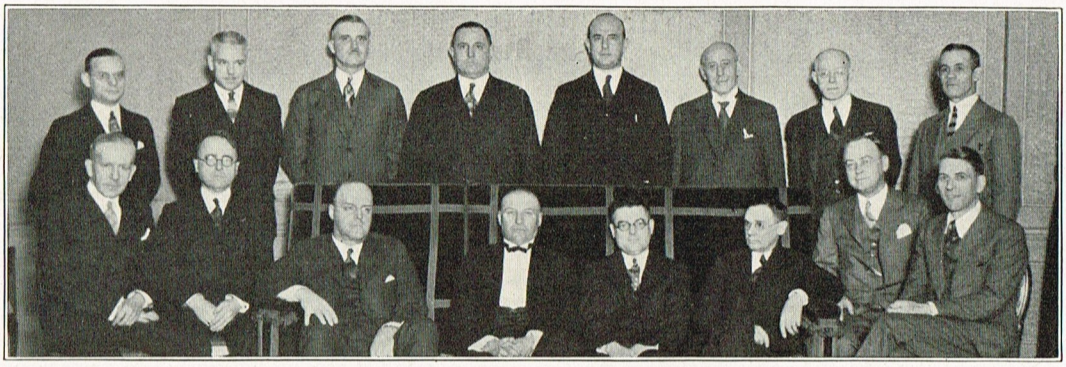
Teacher: "It gives me great pleasure to mark you 85 on your examination."
Jimmy: "Why not make it 100 and give yourself a real thrill?"

Wife: "John, I'm writing a paper on calendar reform for our club. Do you know which Pope gave us our present calendar?"
Husband: "Pope! Good heavens! I thought it came from our grocer."

Physician (to rich patient): "You're all run down. I suggest that you lay off golf for a while and get a good rest at your office."

Senator Glenn Guest of Honor

Surface Lines Club Banqueters Let in on Senatorial Trials and Tribulations



The Group at the Speakers Table: Front Row, Messrs. Sullivan, Cunningham, Richardson, Senator Glenn, Dr. Fanning, Crews, Evenson, Klatte. Second Row, Messrs. Bohlin, Heath, Alexander, Sigwalt, Malmquist, Lee, Ahern, Deutsch

The annual dinner of the Surface Lines Club in the Gold Room of the Congress Hotel, on April 22nd, was addressed by United States Senator Otis F. Glenn, of Illinois. It was one of the most successful and largely attended dinners ever held by the Club.

Senator Glenn told what it is like to be a United States Senator. He recounted the many matters upon which a Senator is required to pass and told of the numerous things he has to do. He read a number of letters from his constituents, requesting assistance and offering advice and criticism.

One down-state man wanted to know what he could do to recover from the government a five dollars bill which he had inadvertently burned up in the cook-stove. A farmer demanded by telegram that he support a duty on soy beans of at least 45 cents, not knowing, apparently, that the duty as fixed in the Tariff Bill was three times that amount. A member of the Women's Christian Temperance Union assailed him for his vote against the Jones 5 and 10 Bill, while a wet constituent criticised him for being so dry.

The Senator's address was interesting and eloquent and it brought numerous bursts of applause.

At the speakers' table were all of the former presidents of the Club and at the opening of the program, Toastmaster Charles Cunningham, of the Legal Department, gracefully introduced by President Fanning, asked them to stand while he read one of Mr. Wilkie's rhymed contributions entitled "To Our Ex-Presidents":

A bunch of former Presidents standing in a row—
Everybody look at 'em—quite a fashion show—
Fashions of the special sort presidents require—
Brains above their eyebrow line; able to inspire;
Excellent executives keeping others busy;
Finding right material, making programs "whizzy";
Learning what a budget means—squeezing ev'ry dollar,
Not to make the eagle scream, but to dodge a "holler"
From officials higher up, you know how they stew;
Want the Club to make each "buck" do the work of two.
When a president and board do that, I confess,
They go down in history labeled "a success."
Excellent executives, these and Dr. Fanning
Stood right up when called upon, nerved to take a "panning."
Just to prove our friendship we won't try to spank them.
But, instead, congratulate and commend and thank them.
They have earned unstinted praise—let them see us show it.
On your feet! Hip, Hip, hurrah! Now they ought to know it.

At a table below the speakers' table were members of the present Board of Directors.

A large orchestra and a number of professional entertainers provided an excellent program.

Elston-Noble Holds Lead

Cottage Grove, Seventy-Seventh and Lawndale-Blue Island Trailing the Leader

Cumulative—February-March-April

		Percent
First Place	Division 10, Elston-Noble	91.126
Second Place	Division 1, Cottage Grove	89.647
Third Place	Division 3, Seventy-Seventh	88.336
Fourth Place	Division 6, Lawndale-Blue Island	88.311
Fifth Place	Division 11, Lincoln	88.128
Sixth Place	Division 2, Burnside	87.874
Seventh Place	Division 9, Armitage-Division	86.525
Eighth Place	Division 4, Sixty-Ninth	86.362
Ninth Place	Division 5, Archer	86.136
Tenth Place	Division 7, Kedzie	84.936
Eleventh Place	Division 12, Limits-Devon	84.571
Twelfth Place	Division 8, North Avenue	84.268

Month of April

First Place	Division 2, Burnside	93.084
Second Place	Division 10, Elston-Noble	92.105
Third Place	Division 11, Lincoln	91.527
Fourth Place	Division 5, Archer	90.135
Fifth Place	Division 1, Cottage Grove	89.938
Sixth Place	Division 6, Lawndale-Blue Island	89.358
Seventh Place	Division 7, Kedzie	89.260
Eighth Place	Division 3, Seventy-Seventh	88.879
Ninth Place	Division 9, Division-Armitage	87.311
Tenth Place	Division 4, Sixty-Ninth	87.213
Eleventh Place	Division 8, North Avenue	86.395
Twelfth Place	Division 12, Limits-Devon	85.981

By William Pasche,
Supervisor of Accident Prevention

At the close of the third month of the 1930 Accident Prevention contest we find Elston-Noble continuing in the lead. Also Cottage Grove, 77th and Lawndale-Blue Island Depots in second, third and fourth places. Close on their heels and not to be denied Lincoln Avenue reasonably close in fifth place.

The names of 7,915 trainmen appearing on the No Accident Honor Roll, tell the story of an achievement which was only possible through co-operation on the part of all concerned. The interest of individual employes in their work records is best attested by the fact that a great number of men have called at the general offices to have their accident records reviewed, thereby in many instances establishing their right to have their names on the Roll of Honor with those published in the April issue. If the name of a trainman does not appear among those who have a no accident record, and he feels that a mistake has been made in classifying an accident, he should call at the general offices and have the case reviewed. If impossible to come to the downtown office make your wants known through your Division Superintendent.

February and March, the first two months of the fiscal year, show a decrease of 15.77 per cent in the total number of accidents as compared with the same months of 1929. This reduction extends through all but two of the various classes of accidents and indicates that a real effort is being made in the prevention of accidents. One of the classes which does not show a decrease is the "brushed-off-step." These accidents usually occur when the motorman attempts to pass a vehicle which is parked close to our tracks at a time when he knows that his

car is loaded almost to its capacity. Accidents of this type can be prevented by the motorman. All that he needs to do is to stop his car before attempting to pass a vehicle which is parked close to the track and assure himself that he has sufficient clearance.

Thrown in car accidents by sudden starts or stops are not being decreased as they should. It is very uncomfortable for passengers who may be passing through or standing in the car when the car is started or stopped with a jerk, and there is always present under such circumstances the danger of someone falling. When a car is brought up to the stopping place at such speed that it is necessary to apply the brakes hard a jerk always results. When approaching a point where it is necessary to stop, apply the air far enough back from such a point to make it possible to bring the car to a smooth stop. This is now being accomplished by most of our motormen, and we all know that it can be done if the motorman understands his job. In starting nothing is gained by moving the controller from the post to the third or fourth point. Much better results can be obtained by applying the power notch by notch until the full power position is reached.

In the past few weeks there have been fourteen reports of broken glass in swinging doors leading from the body of the car to the front platform. This breakage has been caused by the violent slamming of these doors by strong currents of air following the lowering of the two side vestibule windows. This in some instances has caused serious injury to some of our patrons. Furthermore, when these windows are lowered all the way and the front bulkhead door is left open, there is a rush of air through the car which, to say the least, is very uncomfortable for passengers inside of the car.

The practice of lowering vestibule windows all the way is especially dangerous when the car is equipped with swinging bulkhead doors. It would seem that for the comfort and safety of everyone concerned that it would be sufficient when it is felt necessary to lower the side vestibule windows to drop them not lower than the first notch from the top. This would almost entirely eliminate the danger of broken glass in the doors and reduce to the minimum, the danger of injury to anyone by flying glass.



Motorman C. R. Danhour of Burnside Has the Right Idea About Grade Crossings

The Meeting

The meeting was sudden,
The parting was sad;
She gave her young life meekly,
The only one she had.

She sleeps beneath the willows,
Peacefully resting now,
But that's what always happens
When a freight train meets a cow.

The first time a Scotchman used free air in a gas station he blew out four tires.

Agitated Wife: "I'm positive that was a human being we ran over."
Motorist (in thick fog): "Good! Then we are still on the road all right."

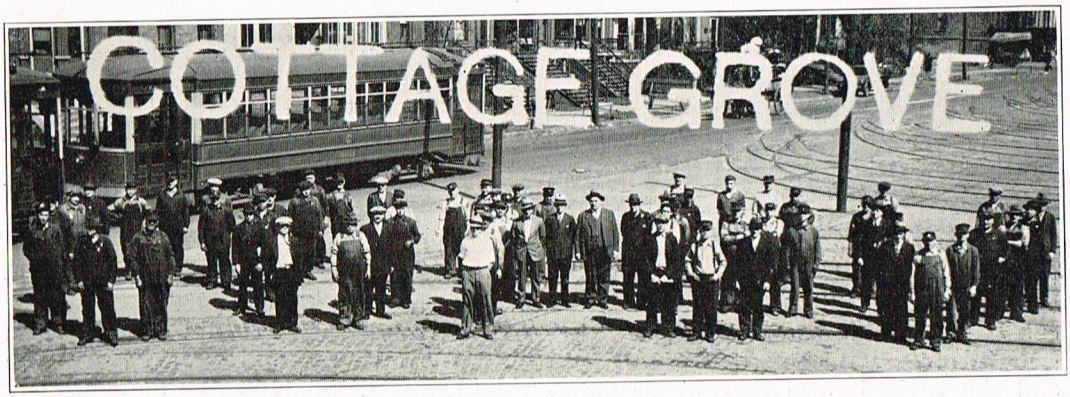
An optimist has been defined as a person who, on falling from atop a thirty-story building, murmurs confidently as he passes each floor: "All right so far."

During Cal's Visit

"Use the word 'kelvinator' in a sentence."
"I've never seen a picture of Mrs. Coolidge without kelvinator side."

Keeping 'Em Rolling

First Place Taken by Cottage Grove—Spurts by Lawndale and Seventy-Seventh



The following employes at Cottage Grove Carhouse appear in this picture: J. Gamen, Day Foreman; C. Winzenholler, Night Foreman; E. Eyer, Asst. Day Foreman; L. Keane, Asst. Night Foreman; A. Slicer, Stock Clerk. Repairmen: T. Vitkus, M. Shernis, S. Baranauskas, A. Yasas, T. Casey, J. Griffin, J. Gudjonis, P. Jaksiboga.N. Meyers S. Petrosius, G. Girdjush, T. Timpe, S. Ukso, G. Danhour, M. McGroarty, T. Cronin, M. Kaylouskas, G. Chernak, J. Wozlik, A. Schragdys, J. Gotautas, F. Simon, J. Yurgit, C. Petun, W. Schiller, J. Chrabsycz, W. Gorske, E. Lindgren, F. Egitis, M. Margetic, J. Bakshis. Car Placers: S. Londos, D. Griffin. Car Cleaners: A. Patton, G. Klaudis, S. Pappas, V. Verdis, S. Costanzo, F. Wenslow, G. Tanis, J. Lyons, D. Gleason, C. Chappell, J. Guntor, C. Zilinskis, G. Lemka, W. Lamont, W. Proudfoot, J. Howe, N. Newcomb, W. Dimas, G. Stacey, J. Shaughnessy, T. Kalantzpoulos, C. Richerme, P. Barone.

An increase of 2,757 miles is shown this month in the average miles operated per pull-in for the system. The total average is 21,896 miles, compared with 19,139 for the month of March, a percentage increase of 14.4 per cent.

The winner of the month, Cottage Grove, operated their cars 33,522 miles per pull-in, an increase of 34.5% over last month, and moved up to the top from fifth place.

Lawndale Carhouse, the second highest this month, moved all the way up from fourteenth place, and made the biggest percent increase of the month, 73.1%. 77th Street Carhouse also deserves mention, moving up from thirteenth place to third this month, and increasing their percentage 65.4%.

It will be noted that ten of the sixteen carhouses increased their percentages over the preceding month, and only three of the carhouses ran below 20,000 miles per pull-in due to failure of equipment.

The individual records are shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-in April	Pct. Inc. or Dec.
1	Cottage Grove	12	33,522	34.5
2	Lawndale	14	27,964	73.1
3	77th Street	6	27,163	65.4
4	Limits	17	24,550	11.5*
5	Archer	5	24,466	20.6*
6	North	6	24,416	31.9
7	Blue Island	15	24,029	29.8*
8	Elston	18	23,987	28.1
9	Noble	18	23,261	2.4
10	Burnside	6	21,895	32.1
11	Lincoln	11	21,275	60.3
12	Armitage	12	20,311	19.6*
13	Kedzie	7	20,036	16.7
14	69th Street	2	19,948	11.3*
15	Division	9	17,751	2.4
16	Devon	3	12,373	10.3*
		161	21,896	14.4

*Decrease

The standing of each carhouse for the past half-year follows:

Carhouse	Apr.	Mar.	Feb.	Jan.	Dec.	Nov.
Cottage Grove	1	5	2	5	2	5
Lawndale	2	14	14	11	15	3
77th Street	3	13	10	12	10	10
Limits	4	3	3	1	3	1
Archer	5	2	1	3	7	2
North	6	9	5	9	6	11
Blue Island	7	1	13	4	9	8
Elston	8	8	7	13	11	15
Noble	9	6	8	16	16	14
Burnside	10	12	11	7	5	6
Lincoln	11	16	12	14	12	12
Armitage	12	4	6	2	1	7
Kedzie	13	11	15	8	13	16
69th Street	14	7	9	6	4	4
Division	15	10	4	10	8	9
Devon	16	15	16	15	14	13

Landlady: "I think you had better board elsewhere."

Lodger: "Yes, I often had."

"Often had what?"

"Better board elsewhere."

Courtesy and Tact Needed

Judgment Must Be Used in Enforcing Transfer Regulations to Avoid Friction

By C. H. Evenson,
Superintendent of Transportation

The way in which a conductor handles transfer questions arising in the routine of the day's work is the severest test of his efficiency. This is particularly true at this time when the company is making an extraordinary effort to stop certain transfer abuses.

The enforcement of the rule requiring conductors to issue transfers to passengers only at the time the fare is paid and the revised form of transfer going into effect on May 18, call for the greatest exercise of good judgment and diplomacy by the conductor if misunderstanding and hard feelings on the part of the public are to be avoided.

The rule that transfers can be issued only when fares are paid is intended to prevent passengers from abusing transfer privileges by handing in a transfer on boarding the car and later going back to the conductor for another transfer with the statement that they paid a cash fare. Undoubtedly, this abuse of transfer privileges has cost the company many thousands of dollars. Other violation of the laws relating to transfers has cost many more thousands of dollars.

The Chicago Surface Lines has the most liberal transfer system of any company in the nation and it is highly essential that leaks caused by violations of the law and abuses of the privileges shall be stopped.

There is, however, a right way and a wrong way to do this. No general rule can be made which may not work a hardship in some instances and the trainman must of necessity rely to some extent upon his judgment in many cases.

For instance, passengers often board a short line or turn-back car by mistake, thinking it is a through-route car. They do not discover their mistake until the car reaches the end of the line where it turns back. It is a hardship on these passengers to require them to pay another fare to continue the trip to their destination. Technically, of course, they are to blame, because the destination of the car is on the front where they can see it before boarding, but it is not the desire of the company to take advantage of their mistakes.

The conductor is justified, in case of this kind, when he is convinced that the passenger actually made a mistake in boarding the car, in giving him a transfer to continue his trip.

There are cases, also, where children are sent on an errand with only enough money to pay one fare, who thoughtlessly fail to ask for a transfer when paying the fare. Here, also, the conductor must exercise his best judgment as to whether the transfer should be issued.

Ejection of passengers who present an invalid or incorrectly punched transfer also must be left largely to the best judgment of the conductor. In some instances, undoubtedly, the passenger may not be at fault. The transfer may have been punched incorrectly by the conductor who issued it. In other cases, the person presenting the transfer may be infirm, or if a child or a young woman, it may be dangerous to force them to leave the car, especially if the weather is inclement, or if it is at night.

These are but illustrations for the purpose of impressing upon trainmen the importance of courteous treatment of passengers. It is to the best interests of this company and its employes to stop all fraud in connection with the use of transfers, but it is also highly important to the company and its employes to avoid doing anything which seems arbitrary or which may be criticized as an act of discourtesy.

In this connection, I would like to make it plain that the company stands solidly behind the trainman in the enforcement of the rule on transfers and will not condemn him without investigation simply because there are complaints of his enforcement of the rules. This does not mean that the company will countenance abusive language or rough treatment of passengers. Even in cases of

manifest fraud in the presentation of a transfer, the conductor must state the rules of the company firmly but courteously.

It is easy to be courteous when everything is running smoothly. The man who can be courteous in performing an unpleasant duty is particularly worthy of commendation.

Sixth Division Wins Third Contest

Closing the third Courtesy Contest on April 30, 1930, we find the 6th Division, as in the previous two contests, holding first place. Following is finishing order of the sixteen depots in the contest:

	Depot	Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
1	Blue Island.	29	8	24	6	67	24
2	Lawndale ..	43	16	25	12	96	22
3	Limits	55	15	24	16	110	27
4	Lincoln	64	26	36	17	143	36
5	Archer	132	72	52	42	298	50
6	North	196	94	80	74	444	70
7	69th	113	85	76	52	326	64
8	Kedzie	145	97	75	42	359	56
9	Noble	49	21	29	7	106	9
10	Division ...	82	44	39	23	188	16
11	Elston	61	20	25	15	121	26
12	77th	202	109	71	70	452	128
13	Devon	160	76	57	38	331	105
14	Cot. Grove.	127	70	56	17	270	65
15	Armitage ..	93	47	42	20	202	29
16	Burnside ...	93	46	50	17	206	50
	Total	1644	846	761	468	3719	777

The total monthly chargeable complaints for the third contest is as follows:

(1929)	Disc.	P.U.	Trans.	Q.S.	Total	Cmnd.
May	153	73	66	43	335	73
June	134	60	39	31	264	50
July	132	66	69	32	299	36
Aug.	113	49	32	28	222	40
Sept.	97	32	35	22	186	55
Oct.	98	69	41	45	253	63
Nov.	112	76	39	30	257	73
Dec.	145	71	36	61	313	120
(1930)						
Jan.	187	162	49	68	466	91
Feb.	150	77	70	33	330	61
March ..	174	58	149	35	416	62
April ...	149	53	136	40	378	53
Total	1644	846	761	468	3719	777

The following shows the total number of chargeable complaints received in the 1st, 2nd, and 3rd Courtesy Contests:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
1927-28	1668	831	618	529	3646	552
1928-29	1630	1074	525	513	3742	658
1929-30	1644	846	761	468	3719	777

Marriages may be made in heaven, but most of the preliminaries are arranged in autos.

SOUTH SHOPS VETERAN

John Gibson Served Fifty Years Under Thirteen Master Mechanics



John Gibson

On April 10, 1880, John Gibson, South Shops, started to work in the track department as a traveling blacksmith, curving rails and repairing tools. In 1881 he entered the machine department of the first Chicago City Railway shop on the south side. Here, after about two years as a machinist, operating lathes and drill presses, Gibson went into the "Grip" department. For 27 years he specialized on the making and repairing of "grips" and for many years supervised the instruction of grip-men in their use.

In 1887, as foreman of this department, he moved, together with the personnel and equipment of the first shop, into the new building at 20th and Dearborn Streets.

In the fall of 1902, with the opening of the present South Shops, Mr. Gibson continued his specialized work on cable cars until the electrification of street railway equipment.

For several years thereafter he worked as a maintenance man in the blacksmith and machine departments, and about seventeen years ago, after a nervous breakdown, he returned to protect the property of the Chicago Surface Lines as a special policeman, in which capacity he is still employed. Mr. Gibson is now 71 years old.



A 1910 Snap at Kedzie. Louis Rozie Now at Armitage Who Is Marked with a Cross. In Front of Him Was Seated Bill Coughlan, Barn Boss at That Time

Before long the familiar names for the parts of a horse's harness will be as little understood as the greaves, hawberks and kneecaps of mediæval armor.—Boston Herald.

"DIP" FINALLY CONVICTED

Good Work of Our Inspection Force Puts "Bad Actor" Away

A group of Surface Lines inspectors in close co-operation with the pickpocket squad of the Police Department is carrying on a lively and effective campaign to discourage pickpocket activities on our cars. A typical report on one of these cases makes interesting reading.

Upon boarding State Street, Run No. 44, Southbound during the evening rush on Nov. 14 last, (says the Inspector): "I noticed Edward Parker, a colored pickpocket standing on the outside of platform near the outside doors. He was facing the front and pushing against a passenger named Stanley Utermark who was also facing the front of car and standing near the upright pole next the step.

"After the car had stopped and started at 43rd St., Parker moved back a step disclosing to me the fact that his right arm was passed around Utermark's hips.

"Directly after this, two colored men fell off the step onto the street and ran, one East on 43rd and one North on State St. Seeing the commotion, the conductor stopped the car approximately 100 feet south of 43rd St. and Utermark ran after the two who had fallen. I called Utermark back and pointed out Parker to him as the man who had taken his pocketbook. Parker in the meantime had nonchalantly left the car, followed by me, and was walking north on State St. Parker, upon hearing me, said: 'They went that way' and pointed his finger towards 43rd St. Utermark and I started after him and chased him to 43rd St. and about 30 feet west of there, where he turned and said: 'Keep away from me or I'll cut you,' at the same time drawing a spring knife from the right pocket of his overcoat. (A spring knife is one that opens by touching a button on the handle). Utermark and I wrestled with him, attempting to hold him until help could arrive.

"Parker cut Utermark on the back of his left hand, severing the tendons of the fingers and also cutting an artery in the cap of the left leg. Parker escaped down an alley south of 43rd St. and west of State, with Mr. Utermark's bill fold containing $32.

"A Cadillac police squad passing, saw the crowd and stopped. They took Utermark to the 48th St. Station where he gave a statement and a description of Parker to the desk sergeant. Lieutenant Byrnes of the Pickpocket Detail was notified by our office at once and a description furnished to him.

"On Feb. 28th, 1930, Parker the pickpocket was apprehended on the rear platform of a west bound Chicago Ave. car at Orleans St. by Lieutenant Byrnes, on a tip given by our office.

"On March 1st, 1930, Mr. Utermark and I separately identified Parker as the man who committed the acts previously stated on Nov. 14th, 1929. On March 3rd, 1930, Lieutenant Byrnes, Utermark and myself appeared before Judge Sbarbaro and Parker was held to the Grand Jury.

"On April 25th, 1930, the case came up before Judge John J. Sullivan and Lieutenant Byrnes, Mr. Utermark and I testified against Parker. On our testimony, the jury returned a verdict of "guilty" and Parker was sentenced to one to ten years in the penitentiary. Parker has a long record as a pickpocket."

An unusual number of pickpocket complaints have been received recently and most of them were in the Loop district. May 5th police from the detective bureau arrested the following well-known pickpockets in the Loop on information given by our inspectors: Phil Sole, Harry Lewis, Abe Schiffman, Hugh Eily, Chas. Wole, Frank Russell, Lora Miller and Edna Clark.

All of the victims who reported their cases were notified to appear at the detective bureau.



Group Picture of Some of the Men Engaged in Construction of Truck Shop Building at the West Shops in 1905. Reading from Left to Right in the Car: Charles Murphy, Deceased; Timekeeper Peterson, and Ed Plowright. Standing in Front of Car, Center, Edward Rafferty, Foreman and Wm. H. Figg, Superintendent in Charge of the Work

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He: "You're so good at conundrums — try this."

She: "Sure, go ahead."

He "Take away my first letter, take away my second letter, take away all my letters, and I am still the same. What am I?"

She: "That's easy. You're a mailcarrier!"

"Why is Jones looking for a cashier, he only hired one last week."

"That's the one he is looking for."

She: "Didn't you say her acting was just lovely?"

He: "No, I said she was a lovely actress."

BECKER AGAIN MOVES UP

Made Automotive Engineer, Reporting Directly to Vice-President



Executive Order No. 3-30, issued by Vice-President Richarsdon on April 29, interested a good many people:

> Effective May 1, 1930, Walter C. Becker is appointed Automotive Engineer, with headquarters at Room 1479 Continental Illinois Bank Building. Mr. Becker will supervise and be responsible for the coordination of all trolley bus, gas bus and other automotive activities and will report directly to the Vice President.

It was of particular interest to the man who was moved up into the executive circle and who at the time of his promotion was putting in thirty or forty hours a day on the new trolley bus lines.

Mr. Becker learned the machinist's trade before going to the University of Illinois in 1906. After three years' study there in the course of electrical engineering, he entered the service of the Chicago City Railway Company under the late Mr. A. A. Thurlby, superintendent of wires and cables. Three years later he was named as assistant to Mr. Thurlby. After unification of the properties in 1914 he was transferred to the Electrical Department, where he was employed for six years as assistant superintendent of line transmission. In 1920 he was placed in charge of automobiles and other vehicles in that department, and within two years all horses in his care had been disposed of and the department completely motorized. This training made Mr. Becker the logical choice to be placed in charge of automotive equipment in the Utility Department, when it was established in 1925. And the move to the larger and more important field followed with the adoption of the feeder bus system.

GOING AFTER WITNESSES

North Avenue Still Holds Lead—Cottage Grove and 77th Tied for Fourth Place

For some months during 1928 and 1929, North Avenue loomed as a strong contender for first place in this interesting contest. By dint of hard work that depot gained first place in May, 1929, with a figure of 5.58. Ever since then it has retained that position by means of good work and effective co-operation. It is now twelve months since North Avenue climbed to that place and it has always been seeking to better its first figure of 5.58. The records show that it has scored 6.00 or better for eight months and 5.50 or better for the other four months. North Avenue may well be proud of its wonderful achievement, and incidentally the Department of Accident Investigation to which this contest means so much wishes to thank them for their co-operation.

Elston-Noble advanced from sixth to second place, and Cottage Grove spurted from ninth to fourth place, and is now tied with 77th Street for that position, both having a score of 5.07.

Detailed figures follow:

Witness Report

		Apr.	Mar.	Feb.	Jan.
1.	North Avenue..	6.45	5.89 (1)	6.37 (1)	6.03 (1)
2.	Elston-Noble ..	5.97	4.82 (6)	5.40 (3)	5.34 (2)
3.	Burnside	5.18	5.32 (2)	5.43 (2)	5.01 (3)
4.	77th Street ...	5.07	5.08 (3)	4.98 (4)	5.00 (4)
4.	Cottage Grove.	5.07	4.46 (9)	4.49 (9)	4.54 (8)
5.	Archer	4.76	4.69 (7)	4.69 (7)	4.69 (6)
6.	69th Street ...	4.71	4.92 (5)	4.80 (5)	4.74 (5)
7.	Devon-Limits ..	4.67	4.65 (8)	4.66 (8)	4.24 (9)
8.	Lincoln	4.59	4.22 (10)	4.02 (12)	4.02 (12)
9.	Kedzie	4.52	4.14 (12)	4.27 (10)	4.16 (10)
10.	Armitage-Div. .	4.36	4.19 (11)	4.11 (11)	4.06 (11)
11.	L'dale-Blue Is..	4.29	5.04 (4)	4.75 (6)	4.62 (7)
	Av. for Sys....	4.99	4.82	4.87	4.73
	Diversey Bus..	4.60	2.00	2.33	....

Conductor P. Reynolds, Badge 1724 of 77th Discovered the Other Day That He Forgot To Turn in His Employe's Trip Ticket Which Was Issued to Him Forty Years Ago. Here It Is Reproduced in Its Exact Size



SURFACE SERVICE MAGAZINE

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

TRANSFER TROUBLES

Superintendent Evenson's observations on courtesy appearing elsewhere in this issue should have the thoughtful attention of every conductor. His remarks relate particularly to transfer disputes in connection with the recent order that transfers shall be issued only at the time fares are paid.

He makes it clear that the purpose of the order is to prevent abuses of the transfer privilege, but that there is no desire to deprive a passenger of his legitimate rights. He points out that conductors are expected to use good judgment in dealing with individual cases, and emphasizes the importance of being courteous in any arguments that may arise.

Passengers approaching a car standing at a crossing cannot always see the destination sign and may board a short line car under the impression that it runs through to his destination. When he discovers the mistake and asks for a transfer, Mr. Evenson points out that he should receive one.

Passengers transferred in groups from one car to another in emergencies, should also be provided with transfers to avoid disputes with the conductor of the car to which they are transferred.

He directs attention also to the importance of dealing carefully and reasonably with children, as it is possible that the refusal to issue a transfer to a child making a belated request might, if the little one had no additional money, land him at a transfer point miles from home and no way to get there but walk.

One form of discourtesy which accomplishes nothing except to rouse the anger and resentment of a passenger is the use of some such expression as "You can't put anything like that over on me," or "What are you trying to pull?" when a transfer is presented that the conductor considers void. In such cases the passenger should be told what is wrong without charging him with deliberate and intentional dishonesty. The passenger may be wrong—may be trying to put something over, or he may be the victim of an error on the part of the issuing conductor. In either case the incident can be disposed of without the use of offensive language and in a perfectly courteous way.

Courtesy wins the respect of our patrons and makes friends for the individual and for the company.

GOOD JOB WELL DONE

A feature of this issue is the story of the excellent work of the Electrical Department in making the necessary installation for the trolley bus service on the northwest side. The results showed not only a highly commendable co-ordination of the forces in Mr. Klatte's department, but illustrated the importance of up-to-date mechanical aids in digging pole holes, pole-setting and wire stringing.

In spite of serious interference with operations by the storm of March 25-26, the work, which was officially ordered by the Illinois Commerce Commission on March 13, and required to be ready for operation within six weeks, was started on March 15 and received an official test April 9, three and one-half weeks from the date of the order.

Other departments through which the new electric buses were to be provided were equally forehanded and the bus builders made a record in construction and delivery.

Mr. Evenson, with Walter Becker and assistants, had been busy securing volunteers for the position of operators on the new type of vehicles and following the receipt of the first bus breaking in practice was carried on intensively with the result that Diversey avenue was fully manned with buses giving a three-minute headway when the service was opened on April 17.

The public's reception of this new form of comfortable noiseless and speedy transportation was most gratifying.

THE LOW-DOWN ON "KID" MAGUIRE

Verses Read at the Complimentary Luncheon to E. L. Maguire

The report of the watch presentation to Division Superintendent Maguire on the completion of fifty years of service, appearing in the April issue, attracted a good deal of attention, and there was widespread curiosity about the rhymed "Lowdown on 'Kid' Maguire" read by Mr. Wilkie at the luncheon. In response to suggestions that the verses be printed for general distribution they are presented herewith:

Maguire should be happy today
There's plenty of reason for joy
Fifty years to a day he's been drawing his pay—
And he started when only a boy!

And O what a youngster was Ed
If hist'ry records him aright—
He knew how to work, did this husky young "Turk"
But, also, he knew how to fight.

The lads of those days long ago
When taller by inches than Ed
Would try with a sneer to stand Ed on his ear
But Eddie would put them to bed.

He fought when he knew he was right,
He minded his Q's and his P's,
He tackled each task never stopping to ask
To "Let me off easier, please."

His bosses kept track of this lad
They saw his ambition expand
They knew of his speed and his will to succeed—
Were also aware of his "sand."

Perhaps you've forgotten the day
When Murphy the Chief Engineer
On Blue Island's roof told Mac in reproof
"Go on! Get the hell out o' here!"

Perhaps you remember that Mac
Thus rudely, profanely addressed
Started after J. Z. and compelled him to flee
As flight seemed the safest and best.

This incident won for Maguire
A respect that endured thru the years
No kind of a bluff was impressive enough
To rouse in Maguire any fears.

No obstacles blocked his advance
No trouble induced him to stop
So round after round he mounted and found
The place he deserved at the top.

Maguire with his men had a way
Of keeping them up on their toes;
Encouraged the workers—raised hell with the shirkers—
Dealt fairly with friends and with foes.

And thus tho severe he is square
He cusses when cussings are due
But he'll put up a fight for the man who is right
Be he Irishman, German or Jew.

And think of the honors he's won:
His boys won the courtesy test
And should you inquire you'll find that Maguire
In other ways led all the rest.

The '28 accident score—
His success to the rest a surprise
When his men by their care and watchfulness rare
Ran away with the car as a prize.

It pays to watch fellows like Mac
He improves with the passing of time
More work? In a minute you'll find he is in it
And now he's just reaching his prime.

This incident shows us the man:
The Doctor had Mac in his care—
The storm of December we'll always remember
Swept down with its snow laden air;

'Twas shovels and sweepers and plows
The battle the fiercest in years
And Mac couldn't go, the Doctor said 'No".
Poor Mac was so sore he shed tears.

We honor this comrade in arms,
To meet him is always a joy
We envy the way he still smiles and is gay—
He's a man with the heart of a boy.

Long life to you, Neddy Maguire,
We're glad you're so peppy and snappy
With boundless good health and reasonable wealth
Your next fifty years should be happy.

I repeat men like Mac should be watched
And in this I am quoting the word
Of another much higher. And now I retire—
Mr. Richardson wants to be heard.

TELEPHONE CALL CHANGES

Note the New Numbers Effective in June and July

No. 324 So. Market St., present, number Dearborn 2533; new number, Wabash 9199, effective July 1.

Burnside Car Sta., now Chesterfield 0020, will be Regent 5020 after June 28.

Burnside switchboard, now Chesterfield 0021-0022, will be Regent 5021-5022 after June 28.

Burnside Car Sta. Coin Box Telephone, now Chesterfield 0266, will be Regent 5025 after June 28.

Until connecting trunks between Dearborn 8800 and West 7432 are changed for night connections it will be necessary to call the following numbers between 5:30 P. M. and 7:00 A. M. on Weekdays and 4:30 P. M. to 8:00 A. M. Sundays and Holidays. Grand and Leavitt Wreck Wagon West 0129; Store Room, West 0142; Mr. Debus, West 0185; Mr. Roper, West 0192; Mr. Jones, West 0243.

Correct

Teacher: "What is a synonym?"

Pupil: 'It's a word that you can use when you don't know how to spell the one you thought of first."

Courtesy Wins Approval

Observant Patrons Express Their Appreciation of Meritorious Acts of Trainmen

Conductor Edward M. Mowen, Badge No. 700, of Cottage Grove is the recipient of a letter of commendation from Mr. W. Laube, 6045 S. Ashland Avenue for his courtesy in giving him explicit information as to how to reach his destination, when in an unfamiliar neighborhood.

Mr. J. R. Basiger reports that he boarded the car in charge of Conductor Michael Size, Badge No. 948 of Devon and tendered what he thought was a dollar bill when paying his fare. He received change accordingly, but a few moments later this conductor came through the car and informed him that he had given him a five dollar bill, and thereupon gave him the correct change. Mr. Basiger wishes to express his appreciation for this act of honesty and courtesy and also congratulate the company on having a man of his character in its employ.

Conductor William H. Walter, Badge No. 1624 of 77th assisted a blind man off of his car and escorted him to the curb. Miss Viola E. Hill, 5525 Wabash Avenue, witnessed this incident and commends this conductor for his kindness and courtesy.

Miss "Passenger" has informed the management through the medium of a letter that in her estimation Conductor August F. Witt, Badge No. 1642 of Archer is the most efficient trainman in the service, assisting passengers on and off his car and pronouncing the names of the street car stops with pleasing clearness.

Conductor Joseph P. Simpson, Badge No. 1688 of 77th assisted a blind man to board his car, found him a seat at the rear and when the car reached this man's destination this conductor assisted him off of his car and safely onto the sidewalk. Mr. Bernard McMahon, 9931 S. Wood Street witnessed this incident and made this conductor the subject of a letter of commendation.

Miss Susan E. Ramsey, 1246 W. 59th Street, was unfortunate enough to lose her wrist watch on one of our cars. She called at the 69th Street Barns and was informed that her watch had been found and turned in by Conductor Henry F. Funk, Badge No. 3858 of 69th. Miss Ramsey congratulates this conductor on his honesty.

Mr. J. O'Neill commends Conductor Charles H. Amort, Badge No. 3912 of Lawndale for his courtesy to all passengers and his cheerful manner in which he performs his duties.

The clearness with which Conductor Arthur Barbour, Badge No. 4022 of Division called the names of the street car stops won from Hunting C. Morrell, 5730 S. Honore Street, a letter of commendation.

Miss Ruth M. Anderson, expresses her appreciation of the honesty of Conductor William J. Robinson, Badge No. 4240 of Cottage Grove, who turned in her purse to the Lost & Found Department when she had inadvertently left it on his car.

Conductor William L. Thompson, Badge No. 5004 of Elston assisted a sick lady from his car with such care that he attracted the favorable attention of Mr. J. Esler, 5434 Glenwood Avenue, who made this conductor the subject of a commendatory letter.

Mr. W. A. Edwards, 914 Eastwood Avenue commends Conductor George R. Chester, Badge No. 5018 of 77th for his courtesy in assisting a blind lady passenger to board his car, securing her a seat, and when her destination was reached assisted her from his car to the curb and asked a pedestrian to see that she reached her destination.

Miss Catherine Frestel, 9428 Bishop Street expresses her thanks and appreciation of the honesty of conductor George E. Craig, Badge No. 5260 of 69th who turned in her purse which she had inadvertently left on his car.

Miss Jelmira Voska, 4342 Cortez Street lost her purse while a passanger on one of our cars. She recovered it later at our North Avenue Depot where it had been turned in by Conductor Harold C. Vangen, Badge No. 5396 of North Avenue. Miss Voska appreciates this act of honesty and commends him.

Dr. P. J. Gunn, 841 E. 63rd Street, praises Conductor John J. McGovern, Badge No. 6088 of Cottage Grove for his courtesy in assisting a blind passenger to board his car, and later alighting from his car he assisted this passenger across the street and placed him safely on the sidewalk.

Mrs. Wm. C. Drewes, 3829 N. Oakley Avenue, reports the courtesy and efficiency of Conductor Nels L. Thorson, Badge No. 6354 of Lincoln.

Mrs. B. H. Temple, 2216 N. Racine Avenue expresses her thanks for the courteous treatment of Conductor James Roubinek, Badge No. 6984 of Lincoln, in assisting to board and to alight from his car.

Mr. John Richardsen, 4445 Christiana Avenue reports the commendable action of Conductor Louis Klein, Badge No. 7144 and Motorman No. 7297, Charles W. Gore, both of Devon for their thoughtfulness in securing food for their passengers during the last snowstorm.

Miss Nellie C. Williams, 1322 E. 47th Street reports that she was on the car in charge of Conductor Edward W. Doering, Badge No. 7190 of Lincoln during the recent blizzard. This conductor went out and bought her a sandwich and Miss Williams considers this very thoughtful on his part.

Conductor Harry J. Kalish, Badge No. 8044 of Division is commended for his courtesy and efficiency by Gonard A. Felland, 5130 University Avenue.

The general efficiency and courtesy of Conductor Charles A. Troike, Badge No. 8500 of Archer won for him a commendatory letter from Mr. E. Euphrat, 1124 E. 54th Place.



Four Years Ago, Easter Sunday, 1926. A Reminder Snapped by H. Spethman at 633 Custer Street

Mrs. Lole Wright, Bannockburn, Deerfield, Ill., commends Conductor Frank J. Simpson, Badge No. 11624 of Devon for his honesty in turning in her purse which she had left on his car.

Conductor Alfred Simpson, Badge No. 12128 of 77th advanced car fare to Mr. A. H. Cohan, 245 W. 24th Street, when he boarded this conductor's car and found himself without funds. Mr. Cohan thanks this conductor for his act of kindness.

Mr. Clarence H. Benson, 163 Institute Place, boarded the car in charge of Conductor Walter E. Newman, Badge No. 12172 of Lincoln and discovered that he was without funds. This conductor paid his fare out of his own pocket and Mr. Benson appreciates his courtesy.

Miss Anna Wright, 7748 S. Loomis Street inadvertently left a bundle of valuable papers on the car in charge of Conductor James P. Hennessey, Badge No. 12174 of 69th. After getting off of his car she missed them, and called the 69th Street Barns and was informed that they had been turned in by this conductor. Miss Wright called at the depot and received her belongings and praises this conductor for his honesty and courtesy.

Conductor John S. Apple, Badge No. 12446 of 77th advanced car fare to R. E. Ericksen, 1414 Carmen Avenue, who boarded this conductor's car and found himself without funds. Mr. Ericksen thanks this conductor for his thoughtfulness.

The kindness and courtesy shown to Mrs. Lillian Ewer's sick daughter by Conductor Joseph A. Hannon, Badge No. 13140 of 77th, when the little girl was taken ill, won for him a letter of thanks and commendation.

Mrs. F. E. Jones, 2117 W. 69th Place gave Conductor Patrick J. Byrne, Badge No. 13380 of 69th a five dollar gold piece instead of a nickel. After discovering her mistake she communicated with one of our supervisors who told her what time this conductor's car would pass that certain point. Mrs. Jones waited and when the car came the conductor was asked about the gold piece and he immediately pulled it from his pocket and gave it to her. Mrs. Jones commends this conductor and also the supervisor who aided her in recovering her money.

Miss R. B. Kravitz thanks Conductor Willie A. Pugh, Badge No. 14014 of Archer for his kindness in advancing her fare when she boarded his car and found herself without funds.

Miss Joan Callahan, 6144 Kimbark Avenue, commends Conductor William A. Blair, Badge No. 14042 of Cottage Grove for his kindness in advancing her fare when she found herself without funds.

Mr. A. M. Dewitz, 857 Chalmers Place, makes the courtesy and kindness of Conductor Francis S. Dutkiewicz, Badge No. 14206 of Armitage the subject of a commendatory letter.

Mr. Herbert J. Smith, 2453 W. 18th Street boarded the car in charge of Conductor James J. Wivinis, Badge No. 14520 of Archer and found that he had only a five dollar bill, and not enough change to pay his fare. This conductor could not change the five dollar bill but accepted what change Mr. Smith had and paid the rest from his own pocket, for which act Mr. Smith is grateful.

The efficiency of Motorman Stanley Pahlke, Badge No. 183 of 77th won for him a letter of commendation from Mr. J. T. White, Secretary, Coach and Car Equipment Co., 2425 Wallace Street.

Miss Juliet Van Volkenburg, 4727 Lake Park Avenue commends Motorman Ray Carroll, Badge No. 565 of Burnside for the smooth operation of his car and special attention to elderly passengers.

Motorman Frank Wagner, Badge No. 1509 of Archer recovered a cornet which had been left on his car and turned it in to the lost and found department where it was later found by its owner James J. Cowhey, 1005 E. 55th Street, thanks him for his honesty and courtesy.

Motorman Jesse A. Lamm, Badge No. 1815 of Kedzie got off of his car and assisted a blind man across the street. Mr. Paul Shanoff, 1537 Clybourn Avenue witnessed the incident and commends this motorman for his thoughtfulness.

Mr. A. E. Johnson, General Foreman, Car Dept. N. Y. C. R. R., 33 Root Street wishes to commend Motorman M. G. Ouimet, Badge No. 3123 of 69th for his honesty in turning in his bill fold which he found behind the controller box.

Mrs. B. H. Temple thanks Conductor John C. Taylor, Badge No. 8848 and Motorman Walter G. Gabrielson, Badge No. 4331, both of Lincoln for their courtesy in assisting to board and alight from their car.

Motorman Charles Vahl, Badge No. 4979 got off his car and assisted a blind man to cross the street safely. This incident was observed and reported by one of his passengers.

Mrs. C. Beudinelli, 4630 Lexington Avenue lost her purse while a passenger on the car of Motorman Edward O. Skrine, Badge No. 54045 of Archer, which was found and turned in by him to the Lost and Found Department where she later recovered it. Mrs. Beudinelli appreciates his honesty and courtesy.

Motorman Lawrence H. Manning, Badge No. 5671 of Devon held his car long enough to enable Miss M. Moffett, 4525 Kenmore Avenue, to catch it. She wishes to thank and commend this motorman for his thoughtfulness and courtesy.

Motorman A. Johnson, Badge No. 7265 of Devon assisted a lame man to alight from his car and the incident was noticed by Mr. C. L. Sullivan, 360 E. Garfield Blvd., who congratulates the management on having a man of his character in their employ.

Motorman Fred J. Crawford, Badge No. 7305 of North Avenue held his car long enough to enable several passengers to board his car even though he had the green light in his favor, and Mr. W. D. Edgren, 5458 W. Haddon Avenue compliments him on his courtesy.

Motorman Oscar Gustafson, Badge No. 9413 of 69th is thanked by Mr. E. Stevens, 1100 N. Paulina Street for his co-operation in securing the return of a bag of tools which were lost.

Wade Cameron Worrell, 1964 E. 72nd Place, states that Motorman John F. Krause, Badge No. 9801 of Burnside held his car long enough to enable several persons to catch it and for this act of courtesy commends him.

Mrs. Myrtle A. Kinney, telephone operator at the general offices, tried to locate for Mr. Frank H. Hadley, 112 W. Adams Street a life insurance canvassing book which he had lost. Although the book was not recovered he appreciates her efforts to assist him.

Conductor Ernest S. Barr, Badge No. 2718 of 69th advanced sufficient money to cover the fare of H. W. Haugan, 6030 Kenwood Avenue, who had tendered a ten dollar bill in payment of his fare and which Conductor Barr could not change. Mr. Haugan thanks him for his courtesy and thoughtfulness.

Miss Betty Sheffert, 11136 Vernon Avenue, gave Conductor John J. Halloran, of 77th, what she thought was seven cents but which in reality was seventeen cents. He immediately called her back and gave her the additional change and for that act she wishes to commend him.

Mrs. Margaret Zimmer, 1641 N. Halsted Street, was just about to alight from the car in charge of Conductor Adolph Pfeifer, Badge No. 10732 of Lincoln when she was grasped by the arm and detained from alighting. Just at that moment a heavy truck came speeding by and Mrs. Zimmer states that she surely would have been injured had it not been for the quick action of this conductor.

The following persons have commended the management on their earnest efforts to get the street cars through during the recent storm: Mr. R. Hayes, 517 E. 34th Street, Mr. M. E. Clow, and Mr. Harold L. Lundquist, 153 Institute Place.

Mr. A. Morrison, 58 E. Congress Street, reports the commendable action of Conductor Harry W. Andersohn, Badge No. 8890 of Cottage Grove in assisting a crippled lady passenger to board his car.

Mrs. B. H. Temple, 2216 N. Racine Avenue commends Conductor Fred E. Mayes, Badge No. 9498 of Lincoln for the kind and courteous treatment rendered her while a passenger on his car.

The pleasant manner of Conductor James Robinson, Badge No 9588 of Cottage Grove won from Mr. Henry Ellman, 108 East 43rd Street a letter of appreciation.

Conductor Charles Peterson, Badge No. 9872 of North Avenue advanced car fare to Miss Esther L. Hagg, 1939 S. 11th Avenue, Maywood, Ill., when she discovered that she had lost her coin purse. Miss Hagg wishes to express her appreciation of this conductor's commendable action.

Mr. H. J. Jostock, Financial Dept., The Pullman Co., 79 E. Adams Street, tendered a five dollar bill in payment for his car fare, and Conductor John J. Healy, Badge No. 10588 of 69th informed him that he could not change it, but paid his fare out of his own pocket and for this Mr. Jostock thanks him.



Alfred Hale, Jr., Six-Year-Old Son of Conductor Fred Hale of Limits

Kindly Aunt: "Bobbie, you are a very naughty boy. I heard you tell your little sister to go to the devil."

The Small Boy: "You needn't worry, auntie; she never does anything I tell her."

Archibald—I live in the country now. It's terribly dull.

Florence—It must be. What do you miss most?

Archibald—The last car out at night.—Answers.

CLUB SPARKS

Women's Auxiliary Banquet

About 130 members of the Women's Auxiliary of the Surface Lines Club attended their annual banquet and election of President and Directors of the Club for the coming year, held at the Palmer House, Thursday evening, April 24th. The tables were decorated with roses, dainty nut cups and favors for each girl and lighted by candles, which gave the room a very colorful and festive air. The President and her officers and directors were seated at a long table, also beautifully decorated, at one side of the room.

A delightful program, consisting of vocal numbers by Miss Frieda Beagan, dancing by Miss Marjorie Parmalee, and readings by Miss Ruth Jackson, had been arranged by the Chairman of the Program Committee. Before dinner and between courses, community singing was enjoyed, music being furnished by the Palmer House orchestra.

Immediately following the dinner, Mrs. Tabb appointed tellers to count the election ballots. While awaiting the results, the President made a short speech, thanking her officers, directors and the various committees for their assistance and co-operation during the year. The annual reports of the Secretary and Treasurer were then read, followed by the reports of the chairmen of the committees.

Prizes for the bowling tournament of ten games were awarded by Miss Mary Wiley, Chairman of the Bowling Committee, as follows:

	Average
First Prize—Marion Micetic.....	112.4
Second Prize—Grace McCann.....	102.8
Third Prize—Hulda Youngstrom..	102.0
Fourth Prize—Alice Weldon.....	98.3

The prize for high score of 144 was awarded to Esther Sandstrom.

Prizes for beginners were awarded to Misses Alberta Babst, Ann Kerruish, Olive Erickson, Grace Springer, Betty Sullivan, Evelyn Scheffner and Aileen Milbrandt.

The officers and directors for the ensuing year are: Mabel Magnuson, president; Eleanor Steinbrecher, vice-president; Viola Eger, secretary; Dorothy See, treasurer.

Directors—Dorothy See, Accident Investigation & Legal; Ann Kerruish, Financial; Agnes McCormick, Financial; Margaret McQuillan, Car Meter; Mary Wiley, Executive; Dora Wilson, Insurance; Viola Eger, M. & S.; Florence Lancaster, Shops & Equipment—South; Ella Rall, Shops & Equipment—West; Pearl Tirner, Purchasing; Lulu McCormick, Schedule & Traffic; Marguerite Klinghofer, Track & Roadway; Eleanor Steinbrecher, Transportation.

Palm Beach Party

If you have not already secured your ticket for the Palm Beach Party given by the Surface Lines Club at the Clubhouse on Saturday evening, May 17, you are sure to miss one of the biggest events in club entertainment. Owing to the limited seating capacity at tables in the hall, less than half of the requests could be taken care of, which speaks well for the high mark set last year by the Kabaray Party. Under the direction of Chairman Hewitt, the committee in charge have been working for several weeks past to make this an event long to be remembered. Decorations in the Clubhouse will be elaborate and quite appropriate for a Garden Party in Florida. The Committee is making no advance announcement about the entertainment program, but from information which has leaked out, all who are present are likely to consider themselves fortunate.

A man running after a taxicab, panted to the driver, "How much to the station from here?"

"Fifty cents," replied the driver.

The man continued to run, and, having covered another stretch, inquired breathlessly of the driver, "How much now?"

"Seventy-five," retorted the driver. "Ye're runnin' the wrong way."

The Diplomat

Mrs. Riley (to her husband): "Please match this piece of silk for me when you are downtown, will you?"

Husband: "At the counter where the sweet little blond works? The one with the soulful eyes and—"

Mrs. Riley: "No. You're too tired to shop for me after your day's work is done, dear. On second thought I won't trouble you."

Departments and Divisions

Electrical

Our sympathy is extended to the Howe Family in the loss of their loved one, fond husband and father. Maurice J. Howe has been with the Electrical Department for at least thirty years and has been an operator at the Milwaukee and Crawford substation since this station has been furnishing power for our lines.

We are pleased to hear that Al Strom, one of our Linemen, is now at his home, recuperating after being several weeks in the hospital. Word has reached us at Grand and Leavitt that Al Hilliard, who was formerly our telephone operator at Grand Ave., has gained 8 pounds since he has been at the Municipal Sanitarium at Crawford and Bryn Mawr. Hoping that he will continue to improve at this rate, we know he will soon be back again.

Ray Callahan is ready to meet all comers on the following, "Do We Gain Anything by Civilization?" Ray seems to be of the opinion that we do not. Write and tell him what you have gained or what your friends have gained.

After being confined to his home for the past several weeks, due to a relapse, we find Mike Carrigan back with us again. We surely missed him when he was not seen making his rounds before the hour of starting was at hand.

We were sorry to hear of Teddy Oterdahl's auto accident in which his car turned over into a ditch on one of the Southwest highways. We were glad to hear that none of the occupants were seriously injured.

Last August Charley Sullivan gave out the information that his Pontiac could go at least 45 miles in reverse but he was unable to tell us how fast it would go sideways. T. Oterdahl tells us that in his recent experience, he found that a Pontiac will easily do 45 miles an hour sideways with the aid of a deep ditch.

"Billy."

Materials and Supplies

We were all very sorry to hear that J. Muth who for many years was a stock clerk at 78th Street, passed away recently. To his family and friends we extend our deepest sympathy. A very nice letter of appreciation was received from the family for the flowers sent by his fellow workers.

It was indeed a pleasure to see the number of M. & S. employees at the Club Banquet.

A report has been received from an unofficial source, that Ed Hoger has at last parted with an old family relic and purchased a brand new shiny flivver.

L. Gaspar has also decided to add to Chicago's traffic problem. He is now the owner of a Nash.

Eng. Jensen is suffering an acute attack of melancholy. The reason is the "Cubs."

Edith Newton announced her engagement to Milvern Anderson. We extend our best wishes.

R. E. Buckley.

Schedule and Traffic

Automobile News—If the number of new cars bought by members of this department is an indication, the sales department of the automobile industry must be very busy. Mr. Frank A. Forty has a new Pontiac. Chas. J. Kreiner has a new Ford "Town" car. Before disposing of his old car, Charley thought of selling it to "Henry" for his museum. Norman Johnson has a new Ford coach—why a coach, Norman? A "coupe" is all you need. L. A. Gilbert bought himself a Franklin. A. K. Langohr says it's a new Buick, and several others to be heard from.

After a thorough investigation of the cause of the big snow storm that passed over Chicago the latter part of March, we find that it must have been due to the fact that W. C. Brandes was so persistent in trying to make an extensive traffic survey; having postponed this survey several times due to bad weather, previous to the storm, then fixing the time (before the storm arrived on) on the week of the storm, unfortunately the weather man got wind of it again—hence the storm. But he provided suitable weather several weeks later.

Geo. Weidenfeller.

Engineering

Harry Schlachter, Chief Clerk in the Track Department, is still on the sick list; having suffered a serious relapse when he was about ready to return to work. We all hope to see him back at his desk soon.

Fred Acker recently installed one of those new fangled ice boxes in his home. The motor ran so steady that it would not "frigid," so Fred is now using the contraption for a bake oven.

Greetings to Miss Muriel Marie Taylor, a charming addition to the stenographic force in the Track Department office.

Paul Minogue, Traveling Timekeeper, fractured a bone in his ankle recently and will be confined to his home for some time. We are all pulling for Paul's speedy recovery.

Louis Schraag fractured a lot of his ribs during the big snow storm, trying to hitch a ride home on a truck. The doctor taped him up so that he was able to resume work in a few days, but Louie has been groaning ever since.

Transit.

Shops and Equipment—North and West

West Shops. We are glad to hear that Joe Nemecek's wife, who was seriously ill in the hospital for several weeks is now at home and is recovering from her ailments.

Ed Wendt says it is the weather, but we never knew the weather had such an effect on anyone. Just ask Ed about her.

While repairing his car recently, Tony Vihnanek met with an accident that necessitated his absence from duty for a period of two weeks. Tony made several trips to the hospital at that time, and we do not know whether some nurse is responsible for the mustache or not.

They all fall sooner or later. John Landeck is the latest one to fall for a Pontiac sedan. The best car on the road, says John.

Division. The sympathy of the boys at Division is extended to James Brady, in the loss of his wife.

Patrick O'Neill arrived at the home of Mr. and Mrs. Thomas O'Neill on St. Patrick's Day. Congratulations! Tom says he is going to be a baseball umpire, as he has a good pair of lungs.

Mr. Kloss says, "No more doughnuts—milk and crackers for lunch now."

C. Hurley wants to know when we are going to have another Club banquet. His first, but not his last, says he.

George Holschuh is the proud father of a pretty little 6 lb. daughter. Congratulations!

J. Felz is sure having a lot of trouble with his Roosevelt. Every time he drives around the block he needs another quart of oil.

Wm. Westphal is getting to be a regular bunco shark. The last time he played he won a cigarette lighter. (Yes, it works).

S. Bombacius made a 6-month trip to his former home in Italy, and brought back a black-eyed signora. Congratulations and best wishes.

Elston. We extend our sincere sympathy to C. Rasmussen in the loss of his daughter.

It was a sunny afternoon and F. Rohr was up to the office boy's tricks. Said his grandmother was ill. The Cubs were in town.

S. Geller, our chief clerk, has been given a new name—the sheik of Roosevelt Road.

Limits. Tony Lagerstedt, car repairer, has left the Company to start farming in Wisconsin. The boys at Limits wish him all the luck in the world.

Kedzie. We wish to extend our heartfelt sympathy to the family and loved ones of Joseph Arloff, who passed away suddenly on April 15th. For over a period of 35 years Mr. Arloff was employed by the Surface Lines. Tuesday morning, April 15th, on his way to work he became ill, and was taken home, where he fought a short but losing fight, until 11 P. M., when he passed away. Mr. Arloff was very well liked by his fellow workmen, as he was always willing to give a hand to help some one. Prior to his coming to Kedzie he worked as a trackman on the cable lines. He leaves one son and two daughters to mourn his loss.

The boys also wish to express their sympathy to D. Cremin, in his bereavement over the loss of his sister.

Jane V. McCarthy.

South Shops and Carhouses

The boys at Burnside express their deepest sympathy to the family of J. Young, who passed away on April 11, after a long illness.

E. Humphries, of the Machine Shop recently bought a Ford and painted it himself, but had the misfortune of leaving it outside. The rain washed all the paint off. He drove it to work a few days ago, and arrived two hours early so as to avoid the traffic.

Goldfish Hoger of the Utility Department reports four new baby (goopy fish) and says mother and babies are doing nicely.

The boys at 77th Street are hoping to see Jim Green back on the job real soon.

Henry Quinn of 77th Street is in line for congratulations. He reports the arrival of a baby boy at his house.

Christ Hallquist one of the old time employes at Cottage Grove Depot passed away on April 24, 1930, of pneumonia after a very brief illness. Our sincere sympathy is extended to the bereaved family.

Mike Gorman, Burnside, says that it ain't gonna rain no mo, and he backs this up by referring us to the Daily News Almanac, which says this a dry year, and we agree because Prohibition is still here.

Vacation time is here again and T. Carson, Burnside, says that Yellowstone Park is the one and only place. As a result, he has gone on a diet of bananas and rye bread so he can save enough for a return trip in September.

We were sorry to learn of the death of the baby son of G. Chipola, 77th Street.

"Moon" of the Machine Shop has been practising up on his golf, and is now prepared to take on all comers.

J. McMahon, Burnside, was all smiles the other day and a close inquiry revealed the fact that his wife and children had just come across the big pond. He is now a firm believer in the song "Happy Days Are Here Again."

Bob Tracy and John Carlson of the Machine Shop have been off sick for the past few weeks and the boys are hoping they will soon be back on the job.

Frank Labanuski, Burnside, and his wife were seen looking over some Baby Carriages not so long ago. We wonder.

The storm during the month of March just cannot be forgotten by H. Eyres, Burnside, who claims that 93rd Street was the worst spot in the city. He must be right, for there are no contradictions. J. P. McCauley.

Not So Familiar

Mr. Cook—"Who discovered America?"

French—"Ohio, sir."

Cook—"You're wrong, it was Columbus."

French—"I know, but I didn't think it necessary to mention his first name."

Did You?

Speaker (at dinner of club)—"Gentlemen, did you ever stop to think? I ask you again, did you ever stop to think?"

Weary Diner—"Did you ever think to stop?"

How Could He?

Reporter—And what have you to say on the subject of anonymous letters?

Celebrity—Letters of that kind are stupid missives. Of course, I invariably read anonymous letters, but I never answer them.

This Is the Life

Weitzel: "There's a delicious sense of luxury when one is lying on one's bed and ringing one's bell for one's valet."

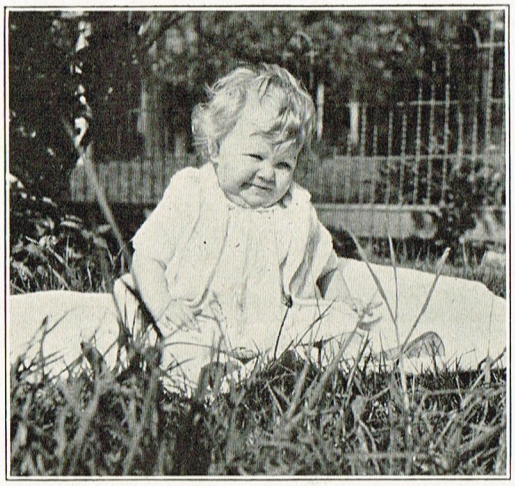
Brewer: "Have you a valet?"

Weitzel: "No; but I have a bell."

Appel: "My son is a jack of all trades. What shall I do with him?"

Sass: "Buy him a drug store."

Around the Car Stations



Audrey, the Chubby Child of E. Jensen of Lawndale

Cottage Grove

Cottage Grove was fully represented at the Annual Accident Prevention dinner at the Stevens Hotel on April 3 and all present declared it a most delightful evening and are looking forward to holding the place of honor next year. The last report of this contest shows Cottage Grove in the lead and there is no reason why we cannot continue so if we only practice the "Always Be Careful" method in the operation of the cars. The motorman should be always on the alert and have his car under control and ready to apply the brakes should an auto cut in in front of him or in any other emergency that he may have to contend with. The conductor should always look down the side of the car and see that all passengers are safely aboard before giving the signal to go. By doing this we can bring the Silver Car to our depot. It is gratifying to our Superintendent and his assistant to see us in the lead, so let us continue in first place.

In the witness contest let us show more energy in procuring more witnesses. Be liberal with the witness cards and get as many names as possible. This is the only means the accident prevention department have in determining if it is a chargeable or non-chargeable accident and will help to keep your own record clean.

The Pool Tournament is still in progress with some close contests. The genial secretary, H. W. Kennedy is busy keeping results posted in the clubroom. The list of winners will be published in the June issue of the Magazine.

Motormen H. E. Loftus, H. N. Chambers, S. J. Stephens and W. J. Moore went on a fishing trip to Willow Springs and not being able to find a restaurant, decided to have a dinner a la picnic. Moore went to a farmhouse in the vicinity and bought several loaves of bread, some butter and 3 dozen eggs, when he got back to his companions the eggs were counted and he got 41 eggs for 3 dozen. Stephens who was a cook in the army at one time cooked the eggs, cut and buttered the bread and the hungry four devoured the whole menu. Which one ate the extra egg we do not know, but they brought home a fine lot of fish.

When being relieved or making a relief in front of the depot be sure to look both ways before getting off car or before leaving the sidewalk to get on the car; and if there should be another car passing be sure and look if there are any automobiles passing before going from the back of a car. Look well both ways before you proceed. Wm. Claxton (motorman) who had just got relieved was struck by a passing automobile and was seriously injured and taken to the hospital. We are pleased to report he is now at home and progressing favorably. The trainmen wish him a complete and speedy recovery.

It is with deep regret we report the death of Motorman Chas. Lamphere on April 11 from pneumonia. Charles, who had a seniority right from 1896, occupied a seat on the old-timers' bench and will be greatly missed. His genial disposition and willingness to give assistance and advice when needed were appreciated. Funeral services were held at Barber & Guston Chapel Sunday, April 12, by America Lodge No. 889 A. F. & A. M., and his remains shipped to his home town, Greenbush, Wisconsin, for interment. The trainmen extend their sympathy to his bereaved wife and family.

Conductor Walter Hurley, who had been sick for several months, passed away recently. The sympathy of the trainmen is extended to his immediate family in the loss they have sustained.

Another of our old-timers, Conductor Thomas Ferron, who had a seniority right from 1890, died April 25th. His long years of association with the trainmen had made him many friends. The sympathy of the trainmen is extended to his widow and immediate family. The sympathy is also extended to Conductor Frank Cuddy on the death of his beloved mother.

The trainmen are glad to welcome back at work again Motorman Hoffman, who has been sick for almost a year. May his health continue to improve.

J. H. Pickin.

Burnside

Now that we have had our share of snow and cold weather, let us turn our thoughts to summer vacation. Pozeck and Leahy are contemplating a trip to the Thousand Islands, where the first salad dressing was made. Conductor F. E. Olson and his wife spent their vacation at Twin Falls last year. They had intended on going to Three Rivers this year but for good reasons have decided to go elsewhere.

On March 16, 1930, Conductor J. N. Lally became the proud father of a baby boy. Master James Joseph Lally, if you please. Mother and baby doing fine. Congratulations.

Conductor C. E. Memsen announces an addition to his family on Feb. 25th. A daughter, Eleanor Lois. Mother and daughter doing fine. Good luck, Carl.

The other day Smiling Starter Bill was taken for a police officer. Before he had a chance to inform the inquirer that he was not an officer she told him she had a good man but he would not work. Poor Bill did not know what to do, so he told her that a good man was hard to find and to get along as best she could. She thanked "Officer" Haskins for his good advice and went away satisfied.

You will remember reading in our last issue of Burnside being in second place in the witness contest. Such men as Motorman W. E. White and Conductor H. L. Duke helped us to rate so high by obtaining many witnesses. They collected twenty witnesses in an accident in which their leader was involved.

What we want to know is: "Why are you carrying a nursing bottle, Rudy?"

There is one man at our depot that the Caseys can't handle. Our Chief Day Custodian keeps them all in line, and how! We're all with you, Martin.

W. Frank.

Seventy-Seventh

News from the "Ould Dirt": Executive Board Member Dan McNamara writes he is having a wonderful time. We expect Dan home shortly, bagpipes, kilts and everything. Let's give him a real welcome.

A proposed bout for the next show: Motorman Flory Cronin vs. Motorman Hughie Quinn, heavyweights, with Motorman Paddy Madigan acting as referee.

Echoes from the banquet:

Table 109—The a la Stevens table; Motorman Charlie Holmgren said there was only one plate removed promptly. Guess. 110—Motorman Tom Watt almost met his Waterloo this night. Some say a sore eye, others an airplane neck. Anyway he did not work the next day. 111—Conductor Phil Briet did some singing. 112—Supervisor J. O'Connell sent his gang in to the boss for starting before the light. 113—Supervisor R. Jenkins and Motorman J. Connors were the song artists at this table. 114—Conductor Willie Manley and Motorman Roy Keebler (nuf sed). 115—Motorman C. S. Potter said, "Some turkey." 116—Loebert and Thomsen ate all the olives while Motorman Jerry Madigan ate all the celery. 117—Clerk Mike McKenna and Conductor Pat Leonard were lost but were found again. 119—Which spoon do we use? Ask Conductor Dan Urquhart or Motorman M. L. Wood. 120—Turkey jokes and a wisecracker conductor, F. M. Hansen. 121—Conductor Bill Gill and Motorman Joe Hennessy stated they knew the banquet was Irish because they served potatoes. 122—Receiver George Miller and Motorman Henry Koehler, talk artists. They only received one helping anyway. 123—Starter Jim Edman "Foxy" received the first helping always. Gee, but it's nice to have someone boosting your stock. 124—Conductor Ed Mosbarger and Conductor Charles P.Kaley could not sing the listed songs so they sang "Turkey in the Straw." 125—Motorman Augie Skoglund and Starter Billy Story, song harmonizers. "My kingdom for a brick," said Joe Hennessy. 126—Conductor Ed Lynk said he could pass for Bill Mahon but he could not talk like him. Right again, Eddie. How about everybody going next year?

Well! here is something for which our division is indeed proud. For five consecutive months our average for obtaining witnesses is 5 and 3/100 per accident. A second wasted is a witness lost. Team work of a crew plus a little diplomacy not only obtains witnesses but gets a car on its way sooner. What team work have you arranged on your run in case of an accident?

On Sunday, May 4th, 1930, our division began operating buses on 103rd St. from Loomis to Claremont Aves. The buses sure are a cure for sore eyes.

Babies? Yes, sir. The following trainmen state the arrival of youngsters at their respective homes, namely, Conductors P. J. Byrne No. 2 a girl, P. A. O'Malley a girl, C. C. Watson a boy, C. Tipner a boy. Congratulations and may your tribe increase.

Motorman Ole Olson was mistaken for Sir Thomas Lipton while standing on the Lake shore at 79th St.

Have you visited the Club room lately? The tables are now in first class condition and the room looks like a million dollars. Suggestions will be gladly received by any director or Secretary O. T. Duncan.

The past two months have witnessed the passing away of the following trainmen and relatives of trainmen: Mothers of Conductor G. H. Grassell and Motorman F. J. Brown No. 1; fathers of Motorman C. R. Hill and Conductor M. C. Hurley; brothers of Conductor D. F. White, Conductor G. J. Graper, Motorman J. Anderson No. 1 and Clerk W. J. Daly; also the sons of Motorman T. J. Larkin and Conductor G. Olson; and the following trainmen: Conductor Roy L. Patterson, Conductor H. W. Young, Conductor W. M. Gardner, Conductor W. H. Sheeder, Conductor John Groat, Motorman George Wirth and Receiver James Handly. To the relatives of these trainmen this Division extends its sincere sympathy in their bereavement.

C. A. Gylling.

Sixty-Ninth

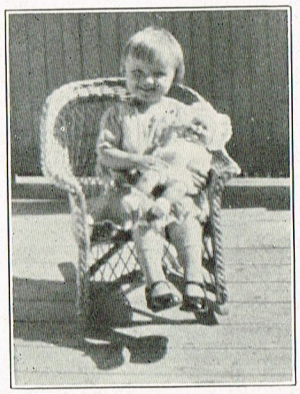
Congratulations to Mr. and Mrs. W. F. Bonner upon the arrival of a 6½ lb. girl on May 6th and to Mr. and Mrs. L. Lingier on the arrival of a 7 lb. and 2 ounce girl born April 10th, 1930 and to Mr. and Mrs. J. M. Johnson on the arrival May 3rd, 1930 of a 6 lb. and 10 ounce girl.

On May 10th, 1930 Conductor F. J. Vyzral announces he will be married to Miss Katharine Eleanor Fedorka. We wish them many happy years together.

Motorman J. Connolly No. 1, wishes to speak of the honesty of Motorman W. D. Muma and his good deed of pay day last when he turned into Division Superintendent a roll of bills, thereby restoring to Mr. Connolly his entire pay which had been dropped from his pocket as he sat on the trainmen's bench and thinks when he pulled out a handkerchief he also pulled out the roll of bills. Special thanks from

Motorman Connolly to Motorman W. D. Muma.

During the past month Conductor H. F. Funk had the misfortune to lose his wife who died April 11, 1930, and on May 2nd Motorman Dave Hennessy also lost his wife. Division 4 extends sympathy to these men in their bereavement. W. L. Pence.



Dolores Janet, the Two Year Old Daughter of Conductor A. E. Pacholoski of Archer

Archer

Here's a little secret, but keep it to yourself. Conductor Fred H. Gurber slipped away March, 29th and signed a life's contract for a happy home. Congratulations, Fred.

That handsome young conductor selling service on the 47th Street line, Jos. A. Albinski by name, is the proud daddy of a 7½ pound baby girl, Loraine, who made her way in the Albinski home on Tuesday morning, March 14th, at 9:00 A. M. Here's wishing you success with the first and may the second be a boy.

Our deepest sympathy is extended to Motorman James O'Brien on the death of his sister who died March 1st.

Conductor Earl W. Shoemaker says he has a new boarder at hi shome, a bouncing baby girl 8½ pounds, Grace Elaine, born Friday, April 18th. Earl is now wearing the smile that won't come off.

We are always glad to see the old timers return to the fold and we welcome Motorman James Cooper back on the job. James has been off sick since May 8th, 1929. He is now back on the job and says he is as good as new.

Congratulations are now in order. Conductor Anton Menzelo is the proud daddy of a baby girl born April 9th. Daddy and baby doing nicely.

Motorman W. J. Anderson lost his father, who died at the County hospital March 15th. The boys of Archer depot extend their sympathy.

Supervisor A. Ure of the Kedzie Depot wishes to commend the crew on the following runs on Kedzie Avenue: 446, 449, 452, 481 and 482, by name: P. J. Lasky, C. Strohhacker; R. H. Dietz, J. Tuma; J. Nash, R. Hemzecek; R. M. Minich, H. Dingledine; F. L. Tibbitts, A. W. Shreffler; for service they rendered in helping to keep Kedzie Avenue open between Chicago and 22nd Street under the most trying circumstances and long hours without a complaint from one of them on the night of March 25th.

Motorman F. C. Klassens tells of a bouncing baby girl 6½ pounds arriving at his home on March 2nd. She has been given the name of Elaine Marie. We congratulate you on your progress in married life.

Our sympathy is extended to Conductor Ed Erick who was called upon to part with his dear mother who died March 10th, at the age of eighty-one. Interment at Concordia cemetery.

Boys, we are not advertising the tailor or the cap maker, but we are recommending the new summer cap and coat. "It's a darb" in looks and cut. The sample is just inside the Division Superintendent's door. Come in and examine the samples, they are here for your inspection.

Conductor F. Kondelik says he had a real Easter flower arrive at his home on Easter Sunday, April 20th, a baby girl, Eugenie by name. Mother and baby doing nicely.

The boys of Archer depot mourn the death of Motorman Jerry Horan who passed on Friday, April 25th. Jerry with his ever pleasant smile always had a good word for everyone and was well liked by his fellow workers. He will be missed by many. Our sympathy is extended to his bereaved ones.

Motorman Michael S. Bader is the proud owner of five chow puppies. Michael is not only a lover of dogs, but has a remarkable taste for garden flowers. You should see his water garden and fish pond—it's a scene of art and the results of hard work.

Motorman H. D. Metke resigns after 19 years of service to enter into another line of business. Here's wishing you success.

A bouncing baby boy 8 pounds arrived at the home of Conductor M. A. Kuhl on St. Patrick's day, March 17th, and goes by the name of Donald Francis.

The boys of Archer Depot sympathize with Conductor J. J. Sheil on the death of his brother who died suddenly March 26th.

Conductor J. J. Wivinis is the proud father of Shirly Mae who was born March 28th. Congratulations John on your first attempt and may the next be twins.

Archer Depot is again the recipients of the illuminated electric sign as the prize winners for highest efficiency for car equipment. This being the third time the honors have come to Archer Depot. We compliment Mr. Short, Car House Foreman and his men for keeping them rolling and let it be hoped that he can make it a permanent affair for Archer.

Motorman C. L. Wood is the proud father of another 10½ pound baby boy, born February 17th and answers to the call of James. This makes the happy family of two boys and two girls for Chester. Keep up the good work, your country needs you.

From the conglomeration of transfers brought in by various conductors, evidently the boys are on the look out for misused transfers. Any information where transfers are being misused will be thankfully received.

Conductor J. P. Staska was presented with a beautiful match box on March 7th, by the Surface Lines Post No. 146 of the American Legion, for obtaining the largest number of members during the membership drive. John is a "go getter" and has made good. Congratulations.

Father Stork made his appearance at the home of Conductor Harry H. Harrison on March 6th, and left a 10-pound baby boy, James John by name. This makes Harry the proud daddy of two boys and one girl.

Congratulations are now in order. Conductor M. J. Reck reports the arrival of a baby girl 7½ pounds at his home March 24th. Daddy and daughter doing nicely.

March 18th at 7:22 p. m. auto passenger car climbed up on a loading zone at 7100 North Western Avenue causing a delay to northbound service of forty minutes. Crew on run No. 220 C. Sisler and F. A. Petrosius took it upon themselves to come back on the same track to Devon Avenue and should be congratulated for quick thinking, avoiding a nasty delay.

We are glad to see Motormen Frank Lewandowski and Elmer Fitzgerald back on the job.

Conductor Thomas Kenny reports the arrival of a baby boy 9 pounds at his home on April 1st. Congratulations Tom.

Blue Island

We all wish to extend our sympathy to the following and their families in their recent bereavements: C. Cudahy, the loss of his mother; L. Margielewski, the loss of his wife; J. Radon, the loss of his mother and J. Tuohy, the loss of his wife.



George, One Year Old Son of Motorman N. Powers of Blue Island

Again we call your attention to the men that are on the sick list and would appreciate a visit from some of the boys: J. Prokop; F. Petersen, R. Struwe, P. Harrington, T. Ward, S. Tomicek and others. Their addresses will be given to you by the Clerk.

Now that we have a radio we hope you will all enjoy it every minute you can spare.

C. P. Starr.

Kedzie

Motorman Phil Boehmer deserves creditable mention for on April 12th at 1:56 P. M. cars were blocked south bound at Douglas and Kedzie by collision with auto. He immediately had crews jump cars and had service moving before supervisor arrived thus saving a delay.

Boys, we are in last place in the witness contest, which is nothing to brag about. Witnesses not only protect you and the Department of Accident Investigation in adjusting the claims but it also makes a standing for our division. Remember where it is possible to get more witnesses it is your duty to do so. A few is not always sufficient. Let us at least try and do better.

Conductor John Tuohy was married April 26th at 3:00 P. M. at Presentation Church. Here is wishing you and yours a world of health and happiness.

Our deepest sympathy is extended to Conductor Harold Brown in the loss of his mother who died April 18th; and to Conductor Joseph Millay whose father died April 27th.

The stork was mighty busy Easter Sunday for he left an 8 lb. baby boy at Conductor E. L. Christensen's home and a 7 lb. baby girl at Motorman T. O'Neill's home. Congratulations.

An 8 lb. bouncing baby girl arrived at the home of Conductor T. Redmond, Friday, April 25th. Redmond took a few days off to celebrate the happy event. Daddy and baby doing nicely.

C. Sonders.



George, Six Year Old Son of Conductor John Kuba of Blue Island

North Avenue

Conductor Wilbert Fick and Mrs. Fay Harris were united in marriage Sunday, April 27 at the home of the bride. Wilbert is one of our most popular conductors and all the boys join in wishing the couple a happy future.

Our heartfelt sympathy is offered to Supervisor Frank Eggert in the loss of his mother. Also to Conductor Edward Simon who lost his mother through an auto accident.

Here are two of our extra men hitting it off again. Conductor Ole Michalsen has a 6 lb. 10 oz. boy born April 10 at 10:10 P. M. Conductor B. Demerest, our handsome blond is papa to 4½ pound girl born April 3. An incubator baby for a few days. Conductor W. Abraham has a boy born April 14. As grandfathers in both cases are North Avenue motormen this is a sure enough North Avenue boy.



Harry J. and Mayme Nelson, the Six and Eight-Year-Old Children of Motorman J. H. Nelson of Lawndale

Conductor Edward Ritt and his good wife were pleasantly surprised Tuesday, April 29th. by the unexpected arrival of over thirty guests who brought enough good things to eat for a regiment. A wonderful time was had by all. The occasion was the silver wedding anniversary, and here we thought all the time that Ed was a youngster like ourselves! Congratulations.

Conductor August Jantz who retired two years ago after many years of faithful service passed away the middle of April. August was well liked among us and we mourn his passing.

Our baseball manager has issued a call for candidates and a few scrub games have been played. Games with other industrial teams are in the offing. See Meece or Mall.

C. A. Knautz.

Elston

Sergeant Harry Schroeder hit the trail early this year on his annual pilgrimage to the wild and woolly north. He made a statement that he would clear the land this year surely and it would not be long before he would be able to open up his refuge for his friends. Good luck Sergeant, we hope you succeed.

Conductor Stanley Bergren is all smiles of late on account of an increase to his family. Congratulations Stanley.

We wish to extend our sympathies to the following in their bereavement: Motorman Sam Giles in the loss of his wife; and Motorman W. Krueger in the loss of his mother; and to the family of Motorman Joseph O'Malley, who passed away after a long siege of sickness on May 2nd, 1930.

Have you noticed that in the witness contest we are falling behind? Let us get busy and regain our place at the head of the list where we belong.

E.

Noble

The volunteer fire department of this depot led by Motorman Dick Moran was called on to extinguish a fire in Conductor George (Tango) Gersch's automobile which was parked along side of the depot. After breaking the glass of the car and extinguishing the fire Dick Moran was asked what he thought was the damage to the car. He said he thought the damage was about $2 which was a little over estimated as the car is only worth $1.50.

Conductor William Knoll was the first trainman to wear one of the caps. The transformation it effected on Bill was probably the cause of a grand stampede for caps.

Motorman E. Wegman died very suddenly a few days ago. Our sympathy is extended to the family. We also extend our sympathy to Motorman J. Muth on the death of his daughter.

Conductor E. Schultz presented the Mechanical Dept. with a fine dog which was much appreciated. But Ed thinks its stretching matters too far to ask him to pay for the milk they used for fattening up the dog.

Spring with its rain and sunshine and that tired feeling is here. Let's get plenty of sleep, eat more fruit and vegetables and keep wide awake on the job.

C. F. DeMoure.

Lincoln

Conductor A. M. Wingblade has gone to Valparaiso, Florida for a short vacation.

F. Henkle believes in getting to the starting point of all things, so recently where his Haynes car went on the war path he drove direct to the Haynes factory in Kokomo, Ind. for repairs.

The boys were glad to see Conductor George Hoellen who after a long illness reported back to work again. We hope he continues feeling well.

We received the first fish story of the year when our Committeeman M. C. Peterson and Motorman J. C. Snackel took a little trip by machine up into Wisconsin, the latter part of April and returned with a nice string of pike.

Peter J. Reiter who had been in the company's employ as a motorman for over 40 years and more recently the flag man at the railroad crossing at Lincoln and George St., died after a short illness and was buried from his home, 814 Madison St., Evanston, Monday, April 21 to St. Nicholas cemetery. He was well liked by all the boys and his smiling face is surely missed by the many who pass the crossing each day. Our sympathy to the family.

Our sympathy is also extended to Conductor F. Kavanagh, who went to New York to attend the funeral of his sister who died there.

H. Spethman.

Limits

Miss Anna Kane, the sister of Conductor Wm. (Willie) Kane, died April 11th at St. Mary's hospital from blood poisoning and was buried at All Saints cemetery April 13th. We extend our sympathy to you, Willie.

When coming to work the night of the recent big snowstorm Conductor Chas. Reynolds



George, Three-Year-Old Son of Motorman Wm. P. Priesuski of Armitage

slipped and fell, fracturing his hip, which necessitated the amputation of his leg, a second amputation taking place later in order to save his life. Charley is at the County Hospital, third floor, Ward 34, bed 98, and would certainly appreciate any of the boys coming to pay him a friendly visit. He is 72 years old and it will be a long time before he will be able to walk around, so take a little time off to call on old Charley. Visiting hours are 2:00 to 3:00 P. M. Tuesdays and Thursdays, 7:00 to 8:00 P. M. Saturday and 2:00 to 4:00 P. M. Sunday.

George Schuler welcomed an 8½ lb. boy on March 9th at his home, 1549 Central Ave. Congratulations.

Motorman Jacob Hansen died Mach 28th, his funeral being held at 2410 W. North Ave. He is survived by his mother and a 9 year old daughter. Jake's father was a veteran of the Haymarket riot and Jake was private chauffeur for J. Ham. Lewis before coming to work for the Chicago Surface Lines. We surely miss old "Hans."

Conductor Joe Michalak, better known as Joe Miller, died April 16th from double pneumonia and was buried April 19th from his late residence, 3256 Wall St. Interment Resurrection Cemetery. Joe is survived by his widow and one stepchild, having been married just one month previous to his death. We extend our heartfelt sympathy to his bereaved family.

Little Eleanor M. O'Connor, 2 years and 8 months old, daughter of Motorman Frank O'Connor, died April 8th from rheumatic heart and was buried April 10th from 3219 N. Halsted St., Father Lawrence Lee conducting the funeral services. Interment Mount Carmel Cemetery. A ray of sunshine has left your home with nothing but little playthings to remind you of the pitter-patter of little feet and baby's sunny smile, but it was God's will to call her and there is nothing that we can say which can in any measure alleviate the ache that her departure has left within your heart.

Mrs. Marie Hafsten, mother of Motorman Joe Hafsten, died Feb. 3rd and was buried Feb. 7th from Bentley's chapel, having reached the age of 84. We extend to you our heartfelt sympathy in the passing of your beloved mother.

E. G. Rodgers.

We know people who will insist on buying bread, when they haven't a single drop of gasoline in the tank.

SURFACE LINES POST

The American Legion

Owed (Ode) to the American Legion

'Twas on the sixth of April, in Nineteen-seventeen. We traded tools for rifles—sort o' traded, sight unseen.

Old Glory called; were you yellow? Did you sit idly back, and let the other fellow take your load upon his back?

No! You answered the call for men, more than four million strong. You took a chance; you fought the Hun, to right another's wrong.

Friends and loved ones, put behind us, when we left for distant camps; there to train on beans and goldfish, and with long and weary tramps.

Soon our training days were ended, and we left for overseas; there to help the Allied nations —pleading then on bended knees.

When we landed, mind that greeting over there in Sunny France, where the rain was always beating, down on you in muddy trench?

Still, we never even faltered; though at times we cursed a bit, for our plans were always altered, and they wouldn't let us quit.

Mind the battle in the Argonne, and the fight in Belleau Wood, where with tons of steel they shelled us; but our ground we firmly stood?

And remember when your Buddy rushed the Maxim all alone, and you found him torn and bloody, broken was most every bone?

Thoughts of these bring back too clearly memories we'd fain recall; and we realize how dearly was the price paid by us all.

But the end came in November, some eleven years ago; surely, you can still remember Flanders' crosses, row on row.

Don't you think it's pretty rotten, how so soon we all forget, what we owe our stricken comrades? Won't you help to do your bit?

Now, to get back to the story that I started out to tell; we need members in the Legion, or our cause will surely fail.

Though the war has long been ended, still our fight has just begun; and we're counting on you, Buddy; won't you help us man a gun?

It's a cinch we'll lose in number if we simply trust to luck; and we'll never get new members, if we all just pass the buck.

Help us make up Bodie's quota, and to reach it all must work; for you know we cannot get a single member if we shirk.

Let's put forth an honest effort to fulfill what he has asked. If we put our shoulders to it, it won't be so big a task.

We must carry on their fight—those who died that peace might reign.

Was their cause not just and right? Shall those dead have died in vain?

If you've not paid your dues this year, rush your three bucks right along—or we'll fail, I rather fear, in our fight to carry on.

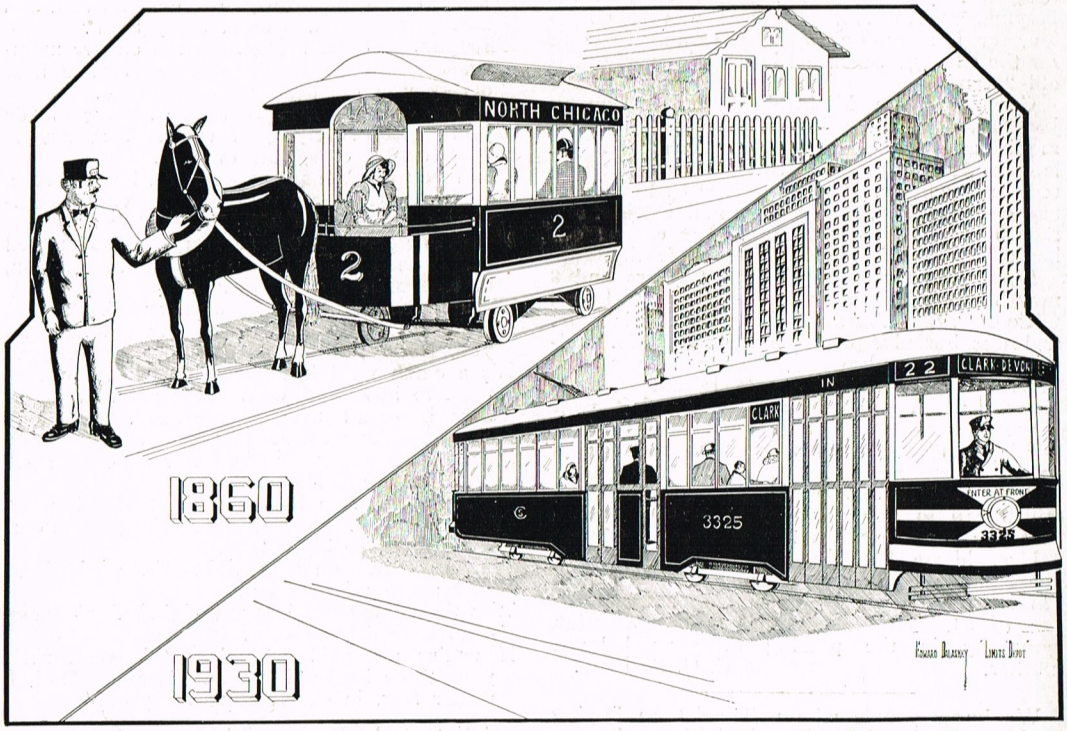
Adjutant J. P. McCauley, 7749 Vincennes Avenue, has membership cards.

A GROUP OF EXPERTS ON INSPECTION TRIP

Recently Mr. A. J. Klatte, Electrical Engineer was host to a group of Chicago engineers and sales representatives on an inspection trip of trolley bus overhead installation:



Left to Right: W. H. Kennedy, Chicago Surface Lines; A. J. Fry, C. S. Holcomb, E. C. Kaross, Board Supervising Engineers; J. J. Hohmann, Sales Engineer, Standard Underground Cable Co., Division of General Cable Corporation; Irwin T. Landhy, Illinois Central Railroad; Dudley S. Young, Sales Engineer, Anaconda Wire & Cable Co., 111 West Washington St.; E. R. Ander, Electrical Engineer, C., A. and E. R. R. Co., Aurora, Ill.; Paul Rich, Anaconda Wire & Cable Co., 111 West Washington St.; R. D. Harrison, General Electric Co.; Nelson L. Fortin, Division of Revere Copper & Brass, Inc., Dallas Brass & Copper Co., 820 Orleans St.; Chester Shaffer, City Elec. Dept., 614 City Hall; J. B. Barton, Westinghouse Electric & Mfg. Co., 20 North Wacker Drive; Ralph H. Rice, Board of Supervising Engineers; R. Roy Holden, Railway Utility Company, Straus Building; E. A. Imhoff, Chicago Rapid Transit Co.; Barry G. Durham, District Manager, Albert and J. M. Anderson Mfg. Co., 343 South Dearborn Street; A. J. Klatte, Chicago Surface Lines; B. Collett, General Manager, Chicago & West Towns Ry. Co., Oak Park, Ill. and F. E. Roper, Chicago Surface Lines.



Cartoonist Edward Dalaskey of Limits, Contrasts 1930 Transportation with Seventy Years Ago