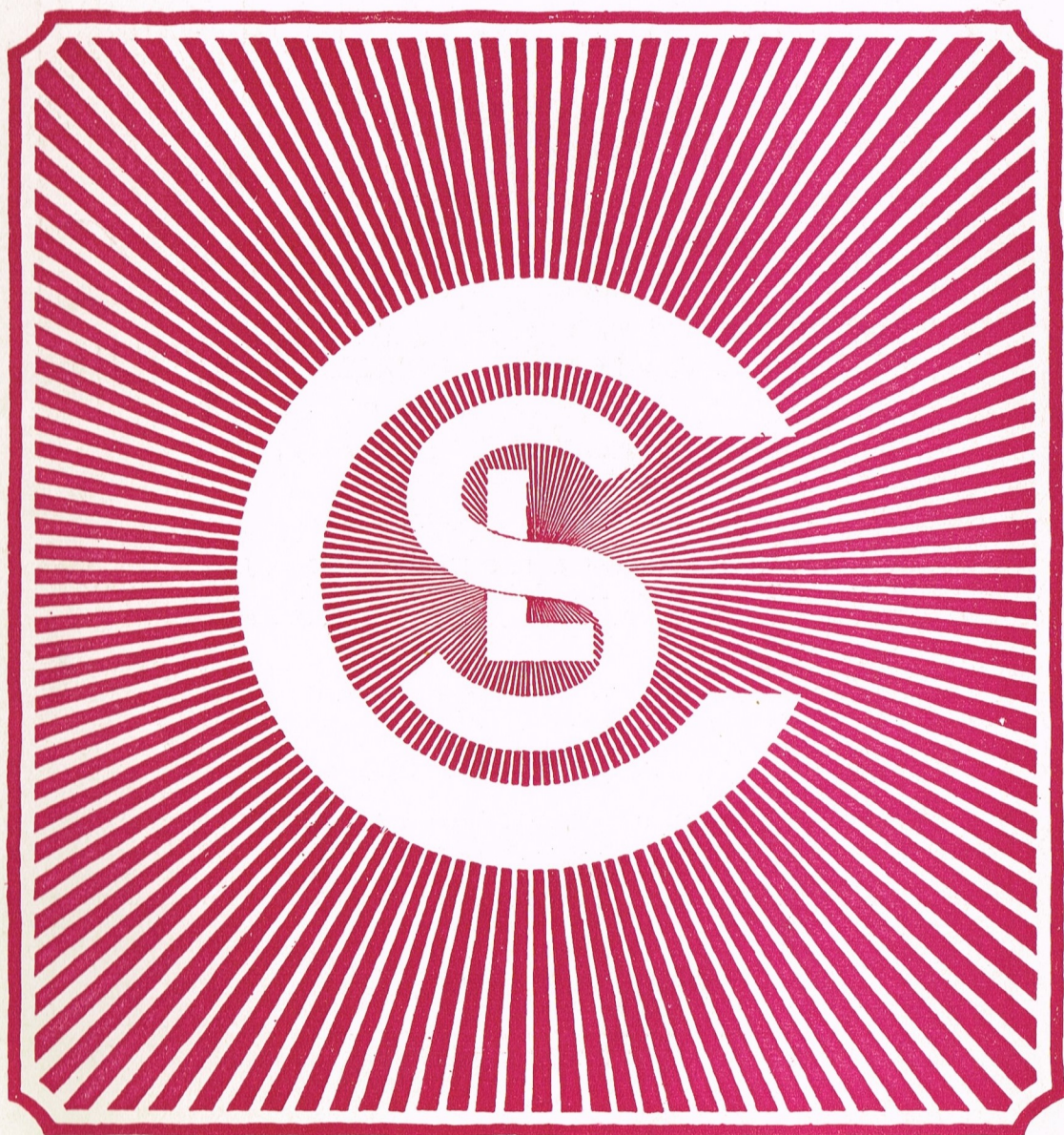


SURFACE SERVICE MAGAZINE

VOLUME 7

JUNE, 1930

NUMBER 3





The Picnic Will Be in the Hands of These Hard Workers:

Honorary Committee: G. A. Richardson, J. R. Gulliams, F. L. Hupp, J. V. Sullivan, J. E. Wilkie, E. J. McIlraith, C. H. Evenson, F. L. Kriete, C. H. Allen, W. Pasche, F. Forty, M. B. Orde, H. B. Fleming, W. C. Becker, A. J. Klatte, H. H. Adams, F. M. Hamilton, H. O. Crews.

Chairmen of Picnic Committees: General Chairman, U. G. Lee; Reception, Dr. D. J. Fanning; Headquarters, A. W. Malmquist; Transportation, Thomas F. Coan; Races, Harold Ebeling; Publicity, L. E. Bohlin; Baseball, H. E. Sprenger; Golf, Harold Poore; Tennis, E. A. Nattinger; Dancing, L. R. Altemus; Broadcasting, Paul Murray; Children, Wm. Schenck; Barnyard Golf, T. E. Hewitt; Properties, H. Hoger; Medical, Dr. D. J. Fanning.

Women's Auxiliary Chairmen: Reception, Mabel Magnuson, Accounting; Headquarters, Agnes McCormick, Treasurer's; Publicity, Sylvia Novotny, Accounting; Tennis, Evelyn Primus, Accident Investigation; Dancing, Ruth Berg, Car Meter; Children, Myrtle Kinney, Transportation; Horse Shoes, Jane McCarthy, West Shops; Races, Margaret Harte, Accident Investigation.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 7

JUNE, 1930

No. 3

Chicago's Opportunity

*Walter L. Fisher Declares New Traction Ordinance Best for
Everybody Concerned*

**Traction Ordinance Election,
Tuesday, July 1**

There will be no registration for this election. Voters who have moved since last registration may swear in their votes.

I believe this ordinance is essentially sound and just and is the best for both the companies and the people that could be obtained under existing conditions.—*Walter L. Fisher, Special Counsel for the United States District Court.*

The traction ordinance passed by the City Council by the affirmative vote of 47 of the 50 aldermen after more than two years of effort will be adopted or rejected by the people of Chicago on Tuesday, July 1. It is highly essential that everyone who favors this ordinance shall go to the polls and vote on that day.

While there is no evidence of any extensive opposition to the ordinance and it has the support of organized labor, the Association of Commerce, hundreds of civic and improvement clubs and business men's organizations, it cannot win unless this favorable sentiment is expressed by the votes placed in the ballot box on election day. It is doubtful if ever in the history of Chicago there has been an election of such vital importance to everyone, but because of the general feeling that there is no organized opposition to the plan, the proponents of the ordinance are too much inclined to remain inactive.

Some of Its Benefits

If this ordinance is adopted it will mean:

The end of the long struggle for a unified transportation system on the basis

of one fare with transfers, adequately financed so that service can keep pace with city growth.

The expenditure of more money for extension and improvement of transportation facilities in ten years than has been spent in seventy-five years.

The employment of thousands of men in construction work of the transportation system and of other thousands in building construction which will follow the extension of service.

A total of \$200,000,000 in 10 years for extensions and improvements of the traction systems and \$100,000,000 for the city-built subways.

The construction in 10 years of 300 miles of surface line rail or bus extensions and 110 miles of single track rapid transit line extensions and express tracks, including subway tracks.

In the initial 10-year period the capacity of the rapid transit lines will be increased 56 per cent and of the surface lines 30 per cent.

Much of this work must be done within the first three years after the approval of the ordinance. The new company is required to provide \$65,000,000 for this early construction work and undoubtedly much of the subway construction will be completed during the first three years.

Advantage to People

It is not the intention here to go into the details of the ordinance. A digest of its provisions and other printed matter prepared by the Non-Partisan Committee on Traction Referendum is available for those who want to make a thorough study of it.

The ordinance provides among other things that three per cent of the gross receipts be paid into the City Transit Trust Fund; that, in the beginning, the

fares and transfers privileges on the rapid transit and surface lines will remain as at present with free transfers from the elevated to the surface lines and a transfer charge of three cents from the surface lines to the elevated; that regulation of fares and service will be under the Local Transit Commission of three members, too be appointed by the Mayor, and that the grant by the City shall be in the nature of a terminable permit, giving the City the right to purchase at any time on six months' notice by paying the then capital value of the properties, or to designate a permittee who may purchase the property on the same terms plus a certain percentage in case the purchase is made in the first twenty years.

Pension and Insurance

Specific provision is made in the ordinance requiring the new company to establish a pension fund for employes and also to provide life and health and accident insurance for them.

Among the improvements required to be made during the first ten years are the additional 1,000 new steel cars for the rapid transit lines and 1,000 new cars or buses for the surface lines.

Never before in the history of Chicago has it been possible to secure the hearty co-operation of all of the parties at inter-

est in the settlement of the traction question. In the preparation of this ordinance and in the adoption of the legislation at the last session of the General Assembly, upon which the ordinance is based, the City Government, the companies, leading financiers and business men of the City all co-operated heartily in an effort to work out a satisfactory agreement, advantageous to the city, beneficial to the people and fair to the company.

This ordinance accomplishes all of these purposes. If it is approved it means the end of the long controversy over local transportation in Chicago. It will be the beginning for a building boom, the like of which this City has never seen before. It will bring prosperity to Chicago.

If it is defeated there is no likelihood, according to Alderman Joseph B. McDonough, chairman of the Local Transportation Committee of the City Council, that any other settlement will be attempted or will be possible any time in the near future. In the meantime, he points out, no extensions of transportation service and few, if any, improvements of the existing properties could be made, for the companies cannot finance extensions and improvements in their present conditoin.



If You Fail to Recognize this Beautiful View on the Surface Lines Turn to Page 24 for the Answer

Central Avenue Celebrates

A Victory Dinner and Exhibition Runs of the New Trolley Buses on the Program



Guests on First Trolley Bus Run June 7, Central Avenue

Captain William H. Killeen, Cragin Station; K. E. Cates, (North Austin Naborhood News); Paul Knorr (North Austin Naborhood News); Edward H. Fox, Austin Lions Club; Thomas Edgar, Director of Austin Town Hall; J. F. Letz, President of Austin Roque Club; P. L. Verschuur, President, Austin Optimist Club; Alderman Thomas J. Bowler, 41st Ward; Alderman Jas. H. Taylor, 37th Ward; F. W. Savage, Editor of The Austinite; J. A. Nellis, Central Austin Club; Henry Drews, publisher, TheAdvertiser; Dr. H. Drew, Secretary, Austin Federation and Central Austin Club; H. Ockenga, Secretary, Austin Kiwanis Club; Matt F. Blondell, First Vice President Central Austin Club; Lou Runner, President, Austin Business Men's Assn.; Ben Coolidge, Past President of Garfield Park Club; Frank R. Campbell, Austin Federation of Clubs; William Bippus, President, Moreland Club.

A victory dinner was given at the Central Plaza Hotel, Central Avenue and Lake Street, Saturday noon, June 7, by the Chicago West Town Chamber of Commerce. Over one hundred and fifty guests were present to celebrate their victory in the feeder bus fight. A hundred of these persons represented as many civic organizations.

Mr. William F. McHugh, chairman of the Transportation Committee, gave an interesting talk, leading up to the final victory for feeder buses. After listening to Mr. McHugh, it was apparent that the final result was made possible only by the unselfish co-operation of the officers of the Chicago West Town Chamber of Commerce and affiliated groups. Mr. F. R. Campbell, president of the Austin Federation of Clubs, introduced the officers of the various clubs. Honorable

Mark Shanks, president of the Chamber, Alderman Thomas Bowler, Alderman J. H. Taylor, former Judge I. R. Hazen, ex-Alderman Albert F. Keeney, and Henry J. Ruggles, manager of the Chicago West Town Chamber of Commerce, were the principal speakers.

The following organizations of the Austin District assisted in bringing the struggle for feeder buses to a successful conclusion:

- Austin Business and Civic Association.
- Central Austin Club.
- South Austin Improvement Association.
- Austin Kiwanis Club.
- Austin Lions Club.
- Austin High School Parent-Teachers Association.
- Moreland Club.
- West Division Street Business Men's Association.
- West Chicago Avenue Improvement Association.

Chicago Avenue Business Men's Association.
West Boulevard Property Owners' Association.

West End Improvement Association.
West Side Kiwanis Club.
Garfield Park Club.
Garfield Park Lions Club.
Austin North End Woman's Club.
Austin Woman's Club.
Austin Tuesday Club.
Columbus Park Woman's Golf Club.
Columbus Park Post 688, American Legion
Austin Ministers' Association.
Austin Y. M. C. A. Board.
Greater Austin Property Owners' and Business Men's Association.

Austin Business Men's Association.
Austin Post 52, American Legion.
Men's Club of Klockner Church.
North Austin Lion Club.
North Avenue Real Estate Board.
Twenty-five Church Groups of Austin.

After the dinner the guests were given a trip over the new line and expressed their satisfaction with the speed and comfort of the new vehicles.

ANOTHER FIFTY YEAR VETERAN

Conductor A. McGuinness of Cottage Grove Completes Half Century of Continuous Service

On June 13th, 1930, Conductor A. McGuinness, Badge No. 1000, of Cottage Grove Avenue Depot, completed fifty years of continuous service with the Chicago Surface Lines, having started as a conductor on the horse cars at 39th and Wabash on June 13th, 1880. Despite his



long service Conductor McGuinness is still very active, as may be seen by the picture which was taken recently, and he is much more alert and is quicker in the performance of his duties than a lot of younger men; he is, in fact, an object lesson of neatness, efficiency and courtliness.

It is indeed a pleasure to ride on his car and to observe the loud, clear man-

ner in which he calls all streets and the pleasant way in which he handles his passengers. Through his quiet, dignified manner and his pleasant personality Conductor McGuinness has the respect of all his fellow workers as well as of the officials who look upon him as a model employee, and if ever a man was worthy of the title of "Grand Old Man" surely it is Conductor McGuinness, and we trust that he will be spared for many more years to be able to carry on as he has in the last fifty.

JUDGE HARTIGAN IS PLEASED

He Likes the Spirit That Produced the Flower Display at Blue Island Depot

Chicago Surface Lines, Gentlemen: Permit me to congratulate you upon the neat and artistic appearance of your Blue Island and Lawndale depots. The flowers and lawns help beautify their respective communities and set a good example for home owners who as well as the other citizens, take pride in making this city a better place to live.

Keep up the good work.

Sincerely yours,
MATTHEW HARTIGAN,
Judge, Municipal Court.



Adeline and Antoinette Stipek, the Attractive Children of Motorman Elias Stipek of Lawndale

Why aren't more police recruited from among the neighbors? Practically nothing escapes the neighbors.—The Larned Toiler.

Palm Beach Party

Club House Hall Transformed to Make Setting for a Sub-Tropical Program



The Reception Committee and Principal Entertainers Palm Beach Night

They may not have roses growing on palm trees in Florida, but it is a safe bet they do not have any prettier setting for a garden fete than that arranged for the Palm Beach party at the Surface Lines Club house Saturday evening, May 17. The big club event of the spring season is a matter of history now, and nothing remains but praise for the efforts of Chairman Hewitt and his committee in putting over another success.

It is true that this strange combination of roses and palm branches was used as part of the garden effect, but it is doubtful if any of the 400 or more guests who joined in the fun noticed this freak of nature. From the time when they passed the ticket man under a multi-colored lawn umbrella until they reached the main hall, they were dazzled by the striking scenic effects. Large Japanese lanterns softened the lighting in the two parlors. In the rear room was the fortune telling booth of Madame Fay, who was kept busy throughout the evening predicting pleasant or dire events for those who called upon her. Immediately to the right stood the doorman in

gay uniform surrounded by tall palms, under an illuminated sign which indicated the entrance to the "Palm Beach Garden."

In the main hall the scene was a thing of beauty. Palms were banked along the walls and in front of the stage curtain. Branches of trees, from which were suspended roses of various colors, hung overhead, and a soft glow as of moonlight in a garden was given by the scores of colored lanterns which hung everywhere. All available floor space other than the dancing section was occupied by tables and chairs.

Into this setting, promptly at 9 o'clock, the crowd of waiting guests were drawn by the strains of the Main Stein Song, and from that hour till after midnight there was no let up in the merriment. Chairman Hewitt and his committee, dressed in dark coats and white flannels, were busy all evening steering guests to their seats and otherwise directing the programme. After a few dance numbers Pat O'Day breezed onto the floor with his group of girls. They danced and sang and indulged in repartee. As one



The Statuesque Doorman

"episode" followed another the variety of costumes was startling, and ever present was "Pat" with his big cigar. Between numbers of the show, the Keystone Serenaders furnished snappy dance music to as many as could be crowded in the small space available. A surprise event was the occasional shower of balloons



Present, Past and Future

which came from the darkened space above the overhanging branches. Another touch of color was added by the group of pretty waitresses in costume who served light refreshments throughout the evening.

TRIBUTE TO FAITHFUL OFFICER

Association of Commerce Honors Brother of Division Superintendent Altmeier

Joseph Altmeier, the Special Investigator for the State's Attorney who recently met a tragic death while in the discharge of his duty, was a brother of Division Superintendent Altmeier of Burnside. CHICAGO COMMERCE, the official publication of the Association of Commerce had this to say:

The following telegram was sent from Washington by Col. Robert Isham Randolph, president of the Chicago Association of Commerce, and head of the so-called "Secret Six." It was read on Wednesday at the Ways and Means committee luncheon.

"Mr. Ralph E. Heilman,
"Chairman Ways and Means Committee.

"I have just learned of the death of Joseph Altmeier, an investigator for the State's Attorney, who was shot during a raid on a beer flat Sunday night. The raid resulted in the killing of two desperate characters of Chicago's underworld and the wounding of two others.

"Joseph Altmeier was killed in the line of duty. He has rendered conspicuous and gallant service to Chicago. It was due to his peculiar ability as a detective and his great personal bravery that a number of the most despicable gangs of alien bombers are being convicted and sent to the penitentiary.

"Joseph Altmeier was himself the victim of organized crime but was too good an American to submit without resistance. Having lost all of a considerable private fortune through criminal attacks upon his private business, he decided the remainder of his life to war upon the enemies of society. He has finally given his life in that service and society owes him a debt which can never be repaid.

"I would like the Ways and Means committee of The Chicago Association of Commerce to know that I regard Joe Altmeier as a hero who has died in our service and that we should plan immediately to care for his family. We shall also carry on the fight.

"Robert Isham Randolph, President."

Chicago paid its last tribute to Altmeier at a public funeral service, sponsored by the Association and other civic groups, at the Chicago Temple on Friday afternoon. Association officers attended in a body.

The sense of humor is growing every day, if you realize the way some girls can take a joke (in a husband).

What a blessing it would be if we had the power of the President to veto our own bills as he does some that Congress presents to him.

Elston-Noble Still First

Lincoln Makes a Spurt for May—Rough Operation Causing Discomfort and Some Accidents

Cumulative—February-March-April-May

First Place	Division 10, Elston-Noble	91.52
Second Place	Division 1, Cottage Grove	90.00
Third Place	Division 11, Lincoln	89.95
Fourth Place	Division 6, Lawndale-Blue Island	89.47
Fifth Place	Division 4, Sixty-Ninth	89.12
Sixth Place	Division 3, Seventy-Seventh	89.00
Seventh Place	Division 2, Burnside	88.69
Eighth Place	Division 5, Archer	87.76
Ninth Place	Division 9, Armitage-Division	86.90
Tenth Place	Division 12, Limits-Devon	85.82
Eleventh Place	Division 7, Kedzie	85.75
Twelfth Place	Division 8, North Avenue	84.82

Month of May

First Place	Division 11, Lincoln	95.20
Second Place	Division 4, Sixty-Ninth	93.93
Third Place	Division 6, Lawndale-Blue Island	92.99
Fourth Place	Division 10, Elston-Noble	92.69
Fifth Place	Division 5, Archer	92.65
Sixth Place	Division 1, Cottage Grove	91.00
Seventh Place	Division 3, Seventy-Seventh	90.82
Eighth Place	Division 2, Burnside	89.18
Ninth Place	Division 7, Kedzie	88.44
Tenth Place	Division 12, Limits-Devon	88.26
Eleventh Place	Division 9, Armitage-Division	87.05
Twelfth Place	Division 8, North Avenue	86.18

**By William Pasche,
Supervisor of Accident Prevention**

For the fourth consecutive month Elston-Noble is leading in the Accident Prevention Contest with Cottage Grove in second place. Lincoln has moved from fifth to third place by a very exceptional showing during the month of May. Lawndale-Blue Island continue in fourth place and Sixty-Ninth has moved from eighth to fifth place.

The decrease in accidents mentioned in the Accident Prevention article in the May issue of Surface Service has continued throughout the month of May. These decreases are shown in all but two classes and it is hoped that these will also soon take their place among the others on the right side of the ledger. While there is a decrease in alighting and boarding accidents, we are having many more than we should. Certain

alighting or boarding accidents cannot be prevented by the crew as when the car is standing, and the passenger slips, or a lady passenger breaks her shoe heel while stepping from the platform to the step; or, as sometimes occurs, an intending passenger attempts to board a moving car on the intersection or at the far side of the street or in the middle of the block.

Clearly and distinctly calling streets will surely help to decrease alighting and boarding accidents and is a service which is always appreciated by our patrons. But some boarding accidents are occurring that are actually invited by the conductor who fails to look out alongside of his car before giving the signal to go ahead. Standing at a busy corner, the writer observed that out of fifteen cars which passed not one conductor took the trouble to look out before giving the signal to go and a number of times passen-

gers boarded while the car was moving.

There are entirely too many motormen who open the front exit doors before the cars make a complete stop and in many cases passengers are permitted to alight from the front end of the car before it has come to a standstill. This practice is always dangerous.

Another Eye Saved

Superintendent Kelly, of the Track and Roadway department, reports an unusual case. Acetylene Burner Operator Steve Domezeske was engaged in burning off a tie rod at Stony Island and 72nd street on May 5th, when a stone flew up and struck the lens, breaking the exterior lens but not affecting the colored



lens in the goggles. The white specks shown in the cut are bits of molten metal stuck to the lens and it is easy to imagine what the effect on the eye might have been but for the protective goggles.

Stop Rough Operation!

The attention of all motormen is again called to the fact that there is considerable complaint about rough starting and stopping of street cars. In the present age almost everyone wants speed and quick getaway. Our patrons want safe, fast and comfortable transportation and it is our job to provide such a ride to all who use our cars. This can be accomplished by giving just a little thought to applying the power when starting and the air when stopping.

Some motormen when they apply the power practically throw the controller handle from the post to the third point.

This is entirely wrong and must be stopped.

The only thing accomplished by this method of applying the power is to make the acceleration so rapid as to practically pull the car from under the passengers with every chance that someone will be thrown to the floor of the car.

The correct way to start the car is to apply the power one point at a time taking about ten seconds to bring the controller to the full "power-on" position. This is true on all cars excepting those of the new pay-as-you-pass type, which are operated on our Clark Street line. On these cars the power should be applied one point at a time, using about three or four seconds to bring the controller to the full power on position.

When approaching stopping points the power should be turned off to give sufficient time to apply the air gradually bringing the car to a smooth stop. Applying the power and air in this manner will give safe, fast and comfortable rides to all our patrons and surely will remove all complaints of this character.

GOING AFTER WITNESSES

North Avenue Still First—Lawndale-Blue Island Advances From Eleventh to Fourth Place

The report shows this month that North Avenue is still at the top with a figure of 6.80, and Burnside, her closest rival, second with a score of 5.20. Lawndale-Blue Island tiring of staying down with the tail enders climbed from eleventh to fourth place with a score of 4.98, and Archer falling into a slump slid from fifth to tenth place. Beginning with this report the bus accident witness averages will be included in the averages of the depot at which they are stationed. The average for the system, including the bus accident witnesses average brings the system to a new high score of 5.03.

Detailed figures follow:

	May	Apr.	Mar.	Feb.
1. North Avenue...	6.80	6.45 (1)	5.89 (1)	6.37 (1)
2. Burnside	5.20	5.18 (3)	5.32 (2)	5.43 (2)
3. Elston-Noble	5.06	5.97 (2)	4.82 (6)	5.40 (3)
4. L'dale-Blue Isl.	4.98	4.29 (11)	5.04 (4)	4.75 (6)
5. Lincoln	4.89	4.59 (8)	4.22 (10)	4.02 (12)
6. Devon-Limits	4.79	4.67 (7)	4.65 (8)	4.66 (8)
7. 77th Street.....	4.77	5.07 (4)	5.08 (3)	4.98 (4)
8. 69th Street.....	4.71	4.71 (6)	4.92 (5)	4.80 (5)
9. Cottage Grove.....	4.59	5.07 (4)	4.46 (9)	4.49 (9)
10. Archer	4.53	4.76 (5)	4.69 (7)	4.69 (7)
11. Kedzie	4.31	4.52 (9)	4.14 (12)	4.27 (10)
12. Armitage-Div....	4.18	4.36 (10)	4.19 (11)	4.11 (11)
Av. for Sys.....	5.03	4.99	4.82	4.87

Which One?

He: "Has a fish got a brain?"

She: "What kind of a fish do you mean?"

"And if I ever have to choose between two evils," remarked a certain young lady all out of turn, "I'll certainly marry the one with the most money."

Mary had a little lamb
Given by a friend to keep,
It followed her around until
It died from loss of sleep.

Auxiliary's Drama Night

Members Display Unsuspected Histrionic Ability—Varied Program Wins Compliments

Thursday evening, May 1st, the Women's Auxiliary celebrated May Day by converting the hall at the club house into a "Little Theater." It was our first attempt to make the Drama Committee an active unit. The budding Barrymores in our club had requested many times to be allowed to try out their histrionic abilities so our President and her Board planned a real treat.

"Cupid and Calories" was the attractive play chosen by the girls. Several originally interested members and girls from different departments, especially those with previous stage experience, made up a fine cast.

Music to entertain the early comers and also between acts was furnished by home talent. Miss Ethel Swanson opened the evening with a piano selection followed by Miss Kornke on the violin and an unusual solo by Miss Marie Simonson on the harmonica—all short numbers and delightfully given. Then came a unique combination of instruments—Miss Kornke with her violin accompanied on the piano by Miss Simonson playing at the same time her harmonica. At the end of the first act Miss Bernice Zwach rendered a piano solo which went over well. After the second act the Misses Kornke and Simonson played a violin and piano duet and later Miss Swanson rounded out the evening's musical treat with an enjoyable piano number.

The play itself was exceedingly well done and we wish to thank each member of the cast for the work and effort she put into it. The rehearsals were under the direction of Mrs. Virginia Tabb and Miss Helen Griffin assisted by the Dramatic Committee.

CUPID AND CALORIES

The Cast

Miss Isabella Lightbody.... Hulda Youngstrom
Natalie Winslow..... Amelia Sikora
Bernice Horner (Bunny)..... Helen Baird
Violetta Claridge (Val)..... Edith Newton
Margaret Lee..... Ellen Potter
Jean Trainor..... Frances Straka
Hannah Moody..... Mrs. Viola Wachtel
Lois Lovett (Spud)..... Margie McIntyre
Miss Watts (Wattsy)..... Julia Lellinger
Philippa Graydon..... Dorothy Peacock

Hortense (her maid)..... Elvira Potensa
Sudsy (the "general help")..... Sarine Davis
By our own "Mae Tinée"

Isabella—Such a pleasant person. Always trying to please her girls.

Natalie—Fitted her part wonderfully—a charming bride. Wore a red bridal veil, wonder what that means?

"Bunny"—Attractive to look at and competent to hold the whole cast together.

"Val"—The center of much attention and a warm favorite whose great enjoyment was a real weep.

Margaret—An incognito heiress admired by the rest of the bunch.

Jean—Watch her artistic pose with a crayon! She will make her mark in the world yet.

Hannah—Ask Spud what **she** thinks of her! As Spud would say, "Kitty-cat, kitty-cat, kitty, kitty, kitty-meow!"

"Wattsy"—A most useful Old Maid. Hears all about the girls' love affairs but does not give away her own.

"Spud"—Keep your eye on Spud. She may need reducing but in the role of comedy heroine she has "IT."

Philippa—Too much money altogether but not a bit spoiled. Have your fortune told? Wonderful results!

Hortense—Hold it, hold it, Hortense—I mean your temper. Your French is perfect but your English, my, my, my!

Sudsy—A snappy little piece. When she gets her Irish up look out.

During the second act the cast took matters in hand and offered some specialties of their own with the assistance of Miss Rita Holoubek.

Hannah Moody, dropping her role for the time being, showed her true ability with two fine piano solos. Really Hannah is a wonderful girl and such a grand cake she brought for the tea. We can't say too nice things about her though she did add to Spud's calories.

Spud then sang "The Chant of the Jungle" to her ukelele for us with a natural voice of unusually sweet quality.

Philippa Graydon posed for Jean who sketched busily. Later Miss Graydon (in a feminine version of a costume a la George Arliss) told funny skits about some of our girls.

Lastly Miss Rita Holoubek was wildly applauded and encored for her tap dancing in costume. She was exceedingly graceful and spirited.

Comments Heard at Random

"The nicest amateur show I have seen in a

long time. It was very well done, the cast was perfect."—Christine Bielenberg.

"It was great."—Esther Sandstrom.

"Enjoyed it from start to finish. Here's hoping that history repeats itself."—Mollie Moore.

"'Cupid and Calories' was a play made great by the action that was put into it. Every character was outstanding. I think that certain person 'Spud' was really the thing."—"K" McCormick.

"I think the play was mighty cute and the girls did very well for amateurs."—Bernice Zwach.

"I enjoyed the play very much and on the whole it went over big. Each character played her part to perfection."—Ann Kerruish.

"I thought the play was keen. All the way through it just kept you in suspense."—Ethyl Swanson.

"The play was good and the way the cast took their parts I am sure the girls would like to see more such plays put on."—Evelyn Schlaun.

Installation Night

Thursday, May 15, 1930, ushered in a new Club Year for the Women's Auxiliary. Incidentally, we might mention here that January 31, 1931, will bring this fiscal year to a close instead of April 30th, as heretofore. The Annual Banquet will be held in January as the final social event of the year.

Mrs. Tabb, our popular President for the past year, installed the new officers and members of the Board of Directors for the year 1930, Miss Mabel Magnuson having been elected president, Miss Eleanor Steinbrecher, vice-president, Miss Viola Eger, secretary, and Miss Dorothy See, treasurer.

The party, which was Mothers' Night, in addition to being in honor of the installation of officers, was in charge of the retiring Board of Directors.

The evening's program started with a vocal solo by Miss Ruth Hammerquist, a protege of Cyrena Van Gordon, of the Chicago Civic Opera. Miss Hammerquist has a sweet voice of very fine timbre and extraordinary volume, and her appearance afforded us the unusual opportunity of hearing an opera singer at the beginning of her career, as we feel sure that she is well on the road to success.

Then the variety of dances!

We traveled backward in time with the Serenade Dance, in which all the pathos of a lover spurned was portrayed; visited Ireland, where we saw an Irish Reel. Upon going to the Hawaiian Islands we were entertained by a little girl who

danced the Hula. Returning to America, we enjoyed a lovely toe dance, acrobatic dances, and the military tap dance. As a finale, a girl and boy performed a "Bow-ery Adagio."

Among those who performed in these dance numbers were Miss Ruth Franz, daughter of the Supervisor of the Central Division, and Miss Henrietta Simek, sister of Miss Ann Simek of the Accounting Department.

Several readings were given between the dance numbers, as well as a piano solo by Miss Jane Van Dreesse, daughter of our Clubhouse manager.

Bouquets came later in the shape of refreshments—the committee in charge serving ice cream in carnation forms, very daintily colored pink with green stems, and frosted cakes. This brought to a close a very delightful evening.



Clara Nell and Mary Lou, daughters of Motor-man James Clark of Kedzie

What is apparently the very apex of executive efficiency has been achieved by a millionaire in Washington who retained a prominent amateur to play his golf.—Detroit News.

A Scotchman who received a radio as a Christmas gift was asked how he liked it.

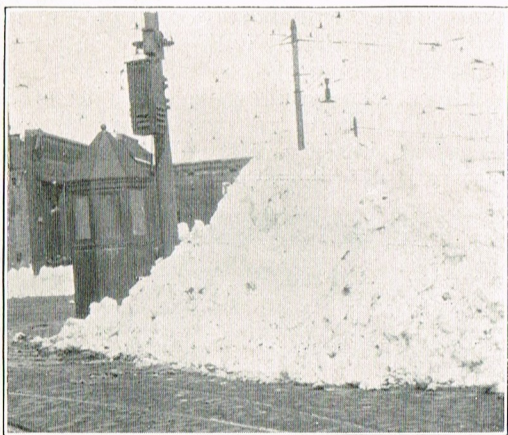
"Weel, it's aw richt to listen to," he replied, "but the bulbs are nae so guid to read by."

O the Beautiful, Beautiful Snow!

Snap Shotters Keep Reminding Us of That March Nightmare B-r-r-r!



Mrs. R. E. Parcher, 4324 N. Damen Avenue Snapped This 'Action' Picture at Damen and Berteau for Division Superintendent Hays



Andy Johnson's Snow Pile at North Avenue Depot on March 27th

Teacher—Johnny, give me a sentence with the word flippancy.

Johnny—Let's flippancy who'll pay for the drinks.

In conclusion don't forget that you may be able to get along at Christmas without holly, but you simply must have the berries.

Some fellows get twenty to twenty-five thousand miles out of a set of tires; and others tell the truth.

Mother (in train)—"Tommy, if you are not a good boy I shall smack you."

Tommy—"You slap me and I'll tell the conductor my real age."



Eastbound 63rd Street Cars Looking West from Kedzie



Trainmen Helland, Hane, Guiadek, Vlach, Kucera, Neumann and Beran, digging themselves out at 14th and Union on March 26th.

"And if I take the job I'm to get a raise in salary every year?"

"Yes, provided, of course, that your work is satisfactory."

"Ah! I thought there was a catch somewhere."

"Why are we so late, conductor?"

"Well, the train in front was behind, and this train was behind before besides."

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 7

June, 1930

No. 3

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

FOR TRANSPORTATION

Chicagoans will vote on the new ordinance July 1, and the result of that referendum will determine the character of this city's future transportation facilities.

Admittedly the ordinance is not perfect. Indeed, Mr. Walter Fisher, who represented the Federal Court during the months of consideration by all of the interests involved—the City, investors, car riders and the companies—goes so far as to say that no ordinance could be drawn that would be without flaws. But he emphatically insists that on the whole it is fair to everybody concerned.

In the final agreement as to the details of the ordinance no particular interest got everything it wanted. The story of the negotiations is one of compromise. There were many important features considered desirable for the Surface Lines that were ultimately modified to meet the insistent demands of the financial interests or the city, or both.

One can imagine an ordinance very much more favorable to the companies which would appeal to the average reasonable citizen as fair, but the important fact is that through mutual concessions it was possible to arrive at an agreement that had the support of Citizens Committee and the Transportation Committee of the City Council and that subsequently was overwhelmingly approved in the Council and was signed by the Mayor.

It will be up to the residents of the whole city to vote for it or against it. The Citizens Non-Partisan Committee is conducting an intensive city-wide campaign of education. No one need be in ignorance of the benefits the City will enjoy under the terms of this measure; and no one can fail to understand what

the defeat of the ordinance would mean.

Chicagoans have the first real opportunity in years to insure for themselves transportation adequate to the proper and continued development of the city. More rapid transit, a large increase in the Surface Lines trackage and equipment, subways, with millions to be paid for labor in the construction of extensions; pensions for the employees of the new corporation—these are some of the features which naturally will appeal to the people who have the best interests of Chicago at heart.

It is pointed out by the members of the committees working for the ordinance that he who, for selfish reasons or other motives, votes against it can hardly qualify as a real friend of a greater Chicago. Defeat of this measure they say would mean stagnation in the growth of the city and involve an incalculable loss to business, industry and to skilled and unskilled labor. After all, the big question is: "Will this ordinance give Chicago better transportation?" Even its critics admit that it will. They only find fault with some of the details.

Those who would give this city modern and adequate transportation will vote "Yes" at the July referendum.



**Ethel, Six Months Old Daughter of Motorman
T. Helland of Blue Island**

Can't Stop Lawndale

Leads Start of Fourth Courtesy Contest—Transfer Misinformation Causes Trouble

At the end of May, the first months in the 4th Courtesy Contest, the standing of the sixteen depots is as follows:

Depot	Dis.	P. U.	Trans	Q. S.	Total	Comd
1 Lawndale	2	1	3	..
2 Blue Island ..	3	..	5	..	8	1
3 Archer	5	6	9	1	21	14
4 69th	12	3	2	4	21	12
5 Kedzie	10	7	3	3	23	4
6 Lincoln	7	..	5	..	12	3
7 Armitage	4	..	8	..	12	3
8 North	19	6	16	4	45	7
9 Limits	7	..	4	1	12	..
10 Elston	5	1	4	2	12	3
11 Division	8	2	5	6	21	1
12 Cottage Grove	15	4	10	..	29	6
13 Devon	19	7	13	2	41	5
14 77th	27	7	20	9	63	8
15 Noble	8	4	4	1	17	..
16 Burnside	15	2	17	4	38	2
Total	166	50	125	37	378	69

Two or three times a day the complaint desk has to deal with indignant passengers whose transfers from east-bound cars on Randolph, Washington, Madison, Monroe and Adams streets have been refused by conductors of lines operating in Wabash avenue. Their stories are identical. They ask the conductor of the Eastbound car how to get down to the South Side territory served by the Cottage Grove lines and are told: "Walk over to Wabash avenue and take a South-bound car there."

The passenger follows this advice only to be told by the conductor on Wabash that their transfers are no good. This information is not always given pleasantly either. The passenger repeats the information given him by the West Side conductor, and says he is doing exactly what he was told to do.

This usually leads to the remark: "Well, I told you your transfer is no good. Pay your fare or get off."

A second fare is paid under protest and a red hot letter of complaint is the natural result.

There is no excuse for this. It seems impossible that there should be a conductor anywhere who doesn't know that

transfers from west side lines are not good on the Cottage Grove lines operating in Wabash avenue in the loop.

Unfortunately most of the victims of this misinformation are strangers coming in at the Union or Northwestern stations and the payment of a double fare under the circumstances is a serious reflection on the management. It looks like a "trick" to collect an additional seven cents.

Passengers who desire to reach South Side addresses should be told to transfer on State street, south to the most convenient cross line, and thence East and South to their destinations. This would seem to be a matter that can be easily remedied by a bulletin advising conductors to be careful not to mislead their passengers in giving them transfer information.

THE PULL THAT COUNTS

A young man promoted as assistant to the general manager of a certain concern, was asked recently what his "pull" was. Listen to what he said:

"There isn't any 'pull,' except the ability to work, and the ability to rebound. Why, I've been knocked flatter than a prize fighter's nose at a caustic word from the Superintendent, and the next day I've sprung back like an elastic band. I didn't have any 'pull,' except the pull of a street car going up hill."

There is truth in a nut shell. Sincerity of purpose, singleness of aim, belief in your ability to reach the goal at which you are aiming, and the willingness to plug away day in and day out without getting depressed by difficulties, or daunted by obstacles. This is the only recipe out of which the magic word "Success" can be evolved.

It isn't the job you get that matters; it's the job you have the ability to keep.

No job that was ever worth while was ever handed to anyone all wrapped up in tissue paper and tied with a blue ribbon. They were got by going after them, and most of them were made by the people who've got them.

—Selected and submitted by J. D. Newton, Foreman, Paint Shop, West Shops.

Sandy Mactavish got married. He went to Niagara Falls on his honeymoon. While strolling around the Falls he met a friend. After congratulating Sandy, the friend asked, "And where is the little bride? Back at the hotel?" "Oh no," replied Sandy. "I left her back in Philadelphia. She's seen the Falls."

Pleasant Words for Kindly Deeds

Surface Lines Patrons Acknowledge Courtesy and Helpfulness of Trainmen

An Unusually Fine Letter

Chicago Surface Lines, Gentlemen: The writer was unfortunate enough yesterday to lose a watch and bracelet through some defect in the bracelet. I never expected to see the watch again but I was fortunate enough to drop it in one of the surface cars on 59th Street and it was returned to me at the 69th St. barns in the afternoon, through the good offices of the conductor at the desk. I do not know how to reach Conductor Henry Funk, Badge No. 3858, as I was not given his home address, but I should like to express my thanks to him for returning the watch as it certainly relieved me of a great deal of anxiety.

I was particularly impressed by the courtesy of the clerk at the desk. He is evidently one of those persons who see their job in a big way as he was quite happy over the fact that I was the fourth one that afternoon whose property he had been instrumental in returning. I asked his name and found it was Mr. Sinna.

I congratulate the Chicago Surface Lines in having an employee who is honest enough to return a valuable piece of property and one who is so interested in his job.

My partner and myself often travel on the Wentworth and 59th St. lines on our way to business and we have spoken many times of the courtesy manifested by the employees of these lines. Only the other day one of them with the utmost care assisted a lame man from the car in such a way as to impress all of those who saw him.

Yours very truly,
Susan E. Ramsey, 1246 W. 59th St.

Fire Department Thanks Motorman Charles Granz for Emergency Service

May 23, 1930, Chicago Surface Lines, 234 South Clark St., Chicago, Illinois. Gentlemen:

On Sunday, May 18, 1930, while responding to an alarm of fire to 6835 Dickens Ave., we were traveling west on Armitage Ave., driving was poor due to a drizzling rain, and at the crossing of Cicero and Armitage the motorman of a south-bound Cicero car (Charles A. Granz, Badge 5721 of Morton Avenue), having light for north and south bound traffic stopped his car, got out and flagged traffic, making it possible for us to cross this crossing in safety against the lights.

If there is any way of giving this motorman credit for his good, courteous railroading, we would very much appreciate it.

We don't know who this motorman was nor his run number, but it was approximately 10.18 A. M., Sunday, May 18th.

Yours very truly,
Officers and Members of Eng. 68
Chicago Fire Department,
1642 N. Kostner Avenue,
Chicago, Illinois.

Miss Lehman Is Grateful

Chicago Surface Lines, Gentlemen: The Chicago Surface Lines are probably not running their cars as temporary asylums for the insane, nor are their conductors charged primarily with the duty of protecting passengers against their own more or less criminal carelessness. Nevertheless, I have again to thank your very efficient service for doing just that thing.

On Saturday, May 24th, I left on a Loop-bound Madison car in the morning a box containing the labor and results of five months' strenuous work in a contest which was about to close (I had worked until 1:30 that morning on it). I could not possibly duplicate either the work or the result. After several hours' delay and frantic efforts to trace the cars and locate the package, it was finally turned in that afternoon by your conductor, Wm. F. Heddsheimer, No. 8986, of Kedzie avenue, to whom I was certainly most grateful.

I have sometimes been told that car conductors are not honest, but my experience on several occasions has given me quite the contrary opinion. My greatest fear in this case was that a passenger might get my package and, finding the contents of no value to him, throw them away.

Thanking both your Company and the Conductor named above, I am,

Very truly yours,
HARRIET B. LEHMAN.

1421 Marquette Building.

Mr. E. P. Gaines, of the Goodson & Wilson Company, 55 W. Wacker Drive, commends Conductor A. J. Ledenbach, Badge No. 500, of Devon, for announcing street names in a clear, distinct voice, and for his kind attitude toward his passengers, be they young or old.

Explicit directions as to how to reach her destination, courtesy towards all his passengers, and a willingness to work, are factors which won for Conductor J. D. Eskridge, Badge No. 916, of Cottage Grove, a letter of commendation from Miss Marguerite Lamka, 2149 N. Clark Street.

Conductor Peter Sitkiewitz, Badge No. 990 of Division, is the recipient of a commendatory letter from a passenger who praises him for his kindness, courtesy and efficiency.

Mrs. Catherine Downing, 4505 S. Sawyer Avenue, commends the following trainmen for their efficiency and courtesy: Conductors Paul Wesenberg, Badge 1098, Ernest J. Ealey, Badge 3268, Alexander Innes, Badge 3544, Marvin L. Mulconrey, Badge 4080, W. J. Barth, Badge 6762, and Motorman J. L. Jacobsen, Badge 10143, all of Archer.

Mr. Adam J. Ross, Beaver Falls, Pennsylvania, makes the courtesy and efficiency of Conductor Alfred E. Schnoor, Badge No. 1126 of 69th, the subject of a commendatory letter

in his behalf and states that he is the best conductor that he has ever met.

Mr. D. W. James, 5227 Woodlawn Avenue, commends Conductor Edwin Langil, Badge No. 3420 of Kedzie, for his kindness in advancing his car fare when he boarded this conductor's car without funds.

Mr. C. H. Wright, 2243 Lister Avenue, praises the kindness of Conductor M. D. Goedert, Badge No. 3492 of Devon, in assisting two blind persons to alight from his car and escorting them to the curb.

C. A. Geringer, 7047 Merrill Avenue, congratulates Conductor J. I. Lyons, Badge No. 3584 of 69th, on his honesty in turning in property left on his car by Mr. Geringer.

Mrs. Gellenthien expresses her appreciation of the honesty of Conductor T. Morrissey, Badge No. 4488 of 77th, who turned in her purse which she had inadvertently left on his car.

Mrs. S. Howard, 3925 N. Sawyer Avenue, commends Conductor F. Brzozowski, Badge No. 5122 of Archer, for the pleasant manner in which he handled a passenger who tried to pass a void transfer.

Mrs. Louis Trockey, 8253 Maryland Avenue, expresses her appreciation of the courteous attention given her by Conductor De Vaun W. Kessler, Badge No. 5424 of Burnside.

Miss M. H. Cooke, 75 East Wacker Drive, compliments Conductor J. A. Miller, Badge No. 5730 of Lincoln, for his courtesy in assisting a blind man to alight from his car and escorting him to the curb.

Miss Helen McDonnell, 845 Lincoln Avenue, Winnetka, commends Conductor John Heron, Badge No. 5778, of Devon, and Conductor C. H. Callard, Badge No. 6270 of Lincoln for their courtesy and general efficiency.

Conductor R. F. Millea, Badge No. 5976, of Kedzie, is the recipient of a commendatory letter from Miss Ann Rockis, 1627 S. 48th Ct., Cicero, for his courtesy to her when she was involved in an accident, and Mr. C. J. Triplitt of the Accident Prevention Department, who witnessed the incident, confirms her estimate of the courteous conductor.

Mrs. C. A. Keenan, 6300 N. Claremont Avenue, boarded the car in charge of Conductor L. J. Kapcia, Badge No. 6134 of Archer, and found that she had only a ten dollar bill, which, of course, this conductor could not change. He advanced her fare and thus allowed her to continue her journey uninterrupted, for which she wishes to thank and commend him.

Mrs. J. Blakely, 5636 S. Justine Street, praises Conductor J. D. Honings, Badge No. 6428 of 69th, for his courtesy in assisting her to board his car, and later to alight.

Miss Agnes Foster, 2537 N. Central Park Avenue, observed Conductor E. I. Colum, Badge No. 408, of Armitage, leave the platform and enter the car and inform an old lady that the next stop was her destination. Miss Foster considers this an admirable and commendable act.

Mr. C. A. Bloom, 1701 Wellington Avenue, praises A. C. Meske, Badge No. 198, of Lincoln, for his courtesy in assisting an old lady to alight from his car.

Mr. M. B. Quinn of the Transportation De-

partment compliments Conductor John J. Maloney, Badge No. 256 of 69th, for his courtesy in assisting an old lady who had boarded his car and then found that she was going in the wrong direction. Mr. Quinn states that although the car was crowded the situation was handled very well, without confusion and without any delay.

Conductor Joseph J. Raske, Badge No. 308 of Archer, found and turned in a baptismal certificate lost by Mrs. Davis, 2508 Archer Avenue, on his car. Mrs. Davis later recovered it at the Lost & Found Department and she wishes to thank him.

For his courtesy in assisting a blind man to alight from his car, Conductor P. J. McGuire, Badge No. 332 of Armitage, won for himself a letter of commendation from Rev. M. N. Starzynski, C. R., Weber High School, 1456 W. Division Street.

The clear enunciation of street names by Conductor Henry Harry, Badge No. 7342 of Armitage, attracted the favorable attention of James D. Hawkes, 3645 McLean Avenue, who wishes to commend him for his efficiency.

When Mr. H. E. Bradley, 7539 Kingston Avenue, boarded the car in charge of Conductor H. C. Norberg, Badge No. 7590 of 77th, and found that he had no money with which to pay his fare, the conductor advanced it. Mr. Bradley thanks him for his courtesy.

Mrs. Elnora R. Gresham, 4421 Indiana Avenue, compliments Conductor Edgar K. Snider, Badge 8258 of Cottage Grove, for his kindness in assisting a blind man to alight from his car and escorting him to the sidewalk.

Miss F. A. Simons, 1901 N. Kimball Avenue, lost a five dollar bill while a passenger on the car in charge of Conductor P. M. Haughey, Badge No. 8384, of North Avenue. He noticed her looking for something and learning what she had lost, handed her a five dollar bill saying that he had found it on the platform and intended to turn it in to the Lost & Found Department. Miss Simons thanks and commends him for his honesty.

Miss D. Bersner, 1001 N. Dearborn Street, expresses her appreciation of the honesty of Conductor Albert J. Bittner, Badge No. 8534, of Cottage Grove, who turned in her purse to the Lost & Found Department when she had inadvertently left it on his car.

The courtesy and kindness of Conductor M. H. Tierney, Badge No. 9880, of 77th, won for him a letter of commendation from H. Bako, 12126 Wallace Street.

Mr. T. McClaughry, 180 N. Michigan Blvd., boarded the car in charge of Conductor G. Kross, Badge No. 10562, of Archer, and found that he had either lost his pocketbook or it had been stolen. Upon explaining his predicament to this conductor he received some money enabling him to continue on his journey. For this he thanks and commends him.

Conductor E. W. Shomaker, Badge No. 11498, of Archer, is complimented for his courtesy in holding his car to enable her to board it by Mrs. C. A. Turpin, 3437 S. Claremont Avenue.

Miss Mary Conway boarded the car in charge of Conductor T. F. Leshey, Badge No. 12822, of Kedzie, and found she was without funds. This conductor advanced her sufficient fare for which she expresses her gratitude.

Conductor A. Moore, Badge No. 13068, of 77th is commended by E. E. Sumerfield, 139 N. Clark Street, for the solicitude shown by this conductor for the safety and comfort of his passengers.

R. C. Davis, 107 S. Wabash Avenue, praises the honesty of Conductor G. Stoecker, Badge No. 13130, of 69th, who turned in a musical instrument which he had left on this conductor's car, and he wishes to thank him.

Supervisor Henry Dillon of North Avenue is the recipient of a letter of commendation from Mrs. Helen Cherry, 3820 Fulton Street, who states that this supervisor was very kind to her, assisting her across the street, and to board a car when she was using crutches due to having a broken ankle and wishes to thank him for his kindness.

Supervisor R. L. Burns of 69th is commended by R. J. Rupprecht, Lindblom High School, for his efficiency and courtesy in handling the public generally, and the high school pupils particularly on nights when performances are given.

The skillful operation of his car by Motorman C. Stensloff, Badge No. 5169, of Elston, avoided an accident with a reckless motorist and Dr. C. H. Lynge, 4024 Milwaukee Avenue, who observed the incident, thinks that he should be commended.

Unusual courtesy on the part of Motorman Colis S. Gordon, Badge No. 6741, of 77th, won for him a letter of commendation from J. F. Hohenadel, Hotel Savery, Des Moines, Iowa.

Mr. Joseph Esler, 5434 Glenwood Avenue, wishes to commend and thank Motorman W. P. Maxey, Badge No. 10615, of Devon, for his thoughtfulness in holding his car until he got aboard.

Motorman Delbert A. Davis, Badge No. 11239, of 77th, held his car in order to enable an old lady to board his car after he had been given the signal to go by his conductor. Mrs. W. B. McInerney, 8836 Indiana Avenue, observed this incident and wishes to commend him for his thoughtfulness.

Mrs. G. L. Mansfield, 11127 Watt Avenue, wishes to express her appreciation of the honesty of Conductor E. J. Heffernan, Badge No. 11330, of Cottage Grove, who turned in her purse to the Lost & Found Department when she had left it on his car.

Satisfied With a Rake-Off

Italian Gentleman: "I never give alms, but I will give you work—as you are a fellow countryman, you shall have five shillings a day, whereas I only give four shillings a day to foreigners."

Beggar: "Couldn't you employ a foreigner at four shillings a day and give me the odd shilling?"—Il Traviso, Rome.

Referee (excitedly): "Hi, that's the bell for the eleventh round."

Boxer: "Oh, let's sit this one out!"

Teacher: "If there were Mr. Jones, Mrs. Jones and the baby, how many were there?"

Johnny: "There were two and one to carry."

OBITUARY

Franklin Bliss Hussey



Franklin Bliss Hussey, one of the Surface Lines trial attorneys, was born at Northampton, Mass., on the eighth day of October, 1859, and died at his home in Chicago on the third day of April, 1930.

After completing his college work and preparation for the law, he moved to Minneapolis, where he lived for a few years and then came to Chicago. Practically all of his active life was spent in the practice of law in this city. He was for 35 years one of the outstandingly brilliant and successful trial lawyers of the Chicago Bar.

For a number of years he was associated with the late Judge Russell M. Wing, later with the late Senator James M. Duncan and for the last 20 years of his active practice, with John E. Kehoe, although as in the case of his connection with Senator Duncan, his work was independent and was not a partnership. During the time that he was with Judge Wing, he assisted in the trial of many noted cases and after leaving Judge Wing, his work was largely the defense of jury civil cases on behalf of railroads and street car, insurance, and other corporations.

He led an intensively active life and his entire mental activity was devoted to his professional work. He was a brilliant and forceful orator, was gifted with a magnificent voice, had a fine legal reasoning mind and a splendid legal education. He had all of the elements necessary to the successful trial of a jury case. In his arguments both on fact and law, he was forceful and convincing and through his careful preparation and the logical and scholarly manner in which he presented his own case, together with his skill in cross examining, he was always able to conserve an excellent record for appeal in case of an adverse decision in the trial court.

He was always very serious and earnest in presenting his case to a court and jury, but in spite of a forcefulness and aggressiveness, which he manifested, he made friends with opponents because of the uniform courtesy and fairness with which he treated them. For many years he was a member of the Chicago Bar Association and other bar organizations, as well as a member of commercial clubs and country clubs, and while he has a host of friends in such organizations, he devoted but little of his time to their activities, because of the complete and in-

tense devotion that he gave, through his whole active life, to his professional work. He will be sadly missed by his associates in the Legal Department.

Bert J. Hebner, 1870-1930

On May 25, 1930, at the age of sixty years, Bert J. Hebner, formerly a motorman for the Surface Lines, stationed at 77th Street Depot, passed away to his eternal reward. He is survived by three children, two grandchildren, seven brothers and one sister.



He entered the company's employ in October, 1902, and worked continuously until March 17, 1929, when, on account of ill health, he was forced to hand in his resignation.

The men of the 77th Street Depot extend their deepest and heartfelt sympathy to the deceased man's family.

SUNDAY EVENING CLUB

The Surface Lines Made Its Usual Arrangement for Ushers for the Month of May

This year as in the past few years, the Chicago Surface Lines, upon request, furnished ushers for the Sunday Evening Club during the month of May under the chairmanship of Mr. L. E. Bohlin.

A staff of twenty men, were on hand each night with the exception of the evening of May 25th, when on account of an overwhelming crowd due to the presence of Rev. Fosdick of New York, it was necessary to increase the entire usher force. On this night the Surface Lines were represented with twenty-six men. The performance of these employees reflects credit not only on themselves but on the management, as there is always a word of praise from Mr. Barnes of the Sunday Evening Club for their efforts in this connection.

The regular staff of ushers include the following: G. E. Andrews, Transportation; T. Bartlett, Transportation; N. Deutsch, Accident Investigation; W. D. Frank, Transportation; E. Hoskins, Accident Investigation; W. Lang, Accounting; A. D. Martin, Purchasing; F. Murbarger, Transportation; A. A. Olsen, Purchasing; W. C. Pearce, Transportation; H. Pederson, Accident Investigation; A. P. Poore, Transportation; F. S. Robinett, Accounting; H. Rohde, Accounting; A. See, Accident Investi-

gation; R. Simpson, Transportation; C. R. Willoughby, Schedule; R. Wilson, Accounting. On May 25th, this list was augmented and the following employees served: C. Meyers, Accounting; T. F. Moore, Transportation; L. C. Bartelheim, Transportation; R. Sedlack, Schedule; W. Devereux, Schedule.

The good work done by this group no doubt will remain in the minds of those in charge of the Sunday Evening Club and it is hoped that if another year brings forth a like request, volunteers of this Company will again respond as they have done in the past.

HIS ACTIVE SERVICE ENDED

George Bell, Famous Old Timer, Stricken—Has a Remarkable Record

George Bell, the well-known and always a happy old chap of Blue Island Depot, will never be seen on his run again. On the night of Oct. 3, 1929, George left the home of his daughter, Mrs. P. J. Clancy of 5153 Barry Avenue, where he has been living since the



death of his wife about twenty years ago, to report for his run which was a night car on Damen Avenue. While he was on the street he had a slight stroke. How he got back home again is a mystery. But after he did reach home you can imagine the scare it gave his daughter when she opened the door, as he left it in apparent good health. When she asked him if he had been hurt, George said, "No." All he could tell her then was that he could not hold the pencil to make out his trip sheet.

He was in bed for over five months. Then a change came as he was able to sit up for about two months with the help of his daughter and now he is back in bed again and the chances are, never to get out again. His condition and age are against him.

He has always been in good health and his motto was "Early to bed and early to rise." George entered the service on the morning of April 14, 1874, and he now is about 78 years of age. He had no chargeable accidents or complaints in all these years of service.

G. B.

Algernon (reading joke): "Fancy this, Percy, a chap here thinks that a football coach has four wheels."

Percy: "Haw, haw! And how many wheels has the bally thing?"

Keeping 'Em Rolling

Limits Wins Honors for May With 46,572 Miles Per Pull-in



Efficient Group of Limits Car Repairmen

George Chamberlin, C. Holzschuh, E. Gustafson, J. L. O'Connors, J. A. Nordiello, T. Dwyer, L. Buyle, I. Paulanskis, L. Verstraete, P. Irwin, H. F. Hayden, S. Solak, S. Golembiski, G. Tepper, L. Matich, J. Piclia, G. John, J. Grant, J. Kaypust, J. Warchol, J. Vrobel, S. Dykinga, R. Zink, L. Gawlik, M. Gitts, W. Jackusak, J. Circincione.

Limits Carhouse operated their cars 46,572 miles per pull-in due to failure of equipment, increased their mileage 89.6% over the preceding month, which is the greatest increase of the month, hold the record for zero days, and had one entire week without a pull-in of any kind, chargeable or non-chargeable. Therefore, all honors of the month go to Limits.

Armitage moved from 12th position last month to third this month, the biggest move of the month, and are the second highest in percentage increase.

The average miles operated for the system is 24,387 per pull-in, an increase of 11.4% over the month of April, and out of the sixteen carhouses, thirteen operated their cars over 20,000 miles per pull-in due to equipment failure.

Each carhouse record is shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-In	
			In May	Pct. Inc. or Dec.
1	Limits	23	46,572	89.6
2	Archer	12	36,821	50.5
3	Armitage	19	34,704	70.9
4	77th Street	6	33,872	24.7
5	North	10	31,083	27.3
6	Elston	22	27,950	16.5
7	Blue Island	17	27,459	14.3
8	Cottage Grove	11	26,380	21.3*
9	Noble	19	26,293	13.0
10	Lincoln	14	24,219	13.8
11	Burnside	16	24,073	9.9
12	69th Street	4	22,102	10.8

13	Division	10	20,224	13.9
14	Lawndale	11	16,719	40.2*
15	Kedzie	6	15,943	20.4*
16	Devon	5	14,922	20.6
		205	24,387	11.4

*Decrease

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

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

Mother (to little girl who had been sent to the hen house for eggs): "Well, dear, were there no eggs?"

Little Girl: "No, mummie, only the one the hen uses for a pattern."

Departments and Divisions

Accounting

As a rule stalling reaps no reward, but this is another case where that old proverb does not hold good, because Miss Mary Bellon has announced that after Saturday, June 7, 1930, her future name will be Mrs. Wm. Stahl.

It must have been surprising to Miss Helen Baar to look at herself circled in the Daily Times newspaper contest, which meant she was the lucky recipient of a \$25.00 dress.

Everyone was pleased to have Misses E. Schlau and A. Ninkavage at the office once more after an absence on account of illness.

Since spring happens to be the proper season for that sort of thing, the Department was not surprised when Miss Ann Woods came to work wearing a beautiful engagement ring.

Mrs. V. Tabb was presented with a dinner ring at the annual banquet by the members of her department in recognition of the many happy hours spent with her at the club during her term as President of the Women's Auxiliary.

Misses Y. Small and H. Wallace are welcomed as new employees of the Department.

The Department extends congratulations to Miss M. Magnuson upon her election as President of the Women's Auxiliary.

A stout woman drove up to a filling station.

"I want a quart of oil," she said.

"What kind, heavy," asked the attendant.

"Say, young man, don't you get fresh with me," was the indignant response.

T. F. Coan, Correspondent.

Electrical

Our sympathy is extended to A. Metzloff in his recent sorrow caused by the death of his father. Services were held at Schneider's Chapel in Elmhurst, which prevented the attendance of his many friends in the Electrical Department.

Ray Callahan, who through our column in the May SURFACE SERVICE agreed to meet all comers in a debate on the burning question, "Does Civilization Pay?", has received scores of letters requesting engagements with him. Many prominent and illustrious names were signed to the letters, such as Will Rogers, "Believe it or Not" Ripley, etc., etc. It is suggested that Carmen's Hall be engaged so that the interested thousands may attend. You haven't heard anything yet!

Frank E. Roper, superintendent of our lines department, was seen at the Kentucky Derby at Louisville. He evidently rode to fame with the winner, Gallant Fox; hence, the style of his return to Chicago via plane.

Flying to St. Paul and back is just a weekend jaunt to hear Charles Verbiski tell about it. He had to make a hurried trip up there so an aeroplane was engaged at Cicero flying field. Charlie had a thrilling trip and a lot

of experience at a cost of only a few dollars more than by rail.

If you automobile enthusiasts want to know the best "proving" ground after you car has been overhauled, just see John Foley at Western Avenue Sub-station. He says a tennis court is best.

Have you seen Rolland Rogers out with that new eight-cylinder Oakland? He thinks that with a pair of wings attached road building would cease to exist. Flying would be better.

Special notice is hereby given to those employees living in the southern section of our city. Surface Lines Club Night at White City, June 17. Show your colors by attending.

"Billy"

Our speed demon, William Schenck, now challenges "Arnold," the recent Indianapolis auto winner, to an automobile race to Mexico. Bill claims he can make it in 11 hours. We all know it is over 250 miles to Mexico, Missouri, and Bill would be compelled to burn up the rubber at a pace of at least 23 miles an hour.

"M."

Accident, Investigation and Legal

We are extending our sincere sympathy to Ernest P. LeBratske, of this department, whose wife, Helen M. LeBratzke, passed away May 16th, 1930, after having been in ill health for some time. The interment was on May 19th at Oakwoods Cemetery.

The indoor ball players of this department are willing to try conclusions with any other department, and should some other department feel up to this suggestion please communicate with George L. Griffin of the Department of Accident Investigation.

Walter H. Smith had a severe loss not long since. His faithful four-wheeled Lizzie disappeared. As this machine had about eighteen coats of varying colored paints on it, it was easily traced, and was found in a vacant lot after having been stripped and "torched" (tortured) by burning. Mr. Smith states that in addition to the loss of the machine he also sustained a loss of five gallons of gas for the tank was full. Maybe Lizzie could not stand prosperity. Mr. Smith has a new machine but it limps a little.

We have a new attorney in the department, Mr. Wilbur H. Hamilton, who takes the place of Mr. D. R. Watson. Mr. Watson has been transferred to the office of Mr. J. R. Guilleams, as a successor to Mr. J. Stanley Bradbury, resigned.

Blackstone.

Engineering

We announce the wedding on April 24th of Charles Kuehl, the most eligible bachelor at Grand and Leavitt and points West, including Berwyn. Charles went all the way out to Western Springs, U. S. A., for the girl of his choice. Dick Holland was best man and he reports that a good time was had by all.

G. Bosco, Chauffeur at Grand and Leavitt, proudly announces the arrival of future Presidential timber in his home on May 12th, namely, Robert Edward, who weighed 10 pounds at first reports. It looks as though Gene has adopted that well known slogan: "Watch us grow."

Edward Coutre and ConOechel from Grand and Leavitt are preparing their summer cottages for habitation and pleasantly inform the boys that all are invited up for an occasional week-end.

Paul Minogue is still on the sick list but is improving rapidly, and we hope to see him back soon.

Frank Johnson, Street Opening Inspector, had a novel experience recently. He was putting a new roof on his garage while a strong gale was blowing, and was overcome with sea sickness or something. The Fire Department was called, and they rigged up a derrick and brought Frank safely to the ground where he quickly recovered.

Hugo Schmidt was under the weather for a few days, but is now timed and tuned up and ready to go again.

Our sympathy is extended to Reinhold Glaser in his bereavement over the death of his wife.

Transit.

Shops & Equipment—North & West

West Shops: Our first vacationists, Walter Hager and Marvin Rauscher, have returned, and both report having had a delightful time.

About two weeks ago some one tried to get away with Harold Eberling's car. Harold is sure whoever it was did not understand much about automobiles, or they would never try to steal a Pontiac.

Mr. Stanley Rusian of the Paint Shop and Miss Magdalene Francak were married on May 24th. Congratulations!

We also offer our congratulations to Jane, daughter of Mr. Andrew Golic, who was married to Mr. Edward Koperta on May 21st.

North: Our sincere sympathy is extended to Hank Wagner and family, in the recent death of Mrs. Wagner.

We hope for a speedy recovery to J. Marcukaitas, who had his leg broken recently.

Patrick Mahon is now enjoying a brief vacation in Ireland, the place of his birth.

Limits: The wife of Andrew Andreapolis, car cleaner, passed away May 20th, leaving six small children. The boys at Limits express their deepest sympathy.

Jane V. McCarthy.

South Shops and Carhouses

Joe Hecht writes from Klenec Pod Cerchovem, Czechoslovakia, where he is vacationing, that everything is O. K. in the old country. Mr. Hecht is celebrating his twenty-fifth wedding anniversary, while his parents, whom he is visiting, are celebrating their fiftieth anniversary.

We are told that Earl Eyer, Cottage Grove Carhouse, is somewhat of an expert at solving cross word puzzles.

A card with a Paris, France, postmark received from Bob Marsden, indicates that he has arrived safely on land since leaving the United States. Bob and his family have taken a sea voyage upon the advice of his doctor, and we hope when he returns to the South Shops in August, that he will be as fit as the proverbial fiddle.

Ed Timpe, Cottage Grove, recently visited his brother at Quincy, Illinois, and brought back

several old arrow heads which he found in the old Indian camping grounds.

J. P. McCauley.

Around the Car Stations

Cottage Grove

The pool tournament in progress in the club room which I promised to give the winners this month is not yet finished. There have been some close and well contested games and harmony has prevailed at every game. We will try and publish the winners in the July issue.

In another column of this issue is an article on Conductor A. McGuinness, who has just completed 50 years of service as Conductor. The trainmen of Cottage Grove wish him many years of continued good health and prosperity.

Starter Wm. Barclay is all tanned up, having just returned from his vacation spent on his farm in Indiana. He brings back news that crops are in splendid condition and he is expecting some good returns from his farm this summer. May his expectations be realized is the wish of the trainmen.

Starter Joseph Kehoe has returned from his vacation spent with his family showing them the beauties of Chicago and its suburbs.

Motorman Wm. Crawford who has been ill for sometime has returned from Kansas where he has been under observation at a Sanatorium. At this time we do not know if he has derived any benefit or not, but the trainmen wish him a complete and speedy recovery.

Conductor Thos. Bolan, who has been sick for several months, is now at home and would appreciate a visit from some of the boys very much. The trainmen wish him a complete and speedy recovery.

Our genial clerk, Charles Pfeifer, returned from his vacation at the Dells in Wisconsin where he went fishing, but owing to the unsettled weather he returned to Chicago and motored to the blossom time festival at St. Joe, Michigan, with Conductors H. Shober and Wm. Horan.

Mrs. Kane, wife of Conductor P. Kane, who had been ill for several months, passed away on May 4th and was interred in Mount Olivet Cemetery on May 7th. The sympathy of the trainmen is extended to Conductor Kane on the loss of his "Pal."

Another of our men has passed to the great beyond. Motorman Jesse Clark died May 12th after a year of suffering. His jovial disposition won him many friends amongst us and the sympathy of the trainmen is extended to his immediate family.

Thomas Nolan, ex-motorman of this division and for a number of years watchman for the track department, passed away May 21st and was buried in Calvary Cemetery May 23rd. Mr. Nolan, who had passed his 90th year, had completed over 50 years service before retiring from the train service. Memories of his pleasant manner and his sincerity will always remain

with us who had the pleasure of knowing him. The trainmen extend their sympathy to his immediate family.

The trainmen also extend their sympathy to Starter E. J. Holland on the death of his Brother and to Motorman A. E. Coffee on the death of his mother.

Motorman P. Ohlsen celebrated his fortieth wedding anniversary, but owing to the serious illness of his son, the celebration was very quiet, only a few friends being present. Among them were his nephew, Starter Henry Eichhorn and Mrs. Hill and family. Pete, may you live to celebrate many more of your wedding anniversaries.

John H. Pickin.

Burnside

Ask Motorman Ganzert how to get rid of your hound and then have it returned home for only \$3.00.

Sir Thomas The Sailor is a real skipper in his new cap. Jack says he has a real run. He puts to sea on Stony Island Avenue and so far this year returns his boat in the evening in ship shape order.

Famous Last Words. Place, Checking window. Day, Sunday: "Any chance."

Our good friend would like to have his fellow members notify him when pay day comes



Richard, the Year-Old Son of Motorman J. Dezelick of 77th

around. He says it is too far to go down town after it. Let Julius tell you about it.

A couple of weeks ago Conductor Patrick Waters of the Cottage Grove Avenue Depot assisted one of our crews in obtaining witnesses. We appreciate this help, Pat, and express our thanks for your assistance.

Our good friends Cy and Floyd spent a few days in Calumet City last month. Both boys claimed that they had a good time but never intend to return.

W. D. F.

Archer

Motorman Joseph A. Tagler reports the arrival of a nine pound baby boy at his home,

born April 24th, and answers to the call of William.

Our sympathy is extended to Conductor John J. Daley No. 5 who was called upon to part with his dear mother who died May 21st. Funeral services from "Our Lady of Good Council" church.

Conductor Frank Revers deserted the ranks of the bachelors. The young lady convinced Frank that two can live cheaper than one. May 17th, Frank disappeared with his bride until the surprise of his friends has had time quiet down. The boys congratulate you.

Conductor A. S. Mrozynski is the proud daddy of a 9½ pound son, born May 26th. Father and son doing nicely.

Conductor William J. O'Rourke, while crossing the street at State and Randolph Street Wednesday, May 21st, was run down by an auto.



Betty Ann Schinkel, Daughter of Motorman A. W. Schinkel of Archer

Motorman Roy Otto Lyman is courting a new lady friend. Who is she Roy? It appears that Roy has one foot on a wedding ring and the other on a banana peeling.

Conductor Ed Hefferan motored down to the Derby, May 17th. Incidentally he lost more than two days sleep, came back broke and with a bad cold. Never again, says Ed.

Thomas Flaherty, one of Archer's oldest motormen, died May 9th, at 2:30 P. M. Tom has been in the service since July 23rd, 1887, and was 86 years old at the time of his death. Tom has been on the retired list for several years and had up to the time of his death been a rugged and hail character. Tom was well known among his fellow workmen and had many friends among his daily passengers along the line, his death was felt by many. Funeral Monday, May 12th.

Conductor E. H. Steinhurst we have just discovered is engaged and he assures us that it won't be long now.

The boys all enjoyed cigars they smoked to the health and best wishes of "Arlene" the new born nine pound daughter of Conductor William J. Leahy, born May 11th. Congratulations BILL and may the second be a boy.

Conductor Ed. Walker is vacationing in the wilds of Wisconsin. Left June 1st on his motorcycle for Merathon City, Wis., there to recuper-

ate on the country breezes and the good eats from his father's farm.

While we have not attained a 100 per cent in reporting "Surface-Line-Ets" we do report of a proud DADDY, Motorman A. J. O'Grady, who has helped to add to our city's population, by the arrival of a 10 pound baby girl at his home on Thursday, May 22nd. Keep up the good work A. J., we congratulate you.

Conductor Alfred Snowton has just put us wise to a secret he has been keeping from us since April 26th. Alfred married Ellen O'Connor on that date. Wedding ceremony took place at the "New" church, Sheridan Road and Rokeby Ave. Reception held in the church parlors where the wedding dinner was served by a caterer in aristocratic style. Congratulations Al, you have our sympathy.

Among our new spring crops, Conductor Walter A. Zelis broadcasts a newcomer, "Dolores" by name, who made her appearance at breakfast time on the morning of Friday, May 2nd. Dolores weighed 8 pounds when the stork dropped her on the door mat of this happy home. Conductor Zelis is doing nicely and we hope he will soon recover.

Again our "Go-getter" Conductor J. P. Staska is honored. He is the recipient of a beautiful stick pin presented to him by the Surface Lines Post No. 146 for obtaining the largest number of members on a recent campaign membership drive. J. P. is also chairman of the Executive Committee for the Surface Lines Post. Congratulations and we are proud of you.

The feature attraction at the home of Conductor F. W. O'Holtzke is the arrival of a 9½ pound baby boy on the evening of April 30. Both son and father doing nicely. We congratulate the stork for his prompt delivery.

Vacation lists are out and with it comes the usual problem of trying to select a period. Our night clerk Kenneth Byrant Williams says he has first choice and takes the first half of June. Kenneth has purchased a new Chevrolet coupe and left June 1, motoring to his old home town, Centralia, Ill., along the banks of the Wabash, to visit his parents and renew acquaintance of school chums whom he has not seen for several years.

Conductor John Koepfle was correct and his expectations accomplished when on Saturday, May 17th, at 7:30 P. M., at the St. Josephs hospital his wife gave birth to John, Jr., a 7½ pound baby boy. John took several days off to recuperate. Here's wishing the baby well.

Our sympathy is extended to Motorman Frank Wagner on the death of his mother, who succumbed May 15th. Interment St. Adalberts Cemetery, Niles, Ill.

We have just discovered another stork story and it's an 8½ pound baby boy born May 5th, to Motorman E. O. Skrine and his wife. Congratulations E. O.

Here's the results of Romance, Moonlight and Syncopation blends. One of our ambitious young conductors, Harold J. Becker, took courage and asked Conductor John Egan for his daughter to love and honor. The selected date was May 24th, and the wedding ceremonial took place at Visitation church. Honeymoon to Honolulu.

Motorman L. Deman, hurt in an auto accident when his auto turned over, received laceration of the right hand. Our last report is he is coming along fine.

Our sympathy is extended to Motorman A. Fiecho, who's son died May 9th, at 2:50 P. M., at the age of 19 years.

The same interest taken in previous years at spring time brings the usual display of flower boxes along the parkway of the Archer depot. Dusty.

Blue Island

The following were presented with new arrivals: E. Haylicek was presented with a 7 pound boy on May 22nd; Clerk Elmer Riedel was presented with a 6 pound girl on May 23rd, and O. Kowske was presented with a 9 pound girl on June 2nd. Congratulations boys, and good luck to the youngsters.

Motorman Patrick J. Murphy, who entered service on May 10th, 1887, suddenly passed away on Saturday, May 31. He was in poor health for some time but kept working and worked the Thursday before his death. Pat, who was well liked, will be missed by everyone. We all extend our sympathy to the bereaved family.

C. P. Starr.



Gladys, the Eighteen-Month-Old Daughter of Conductor Frank Marek

Kedzie

Motorman Wm. Luedtke (Big Bill) deserves creditable mention for, on May 15th, when cars were blocked by a fire at Racine and Jackson, he immediately rerouted the east bound Harrison cars thus avoiding much of a delay to service.

Motorman J. Goulden is back from his visit to Ireland, says he had a wonderful time and would have stayed longer but that he wanted to make room for some of the other boys from Kedzie depot that are sojourning over there, namely Motormen M. Moriarty and John Carmody and Conductor M. Heafey. Motorman John McCready expects to leave very soon for the old sod.

An 8 pound bouncing baby boy arrived at the home of Conductor F. Knoblock May 5th. Daddy and baby doing nicely.

The school car is back with us this week. Mr. Johnson giving his usual good and instructive talks and demonstrations. All trainmen should be sure and attend for their own good.



Donald Rhebergen, Three-Year-Old Grandson
of Motorman E. R. Kirkwood of Kedzie



Arthur, Son of Conductor Arthur Vogel of
North Avenue

Our good friend Henry Eding (Miller) took off May 17th for a trip on the good old ship "Matronny." We think that this is his second trip and should know how to steer clear of rocks. Here is wishing you and yours a world of happiness.

Conductor Dutton was proceeding peacefully on his way west on Harrison thinking of just what he would have for his lunch on his fall-back when at Racine Avenue a husky much under the weather managed with great effort to crawl on the platform. After diligent search through every pocket he finally found a transfer. Dutton looked at it and found everything possible wrong with it and asked him search for another one but instead he proceeded to try and take the conductor apart. Motorman J. Murphy heard the commotion and rushed back to the rear and took one look. Oh, well, we are sure that our husky friend will never trouble again.

Conductor Wm. Kelly tells us of a bouncing baby boy arriving at his home April 28th. He has been given the name of John. Bill is wearing the smile that won't come off.

Motorman James Parker died very suddenly May 5st. His many friends extend their sympathy to the bereaved family.

C. Sonders.

North

In connection with the feeder bus opening the merchants on North Avenue from Laramie west to Austin Blvd. are planning a parade and Gala Week celebration early in June. With flags and bunting stretched across the street for a mile, North Avenue will put on a festival appearance. Special sales, bright attractive show windows, special prizes and contests and many other features will make Gala Week one of the big events in the history of the street.

Conductor George Ries was married Feb. 25. Motorman Dennis Sullivan was married March 3. These news items were lost in the snow storm so kindly accept our belated congratulations boys.

Conductor Henry Ranberg, our pocket edition conductor, is papa to a boy born March 11 weighing 8 pounds, 3 oz. on the level. That makes two girls and one boy for Henry.

Conductor David McGrath announces the ar-

rival of a boy March 18. Lots of time for floor walking duty now, Dave, while you are working day cars.

Miss Marion Elline Spears arrived at the home of Conductor Wm. Spears April 13.

Conductor Art Hauk is papa to a boy who arrived May 17. Art is one of those chaps who are never known to be on anything but the bounce so this is no doubt a real bouncing baby boy.

As a window washer Conductor L. Sheppard is a finished workman. We saw him the other day up on the veranda roof plying the squeegee and sponge with vim and vigor. The missus was inside bossing the job.

Our ball players are having a lot of fun on the field back of the depot but none of their feats have as yet compared with that of Adolph Jauman's homer with bases loaded. That home run came in the ninth with his team three runs behind and won the game for Mill's oldsters.

Motorman J. Scanlon, on the occasion of the birth of a son to Conductor Robert Craig, expressed his sentiments in the following:

The age of miracles has not passed

Another one has come at last,
So listen briefly, folks I beg

To an announcement concerning the House
of Craig.

They numbered six, the eldest twenty

Generally considered almost plenty;
Then they ranged along the line

To the youngest who is only nine.

But accidents will happen so they say

And on the second day of May
Coming direct from the skies of heaven

A ten pound boy and that makes seven

Which really ought to be enough—

But that's the stuff Bob, that's the stuff!

We are still going after witnesses and getting them as our standing in this contest shows. We can crown our achievement in this endeavor with a seven average by dint of a little more effort. A five average seemed hard to get at first but now a six or better average is evidently easy for us to get and a seven should be our goal from now on.

Al Scipp was going west on North Avenue on Sunday morning with but three passengers on his car. Two patrol wagons passed him going west with swinging loads. "So that's where the business goes," says Al.

C. A. Knautz.

Lincoln

Conductor L. G. Kamowski journeyed down to the famous well known town of Crown Point on Monday, May 26, and did exactly what the majority of people go there for, got married. Congratulations to the newly married couple.

Conductor E. Sir welcomed into his home on Thursday, May 8, a baby girl weighing 6¾ pounds. Conductor Wilcox also greeted into his home on Tuesday, May 13, a baby girl weighing 8½ pounds. Best wishes to both mothers and babies.

On Saturday, May 10, Conductor Alpeter's two daughters, Helen 21 years old and Mary 19, met with an accident when the taxi in which they were riding was struck by a freight train on the Milwaukee tracks at North Ave. and Kingsbury street. Miss Mary suffered a fractured leg and Miss Helen was cut about the face and hands. It surely was a narrow escape from death, but we are glad to hear the young ladies are getting over their injuries very nicely.

Conductor Henry E. Pardee died Wednesday, May 7, and was buried from 4928 N. Western Avenue to Queen of Angels church and laid to rest in All Saints Cemetery. The sympathy of the boys is extended to the family in their bereavement. Conductor Pardee had been with the company forty years and for eleven years had run with Nick Williams who misses him very much.

Motorman J. Callahan has taken a 30 day furlough and has gone on a sort of hunting trip into the country.

Motorman E. S. Pederson is away on a 3 months vacation on a trip to Europe.

Motorman T. E. Ozenberger is spending his furlough in Iowa and Motorman Eddie Bedford has taken a 45 days vacation but we didn't learn where he was going to spend it.

Motorman G. Daum has returned from Rochester, Minnesota, where he was under observation at the Mayo Brothers Clinic.

While at the end of the line at Fullerton and Lincoln Ave. on Saturday, at about 6 P. M., May 24, Motorman L. M. Morrison was hanging his run number on the end of the car when a machine driving close to the car wedged him against his car crushing his leg. He was taken to the Alexian Brothers Hospital, where it was thought at first his leg would have to be amputated but upon further examination it was found the leg could be saved and Motorman Morrison is now getting along well. The driver of the machine with his companion got away during the excitement.

H. Spethman.

Limits

V. C. Sampson, the Missouri kid, Lee Broch, the Ozark youth, and Art Swanson took a little outing recently, going up to Port Washington, Wis., and after looking over the situation came back well satisfied.

Jack Fisher unraveled himself for the price of a new Ford convertible coupe, in which he

is seeing the adjacent country for about a hundred miles around. And Mrs. Fisher—can she drive the car! Jack says he feels almost ashamed of himself when he sees how well she drives. Jack wishes to state that the report he was anxious to dispose of the car was entirely erroneous and without foundation, in fact.

Conductor Davenport has purchased for himself a brand new blue Ford sedan in which he contemplates taking his wife with him back to the place where the Ozarks commence—Missouri.

One of the trainmen, who prefers to remain anonymous, took August Kiobassi and his family to Mundelein, visiting the beautiful lake, various buildings and other things of interest there. Kiobassi has been off sick for some time and the writer suggests to any of the boys with cars and a little time to spare that it would not be a bad idea to extend such little courtesies to our brothers who are ill. August lives at 2451 N. Central Park Ave.

Your correspondent's car was recovered 19 days after it was stolen and wishes to thank his many friends for their kindly words of sympathy followed by their hearty congratulations upon its recovery.

E. G. Rodgers.

REPORTING IN RHYME

Conductor Delaney Calls on His Muse to Describe an Accident to His Car

Editor SURFACE SERVICE: I am enclosing herewith statement made by Conductor Charles J. Delaney, badge No. 12648, of North Avenue, in connection with accident, our file No. 10250-30, of March 4th, 1930, 2:08 P. M., at Morgan Street and Grand Avenue.

The motorman states that this truck was parked near the track and had a canvas covering and he thought the car would clear but an iron hook or bolt was sticking out of truck which resulted in the windows being broken.

Conductor's report as it came in:

"When Morgan Street we came to pass
Was surprised to hear the crash of glass
And upon investigation
Discovered a scene of desolation.
A bolt projecting from a truck
On the street car did get stuck
And to be plainly outspoken
The outside windows were all broken
But I'm really glad to blurt
That no one on the car was hurt!"

J. G. Nattinger.

A Foreign Language

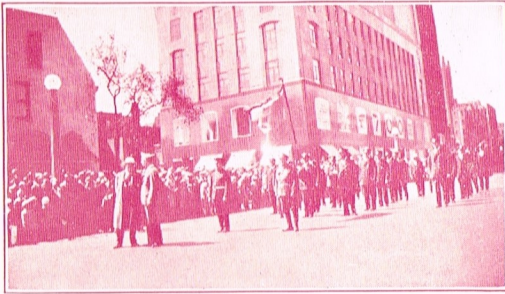
Johnny—Our baby can say some words fine.
Teacher—How nice! What words are they?
Johnny—I don't know. I never heard any of them before.

DID YOU GUESS IT?

The view is looking north at One Hundred and Twenty-seventh Street and Brandon Avenue on the Hegewisch line.

SURFACE LINES POST

The American Legion



The Auxiliary attached to the Post is holding a Bunco Party, at the Club Rooms, 40 South Clark Street, 2nd floor, on Thursday, June 19th. Everyone invited.

The Officers and Members of the Post desire to express their thanks to the employees of the Company for their co-operation in connection with Poppy Day.

EX-SERVICE MEN!!!!

ARE YOU A MEMBER OF THE AMERICAN LEGION?

The American Legion offers the best opportunity for you to testify your loyalty and service during the war. The lapel button of the Legion is a notice that you did not fail when your country called, and that you still subscribe to the patriotism and Americanism for which The Legion stands. As veterans, we should have a justified pride in our service. If anyone were to assert that we had not played our part as men and as Americans, we would quickly resent it.

You should be proud that you can join the American Legion. There are many young men who would be glad if it were possible for them to join, but as they did not serve, the Legion is not open to them.

The great day of the Legion is ahead. Its strength and influence grows daily. With each new success it becomes stronger. Its principles and service commend it to all.

It is far better to be in "The American Legion" than to explain why you are not.

Surface Lines Post No. 146 is anxious to further increase its membership during the present year.

All ex-servicemen who are not members of some other Post are invited to join Surface Lines Post No. 146. The dues are \$3.00 per year, which covers National, State and Post dues as well as a year's subscription to The American Legion Monthly, the official magazine of the Legion.

Send your name, address, military organization with which you served, and company address, together with annual dues, to J. P. McCauley, 7749 Vincennes Avenue, and he will see that you receive your Official Membership Card at once.

R. W. Ambler, Commander.

And How!

"I can't marry him, mother. He's an atheist, and doesn't believe there's a hell."

"Marry him, my dear, and between us we'll convince him that he's wrong."

Complete Ensemble

He—"Why did Marie marry such an old fossil?"

She—"She had to have something to go with her antique furniture."

Golf Mindedness

"There must be a lot of golfers in this building," a man said the other day. "Why do you think so?" he asked. "When I called 'Four' in the elevator the other morning, everybody ducked."—Exchange.

He (twice nicked by the razor)—"Hey, barber, gimme a glass of water."

Barber—"Whassa matter, hair in your mouth?"

He—"No; I wanna see if my neck leaks."

Salesman: "Something in golf apparel, Madame?"

Fair Purchaser: "I would like to see some handicaps, large size, please. My husband said if he'd had a big enough handicap he'd have won that golf tournament."

"What did the seasick man say when you asked him if you could bring him anything else?"

He said, "Bring me an island."

The chief engineer was an old seafaring Scot. He accepted a drink of Spey Royal from the foreman, but clipped a clothes pin on his nose while drinking it.

"Look here, Sandy," objected the foreman, "my whisky doesn't smell as bad as all that."

"Whist, mon, no. It smells gude as all thot."

"Then why the clothes pin—"

"Mon, if I should smell it whilst drinkin' it, 'twould make my mouth water, an' I donna want to dilute my drinks wi' onythin'."

Good Bait

"Why are you putting 'Personal' on that letter to Mr. Rurand?"

"I want his wife to open it."

Yes, How Did You?

Judge: "Your wife accuses you of terrorizing her."

Prisoner: "Well, your Honor—"

Judge: "Stop! What I want to know, as man to man, is how did you do it?"

Before

A country clergyman was examining a class at the village school. "Now, Jones," he said, "can you tell me what we must do before we can expect forgiveness of sin?" "Yes, sir," replied the boy, "we must sin."

DECORATIVE FLORAL EFFECTS AT DEVON

