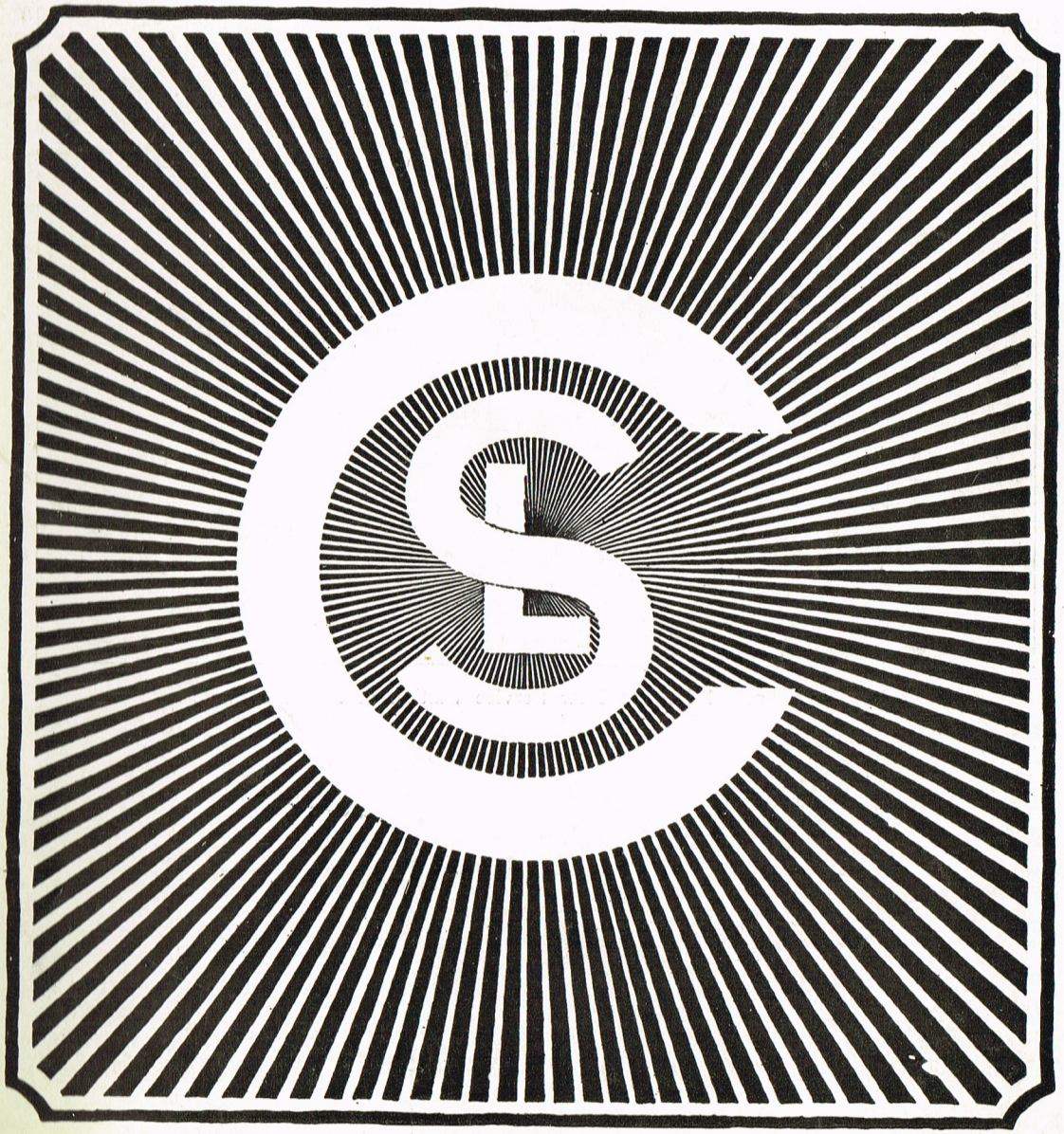
# SURFACE SERVICE MAGAZINE

VOLUME 7 OCTOBER, 1930 NUMBER 7





Breaking Ground for the New Service Station at North Avenue.

# Surface Service Magazine

*A Monthly Publication by and for Chicago Surface Lines Employes*

VOL. 7 OCTOBER, 1930 No. 7

## Bus Service Building

*Structure to Be Ready by November 1—Modern Equipment for Repair and Construction*



How It Looked on October 9th.

On Sept. 16, 1930, ground was broken for a new bus service building on Lamon avenue, south of North avenue. This building is to be of brick construction with steel trusses and steel windows and doors and will measure 50 ft wide inside by 120 ft. long. Besides overhaul space for 10 buses there will be an office, store room, lunch and locker room and ample toilet facilities for employees.

There will be four pits of modern design to facilitate repair and inspection of equipment. All pits will be provided with positive fresh air supply and a separate exhaust outlet from the floor of each pit, for removal of gases and fumes directly to the outside.

Heat will be furnished by a modern type of unit heaters, located above the floor and equipped with fans for rapid distribution of warmed air. A skylight is also provided, which with two rows of windows will give ample light.

It is expected that this building will greatly facilitate the servicing of buses, both gas and electric, particularly during the winter months. The building is to be ready for use about the first of November.

# Three Contenders Bunched

## *Lincoln, Elston-Noble and Cottage Grove in a Pretty Race for the Silver Car*

**Cumulative—February to September**

| | | Per Cent |
|---|---|---|
| First Place | Division No. 11, Lincoln | 91.74 |
| Second Place | Division No. 10, Elston-Noble | 91.49 |
| Third Place | Division No. 1, Cottage Grove | 91.18 |
| Fourth Place | Division No. 4, 69th | 90.56 |
| Fifth Place | Division No. 2, Burnside | 90.08 |
| Sixth Place | Division No. 3, 77th | 90.08 |
| Seventh Place | Division No. 6, Lawndale-Blue Island | 89.79 |
| Eighth Place | Division No. 5, Archer | 89.44 |
| Ninth Place | Division No. 9, Division-Armitage | 88.22 |
| Tenth Place | Division No. 12, Limits-Devon | 87.92 |
| Eleventh Place | Division No. 7, Kedzie | 86.57 |
| Twelfth Place | Division No. 8, North Avenue | 85.98 |

**September**

| | | |
|---|---|---|
| First Place | Division No. 6, Lawndale-Blue Island | 93.57 |
| Second Place | Division No. 11, Lincoln | 92.92 |
| Third Place | Division No. 4, 69th | 92.19 |
| Fourth Place | Division No. 2, Burnside | 92.00 |
| Fifth Place | Division No. 1, Cottage Grove | 92.00 |
| Sixth Place | Division No. 10, Elston-Noble | 90.68 |
| Seventh Place | Division No. 5, Archer | 90.63 |
| Eighth Place | Division No. 9, Division-Armitage | 90.02 |
| Ninth Place | Division No. 8, North Avenue | 89.56 |
| Tenth Place | Division No. 12, Limits-Devon | 89.28 |
| Eleventh Place | Division No. 3, 77th | 88.95 |
| Twelfth Place | Division No. 7, Kedzie | 84.95 |

**William Pasche**
**Supervisor-Accident Prevention**

At the close of September, Lincoln Depot, Division 11, is leading in the Accident Prevention Contest with Elston-Noble, Division 10, in second place, less than one point back of the pacemakers, followed by Cottage Grove, Division 1, in third position, less than one-half point back of second place, with 69th, Division 4, in fourth place, just a little more than one-half point behind Cottage Grove. Burnside, Division 2, is in fifth place, less than one-half point away from 69th, with 77th, Division 3, in sixth place, less than one and one-half point behind Lincoln, who are leading the procession. What a contest! Six divisions so closely bunched that anything is likely to happen.

The accident record on the Chicago Surface Lines system continues on the downward trend. That is to say that accidents generally are occurring less frequently, but there are certain types of accidents which are very much in evidence. Vehicles struck while making a left hand turn are in that class.

When approaching or crossing intersections where left hand turn are permitted motormen, one-man car operators and bus operators, should remember that drivers of vehicles, which are being driven in the opposite direction, are entitled to a fair chance to make a left turn, and should approach or cross the intersection on the alert for just such a move. These accidents can be prevented if we are constantly anticipating that left turns are likely to be made and that drivers who make these turns, seldom go to the center of the intersection before making the turn. In most instances they really start to turn when they arrive at the building line nearest to them. Alertness

and anticipation will reduce the number of this type of accidents.

Another class of vehicle collisions, which does not show a decrease, is where the vehicle is struck when pulling away from the curb. This has been discussed many times in these articles. The cure recommended has been to sound the gong at least twice in each block and always to expect any vehicle, which is parked along the curb, to pull out toward the track.

It is not enough to sound the gong when the vehicle is moving toward the track. It should be sounded before the vehicle has started away from the curb. After the vehicle has started away from the curb, using the gong will not prevent a collision, but at such times both the gong and brakes should be used.

It should be comparatively easy to acquire the habit of sounding the gong twice in each block without becoming a noisy nuisance.

Conductors, when rounding curves, should be at the edge of the platform giving the signal to drivers of following vehicles that the street car is about to make a turn. At the same time, be on the lookout for pedestrians or passengers who have just alighted from the street car. In many instances, passengers who have just alighted from the car, as well as pedestrians, unconsciously walk along close to the track. If conductors are ready and give the signal to stop, many accidents with vehicles and others will be prevented. This is especially true when the street car is making a left turn.

Alighting and boarding accidents, while showing a decrease as compared with 1929, are much too frequent and, in many cases, it is evident that the car has moved only a few feet when the prospective passenger attempted to board the car. When this occurs, it is also evident that the conductor did not look out alongside of the car before giving the signal to go ahead. Looking out alongside of the car for prospective passengers will not only prevent boarding accidents, but will indicate to our patrons that we are looking for them and are willing to serve them and will wait until they have boarded instead of giving the impression that we are trying to run away from them. A good preventive for alighting accidents is to call all streets where cars make service stops. Looking out for prospective passengers and calling streets are advantageous both in getting business and preventing accidents.

## HONORING THE FLOWER GROWERS

### "Floral Night" to Be Observed by a Dinner at Hotel Sherman

Nearly a hundred of the Surface Lines employes whose work in beautifying the company's properties has won such warm praise from the public and the management during the season just closed, have been invited to a dinner in their honor arranged by the management for the night of October 22, at the Hotel Sherman. The dinner will be held in the Crystal Room and Mr. F. M. Hamilton, Chairman of the Floral Committee, will preside. In addition to the active flower growers a number of representatives of the executive staff will be present. There will be music and a special showing of moving pictures, some of which have been taken for the benefit of floral experts.

**All-Powerful**

Boss: "Rufus, did you go to your lodge meeting last night?"

Rufus: "Nah, suh. We dun have to pos'pone it."

Boss: "How was that?"

Rufus: "De Gran' All-Powerful Invincible Most Supreme Unconquerable Potentate dun got beat up by his wife."

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A customer sat down at a table in a smart restaurant and tried his napkin around his neck. The manager, scandalized, called a boy and said to him: "Try to make him understand as tactfully as possible that that's not done."

Boy (seriously to customer): "A shave, or a haircut, sir?"

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A man that had three drinks of powerful homebrew jumped into a watering trough and yelled to a cop standing near by, "Save all the women and children, I can swim."

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Little Lucy had just returned from the children's party and had been called into the dining room to be exhibited before the dinner guests.

Proud Mother: "Tell the ladies what mama's little darling did at the party."

Little Lucy: "I frowed up!"

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**To Have or to Hold**

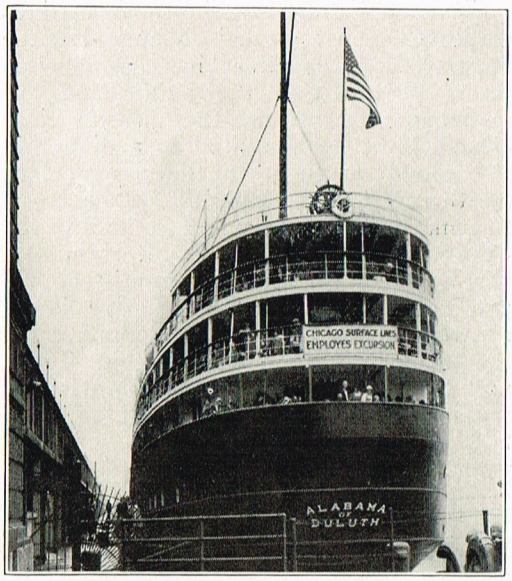
"In a battle of tongues, a woman can hold her own."

"Yes, perhaps she can; but she never does."

# Our Cruise on "The Alabama"

## *Twelve Hundred Members of Surface Lines Clubs Enjoy Outing to Michigan City*

A bystander on the Municipal Pier, September 7, saw an interesting sight when group after group of men and women boarded the "S. S. Alabama." These people, over 1,200 strong, consisting of members and friends of the Surface Lines Club and Women's Auxiliary, were bound for a day's outing to Michigan City. The unusual sight was the 5,000 vari-colored streamers that floated from the different decks and clung to the boat as it left the pier, reminding one of the Honolulu dock scenes one sees in the movies.




**Just Before Sailing.**

As the boat got under way it soon became apparent that our merry excursionists were landlubbers and that all were not seasoned to the gentle roll of the steamer as fresh winds made Lake Michigan just choppy enough to make one need his sea legs as he traveled around the boat. Favors were passed out and soon everyone caught the spirit of the adventure. Dancing started and this afforded everyone an opportunity to become acquainted.

Mr. William Schenck of Beach Party, Children's Christmas Party and Picnic fame was appropriately appointed Chairman of Entertainment. Now it's a full-sized order to keep 1,200 persons entertained on land, but when they are on board a lake steamer being gently rocked by wind and wave and each passenger trying to prove his seaworthiness, it's some job. But Chairman Schenck proved equal to every emergency.



**The Seagoing Committee.**

Those who did not dance could play games of rubber horse shoes on the lower deck. He also had previously trained and now acted as leader of an orchestra of five members who played on strange unknown instruments. These troubadours went from deck to deck serenading the excursionists. They made a decided hit, in fact they were a sensation.



**Family Group of Edward Proll of North Ave.**

Notwithstanding all this diversion, one after another sought comfort in the steadier parts of the boat and soon Chairman Schenck had an epidemic of sea sickness on his hands. Even this did not worry our Entertainment Chairman. He had known by previous personal experiences just what might happen on an occasion like this and he was prepared. After treating 25 patients, mostly young ladies, and knowing his ability to treat we were not surprised that they soon recovered and the epidemic was stamped out without the necessity of bothering Dr. Fanning.



**On the Ferry at Michigan City.**

Arriving at Michigan City at lunch time, just after a shower of rain, those with lunch baskets soon found tables in Washington Park on the lake. Others who wanted a regular restaurant meal found that our shipload had swamped the best restaurants in Michigan City, compelling many to wait as long as 40 minutes before obtaining any service.

Coming back to Chicago, the wind died down and the lake was considerably more friendly.

Mr. G. W. Dunlap, general chairman, considers that his efforts were well rewarded. In fact, many have expressed the hope of having a similar outing next year. Mr. Dunlap wishes to acknowledge his appreciation of the assistance and the hearty co-operation given by the following committees: Reception, Dr. D. J. Fanning and Mabel Magnuson; Entertainment, William Schenck; Publicity, U. G. Lee; Dancing, Frances Canny.

Special mention should be made of the efficient manner in which Thomas Coan handled the transportation work. And last but not least, Miss Elbe Dedic of the Accounting Department is remembered for so ably assisting by having 49 of her friends help make the party a success.

## "BEST YET" GOLF TOURNAMENT

### Trainmen Make Excellent Showing at Big Oaks—Numbers Among Prize Winners

The "best yet" golf tournament of the Surface Lines Club was held on Friday, Sept. 12, at Big Oaks Country Club. The event was ideal as to location, weather, number participating, club facilities, dinner and the good fellowship which was evident throughout the day. It was good fun for the executives as well as for their subordinates who were paired off without discrimination, and a noticeable feature was the number of trainmen taking part in the play. A "good hand" was given to A. B. Poore, clerk at Limits depot, when he "beat his boss," C. H. Evenson, in the contest for low net prize.

The players were prompt in arriving, and the total of 65 finished in plenty of time for a shower before dinner. The only event which had to be settled by a toss was the contest for low gross on the first nine holes, where J. Hopkins of Seventy-seventh street depot had better luck than Thomas Fahey of Kedzie. C. V. Weston, who had the distinction of being the oldest player present, was applauded when he won the prize for second blind bogey, and Julius Lellinger of the D. A. I. made such a hit with his skill as a beginner that "Judge" Stenning insisted on parting with his own prize and bestowing it on the novice. Altogether the event was the hit of the golfing season, and the hope was expressed by all that the next tournament would draw twice as many players with a bigger representation from the trainmen.

Winners of the various events were:

First gross—Dr. D. J. Fanning, insurance department.
Second gross—Edward Healy, D. A. I.
Third gross—W. G. Smith, Archer depot.
First net—A. B. Poore, Limits depot.
Second net—C. E. Stenning, legal department.
Third net—J. T. Wack, Archer depot.
Blind bogey—Daniel Colgan, legal department.
Second blind bogey—C. V. Weston, executive department.
Low gross first nine—J. Hopkins, 77th depot.
Low gross, second nine—C. H. Evenson, transportation.
Consolation high gross—M. P. Merrill, D. A. I.

# Days of "Way Back When"

## *Ancient History That Makes Mighty Interesting Reading— Horse, Dummy and Cable*

In the October issue of SURFACE SERVICE there was a brief history of the origin of cable car service in Chicago. In this connection it is interesting to read some abstracts from an article which appeared in the Chicago Tribune of July 22, 1906, concerning the operation of the last cable cars on the State Street line on that date. A quotation from the newspaper says:

"State street bade an unregretful farewell to the last cable train of the Chicago City Railway company this morning, in the dark and early hours when good people were asleep and the roystering were enjoying their ephemeral fling.

"Groaning and wabbling as one decrepit and having earned a long rest, the final cable train rattled and bumped around the loop and swung into position for its 'positively last performance' at 1:35 o'clock a. m. The train consisted of a battered grip car and a twenty-year-old trailer.

"Just behind it moved the first real State street trolley car, belated forerunner of faster transportation.

"By the time the cars reached their destination they were much splintered and smashed by 'relic hunters.'

"It was a muggy, sultry night. All day the hot sun, scarcely tempered by a breeze, had beaten down fiercely on the pavements, softening the asphalt into jelly, prostrating citizens, driving those who could obtain release from the burning heat to cool lake resorts. Belated pedestrians dawdling along Madison street, limply gave evidence of the long battle with the heat. They had drifted from mirrored, palm sheltered cafes, regretting separation from the soothing music, white clad waiters, and tall glasses tinkling with cracked ice and grateful summer drinks. The languid air of these late ones was compatible with the enervating midnight.

"Others were waiting for the last cable train—a great crowd of curiosity seekers. A policeman stood at the corner of Madison and State streets. He lifted his uncomfortable helmet to wipe his perspiring forehead. He was talking with a cabman, the head of whose ribbish horse hung listlessly."

Cable car operation ceased on that date also for the Blue Island Avenue and Halsted Street lines. The Madison Street and Milwaukee Avenue lines stopped operation in the following month and the last cable cars disappeared from Cottage Grove, Clark Street, Lincoln and Clybourn Avenues on October 21, 1906.

### First Lines on North Clark, North State and Wells Streets

North Clark Street was built double track from North Water Street north to Chicago Avenue in 1859. It was extended by a double track to Division Street and a single track to North Avenue in 1860; it was extended north from North Avenue by a single track to Fullerton Avenue in 1861 and to Dewey Court in 1862. In 1863 it was extended by a single track to Evanston Avenue (Broadway). All the single track was made double track shortly after the Chicago fire and before January 1872. The line on Clark Street, from North Water Street south to Randolph Street, was built in December, 1871.

North Wells Street, from North Water Street north to Chicago Avenue, was built in the summer of 1860, but rails were taken up in the fall of 1860, and the ordinance of December 17, 1860, provides for the release by the North Chicago City Railway Company of its rights on Wells Street. Later ordinances, covering Wells Street, were passed October 26, 1874, and April 26, 1875. A double track line was then built on Wells Street from Randolph Street north to Division Street in 1875, between the months of July and December, and the Wells Street line was extended by a double track from Division Street to North Clark Street in 1877, early in the year.

The line on State Street, from Lake Street to Michigan Street, was built double track in 1865 and was extended from Michigan Street north to Division Street in 1880, double track.

A resolution of the Common Council of the City of Chicago February 28, 1869, permitted the North Chicago City Railway Company to take up its tracks on "North State Street and Michigan Street," the Company to retain all its rights and privileges as to these streets.

Mr. F. T. Threedy, who started as a conductor in February, 1861, and continued as conductor until 1869, then route inspector and paymaster until 1881, then Superintendent, stated that the Company quit running its cars on Michigan Street and State Street at the time of the Chicago fire and that it did not begin again to run its cars on State Street, from Lake Street to Michigan Street, until 1880, when the State Street line was extended to Division Street.

### North Side "Bob-Tails"

Cars known as Bob-Tail cars were operated on Clark St. from Limits Depot to Lawrence Ave. during the years 1884 and 1885 and were horse drawn. Cars were turned by a turn table at Lawrence Ave., table being turned by the horses; cars were operated from one end only.

No conductors were used on this type of car as passengers boarded at center of rear platform and dropped coins in slots provided in several parts of the car, coin rolling via a pipe to a glass box near the driver on the front platform; driver did not touch the money, only watching to see that fare was paid as each passenger boarded. Boxes were opened at depot.

Two of these cars were operated by Geo. Black, deceased, and John Boyle, who is at present a motorman at Devon Depot, working on the Broadway line.

### Compressed Air

How many of our present day employes are aware that we once had in Chicago cars which were operated by compressed air? These were known as the Connelly motor cars and were used for a short time about 1893 on the North Clark Street line, in night car service, running between Limits Depot and Clark and Washington Streets. These cars seated thirty passengers and were heated by coal-burning stoves. They were operated by Peter Gart and Joseph Keefe, both deceased. It was necessary for them to stop midway on each trip at Clark and Elm Streets, where they took on a new supply of compressed air. It was reported that they had trouble with frozen air during cold weather and another complaint was that the exhaust frightened horses. It was decided that this transportation system was not worth expanding so it was discontinued after about two years.

### Did You Know That—

10 years ago (1920) rate of fare on Surface Lines was increased from 6 cents to 8 cents.

25 years ago (1905) first through line between South and West Side Systems was put in operation on Halsted between Root and Milwaukee Avenues.

50 years ago (1880) Twelfth Street (Roosevelt) line was built from State to Canal Street

65 years ago (1865) the Clybourn Avenue line was built from Division to Larrabee and the Archer Avenue line was extended from Stewart Avenue to Bridgeport.

### Vanished Viaducts

Trainmen who operate our cars now over various lines on the west side may be surprised to know that formerly there was a viaduct in Blue Island Avenue in the vicinity of 15th Street. Also a viaduct in Halsted over the railroad tracks at 16th Street; also a viaduct for Ogden Avenue cars from about Western Avenue to Rockwell Street.

### WHO KNOWS?

We are advised that a single track steam dummy line was built about 1875 in Cottage Grove Avenue from Oakwood Boulevard to 55th Street and in 55th Street from Cottage Grove to Harper Avenue. This was in the old town of Hyde Park.

The editor would appreciate hearing from any of our readers who may have some further information concerning this origin of transportation on Cottage Grove Avenue.

A cow is quite a useful animal—it makes the same noise as a saxophone, and gives milk besides.

# Keeping 'Em Rolling

## *The Winner, Noble, Takes All Honors This Month With 81,883 Miles Per Pull-in*




While Noble Carhouse has not headed the list for some time, they came to the top this month with a record-breaking mileage, the highest since June, 1928, being 81,883 miles operated per pull-in due to failure of equipment, and is 37,000 miles more than the second highest carhouse. The biggest percent increase of the month, 165.5%, was also made by the leading carhouse, and they had twenty-six days out of the thirty without a pull-in, which is the record for the month.

A decrease is shown in the average miles operated per pull-in for the system, and only six out of the sixteen carhouses show an increase in percentage over the preceding month.

The record of each carhouse is shown below:

| Rank | Carhouse | Zero Days | Miles Per Pull-In In Sept. | Pct. Inc. or Dec. |
|---|---|---|---|---|
| 1 | Noble | 26 | 81,883 | 165.5 |
| 2 | Elston | 23 | 44,679 | 24.3 |
| 3 | Armitage | 20 | 42,133 | 1.6* |
| 4 | North | 6 | 30,103 | .1* |
| 5 | Archer | 12 | 29,722 | 6.8* |
| 6 | 77th Street | 9 | 29,565 | 8.5 |
| 7 | Lawndale | 15 | 26,145 | 2.0 |
| 8 | Blue Island | 19 | 24,697 | 42.1* |
| 9 | Burnside | 14 | 24,499 | 5.4 |
| 10 | Cottage Grove | 10 | 23,893 | 17.1* |
| 11 | 69th Street | 7 | 23,807 | .08* |
| 12 | Limits | 16 | 22,982 | 22.8* |
| 13 | Lincoln | 12 | 21,243 | 23.3* |
| 14 | Division | 10 | 19,229 | 19.7* |
| 15 | Devon | 10 | 18,087 | 53.9 |
| 16 | Kedzie | 5 | 14,382 | 14.3* |
| | | 214 | 24,643 | .02* |

*Decrease.

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

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

### 'Til Next Time

Although she has an assortment of hats, she wants a new one.

(That's the woman of it.)

He says he thinks she can get along without it.

(That's the man of it.)

She insists that she can't, and she's going to get it.

(That's the woman of it.)

He says "not if he knows it."

(That's the man of it.)

She breaks down and weeps.

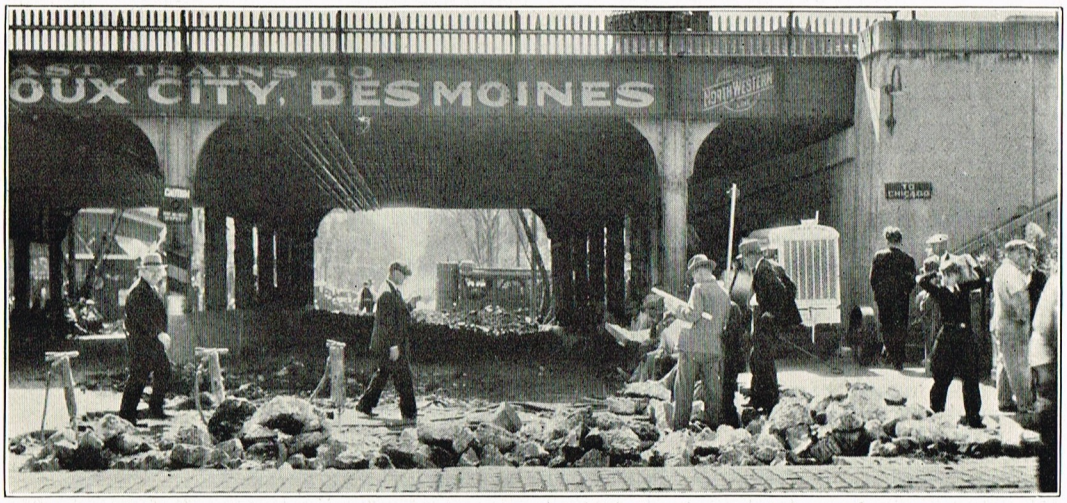
(That's the woman of it.)

He gives in.

(That's the end of it.)

# More Headroom for Busses

## *Quick Work at Lake and Central to Improve Operating Conditions*




On September 29, 1930, the work of lowering the floor of the subway at Lake and Central, and lowering both Rapid Transit tracks was completed. The completion of this work made it possible to operate northbound trolley busses under the Chicago & North Western tracks without having to station a man at this location to replace trolleys.

The operation at this location will be still further improved in the near future with the installation of specially formed trolley bars replacing short sections of wire between the Rapid Transit tracks and the Chicago & North Western viaduct. It was necessary for the company to have this work done because of the abrupt change in height of the trolley between the Rapid Transit tracks and the viaduct. This change was so abrupt that the trolley poles of northbound busses struck the edge of the subway and forced the trolley wheels from the wires.

Through excellent cooperation between the Rapid Transit and the Surface Lines contractor and the use of quick setting cement, it was possible to complete the entire job in thirteen days. Service on Central Avenue during this time was "single tracked" under the viaduct; first on the east half and then on the west half of the roadway, with practically no delay, and illustrated very nicely the flexibility of the trolley bus in connection with this sort of street alteration work.

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**Reason for Joy**

Mrs. Blabber: "You're looking very happy this morning. Have you had good news?"

Mrs. Gabber: "Just wonderful! My husband has just had a nervous breakdown and we're going to California."

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Georgia Lawyer (to colored prisoner): "Well, Rastus, so you want me to defend you. Have you any money?"

Rastus: "No sah, I ain't got no money, but I got a nineteen-twenty-two model Fo'd car."

Lawyer: "Well, you can raise some money on that. Now, let's see—just what do they accuse you of stealing?"

Rastus: "A nineteen-twenty-two Fo'd car."

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Once upon a time an enterprising poultryman crossed his hens with parrots, to save time. He used to spend much time hunting the eggs, but now the hens walk up to him and say, "Hank, J just laid an egg. Go get it."

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"And what in France," asked a friend, "did you enjoy the most?"

"Well, I think," said the lady, "it was the French peasants singing the Mayonnaise."

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He never was "dated"—he never was wed,
He hardly would speak to a fem—
But he followed the hosiery-lingerie ads
And he learned about women from them.

# CLUB SPARKS

## PLANS FOR ACTIVE CLUB SEASON

The schedule of the Program Committee of the Surface Lines Club for the coming season offers several interesting events. Those listed so far are as follows:

October 20—Roller skating party.

October 25—"Day at races" and dance.

November 12—Lecture by Captain Donald MacMillan.

November ——Men's card party.

December 20—Christmas party.

The assembly hall was recently redecorated and now presents a very attractive appearance.

The bowling alley has been renovated and, when other repairs have been made and new equipment purchased, it is planned to form a clubhouse bowling league.

As Surface Service goes to press, plans were completed for the Mixed Card Party held on Saturday, October 11, with C. J. Mersch as chairman.

The roller skating party, as usual, will be held at the Madison Gardens Rink and a large attendance is looked for on the evening of Monday, October 20.

The event scheduled for Saturday, October 25, promises to be one of the most attractive affairs of the season. Besides a dance program, with Chris Meldgard's well known orchestra, there will be an event to be known as "A day at the races" and many prizes will be provided for the winners. In an adjoining room, at the same time, Keno will be played and those who take part in this game are assured of plenty of fun and a chance at several prizes.

Those who heard Captain Donald MacMillan talk at the clubhouse last March, on the subject "Under the Northern Lights", will be prepared for another interesting lecture when he appears before our club members and their friends on Wednesday evening, November 12. His subject will be "Iceland." This will be illustrated with motion and still pictures and there should be much of interest in the tales of adventure to be related by Captain MacMillan of the trip to the far north which he has just completed.

A date has not been set in November for the men's card party, but it is hoped that this will attract a large group who were prevented from attending the last scheduled event of this kind during the big snow storm of last March.

Nothing need be said in advance of the annual Christmas party. Bulletins will be posted in due time and further particulars will then be announced.

It is perhaps needless to state that all members of the Club and the Women's Auxiliary are welcome at all of the above events, except that the ladies will not be among those present at the men's card party.

## Women's Auxiliary

Bingo! Have you ever tried it? The game is very fascinating indeed—waiting breathlessly for the numbers to be called—greatly elated when the number called corresponds to one on your card—perhaps a little bit disappointed when the number falls short or over by just one point—but the greatest thrill is when you can call "Bingo!" first.

Such was the entertainment of the evening of September 18th for the Women's Auxiliary in charge of the Clark and Division, South Shops and West Shops Departments, Elsie Kalabza being chairman.

Many beautiful bead necklaces were distributed to the winners of the "Bingo" contest, prizes such as every girl loves to receive.

Refreshments being in order, delicious cake and coffee were served by the committee in charge.

# SURFACE LINES POST
## *The American Legion*

At the annual meeting, held September 19, 1930, the following officers were elected for the year 1931:

R. W. Ambler, commander; J. P. Staska, senior vice commander; H. P. Brady, junior vice commander; J. P. McCauley, adjutant, finance officer; J. M. Moore, service finance officer; B. H. Lindstrom, chaplain; D. Ferguson, A. Hjortvang, sergeant-at-arms; W. Roesler, E. P. Taube, C. Neisner, T. McCarthy, L. J. Page, executive committee; T. E. McCarthy, B. H. Lindstrom, J. P. Staska, delegates to Cook County council; E. P. Taube, H. P. Brady, L. J. Page, alternate delegates to Cook County council.

The above officers, together with the appointed officers will be installed at the regular meeting, on October 17, 1930. This will be one of the big meetings of the year. All ex-service men are invited to attend.

Comrade V. Cullo, 1719 N. Long Avenue, was the winner of the drawing, held in connection with our annual meeting.

The adjutant has a supply of 1931 membership cards, and attention is directed to the following:

The National Constitution was amended at the Omaha convention to read: "Annual dues shall be payable October 20 of each year, beginning with the year 1926."

See the adjutant at the next meeting, or dues can be mailed to J. P. McCauley, 7749 Vincennes Avenue (South Shops).

J. P. McCauley, Adjutant.

# Auto Perils Due to Lack of Control

## *Failure of States to Require Inspection of Machines Public Menace*

Marlen Pew, one time militant newspaper publisher, now editor of Editor & Publisher, urges all fearless newspapers to combat the highway accident evil.

Responding recently to an inquiry from a publisher as to what kind of a crusade would be a good one to increase his circulation, Pew said:

"Every newspaper in the United States, in my humble opinion, should be militant for a reform of conditions permitting the reckless slaughter of men, women and children on public highways of the states and in city streets by automobiles and trucks. It is the most brutal chapter in American history and we all stand by as if helpless. Indeed, it seems to me that we have grown callous to the violence of the road and are only concerned when disaster overtakes persons in our immediate circle. The story of the automobile, driven off the curb into a telegraph pole by another recklessly handled car, or by a hoggish truck, with one or more persons torn to bits by the terrible impact, has become so commonplace that we read without any feeling of pity, shame or indignation. The whole tragic story of automobile disaster, unfolding day by day, has become so familiar in every city and town that I wonder if most people do not satisfy their interest by glancing at headlines, unless the victims happen to be friends. The popular attitude is that nothing can be done about it, so why bother. And I have noticed, while touring, that persons will pass wrecks without even pausing to give a hand while others more curious will stop and gape at the victims, yet offer no aid. A newspaperman of my acquaintance came on a wreck in a Long Island road recently in which three cars were destroyed, due to an intoxicated woman driver, and saw a crowd of a half-dozen men standing around the figure of a young man, lying face-down on the concrete pavement. Not one of the group would bend his back to lift the fallen brother. The reporter did lift the boy and he died in his arms. This is a ghastly travesty on civilization. The endless riot of speeders and dare-devils on public highways involves women and children as deeply as men.

"Any fool may drive an automobile. He may speed a ton and a half of steel and glass, a projectile hurled at 50 miles or more per hour, on bearings bathed in oil, over hard-surfaced roads littered with other cars, yet may have no lights, only worn-out brakes or patched tires which may blow at any moment. I suppose there are some communities that compel reasonable inspection of cars and that demand some reasonable standard of ability on the part of a driver, but broadly it may be stated that the laws are wholly inadequate and enforcement is about on a par with that of the Eighteenth Amendment. American road manners have become a major scandal. Nowhere else in the world are men and women taking such chances on chopping each other up on the road as are we Americans. Recklessness is glorified. To do an injury to a person while driving on an English road is a serious matter. You are in real trouble with the authorities. Criminal negligence of the worst sort goes unwhipped in this country every day and thousands of times per year. Everyone knows, but few seem to care, that 20 Americans are killed in automobile accidents every year for every 100,000 population, the greatest single source of violent death in this country. The aggregate of fatalities and injuries in ten years makes our World War casualties seem trivial.

"Is this nothing for the American press to get excited about or fail to expose? I do not say that it would immediately prove a popular crusade, since it would interfere with the bloody activities of a quite high percentage of the population, but it is something that seems to me to call for action by the independent press which usually can be relied on to act when government fails. I believe, by the same token, that it would become popular and that newspapers which fight for safe streets and roads ultimately will win the deep appreciation of a vast number of people, at least the thinking class. This automobile condition will not stand analysis. It is not rational. It is a good deal more than a phase of man's effort to adjust his life to the machine age. It has to do with speed mania, and our growing indifference to human life and private rights, and is also keyed to a ruthless profit motive. The silence that has accompanied the growing horror is in part accounted for by the fact that cars had to be sold, every patched wreck resold, and that the public demand was for speed. So far as the truck and bus are concerned, their toll of human life is ghastly, the justification lies much in the realm of profit. It all seems weirdly cock-eyed and brutal to this writer and I believe newspapers will some day show government how the evil can at least be checked."

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### Rules of the Road

It is related that, after the locomotive had smashed a flivver at the crossing, a flapper rose from the wreckage, practically uninjured. The engineer and others gathered around.

"Why in the world didn't you stop when you saw the train coming?" asked the engineer.

The flapper was indigant.

"I sounded my horn before you blew your whistle!" she told him.

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"And that will be enough out of you," remarked the surgeon as he stitched the patient together.

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### If You Believe in Signs

Sign in bathroom in the corner boarding house:

PLEASE CLEAN TUB
AFTER BATHING
LANDLADY

# SURFACE SERVICE MAGAZINE

*Published Monthly by*

**Chicago Surface Lines**

**231 South La Salle St.**

**CHICAGO**

**Volume 7** **October, 1930** **No. 7**

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


## *POWER OF THE PRESS*

The September issue of SURFACE SERVICE raised an editorial cry for a crusader who somehow might put an end to the disgraceful defacement of trolley poles and lamp posts in Chicago.

There was an altogether unexpected response to this appeal. The Chicago *Evening Post* was first to enlist in this most worthy crusade. Two days after SURFACE SERVICE was distributed the *Post* carried an editorial under the title "Pock-marking the Lamp Posts," roundly scoring the candidates for public office and others for making illegitimate use of these public structures for their selfish benefit. "Any man seeking public office," the editorial concluded, "should find some other means to secure it than by breaking the law. Proof of guilt is blazoned today on thousands of lamp posts and trolley poles of the city."

The matter was considered of sufficient importance to have Commissioner of Public Works Wolfe interviewed by a *Post* reporter demanding to know what steps the city would take to clear away the mess and prevent the further misuse of city and public utility property. The Commissioner issued a warning that the placarding of the down-town district must cease and said that the Commissioner of Police would be requested to issue orders to arrest all violators of the ordinance prohibiting the attachment of advertisements to trolley poles and lamp posts.

Then, wonder of wonders, the *Evening American* fell in line with a plea of guilty in the following language:

"A number of newspapers have been guilty of using the poles for advertising purposes—one the Chicago Evening American. This newspaper realizes, however, that its own telephone pole placards add no more to the beauty of Chicago than do any one else's, and hereafter its enthusiastic circulators will refrain from sticking them up."

And then public meetings began to be held voicing the protests of indignant citizens against this ugly, small town form of advertising, demanding that the candidates remove their hideous, floppy banners which in some instances covered or concealed the white "stop" bands on trolley poles at street intersections. It was intimated that there would be thousands of citizens who would refuse to vote for any candidate who thus brazenly violated a city ordinance.

Finally on the night of the recent heavy storm real crusaders got busy and about one-half of the loop was restored to its normal condition. This made the remainder of the territory and the outlying areas more conspicuous in their ugliness and the cleaning up movement may be extended.

## *PERSONAL SERVICE*

Every time a conductor is of assistance to a passenger even in the smallest way he is giving a demonstration of personal service—a very important feature of the duty owed to our patrons. As pointed out by the "Vepcovian," the company publication of the Virginia Electric Power Company, "it is agreed that personal service put into an operator's job not only made for better public relations and consequently, for better patronage of the cars and busses, but that the operator himself benefited personally. It was contended that the street car or bus operator had perhaps more opportunity than any other employee in the organization to develop friends among patrons of the cars and busses through these little personal services; that every friend thus made was an asset to him, for, said they, the more friends and patrons we have of our service the more secure can we feel that we are going to have a steady job, since a transportation system must have regular and friendly patronage to survive.

"Personal service to the patron reflects personal interest in his job on the part of the operator, and with this spirit permeating all operators, the downward curve in the Transportation industry should soon show a turn upward.

# Encourage, Not Discourage Riding

## *Every Courtesy Should Be Shown to Intending Passengers— Blue Island Leading*

On September 30, 1930, the cumulative standing of the sixteen depots in the Courtesy Contest is as follows:

| | | Disc. | P. U. | Trans. | Q. S. | Total | Cmnd. |
|---|---|---|---|---|---|---|---|
| 1 | Blue Island.. | 7 | 2 | 7 | 2 | 18 | 4 |
| 2 | Lincoln ..... | 14 | 4 | 9 | .. | 27 | 12 |
| 3 | Lawndale ... | 14 | 6 | 10 | 3 | 33 | 5 |
| 4 | 69th ..... | 32 | 15 | 13 | 9 | 69 | 40 |
| 5 | Archer ..... | 36 | 21 | 34 | 13 | 104 | 29 |
| 6 | Kedzie ..... | 47 | 17 | 28 | 12 | 104 | 14 |
| 7 | North ..... | 70 | 30 | 53 | 18 | 171 | 23 |
| 8 | Armitage .... | 23 | 14 | 13 | 2 | 52 | 6 |
| 9 | Limits ..... | 18 | 5 | 21 | 2 | 46 | 8 |
| 10 | Division ..... | 30 | 5 | 23 | 12 | 70 | 6 |
| 11 | Cot. Grove .. | 40 | 18 | 24 | 1 | 83 | 21 |
| 12 | 77th ..... | 81 | 26 | 47 | 26 | 180 | 40 |
| 13 | Elston ..... | 24 | 6 | 17 | 5 | 52 | 10 |
| 14 | Noble ..... | 22 | 10 | 16 | 2 | 50 | 3 |
| 15 | Devon ..... | 73 | 29 | 42 | 14 | 158 | 41 |
| 16 | Burnside .... | 33 | 8 | 29 | 9 | 79 | 9 |
| | Total ..... | 564 | 216 | 386 | 130 | 1296 | 271 |

The total chargeable complaint analysis, by month, for the same period is as follows:

| | Disc. | P. U. | Trans. | Q. S. | Total | Cmnd. |
|---|---|---|---|---|---|---|
| May ..... | 166 | 50 | 125 | 37 | 378 | 69 |
| June ..... | 113 | 44 | 68 | 30 | 255 | 46 |
| July ..... | 92 | 31 | 86 | 20 | 229 | 63 |
| August ..... | 100 | 49 | 60 | 14 | 223 | 52 |
| September ..... | 93 | 42 | 47 | 29 | 211 | 41 |
| Total ..... | 564 | 216 | 386 | 130 | 1296 | 271 |

**By C. H. EVENSON,**
**Superintendent of Transportation**

It is the duty of trainmen always to do everything in their power to encourage riding and to see that riders are treated in such a way as to give them a pleasant impression of our service.

At this time particularly, when street car riding, like every other business, is showing a marked decrease from normal, it is highly important that no one be discouraged from riding street cars and that every effort be made to accommodate anyone who wants to ride. This has been impressed upon the men in talks by division superintendents and other officials, who have emphasized the importance of conductors and motormen being on the alert for intending passengers.

To slam the doors in the face of a person about to board a car is not only discourteous, but very unprofitable. While he may wait for the next car if he is going a long way and dependent upon street car service, it is not unlikely that he may decide to walk or to use some other means of transportation and his business be lost to the Surface Lines. Naturally, experiences of that kind will give him an impression of the service which will not be good for street car business.

If motormen and conductors will watch for intending passengers and give them an opportunity to board the cars, they will be contributing to improved service and increased revenues. And, of course, the number of men employed by the Surface Lines depends upon the amount of business the company has.

About 50,000 trips are made each day by Surface Lines cars. If only one passenger is picked up on each of these trips in addition to the usual riders, it would mean 50,000 additional passengers a day. It is easy to understand, therefore, that a little exertion and alertness on the part of every motorman and conductor may result in a large increase in business.

Aside from picking up additional business, special effort should be made now, as always, to keep the business we have and the way to do this is to render such efficient and courteous service that riders who could easily use some other means of transportation will decide in favor of street cars.

In this connection it might be helpful to have the views of passengers on the faults of some of our trainmen.

A passenger wrote to the management the other day on this subject. He mentioned a conductor on a Lincoln-Wells car in particular, declaring that he is about the most nervous person he ever saw.

"Before he gets to a crossing," the correspondent said, "he starts to mutter to himself,

'All aboard! Hurry up! Come on! All aboard!' and when passengers get on he acts so nervously that he gets women, old men and children nervous. There is no such necessity for this nervousness by him in attempting to chase passengers like so many chickens. Let him take it easy, as the passengers are stepping lively enough to make very fast time in getting on and off of the car and there is no necessity for his nervous remarks.

"Now then, since he is so very anxious to have everyone move so swift, let him take a dose of his own medicine.

"Why is he so slow to get to taking care of the trolley while going through the tunnel? He has been watched for over a month and he has never once in all this time gotten the rear window open once and held the trolley cord while going through the tunnel, but he was always sure to bluff about looking at his bunch of transfers so that he could be inside of the car while going through the tunnel. I have watched him daily for a month, and on and off for over a year at various intervals and it is always the same bluffing. In the winter, it is a bluff to be inside of the car instead of watching the trolley cord. He will fool with the register or the transfers just so long as he is inside through the whole tunnel, then when he gets near the end of the tunnel he gets out on the platform and touches the window to bluff some more.

"Since he is so much in a hurry to hustle passengers, let him do a little honest hustling of his own accord."

This passenger also made this general observation:

"As the nights are getting dark early, many conductors will not turn on lights while going through the loop and while under the elevated structure evenings and a passenger must sit in the semi-darkness all through this trip until way past Kinzie Street before one can look at a newspaper. I feel that you should bring this subject to their attention. We are entitled to lights."

There is considerable complaint that cars too often drag along at a snail's pace. Of course, this sometimes is necessary to maintain proper spacing on the street, but it often is made necessary by motormen rushing ahead of schedule and then finding it necessary to slow up.

Courtesy and efficiency are no more essential now than they always were, but it is a good time to impress their value upon everyone.

# Pleasant Words for Kindly Deeds

## *Letters of Appreciation from Passengers Who Have Received Personal Service from Trainmen*

Conductor A. Johnson, Badge No. 10144, and Motorman C. Hosang, Badge No. 3347, of 69th, are commended by Mrs. W. C. Schoen, 2910 W. 60th Street, for their courtesy and kindness.

Miss Mary Norton, Gladstone Hotel, thanks Conductor Patrick H. Mulligan, Badge No. 11060, of 69th, for his courtesy and patience in helping her look for a ring which she had lost.

Conductor Franklin Campaigne, Badge No. 12072, of 77th, paid the fare of one of his passengers who was without funds some months ago. That passenger, Elmer S. Pipes, 7559 Lafayette Avenue, now writes informing us of the incident and expresses his appreciation of this conductor's kindness and generosity.

Miss Winifred Bryan, 513 W. 57th Street, praises Conductor E. J. Henry, Badge No. 12220, of 77th, for his honesty in turning in an envelope which she had left on his car.

Miss Helene M. Mendocha thanks and praises Conductor W. R. Lee, Badge No. 12374, of North Avenue for his courtesy in changing a five dollar bill which she tendered for her fare and in addition informing her as to how she might reach her destination.

Mr. Edgar Pope, 431 S. Wabash Avenue, while a passenger on the car in charge of Conductor E. H. Thieben, Badge No. 12576, of Burnside, tried to close one of the windows but coulld not succeed. This conductor noticing his unsuccessful efforts came in, without being requested, and closed the window. Mr. Pope considers this very kind and thoughtful on the part of this conductor and wishes to thank him.

Mr. L. Summer, 188 W. Randolph Street, praises Conductor H. T. Gerloff, Badge No. 13138, of Devon, for his kindness in advancing his fare when he discovered that he was without change.

Mrs. H. Vogt, 3833 Lake Park Avenue, commends Conductor W. G. Smith, Badge No. 13164, of Archer, for his admirable trait of keeping his temper when several boys wrought enough mischief on his car to cause it to be turned in at the barn.

Mr. K. B. Reynolds, 724 Winona Avenue, thanks Conductor Harry Pfrommer, Badge No. 13368, of North Avenue, for his kindness and thoughtfulness in paying his fare when he found that he was without funds.

Mr. H. Olson, 6349 S. Kedzie Avenue, commends Supervisor George Zimmerman, of Archer, for his many acts of courtesy towards him.

Mr. Geo. Zollner, 4534 N. Bernard Street, thanks Conductor Earl Willis, Badge No. 13412 of Devon for his kindness in paying his fare when he found that he had but six cents in his pocket.

Mrs. A. Taisley, 5335 S. Wabash Avenue, praises Motorman J. W. Crossan, Badge No. 3039, of 69th, for his courtesy in holding his car in order to allow several women passengers

to board his car, although he had already been given the signal to proceed.

Mrs. Guy Foster, 6800 S. Union Avenue, commends Motorman C. A. Nicodemus, Badge No. 6819, of 69th for turning in her purse which she had lost.

Mr. C. C. Poensch, 4528 N. Racine Avenue, compliments Motorman Joseph E. Griffen, of Kedzie, for his kindness toward the crippled and blind passengers that board his car.

Mr. C. Larson praises Motorman L. L. Farber, Badge No. 11079, of Devon, for his efficiency in helping the crew of another car in getting their car to operate after something had gone wrong with it.

Miss M. E. Knight, 4446 N. Damen Avenue, commends Conductor W. Lowry, Badge No. 3686, and Motorman A. Winiecki, Badge No. 12685, both of Division, for their efficiency and courtesy.

Conductor Thomas E. Renison, Badge No. 1150, of 77th, paid the fare of Mr. D. A. Patterson, 340 W. Huron Street. Mr. Patterson wrote to the general offices thanking this conductor for his kindness and thoughtfulness.

Mr. Elmer A. Daniels, 258 N. Garfield Avenue, Hinsdale, states that he tendered a five dollar bill in payment of his fare to Conductor P. Hanly, Badge No. 1732, of Kedzie, and received a one dollar bill and the balance in silver as change. He entered the car and sat down, and a little later this conductor entered and asked him for the silver and gave this man three one dollar bills saying, "This will lighten your load." Mr. Daniels appreciates this conductor's unusual courtesy.

Miss E. Tremble, 830 Oakwood Boulevard, states that she must use a cane because of injuries she had suffered some time ago, and while a passenger on the car in charge of Conductor James J. Maloney suffered a slight accident and was unable to leave the car alone. This conductor had her ride to the end of the line, summoned a taxi and escorted her to her home. She considers this very courteous on his part and warmly thanks him.

Miss Theresa Gorman, 660 W. 64th Street, commends Conductor James Hester, Badge No. 5160, for the return of a mink neck piece which she had left on his car.

Mr. William Briggs, 1312 W. 108th Street, wishes to thank Conductor E. J. Maloney, Badge No. 5444, of 69th, for the return of a package which she had left on his car.

Mr. George Ross, 1638 N. Richmond Street, compliments Conductor D. M. Curtin, Badge No. 5716, of North Avenue, for his courtesy and kindness to his passengers, especially the small children.

Mr. William J. Brown, 6833 Halsted Street, comments favorably on Conductor Henry M. Brown's next appearance and on his courtesy towards a blind passenger that boarded his car.

"A Daily Patron" commends Conductor John McGreevy, Badge No. 6654, of Limits, for his courtesy towards a crippled old lady who boarded his car.

Mr. G. Abrams, Godfrey, Ill., found Conductor William J. Lyman, Badge No. 6808, of Limits, most courteous in answering questions and giving explicit directions as to where he should transfer so as to reach his destination.

Mrs. J. A. Ferguson, 1500 Flourney Street, praises Conductor Patrick J. Mahoney, Badge No. 8506, of 77th, for his courtesy and kindness.

Mr. W. R. Nolan, 7547 Union Avenue, compliments Conductor F. M. Ross, Badge No. 2858, of Lincoln, for his kindness and courtesy towards his passengers and especially towards the children.

Conductor E. Diem, Badge No. 4752, of Lawndale, assisted a crippled old lady to alight from his car and escorted her to the sidewalk. For this display of courtesy Mr. W. C. Holton wishes to commend him.

Mrs. D. Bowker, 64 Normal Boulevard, thanks Conductor A. W. Buhring, Badge No. 4998, of 69th, for his honesty in turning in a pair of spectacles which she had lost on his car.

## ROUNDING UP WITNESSES

### Elston-Noble Pushes North Avenue Out of First Place—Burnside and the Grove Move Up

Back in May, 1929, North Avenue pushed Elston-Noble from first place and since then has held on to that position by hard work and co-operation, but now Elston has come back after a period of sixteen months to attain first place again. Although North Avenue was nosed out by but a small fraction it was enough to send them down to second place. The average for the system dropped to a new low figure of 4.33. Now the question is, how long will Elston-Noble hang on to first place? We wonder.

Burnside has advanced from sixth to third place and Cottage Grove jumped from tenth to sixth place, while Archer, in fourth place last month, dropped to eighth place, tied with Devon-Limits for that position, both having a score of 4.00.

Detailed figures are as follows:

| | | Sept. | Aug. | July | June |
|---|---|---|---|---|---|
| 1. | Elston-Noble | 5.02 | 4.74 ( 3) | 5.39 ( 2) | 5.17 ( 3) |
| 2. | North Avenue | 5.00 | 5.15 ( 1) | 5.71 ( 1) | 6.11 ( 1) |
| 3. | Burnside | 4.98 | 4.47 ( 6) | 4.90 ( 4) | 5.41 ( 2) |
| 4. | L'dale-Blue Isl. | 4.94 | 4.93 ( 2) | 5.19 ( 3) | 5.08 ( 4) |
| 5. | 77th Street | 4.92 | 4.52 ( 5) | 4.77 ( 5) | 4.68 ( 7) |
| 6. | Cottage Grove | 4.33 | 3.88 (10) | 4.56 (10) | 4.87 ( 6) |
| 7. | 69th Street | 4.03 | 4.02 ( 7) | 4.60 ( 7) | 4.34 (10) |
| 8. | Archer | 4.00 | 4.55 ( 4) | 4.59 ( 8) | 4.62 ( 9) |
| 8. | Devon-Limits | 4.00 | 3.96 ( 8) | 4.16 (12) | 4.19 (11) |
| 9. | Kedzie | 3.70 | 3.95 ( 9) | 4.57 ( 9) | 4.64 ( 8) |
| 10. | Armitage-Div. | 3.58 | 3.23 (12) | 4.20 (12) | 4.10 (12) |
| 11. | Lincoln | 3.04 | 3.82 (11) | 4.66 ( 6) | 5.01 ( 5) |
| | Av. for System. | 4.33 | 4.34 | 4.81 | 4.83 |



**A National Wedding in Czechoslovakia, Taken by Joe Hecht.**

# Departments and Divisions

### Accident Investigation and Legal

Frank R. Campbell of this department received quite a write-up in the Sunday, September 28, issue of the Chicago Tribune under the heading of "Who's Who on the West Side." After delineating his connections and work with the general improvement organizations of that vicinity, a feature of Frank's activities is mentioned which may be quite newsy to the readers of this magazine. It is mentioned that Mr. Campbell has five roque championships to his credit; that he was the founder and first president of the Austin Roque Club. We learn that Frank's percentage of winnings for this year is so high at this stage of the game that he could break two or three insteps and all of his mallets and still retain the championship for the year. There may be other roque champions in the company. Where are they?

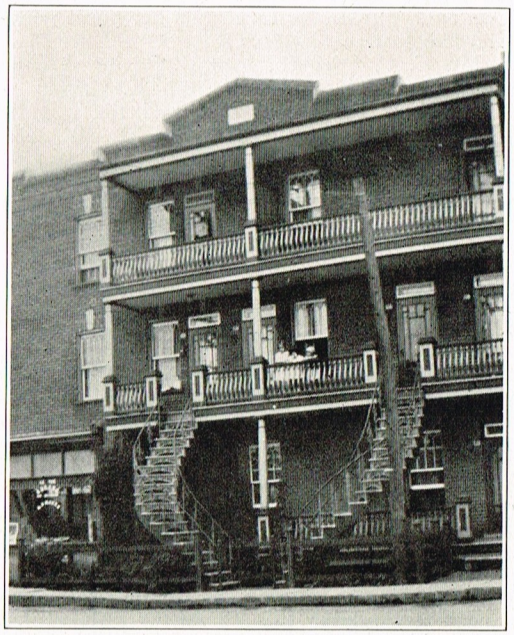


**Mr. and Mrs. Vong.**

Gus Vong, who has been in the employ of our company for thirty-seven years, the last twelve in this department, was united in marriage to Mrs. Emma Larsen on September 18, 1930. Mr. Vong and Mrs. Larsen kept company in their youth and are now brought together again for the long journey of life. They started another long journey on October 4, via the Gripsholm, the new motor liner of the Swedish American Line, at which time they left New York for Gottenberg, Sweden, intending to take in Carlstad, the old home town, Stockholm and other places. A radio from the "Gripsholm" Oct. 9 read: "Mid-ocean, sailing along fine, feel O. K. Regards to all."

Miss Edith Riddle of this department will long remember her first visit to the Club House tank, on the evening of September 25th when she slipped on the wet cement pavement in our tank room at the club house and took a heavy fall, sustaining a severe injury to right cheek bone and eye and thumb and index finger of left hand.

Mrs. Vivian Abt of this department took an



**Mrs. Abt Brought Back This Snap of Typical Middle-Class Homes in Quebec.**

extended summer vacation by auto with Mr. Abt to Montreal and Quebec, in Canada, and



**Frigate Constitution—"Old Ironsides," Snapped by Mrs. Abt in Boston Navy Yard.**

Bar Harbor, Me., Boston, New York and Washington and on their return they covered eight hundred and fifteen miles in a day and

a quarter, their itinerary calling for about six hundred and twenty-five miles in one day.

### Accounting

Let us introduce Miss Florence Jacob our new stenographer. We hope she likes us and her work.

Upon the resignation of Mrs. Harriet Thompson of the stenographic department on Saturday, September 13, her friends presented her with a beautiful gift.

On Friday, September 12, between the hours of 5:30 and 6:00 P. M., Miss Marie Simonsen of the Pay Roll Department had the honor of broadcasting harmonica solos from station WENR.

Miss Elbe Dedic showed wonderful club spirit by disposing of 49 tickets for the Boat Excursion held on Sunday, September 7, 1930. The committee in recognition of her cooperation presented Miss Elbe Dedic with a useful prize. T. F. Coan.

### Engineering

Hugo Schmidt intends to get one of those midget cars to use for driving to his favorite miniature golf course.

Mr. and Mrs. Clarence Keily and R. J. Rumatz spent their vacation in the pine woods of northern Wisconsin hunting and fishing. They reported game very scarce, and the fish were also on a vacation.

General Foreman Sokovich, of the Northern Division, has been confined to the Alexian Brothers Hospital for some time, due to a fractured leg caused by being struck by an automobile while at work. We hope he has fully recovered and back at work when this magazine is issued.

We are glad to see Fred Acker with us again after a severe attack of lumbago. If all that back ached at once, Fred certainly had some pain. Transit.

### Electrical

Our department was well represented at the Public Speaker's Convention at Decatur on September 16th by the following members: R. Callahan, H. Chadwick, John Rietz, Rolland Rogers and Wm. Schenck. All enjoyed the trip and brought back many new themes for public expression.

Mr. Wm. G. Becker has our sympathy in his recent affliction but we hope by this time he is feeling better than ever before.

Ray Callahan spent an enjoyable vacation visiting in Elkhart, Indiana, with his "in-laws."

Our sympathy is extended to Phil O'Grady in the loss of his father, who had reached the ripe old age of eighty-three years at the time of his death.

A. Hanson, inspector for the Electrical Department, spent his vacation with his sister at Ludington, Michigan. On his return he said he had a happy and restful visit while there.

September 23rd was a big event in Henry Richter's life—reaching a half century of success and happiness. Congratulations from your many friends with the sincere wish that you live to enjoy another fifty years. Thanks for the cigars.

Who said that John Rietz cannot sleep in a berth? Did any one hear him snore or was that rumble from Decatur?

Bill Ternes is back from Canada. There are rumors floating around that his Thirty Dollar Ford is "For Sale," but with its present reputation it will cost about Eighty Dollars now.

Our best wishes are extended through Roy Walsh to his wife, with the hope that she may soon regain her health and strength after her recent operation.

Fred Shurke has our heartfelt sympathy in the loss of his brother. "Billy"

### Shops & Equipment—North & West

**West Shops:** Mr. Ben Phillips spent his vacation in Scranton, Pa. He was accompanied this year by Mr. Louis Conrad, who also visited in Washington, D. C.

Getting acquainted with the streets in Chicago is the way Ed. O'Bid spent his vacation. Ed comes from LaSalle, Ill.

**Kedzie:** Tony Shadboris, repairman, just returned from a three-months' vacation touring Europe. Tony says he is sorry he could not bring any Cognac back and give the boys a treat.

Our foreman, Mr. W. Krueger, and Assistant Foreman M. Jensen, are both Cub fans, and feel badly about the outcome of the series, but they both wish the Cubs better luck next year.

E. Warchol, storekeeper, has gone in for miniature golf in a big way. He says it improves your putting. Sometimes!

The boys all wish a speedy recovery to Charles Muller, as well as Sam Fiorita and Andy Dugan, and hope to see them back on the job soon.

Great news, folks! Ernie Seefeldt's lizzy still runs. Jane V. McCarthy.

### South Shops and Carhouses

Our sympathy is extended to Tony Rudes and family on the death of his wife. The funeral Monday, September 22, was well attended by fellow workers.

M. Gorman recently returned to work after having been laid up for a period of two weeks. He claims an old leg ailment necessitated his taking ultra-violet ray treatments.



**Joe Hecht With a Family Group in Czechoslovakia.**

F. Kulovitz no longer is interested in playing baseball. While playing ball last August he broke his finger and as a result he is still home recuperating.

C. Buckley, thought the Cubs should have won the National League pennant. In fact he was so sure that he already made plans to see the Cubs play the Athletics in the opening game at Chicago. Now he don't even think they will win the City Series.

Jules Graiser is down-hearted because the nine little Cubs failed to win the coveted first place, but feels the Cardinals deserve the honor. He still has hopes for a City Series Title. Hack Wilson is his favorite home run hitter.

J. P. McCauley.

Dennis Hickey, machinist's helper at our West Shops, who was struck by an automobile on September 15th, passed away on September 30th. He had been employed at our West Shops since 1911, and was 61 years of age. Our sincere sympathy is extended to his bereaved family.



**Karlstejn Castle Built in 1338, Snapped by Joe Hecht.**

### Schedule and Traffic

In the latter part of August, Supt. F. A. Forty made the trip to Yellowstone National Park to see nature's wonders in the Rocky Mountains.

L. M. Traiser and his school chum made a trip by auto, visiting all the large eastern cities and other points of interest.

The sympathy of the department is extended to Miss L. E. McCormick, whose brother passed away during the month of September.

By the time this column appears some of the guessers in the department on the World Series, will be explaining why they guessed wrong on the result.

The consensus of opinion seems to be that Ted Cowgill ought to move into Chicago; Cicero evidently does not agree with him.

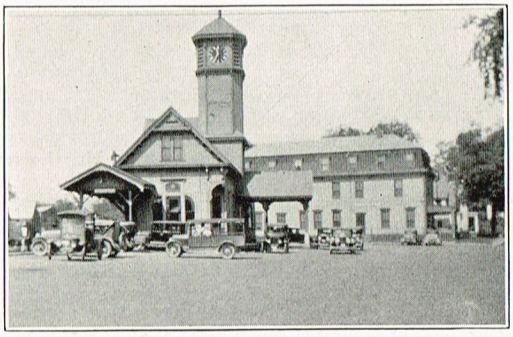
Geo. Weidenfeller.

### Material and Supplies

Edith Newton was married to Malvern Anderson on October 8. The wedding took place at the St. Martin Church, Midway and Waller avenues. We extend our best wishes to the happy couple.

Carl Erickson has been transferred from the South Shops to Grand and Leavitt. We wish him continued success in his new position.

R. E. Buckley.



**This Proves There Is a Town of Skowhegan, Maine. Evidence Submitted by Mrs. Abt.**



# Around the Car Stations

### Cottage Grove

The report of the Witness Contest shows our depot almost in sixth place. This advance was largely due to an appeal through this column to secure more witnesses in case of accidents, to be liberal in passing out cards, also assist a fellow trainman when he is unfortunate enough to have an accident of any kind. More of this spirit will enable us to climb even higher in the list.

The Cottage Grove S. and A. Club will hold a stag party (for which this depot is well known) sometime at the end of this month. A committee has been appointed to interview several promotional managers to arrange for an entertainment far finer than any yet put on. The club officers are also making arrangements to purchase some new equipment including a new pool table, so don't fail to see the secretary, H. W. Kennedy, and pay your dues

A large number of our trainmen are on the sick list and would appreciate a visit. Any of the clerks will gladly furnish the address of our sick men.

Motorman D. Johnson, our oldest trainman in point of service who has been home for several months sick, sends his kind regards to all the boys. Dave, our wish is you will soon be restored to health again.

Motorman Andrew Swanson, another of our old time men who has been ill for a long time, comes around the depot occasionally but is unable to work on account of weakness in his legs. He spends most of his time beautifying his home surroundings. The trainmen wish him a complete and speedy recovery.

Motorman John Foley, who was operated on in St. Bernard's Hospital, is now at home improving slowly. We wish for a speedy recovery.

Conductor J. Hirzsiefer has been sick for several months but we are pleased to hear is on the mend and expects to be at work again in a short time. We hope for complete recovery.

Motorman John Thompson has been confined at Speedway Hospital for several months and would appreciate a visit.

Conductor H. A. Schollian was welcomed back to work again after being home 4 weeks with sciatica.

A baby boy weighing 8½ pounds was born to Mr. and Mrs. Leon Look on Monday, September 29, at 2 P. M. Mrs. Look is the daughter of Motormon Albert Grohn, one of the most popular motormen on 39th Street. Mother and baby are both doing splendidly. Motorman Grohn was recently presented with a beautifully worded card and a box of fine cigars by some of the girl employees of the B. Heller & Co., 39th and Calumet avenue, in appreciation of his courtesy in waiting for them. when going to and from work and asking him to pick on 39th Street again. Moral. It pays to be courteous.

It is with deep regret we record the death of Conductor Richard Byrne on October 12 and his body was laid to rest in Mount Olivet Cemetery October 15.

Dick Byrne came to work for the Chicago City Railway Company in 1887 and for a number of years was conductor on 55th Street night car and enjoyed the company of a large circle of friends, his genial disposition will be missed by a large number of trainmen.

To his immediate family the trainmen extend their heartfelt sympathy.

J. H. Pickin.

### Burnside

Poor Mike has had more bad luck with the hounds. The other day the kennels caught fire and the fire department was called. When the captain was informed that three of the dogs died he wanted to know if they died of starvation.



**Conductor N. C. Jense of Burnside on His Farm in Iowa.**

We see our friend Jacobsen is now sporting another new Ford. Keep off the poorly lighted street when parking because next time, "J. M.," they might take more than your transportation.

Before you reset your watch next year be sure to get some good advice from Motorman Moran. If you take Pat's advice you will be here on time.

Motorman George Hein wants to know if he would be allowed to wear stilts. He says they can't tell whether he is sitting down or standing up when operating his car.

Once more Motorman Robinson announces the arrival of a baby girl on September 14 at 4:20 A. M. "Dorothy Jean" if you please. Papa Robinson says that on September 14 he had a 4:20 show up. Mother and baby doing fine. Congratulations.

On August 30, 1930, Marcus and Marcella tied the knot. We wish you all the luck Mr. and Mrs. Beaudoin and your full share of happiness.

W. F.

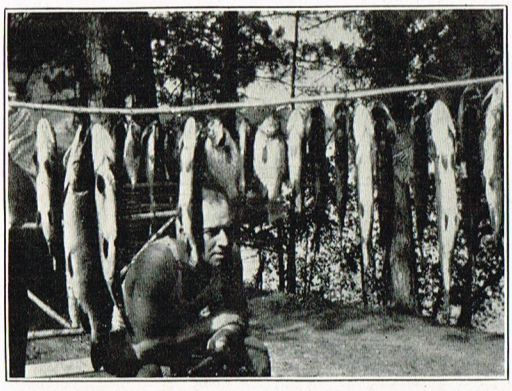
### Seventy-Seventh Street

Friday evening, September 5, 1930, the club held its annual election in the club rooms and the following officers and directors were elected

for the ensuing year. Pres. Joe F. Matern, Vice-Pres. Tom Beggan, Treasurer George Miller, and Secretary O. T. Duncan. Directors, Bill Sullivan, Harry Barry, John Barry, John Cassidy, John Natelborg, Mike McKenna, Pat. McCarthy, John Doody and Phil O'Malley. Following the election a smoker was held which was enjoyed by all.

Conductor Jim Shaw and Motorman H. Madsen spent their vacation at Eagle Bend, Minn. The boys state they had the most wonderful luck fishing, but as usual, no evidence.

Babies. yes, indeed. Here are the additions to the Surface Lines family. Conductor W. E. Donnellan, a girl; Motorman Stanley Kawalec, a boy; Motorman B. Bogers, a boy, and Conductor F. A. Moutelle, a boy. Congratulations and may your tribe increase.



**Conductor Earl Bedore of 77th With an Early Morning Catch at Tomahawk, Wis.**

Conductor J. E. Murphy No. 1 and Motorman W. J. Hayward spent their vacations touring Canada and returned with the same glowing account of their trips.

In the witness contest, we are staging a comeback by increasing our average to 4.52 witnesses per accident and advancing to fifth place. With the new picking in effect and a change of seasons coming soon, we suggest that the crews formulate a plan of action in case of an accident. Speed in obtaining the necessary information often obtains witnesses while idle talk delays the cars and irritates the passengers, who later on will refuse your request for their names for this reason alone. Remember it takes (6) or more to put this contest over.

A number of our trainmen are touring Europe this year. Motorman E. J. Edgecomb is sightseeing in England; Motormen M. Coughlin, Motorman W. Redican, Motorman J. McLaughlin and Conductor Barney Kielty are doing likewise in Ireland. By the way, Barney is coming back with a Colleen from Kilarney. Congratulations, Barney, old top.

Conductor E. J. O'Dea has become a benedick this past month. Here's wishing a world of prosperity for E. J. and his bride.

Trainmen who have passed through operations lately and who are now confined to their respective homes include Motorman J. F. Grady, Motorman H. W. Hoff, and Conductor A. J. Yanowsky. A little visit often works wonders, so let's go. Motorman T. Doyle No. 1 is now confined at Holy Cross Hospital after having passed through an operation and Conductor J. E. Lane is convalescing at home after an attack of pneumonia. We wish all our sick boys a speedy recovery.

Our old stand-by, Motorman J. Hogan, and Conductor J. P. Kerrigan, are having a great time down at West Baden, Ind., climbing hills and everything.

Conductor S. A. Webster suffered an injury while on duty but we are pleased to say S. A. has returned to work again O. K. With the snow season about to come upon us, let us keep this accident in mind.

Conductor Pat McCann suffered the tragic loss of his son, Officer Wm. McCann, and an ex-conductor of our depot, killed while in the performance of duty. Pat's host of friends extend their profound sympathy to the bereaved relatives in the hour of sorrow.

With the accident prevention content seven months on its way, we stand within a stone's throw of being first or to be exact, fifth place, only 1.31 points behind. You will note our monthly average since February for which our superintendent, W. A. Bessette, is indeed proud. February, 87.70; March, 88.11; April, 88.33; May, 89.00; June, 89.75; July, 90.18; August, 90 30.

Here are two things that will help us wonderfully. Going slow over intersections, thereby eliminating boarding and alighting accidents as well as cut offs also fast stop and starts. The next months are Hoodoo months, therefore, the utmost cooperation is necessary to continue climbing. Let us be a silver car booster for the rest of the year.

During the past two months, the following relatives of trainmen have been called to the Great Beyond: Mother of Conductor J. Kennedy, mother of Conductor J. P. Green No. 2, and father of Motorman E. J. Willette, also Conductor G. T. Breen and Motorman George Zimmer. To the bereaved relatives this division extends its sincere sympathy in their bereavement.

Madame Ludmilla of international ballet fame, better known to old timers as Miss Jean Kaley, daughter of Conductor Chas. Kaley of 77th Street. Miss Kaley suffered a painful limb fracture while performing in London, England, but we are pleased to say, is having a rapid recovery in Sunny Italy.

C. A. Gylling.

### Sixty-Ninth

Conductor J. T. Herbert has joined the South Park Police and R. Michaels the fire department. They have our wishes for continued success.

Conductor T. J. Cashin has received a post card from Nancy Carroll and he is very proud of same. She told him that it grieved her greatly to be so far away from him, etc. We cannot give you the exact date as yet.

Receiver T. H. Calkins motored to Virginia and reports a beautiful drive en route. Motorman W. H. Behrend and Motorman J. D.

Coates have each motored with their families as far as the Black Hills and each say they would enjoy the trip again. Conductor M. J. Hayes went to Kansasville, Wis., and claims he got rested up by walking and reading and reading and walking.

Division Four expresses sympathy to Conductor L. Brichta upon the loss of his father.

Conductor M. Burke was married to Miss Kitty Daly on September 14, 1930. The boys wish them happiness.

Introducing our new statement clerk, Mr. Charles K. Duncan, who is no relation to The Duncan Sisters by the way and says he prefers to be called just "Charley".

Watch forthcoming events: Some one has said it is time 69th Street is having another real Entertainment and Dance. Get set for something soon.

Conductor C. E. Crowley is wearing a broad smile being the father of an 8-pound girl, born September 7. Mr. and Mrs. J. W. Murray also are very proud of their new arrival, a girl, born August 27, weight 7 pounds 15 ounces, while Clerk Arthur Nygren boasts that their baby daughter, "Jean Frances," weighed 7 pounds 8 ounces on the date of its birth, August 11, and will become a dancer and musician

Introducing our new clerk, S. P. Norman, who made a sensational hit at the Trianon ballroom on September 7. Attaboy Normay.

We were sorry to learn of the death of B. F. Strickler, former conductor and file clerk at 69th, during the past month.

Conductor L. A. Manor, badge 11478, run 136, deserves honorable mention for the efficient manner he handled a sitution at 63rd and Austin when he noticed that the tongue of the facing point switch was broken. He immediately notified the dispatcher and remained at the switch to slow down the cars which followed, thus avoiding any possibility of an accident. When relieved by Mr. Walsh, he resumed on regular schedule, although he lost his lunch time.

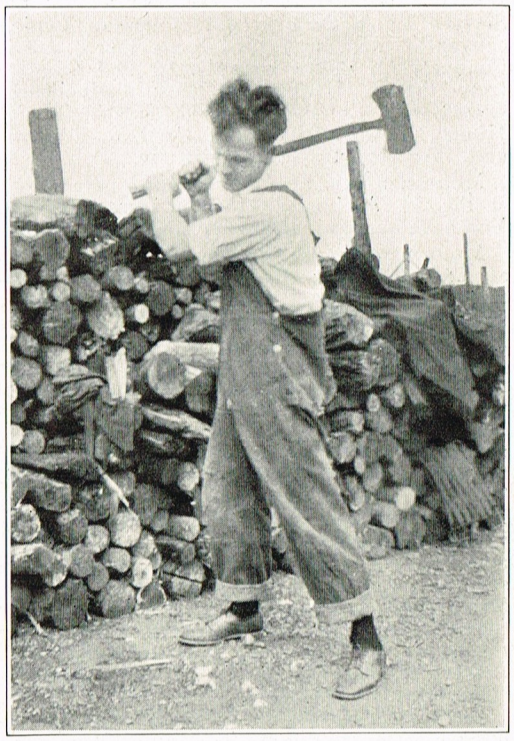
W. L. Pence.

### Archer

One of Archer's old veterans, Motorman M. Conway, commonly known to the boys as "Foxy Mike," took thirty day leave of absence to visit his sister in Boston, Mass., where he reports a reunion of his early days together with a wonderful visit with his sister. Mike says he has decided from now on each year he is going to vacation to Boston.

The boys of Archer Depot extend their sincere sympathy to Conductor F. W. O'Hotzke on the death of his sister who died September 25, after an operation.

Archer Depot bowling in the Central Manufacturing League at Peterson's Alleys, 35th and Archer Avenue, won the first three games, bowled on Tuesday, September 16. Conductor Ed. Hurley, Captain; Al. Potraz, Geo. Kreith, Joe Eickendorf and Dick Rossman got 2,707 pins. Rossman anchored the team with 634. Team No. 2 started a week later in the league competition and struck a tough night. They turned in 2,500, but lost two of the three games. This team is composed of W. Haase, W. A. Zelis, W. Tokarz, W. Kamien and the old anchor, Pete Slice, a member of the champions of three years ago, when Archer team won the "King" trophy. Team No. 2 has promised to show Team No. 1 how to get pins next week. The boys shoot at 9:00 P. M. every Tuesday evening.



**Conductor Anton Bernard of Archer Playing "Woodpile Golf"—Fore!**

Conductor M. J. Rogers had a very pleasant surprise when his mother, sixty-four years old, arrived in Chicago from County Waterford, Ireland, with a nephew sixteen years old, Tuesday morning, September 16. This was a happy event for M. J. who signed off for several days to celebrate.

Conductor Tom M. Kamba met with an accident Tuesday morning when both his legs were taken off by a fast moving train. He was taken to the County Hospital where he died Wednesday. Funeral services from his home Saturday, September 27. Tom leaves a wife and four children. The boys of Archer extend their heartfelt sympathy to his bereaved family in their hour of sadness.

Motorman George Pleuler broadcasts the arrival of a bouncing 8½-pound baby boy, George, Jr., by name, who made his way into the Pleuler family Thursday, September 4. George, Sr., is quite chesty these days.

Conductor M. McKillop recently received word from Ireland that his father crossed the Great divide. The message came to Harry like a bolt from the sky for he had intentions of having a trip back home this coming spring

to visit his father and the soil from which he hailed. The boys extend their sympathy on this said occasion.

Conductor Anton Bernard, wife and son, motored down to the old farm house down on the farm near Fifield, Wis., where he spent his vacation with his mother and father.

Archer Depot was well represented by the Surface Lines Post to the American Legion convention held in Aurora, September 6 and 7. Conductor J. P. Staska attended as a delegate from the S. L. Post. Other distinguished guests were Conductors T. G. Sulaski, R. M. Minich, J. A. Hetenyak and Clark R. R. Stennett. All report a wonderful time.

Motorman Richard Wolff was operated on at the St. Anthony's Hospital September 29. You have our best wishes for a speedy recovery.

Motorman W. F. Stuebner junked his auto at Elkhorn, Wis., Sunday, September 14, returning a few days later with a right bang up-to-date new Ford. Can you beat Bill when it comes to spending money?

An addition to the office force of Archer Depot. Animals, dogs, cats, various varieties and assortments, lost articles of all descriptions including lost children have been turned in, but never before did we have a parrot, a bird of fortune enter the portals of the lost and found. The first week of September, Conductor E. J. McCarthy turned in a parrot. Polly is a marvel and a pet of the office, she is a well groomed and highly educated, can tell your fortune in several languages. Every effort through various forms of advertising including broadcasting over the radio have been tried to locate its owner, yet the owner we have failed to located. Mr. D. F. Bowles has become father to Polly at least he is paying his meal ticket.

Conductor Joseph B. Langkin recently underwent an operation for sinus trouble at the German Deaconess Hospital. Last report he is coming along nicely and the operation proving to be a success.

Their is an art in betting, see Conductor T. J. Buchanan for information and Motorman W. J. Sutherland for stake holding.

Another fishing place is heard of from Conductor Joseph Weyer who spent two weeks at Lake Wabeasa, Wis., where he claims to have caught a pickerel thirteen inches long weighing four pounds.

Too much McCarthy and a mistake in identity to which DUSTY owes an apology. Last issue it was stated Conductor J. E. McCarthy was the proud DADDY of a baby boy, his first offence. The error is, instead of his first offence, it is the fourth. J. E. is now the proud DADDY of two bodys and two girls. You are doing well, J. E., don't lose the combination.

Golf note—The foursome which represented Archer Depot in the golf tournament at Big Oaks Golf Club, brought home the bacon as the men of Archer usually do. Conductors A. E. Hinz and S. A. Kopton did not finish in the money, but Conductor J. T. Wach with a twelve-stroke handicap and Conductor W. G. Smith with a ten, tied for second low net with a score of seventy-five and received six Kro-Flite golf balls each. They all reported a very enjoyable day and a wonderful dinner. The father of Al Hinz was a guest and was fortunate in winning the guest prize. After the boys told of the wonderful time they had, eight others went out to get in shape for the next tournament.

Our deepest sympathy is extended to Conductor A. T. and Motorman C. H. Wenk on the death of their mother who died September 13, at the age of 80 years, after an illness of five years. Interment Mount Hope Cemetery.



**Conductor G. J. Gleeman With His 161-Lb. Sword Fish Caught at Catalina.**

Conductor T. J. Buchanan returns after a trip of thirty days to Canada, down the St. Lawrence River via boat from Prescott, Ont., shooting the Lachine rapids stopping at Montreal, also visiting Quebec and the famous shine of Sainte Anne De Beaupre. Just stop T. J. any old time, he is always ready to tell of his trip.

Another stork story. Motorman E. J. Fitzgerald reports the arrival of Deloris Ruth, a 7-pound baby girl at the Fitzgerald home during the wee hours of the morning of September 15. E. J. and Deloris Ruth doing nicely.

Motorman A. J. Bessling accounting for his absence from work a few days back, explained the scratch he is carrying on his nose was done by his pet dog. His story may be true, but his explanation not cherished by all.

The dear mother of Conductor Paul Burandt

died suddenly September 4. Paul, the boys extend their deepest sympathy to you at this sad hour.

Our receiver, Matthew B. Deiters, stepped off Saturday, September 20, and took upon himself Martha Gauger, to be his wife. The wedding was celebrated at the home of the bride's parents under the great oaks. After a delightful luncheon on the lawn, the young couple left via auto to the Black Hills of Dakota. Home after October 5. Congratulations are extended to the adventuring young couple. May true love, happiness, success and all the trifling things that go with it to make the happy home be at your disposal.

Hick - a - minicka - honicka-zonk-ta-boom-da-lolly-hoo! Motorman Frank Runowski, reports the arrival of a little stranger, a bouncing baby girl, by name Geraldine, who made her way in the Runowski home on Friday, September 12. Frank we congratulate you, and may the next be a boy.

One of our popular young clerks, Ray Stennett, known to the boys as "Red," spent three days of his vacation at the convention of the American Legion after which he motored to Niagara Falls with his mother, sister and brother.

The extra men are looking hopefully to the arrival of fall, since there seems to be a sort of a general understanding that fall will find conditions picking up and the beginning of the end of the long drawn out depression will be over soon.

Kenneth Williams, one of our night clerks, commonly known to the boys as Willie, after having had several bad cases of tire trouble on the highways, where it was necessary to get out and get under, has purchased a membership in the Chicago Motor Club. He now expects to avoid tire trouble and discomfort in changing tires.

Dusty.

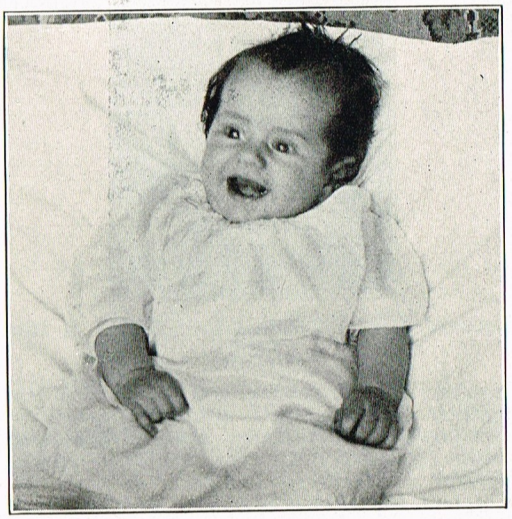
### Blue Island

We all wish to extend our sympathy to the family of Receiver David Jones, who passed



**Alvin, Son of Motorman H. Schwarzbach of Blue Island.**

away with a heart attack on Sunday, September 14th, 1930. His death was sudden and he worked the day before and was in the best of spirits. Mr. Jones started in the street car business in June, 1889, and will be missed by all at Blue Island Depot.



**Violet, Daughter of Clerk Elmer Riedel of Blue Island.**

We also wish to extend our sympathy to the following in their hour of sorrow:—T. Ward the loss of his daughter and E. Malik the loss of his father.

Conductor C. Rogalinski was presented with a 7¾-pound girl on September 13th. Congratulations.

We welcome to Blue Island Depot Wm. Edelstein our new Assistant Receiver and Jas. Tucker our new transfer Clerk.

Our Tranfer Clerk Nick Hodan was promoter and transferred to Lawndale Depot. We wish him good luck in his new position.

C. P. Starr.

### North Avenue

Mr. Solberg spent his vacation with friends in St. Louis and Green Bay, Wis., motoring to and from both places.

Conductor Walter Kinsella is papa to a young lady who arriveed September 21. That makes two girls for Walter and another boost for Austin.

Conductor Stephan Schwartz and wife spent a few days looking over the stock and poultry on his farm near Culver, Ind.

Sympathy is expressed to Conductor Richter in the loss of his mother.

Conductor Harold King and Motorman Bill Keadle are the prize fishermen of the month. They went out to Ruth Lake. They told their wives to fill up the bath tub and not to buy any meat for supper as they would bring home plenty of live fish. They took a pound of steak and a pound of liver for bait. Six hours later they returned with the fish alive in one can. One bullhead and one sunfish. Canned beans for supper and this is a true story.

It was a tough summer for our rabid ball fans. The boys clustered around the loud



**Leonard, Son of Conductor C. Devine of Blue Island.**

speaker daily following the fortunes of the fighting Cubs in their ups and downs. It certainly was a sad day when Bruins were finally counted out. We doubt if Spinka, Wright or Henderson will ever be the same. Cheer up boys, there is another year coming.

We will have to perk up a bit in our witness getting as our last average was much below the general accepted North Avenue standard.

On his return from work Sunday evening, September 28, Bus Operator C. Tillman found a surprise party waiting to honor him on his birthday. Good eats and a jolly time. They played authors and pin the tail on the donkey. Receiver Forbes won the prize in the last mentioned game.



**Richard, Grandson of Conductor H. Schwabe of North Avenue.**

Some of us remember when we won the first Accident Prevention Contest Trophy and we have hopes of winning another soon though our standing at the present is rather sad to contemplate. On the other hand, the difference in percentage points between the leaders and ourselves is not so great as to be hopeless. Our trainmen and operators are as good as any in the system and we mean to start our climb at once and prove our contention. Watch us go!

Conductor George Gersch and his dad, R. Gersch, picked together for the next three months. That is keeping the job in the family.

Conductor Wm. Reinke was badly hurt while holding up a lever switch and will be laid up some time. Keep your eyes peeled on these switches, lads, as long as so many motorists don't.

Conductor Alex. Graham, one of our real timers is in the Keystone Hospital recovering from a nasty fall from his car. He was getting along nicely according to last reports.

Our flower boxes are still in bloom at this late date which speaks well of Jack Gillen's care and good choice of plants this year. Many of the manufacturing plants in our district have taken the cue and dolled up their properties with well looking lawns and boxes this year. All of which not only give pleasure to passers-by but give an added value to the property.

And let's get more witnesses.

C. A. Knautz.

### Noble

Conductor J. Harezin and Motorman Julius Prochnow will have to make different arrangements for doing the family washing on Mondays as they are not working together starting October 1.

Our executive board member, G. Cook, Conductor J. Donat and Motorman R. Moran all made a trip down to the city hall for marriage licenses and to them we extend our congratulations.

Conductor Sullivan Guide has another addition to his family, this time a baby boy. We did not have to get Sullivan off the street this time.

Supervisor A. Neurauter is still a Cub fan even though they failed to win a pennant. He was assigned to be the undertaker for the Cubs funeral which was to be held at the White Sox Chapel but we do not know if he showed up or not. Maybe he did not have a stiff hat for the occasion.

Conductor A. Petterson and our night foreman, John Foster, went duck hunting and the only thing they could hit were the decoys.

We are in third place in the accident prevention contest but not far from the top and a little extra effort during the month of October ought to bring us back to the top.

C. Demoure.

### Lincoln

The conductors seem to have the lead in the proud and happy fathers this month. A 7½-pound boy born to Mr. and Mrs. A. Nadler, August 29; a 7½-pound boy born to Mr. and Mrs. A. Pfifer; a 7¼-pound girl born to Mr. and Mrs. C. Kaizmarck, September 2, and a 7½-pound boy born to Mr. and Mrs. L. L.

Smith on September 10. Congratulations and best wishes to the mothers and babies.

Motorman H. B. Fisher met with a peculiar and painful mishap on Sunday, September 21, when he accidently fell into one of the pits at the station. He was taken to the Alexian Brothers' Hospital and is now recovering from a broken rib and broken wrist.

Motorman W. Sickenger is at the Alexian Brothers' Hospital suffering with a broken wrist he received when he was struck by an auto at Lincoln and Wrightwood as he was alighting from a street car on Friday, September 26.

Another of our men, Motorman Dick Born, while out in his own machine with his family was struck by another machine on Sunday, September 28. Mr. Born was taken to the hospital where he is recovering.

H. Spethman.

### Limits

Mr. A. Poore of the Limits won name and fame by winning the low net of the Chicago Surface Lines' Annual Golf Tournament, Dr. Fanning winning the gross. A banquet was held at which Supt. C. H. Evenson expressed the desire to see more trainmen participate in future golf tournaments. We take great pleasure in congratulating Mr. Poore and hope that next year he will do it all over again. Bobby Jones comes from Georgia, while A. Poore comes from Kentucky, so you see if you want real golfers Dixie has them.

Your correspondent, with his wife and mother-in-law, has just returned from a 2,644 mile tour of the south. From Chicago to Covington, Ky., then to Lexington, visiting that scenic wonderland—the Palisades of the Kentucky and Dix Rivers, on through the blue grass country to Louisville, south through the mountains of Tennessee, with their whispering pines:

As they gently sway
They seem to say,
"You-all hurry back
To that mountain shack
Where girls so fair
With hair so rare,
With eyes so blue
And hearts so true
Are waiting for you.
You come to stay?
That's mighty fine.
Now don't go 'way,
No suh! Not even for a day."
But with a sigh,
We say "goodbye."

Then southward bound through Birmingham, Ala., whose mighty steel mills are a living testimonial of the industrial awakening of the sunny southland. Ever south through cotton fields, passing cotton gins and cotton mills, on through pine-clad southern hills, then—

"Across Mobile's moonlit bay
Where sheltering palms softly sway.
As foreign lands lend enchantment to the sea,
So the lights glisten and gleam, and somehow they seem
Like Kipling to say, "Come you back to Mandalay."

Westward on the Old Spanish Trail along the Gulf of Mexico, through Biloxi, Chicago's winter playground, and then New Orleans, the city of romance, sunshine, flowers, palm trees and southern chivalry. All too soon we were Memphis-bound, then in Arkansas, "With rocks and rills, and Ozark hills," and so with regret we say "goodbye, Dixie; hello, Chicago."

E. G. Rodgers.



**Rudolph Mikiticic, Limits Motorman, With His Grandson, Taken at Diamond Lake.**



**"Strong Man" Steve Ivich, Section Foreman, Track Department, in a Family Group.**

★★★ ★★ *Another Big Event* ★★ ★★★

# "A DAY AT THE RACES"

Saturday, October 25, 9 P. M. (Sharp)

**AT THE CLUBHOUSE**

Shoot Your Bank Roll
Try to Pick the Winners
(*Prizes*)

## Also Take a Chance at KENO

You May Be Lucky
(*More Prizes*)

**Dancing to CHRIS. MELDGARD'S ORCHESTRA**

Wonderful Music
Come On, Everybody!
Put Down the Date—Let's Have Some Fun
Admission by Special Ticket
(See Your Director)

**SURFACE LINES CLUB** - **J. V. SULLIVAN**, *Chairman*

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