SURFACE SERVICE MAGAZINE

VOLUME 7 November, 1930 NUMBER 8



Thanksgiving

WE thank Thee for this place in which we dwell; for the love that unites us; for the peace accorded us this day; for the hope with which we expect the morrow; for the health, the work, the food and the bright skies that make our lives delightful; for our friends in all parts of the earth, and our friendly helpers.

Give us courage and gaiety and the quiet mind. Spare to us our friends, soften to us our enemies. Bless us, if it may be, in all our innocent endeavors. If it may not, give us the strength to encounter that which is to come, that we be brave in peril, constant in tribulation, temperate in wrath, and in all changes of fortune, and down to the gates of death, loyal and loving one to another.

— *Robert Louis Stevenson.*

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 7 NOVEMBER, 1930 No. 8

Honoring the Flower Growers

Banquet and Entertainment for the Employes Who Made the Gardens Grow Last Summer



The Surface Lines have been fortunate in having at each of its car stations, shops, supply yards and terminals, men with a natural love of flowers and to this group is due the fact that the company's properties were beautified with floral displays all during the summer.

A year ago just before the close of the season the men who make the gardens grow were transported in special buses to some of the large estates in the western suburbs and there given an opportunity to inspect the work of the professional gardeners who devote their lives to beautifying the landscape.

This year our group of floral experts met with the management in the Crystal Room of the Hotel Sherman where a

special banquet and entertainment was provided for them on the night of October 22. Tables were arranged for eighty in groups of eight and as a preliminary to the entertainment a dinner was served that had received the personal attention of Maitre Spieler; and just after the diners were seated and Mr. Hamilton had extended a brief introductory welcome to the men Mr. Wilkie read the following lines dedicated to "The Men Who Make the Gardens Grow":

The men who make the gardens grow
Are the kind of men we like to know
They're earnest, friendly, honest, wise
They have a kindly look in their eyes
These men love Nature—love her posies—
Pansies, larkspur, dahlias, roses—
And so do I, but not the same—
I only know their common name:
A flow'r's a flow'r—no more—to me
But not to these wise birds. You see
They know the scientific names
Of all the slips in the hot-bed frames.
They raise fine flow'rs from bulbs and seeds
They know their individual needs
And now they'll demonstrate tonight
Just what they've raised as an appetite.

The earnestness with which the dinner was attacked was a satisfactory demonstration of the perfection of the appetites which had been raised for the occasion.

At the conclusion of the dinner Vice-President Richardson expressed his pleasure at meeting the men who had done so much for the properties of the company. He praised them for having shown the true spirit of neighborliness in making the various buildings and grounds attractive features of the community and inspiring an ambition on the part of residents of the neighborhood to give greater care to their own dwellings and parkways to conform to the example set by the surface Lines gardeners. The result was a distinct gain to everybody and it was a gratification to know that men whose normal daily activities were exacting and difficult were willing to give much of their own time where it was necessary to landscaping and gardening of the highest order. He said it showed a fine determination to bring about satisfactory results under unfavorable circumstances and with handicaps that would have discouraged men who did not have the spirit to win. He expressed the hope that during the season of 1931 the accomplishments of 1930 would be surpassed.

Plans for 1931

Mr. Hamilton on behalf of the Garden Committee outlined the plans for C. S. L. Garden Inspections and Method of Awarding Ribbons for the 1931 Season:

There will be three inspections made by the C. S. L. Official Garden Committee. The first inspection during the period May 15th to 25th; second, July 5th to 15th; final inspection August 25th to September 5th.

Gardens are to be grouped and classified as follows, and blue and red ribbons are to be awarded to the best and second best gardens in the various groups:

First Group—Carhouses whose enclosed area permit extensive plantings of beds, borders, and lawns.

Second Group—Carhouses, enclosed area of which permits only a limited planting of beds, borders and grass plots.

Third Group—Carhouses whose opportunities are restricted to beautifying parking strips.

Fourth Group—Carhouses whose plants are restricted to window boxes only.

Fifth Group—Loop and station plantings.

Sixth Group—Substation gardens and plantings.

Seventh Group—Isolated flower beds or plantings not otherwise classified.

Eighth Group—Particular excellence in growing any certain variety of flower. In making this award consideration will be given to heighth of plant, number and size of blooms, condition of foliage, etc.

There followed a series of colored moving pictures of gardens and autumn landscapes in picturesque sections of the country with a special showing of the budding and blooming of various flowers that were fascinating in their beauty. One of the amusing cartoon comedies displaying the difficulties experienced by young "Mr. Fly" in wooing and winning his loved one supplied the comedy of the evening.

The projection of the pictures and the musical accompaniment was provided by the Acme Sound Products under the direction of Messrs. Clarence Altemus and William Schenck.

Throughout the dinner and before the screen exhibition a string orchestra played a program of favorite selections.

Following were the guests of the management:

Shops and Equipment—Cottage Grove: J. Gamen, W. Lamont; Burnside: R. Nebelsiek, W. Walker; 77th Street: F. W. Meyers, T. Arendt; 69th Street: J. Keane, M. Lane; Archer: R. W. Short, J. Caulfield; Lawndale: C. Simpson, A. Martikonis, H. Butcher; Blue Island: H. Hale, H. Siekert, T. O'Brien;

Kedzie: W. Krueger, L. Keag, T. Murphy, E. McKee; North: J. Gillen, E. Kuehfuss, W. Hoey, P. Sullivan; Armitage: H. Keller, D. Striker, J. Liski; Division: J. Schwartz, J. Laing, C. Ristow; Elston: W. Goddard, L. Nystrand, T. Rohr; Noble: E. Phillips K. Wasseto, S. Krifos, M. Dore; Lincoln: A. Bollinger, A. Anderson, D. Shay; Limits: G. Chamberlin, C. Holzschuh, L. Gawlik; Devon: P. Radke, E. Anderson, J. Grolig, M. Brown.

Engineering—Building Department: Hugo Schmidt, Superintendent Buildings & Drafting; F. J. Koza, Chief Draftsman; E. Deane, Archer & Cicero; Raymond Amble, Archer & Cicero; Patrick Roach, 44th & Kedzie. Track Department: E. Nelsom, Track Foreman, Madison & Austin; H. Brindle, 80th & Vincennes; T. Govedarica, Milwaukee & Imlay.

Utility: D. Furguson, 39th & Halsted.

Electrical—J. Urquhart, "B" Electrician, Grimm Avenue Substation, James Elliott, Chief Operator, 44th & Kedzie Substation.

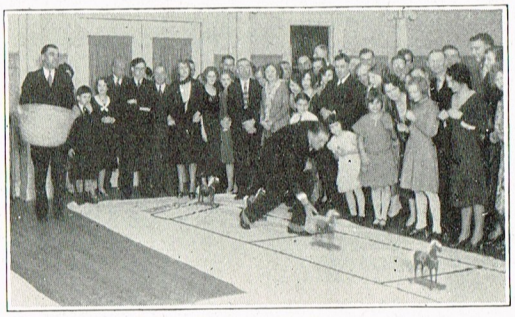
Transportation — Supervisor William Heise, Archer Depot.

"A Day at the Races"

One Grand Round of "Sporting Events" at the Club House—List of Winners

The local racing season came to a close with a grand flourish at Surface Lines Clubhouse Saturday evening, October 25. The event was known as "A Day at the Races" which was somewhat akin to "A Night at Monte Carlo" that attracted so many betting fans a year ago. Another feature was the playing of Keno in an adjoining room.

The racing event had been well advertised and drew a full house. At 9 o'clock the betting booths were opened and there was a rush to place bets on favorite stars of the turf. A canvas covered about one-fourth of the dance hall floor, and as the excited patrons crowded around the "track" they saw six horses lined up at scratch. The signal was given and the impatient horses were on their way. With each throw of the dice the horses were moved forward or back, amid the cheers or groans of the bettors. Finally horse No. 4 crossed the finish line and the first list of winners were announced. Similar proceedings marked the five following races, and it was observed that horse No. 4 had been the lucky choice in two out of six elimination events. There were then 156 patrons who held winning tickets and had the privilege of betting on the Derby, the seventh event. Great was the excitement as choices were being made for the winner of this race because prizes were to go to the lucky ones. No. 1 and then No. 5 took the lead and it was a neck and neck struggle until the last hurdle had been crossed when No. 4 forged to the front and was led proudly before the judge's stand. Twenty-four lucky men and women held the winning ticket.



A Thrilling Moment at the "Races."



Keno Devotees.

Meanwhile Dr. Fanning was holding forth as master of ceremonies at the Keno table in the south room. This table seated forty patrons and was crowded with a changing group as the games progressed. The excitement over this event was little less than that provoked by the races. It was hard to maintain silence as the chairman called numbers, and whenever "Keno" was shouted by a lucky player, groans of disappointment came from all sections of the room. This was kept up till twenty games had been

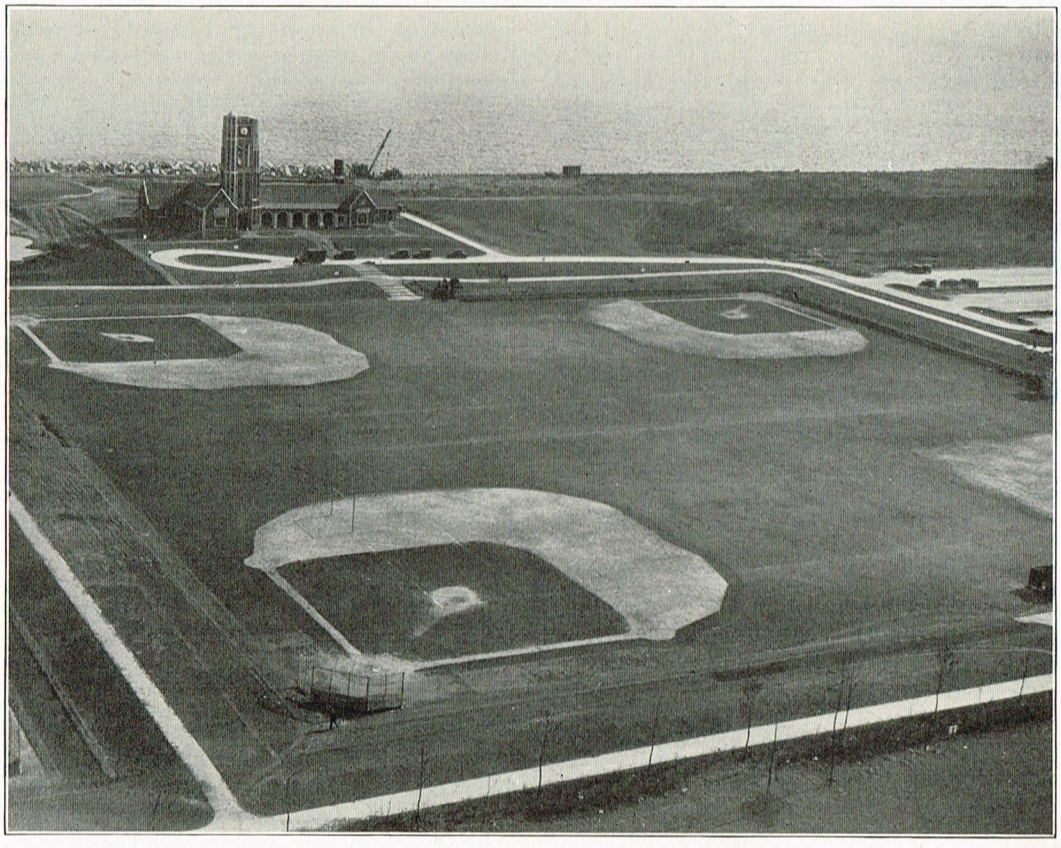
played, and the chairman decided to "call it a day."

For those who sought relief from the gambling spirit Chris Meldgard and the Harvey Yellow Dragons furnished delightfully snappy dance music throughout the evening. The refreshment room also was used to the limit.

Credit for successful handling of the races must be given to the committee composed of Messrs. Andy Martin, Tom Coan, W. C. Wheeler, Nick Deutsch and Arthur Johnson. Dr. Fanning's associates in putting over the Keno games were John Hewitt and Arthur Johnson.

Winners of the Derby race were. Men —H. Kirkman, Ed. Evans, E. L. Neumann, John Oberbillig, Chas. W. Mix, R. H. Charleston, Harold Eberling, Gilbert Luzzo, H. F. Wheeler, E. Wilcox, George Theilman. Women—Mrs. J. J. Fitzgerald, Mrs. Jas. Urquhart, Ruth M. Knapp, Mary Wiley, Helen Baar, Mrs. R. Johnson, Jane Van Dreese, Marie C. Sullivan, Mrs. F. Fielding, Mrs. Milton Van Dreese, Mrs. Rolland Rogers, Bessie Oberbillig, Emily Nugent.

The lucky players at Keno were: Men —Clarence Hosang, H. Holger, John Retzler, Roy Westphal, E. E. O'Neal, Bernard F. Kaczmarck. Women—Leona C. Boisvert, Virginia Schoentgen, Mrs. Clarence Hosang, Ruth Ford, Loretta Doyle, Harriet Collins, Mrs. E. Jarvis, Agnes V. McCormick, Helen Iversen, Lucy Crowley, Kay Clancy.



View of the New Baseball Diamonds in the Lincoln Park Extension.

An ant was gazing longingly at the carcass of a dead horse when a rum runner's car passed. A case of liquor bounced off the car and the bottles broke. The ant immediately proceeded to quench his thirst. Then grabbing the dead horse by the tail, he shouted lustily: "Come on, big boy, we're going home."

Professor (in ethics)—"I will now lecture on liars. How many have read the twenty-fifth chapter?"

Nearly all raised their hands.

Professor—"That's fine. You're the very group to whom I wish to talk. There is no twenty-fifth chapter."

Such a Pretty Race!

Look at the Standing in the Silver Car Contest—Striving to Reduce Accidents

Cumulative—February to October

First Place	Division	No. 11,	Lincoln	92.12
Second Place	Division	No. 10,	Elston-Noble	91.38
Third Place	Division	No. 1,	Cottage Grove	91.07
Fourth Place	Division	No. 4,	69th	91.00
Fifth Place	Division	No. 2,	Burnside	90.50
Sixth Place	Division	No. 6,	Lawndale-Blue Island	90.24
Seventh Place	Division	No. 3,	77th	90.14
Eighth Place	Division	No. 5,	Archer	89.47
Ninth Place	Division	No. 12,	Limits-Devon	88.44
Tenth Place	Division	No. 9,	Division-Armitage	88.32
Eleventh Place	Division	No. 7.	Kedzie	86.86
Twelfth Place	Division	No. 8,	North Avenue	86.20

October

First Place	Division	No. 11,	Lincoln	94.91
Second Place	Division	No. 4,	69th	94.36
Third Place	Division	No. 6,	Lawndale-Blue Island	93.90
Fourth Place	Division	No. 2,	Burnside	93.71
Fifth Place	Division	No. 12,	Limits-Devon	92.08
Sixth Place	Division	No. 3,	77th	90.80
Seventh Place	Division	No. 10,	Elston-Noble	90.79
Eighth Place	Division	No. 1,	Cottage Grove	90.51
Ninth Place	Division	No. 5,	Archer	89.92
Tenth Place	Division	No. 7,	Kedzie	89.57
Eleventh Place	Division	No. 9,	Division-Armitage	88.69
Twelfth Place	Division	No. 8,	North Avenue	88.29

By William Pasche
Supervisor, Accident Prevention

Operating and accident prevention meetings have been held in the past month in each of the sixteen stations. All were well attended, in fact, at some depots there were overflow crowds. The story was told how to improve business and at the same time prevent accidents. Mr. Evenson pointed out how riding could be improved through teamwork and alertness on the part of trainmen, being on the lookout for prospective passengers, and how, if a little time is lost by giving passengers plenty of time, the crews, by working together, can make it up. This talk also was a general summing up of the situation as it now is.

The writer in his talk stressed several points in connection with the prevention of accidents, reviewing the results of classifying accidents as "avoidable" and "unavoidable" during the more than three years of this work. Trainmen who have had chargeable accidents and who feel that they could not have been prevented were urged to request to have the cases re-opened either through the division superintendents or by coming directly to the general office.

"Accident proneness" was also touched upon. By this we mean men who are having what seems to be more than the number of accidents that a proficient operator should have—for instance, a motorman who has six or more accidents in one year. A careful explanation was given of how these men are found in the depot records, also what efforts are being made by the supervisory force to improve men whose records show that they are accident prone. It was also disclosed that many men who, during the

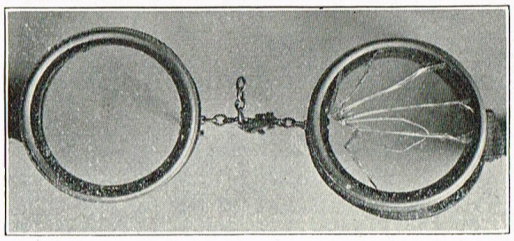
early period of this checkup were in that class had been entirely cured, and others had shown a decided improvement. This was accomplished by having the supervisory force ride with these men and when it was found where they were making mistakes they were shown how to avoid them. In many cases it was only necessary to call a faulty practice to the attention of the trainmen to have it corrected.

While it is possible for a man to have what seems to be a large number of accidents, all of which may be marked "unavoidable," it seems to the writer that in such a case there must be something wrong with his method. Just what is wrong is what we are trying to discover.

Teamwork between conductors and motormen not only gives a better service but it also prevents accidents and this is especially true as alighting and boarding cases. The writer has seen several instances where, when the car was at a stop, with prospective passengers running toward the rear end of the car to board, the motorman has tapped his gong, got the starting signal in return, and has pulled away, forcing the customers to choose between "flipping" and waiting for the next car. This kind of work on the part of the crew not only drives business away but also makes accidents possible. Any time which may be lost in giving passengers time to alight or board cars safely can generally be made up by a little extra effort on the part of the crew. That is what is meant by personal service. Rough operation was also dealt with in a manner which clearly indicated what happens when the power and air are improperly applied. Jerky starts and stops are responsible for most of the discomfort about which our patrons complain.

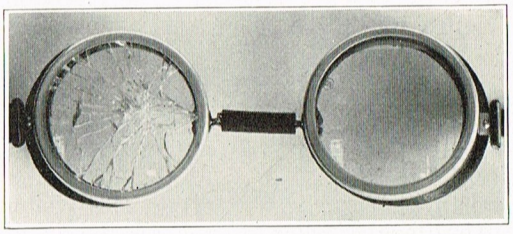
More Eyes Saved

We are glad to report two additional cases in which protective goggles have prevented the blinding of track men. The first fortunate man was M. Cunningham who was at work at Milwaukee and Austin on September 5th with a welding gang when a piece of steel from a rail joint struck one of the lenses with such terrific force as to shatter it badly. Several small particles of glass entered the man's left eye but were easily removed



and no serious injury resulted. It can be imagined what would have happened to the eye but for the goggles.

On October 4th, a colored track man, C. Wright, was working at State and 34th Street when a flying piece of stone struck and cracked the protective glass, but did no injury to the eye.



A general inspection of the track men at work where concrete is being broken or cold chisels and sledges are employed indicates that there is a general recognition of the importance of wearing the goggles that have been supplied by the company.



Al Krueger of North Avenue Bus Department Servicing One of His Bossies at Albia, Iowa.

"What is so rare as a day in June?"
"A charity bazaar in Scotland."

Courtesy Increases Business

Importance of Personal Service to Encourage Use of Surface Lines

On October 31, 1930, the cumulative standing of the sixteen depots in the Fourth Courtesy Contest is as follows:

		Disc.	P. U	Trans.	Q. S.	Total	Cmnd.
1	Blue Island..	9	2	7	3	21	5
2	Lincoln	17	5	9	..	31	14
3	Lawndale	17	7	11	4	39	6
4	69th	43	22	21	10	96	47
5	Limits	18	6	22	2	48	8
6	North	84	47	61	20	212	29
7	Archer	51	25	43	20	139	32
8	Kedzie	62	24	37	16	139	15
9	Armitage	32	21	18	3	74	7
10	Cot. Grove ..	47	20	30	4	101	26
11	Division	36	9	29	15	89	7
12	77th	99	31	54	29	213	53
13	Noble	24	11	16	2	53	4
14	Elston	25	7	21	7	60	11
15	Devon	84	30	46	16	176	46
16	Burnside	41	12	32	9	94	11
Total	.....	689	279	457	160	1585	321

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
October	125	63	71	30	289	50
Total	689	279	457	160	1585	321

By C. H. Evenson
Superintendent of Transportation

In these days of depression and unemployment when most any kind of a job is appreciated employes of the Chicago Surface Lines especially have reason to be grateful. While many other large corporations have reduced expenses by laying off employes the Surface Lines management though cooperation on the part of its forces has been able to avoid reducing forces in spite of a marked decrease in business.

There has been a highly creditable demonstration of interest and helpfulness by conductors and motormen who wherever their own family conditions justified it, voluntarily laid off for a day or more in order that the men on the extra list might secure a fair share of pay time. So successful was this arrangement that throughout the summer and fall extra men were able to maintain earnings on the normal average of apprenticeship pay.

The management has done and is doing its full duty to the men to protect them in the serious industrial situation which now exists. It is only fair, therefore, that trainmen do everything in their power to retain the business we have and to get more business, for only in this way can the company provide for payrolls. We should, for our own good, be interested in our jobs at all times, but no trainman can overlook the fact now that he has a good position and that it is incumbent upon him to justify the company in keeping him in that place. Men who left the train service years ago, either voluntarily or because they did not measure up to our standards, are trying to get back. At last they appreciate the value of these jobs when they did not properly value when they had them.

Much of the loss of business of the company is due to the general industrial situation, but it must be evident to any thoughtful man that some of this lost business can be won back by efficient service. The old idea that because street cars are on the streets people will ride them or not as they please, regardless of the service, is no longer tenable, if it ever was. There are too many other means of transportation. People will walk several blocks rather than take a street car if the car is not handy when they want it or if the service is not good.

Short-haul riding can be increased and the use of street cars in preference to other means of transportation can be encouraged in a number of ways.

One of the most obvious of these is in the maintenance of scheduled operation. The passenger expects to find a street car at a certain intersection at a certain time. If it is not there, or if

there is a "hole" in the service which makes a large gap between cars, he will not wait if there is any other way of getting to his destination. The number of taxicabs in the city has increased enormously. Many men have gone into the taxicab business because of lack of employment in other lines, and the taxicab companies and individual owners are using every means available for increasing their business. Taxicabs profit by interruptions in the flow of street car service. At every important intersection, they wait near loading zones in the hope of getting passengers who are discouraged in waiting for cars.

Passing up intending passengers has the same effect as delayed service. The taxicabs pick up many fares when cars fail to stop.

If schedules are interrupted, as they must be unavoidably at times, it is the duty of motormen to space their cars so as to avoid "holes" in the street. It is incumbent upon the motorman to be on the lookout for persons desiring to board his car, and the conductor should not signal the motorman to go ahead unless he is sure that no one is trying to get on board.

If by alertness and efficiency only one additional passenger is picked up on each run, as I stated once in a previous article, it will mean at least 50,000 additional rides on the Surface Lines each day. Every trainman by a little extra effort can greatly increase the total number of rides.

Quite as important as increasing the number of passengers is the stopping of leaks which deprive the company of many thousand fares every day, and the misuse of transfers is probably the greatest drain on company finances.

A great deal has been done in the past few months toward enforcing the rules in this respect. These rules must be enforced, of course, in a courteous and diplomatic manner. The conductor must use good judgment always. When, for instance, a passenger asks for a transfer after he has paid his fare and entered the car, the conductor should not refuse to issue the transfer, if he is convinced that the passenger is entitled to it and merely forgot to ask for it at the proper time. The purpose of the rule that transfers must be issued only when the fare is paid is to prevent fraud and not to punish the occasional absent-minded person.

In each case where transfers are either issued or refused because they were not asked for at the time the fare was paid, the conductor should courteously explain the rule of the company and its reason.

The same holds true in cases where persons obviously over 12 years of age attempt to ride on a 3-cent fare. Insistence upon the full fare must be made in as courteous and diplomatic a manner as possible.

In order to retain the business we have and to encourage new riders to use the service habitually, nothing is of so great importance as efficiency and courtesy on the part of trainmen, who should do everything possible to make passengers comfortable. The heating, ventilation and lighting of cars contributes materially to the comfort of the rider. It is the trainman's duty to see that these comforts are provided. Lights should be turned on whenever they are needed for the comfortable reading of newspapers.

Teamwork between motorman and conductor will be of great assistance in the improvement of service. Where each helps the other and both co-operate with the supervisor, good operation is sure to follow.

The man who really is interested in his job will go even further than this. He will not be satisfied with giving good service himself, but will be anxious to make suggestions to his division superintendent of ways in which he believes the company could improve its service to the public or reduce wastage in operation.

Trainmen's jobs on the Surface Lines not only are attractive now because of their regularity, relative high pay, good working conditions and insurance benefits, but under the terms of the new ordinance which will become effective as soon as the consolidation of the companies is completed, conditions will be even better, as the result of pensions for old employes and other benefits.

"How come you're working today? Don't you know what the Fourth of July is?"

"No, I'm not good at fractions."

Keeping 'Em Rolling

This Month Elston Is at the Top—Average for the System Nearly 25,000 Miles



Elston Carhouse, which was second highest last month, leads for the month of October, with 65,603 miles operated per pull-in due to equipment failure, and although this is not as high as last month's leader, they increased their percentage 46.8% over the preceding month. This is the second highest per cent increase of the month, the highest being made by Limits Carhouse, who moved all the way up to second place from twelfth last month, and made an increase in mileage per pull-in of 28,383 miles, or 123.5%.

Elston and Limits hold the record for zero days, each of them having 26 days without a pull-in due to failure of equipment.

Thirteen out of the sixteen carhouses averaged over 20,000 miles per pull-in, and seven show increases in percentages over the preceding month, as will be noted below:

Rank	Carhouse	Zero Days	Miles Per Pull-In for Oct.	Pct. Inc. or Dec.
1	Elston	26	65,603	46.8
2	Limits	26	51,365	123.5
3	Blue Island	21	35,276	42.8
4	Cottage Grove	16	33,151	38.7
5	Armitage	17	31,291	25.7*
6	77th Street	7	29,442	.4*
7	Noble	19	28,450	65.2*
8	Archer	10	28,371	4.5*
9	Burnside	15	27,923	14.0
10	Lawndale	16	24,491	6.3*
11	69th Street	3	23,594	.9*
12	North	2	20,637	31.4*
13	Division	9	20,240	5.3
14	Lincoln	15	18,978	10.7*
15	Kedzie	8	18,058	25.6
16	Devon	9	15,801	12.6*
		219	24,466	.7*

*Decrease.

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

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

First Radio Entertainer—"What's the matter, Joe? You looked bothered."

Second Radio Entertainer—"I am. I can't remember whether I'm an A. & P. Gypsy or a Michelin Man or a Flit Soldier or a Cliquot Club Eskimo."

More Way Back When

Early History of Chicago's Transportation—Horse, Dummy, Cable and Electric

To the Editor: In answer to your request for information regarding the dummy line on Cottage Grove Avenue, I can give you some information since 1882.

I entered the service of the Chicago City Railway Company about October 4, 1882 and worked in different positions around the Cottage Grove barn, such as taking care of stock (horses), pushing cars, clerking in the office and driving the wreck wagon for three years. From that I went on the road about September 29, 1891, as gripman, from which time my seniority dates.

The dummy ran on a single track from Oakwood Boulevard to 55th Street and Lake Avenue. The shed for the engine and cars was at 55th Street and Harper Avenue (then Jefferson Avenue). This dummy consisted of an engine and one coach on week days. Sundays, she carried two large cars or one large and one small cable cars. There were loading platforms along the line and on Sundays when the engineer saw passengers waiting, he sounded the whistle as a signal for the conductor to set the brakes. On busy days the cars carried a brakeman and as such I have acted myself. Later the brakes were operated by steam from the engine. At first there was a siding at 51st Street and Cottage Grove to allow trains to pass each other, but later when traffic increased, sidings were put in at 45th Street and Cottage Grove and at 55th Street and Cottage Grove. Then there were four trains in operation. The running time was thirty minutes each way. The fare was five cents to 51st Street and ten cents all the way. Some of the conductors were, Wm. Dart, Peter Stadelman, and a lad named Roach. I don't remember the engineers by name as they never came to our barn.

Sincerely yours,
PETER OHLSEN,
Motorman No. 1077,
Cottage Grove Depot.

(Editor's Note: We appreciate Mr. Ohlsen's very interesting letter and thank him for it.—J. E. W.)

The Old Storage Battery Line

Not many employes of the present company are aware of the fact that a street car system operated by storage batteries formerly served a considerable district in the southwest section of Chicago. The history of this old method of transportation was recently resurrected and it makes interesting reading.

It appears that the Englewood & Chicago Electric Street Railway Company was incorporated in 1893 and about that time certain interests connected with storage battery developments were anxious to make an experiment with this form of power in Chicago. Isaac L. Rice, one of the directors of that company, secured the services of Bion J. Arnold as consulting engineer. Mr. Arnold is now, and for many years has been, chairman of the Board of Supervising Engineers, Chicago. He worked with the management of that property and finally developed a system which began to operate about 1896. This line started at 63rd and Vernon Avenue and thence extended to South Chicago Avenue, to 71st Street, to State Street, to 81st Street, to Vincennes Avenue, to Morgan Avenue and thence west to city limits.

There was also a branch line running from 79th and Halsted to 111th and Sacramento Avenue. Altogether about 19 miles of track were used for this system. The batteries on the cars were charged every round trip at the powerhouse, Vincennes Avenue and 88th Street, and this was reported as having been done without delay.

After five or six years the question of renewing and replacing the entire battery equipment became a serious matter of discussion and it was determined by Mr. Arnold that the overhead trolley system of transmission could be installed at practically the same cost as renewing the old equipment. It was also Mr. Arnold's recommendation that the overhead system should be adopted in order that there might be a standard throughout the city which would lead to the de-

velopment of a general transportation plan. It was reported that this was the principal reason for abandoning the storage batteries which had proved generally satisfactory.

The original railway property was taken over by the Chicago Electric Traction Company in 1898 and was acquired by the Chicago & Southern Traction Company in 1904. The latter was taken over by the Chicago City Railway Company in 1912. Some of the information concerning this equipment was furnished by Mr. Arnold and the rest by W. H. West of 8536 South Green Street, who worked as a trainman on the storage battery cars in the early days.

Tunnel Operation

While the tunnels under the Chicago River are not used to a great extent at present for operation of street cars, there was a time when they were considered quite essential for this purpose. This was in connection with the use of cable cars. Except on the south side, it was essential to use bridges or tunnels when reaching the loop district, and while the first cable system was put into operation on the south side of the city in 1882, it was not possible to take these cable trains in the downtown territory from the north or west sides until the tunnels had been prepared for their use.

The Washington Street tunnel was completed in 1869 and was turned over to the company for cable operation in August, 1890. It was closed for lowering at the order of the United States Government in 1906 and it was reopened for use of trolley lines in January, 1911.

The La Salle Street tunnel was opened in July, 1871, and was turned over to the company for cable operation in 1888 and closed for lowering in 1906. It was not again put into service until July, 1912.

The Van Buren Street tunnel was completed about 1890 and was first used for cable lines in March, 1894. It was closed for lowering in 1906 and reopened for use of trolley lines in June, 1910. Again in May, 1915, it was closed owing to the need of lowering the west end on account of Union Station work. It was reopened in about one year from that date. The total length of the tunnels is as follows: Washington Street, 1,605 ft.; Van Buren Street, 1,514 ft.; La Salle Street, 2,000 ft.

120 YEARS OF SERVICE

Records of Gus Lund, George Wygand and Frank Minter, Posed on a "Bobtail."



Those who are familiar with street railroading in Chicago thirty-five years ago can appreciate the fact that the responsibility for good service was much more divided then that at present. Just one instance comes to mind, that of the switchmen during the cable days. Switching cable cars involved not only spacing the cars, but turning the tongue correctly in the switch and also the tongue in the slot as well. The importance of turning both the same way can easily be imagined. From the year 1888 until 1923, thirty-five years, Gus Lund had the duty of turning switches during all kinds of weather at Clark and Center and at La Salle and Randolph Streets. During all that time he never had an accident. In all, he has worked on the system for forty-four years. This is a record of efficient railroading that came about by showing close attention to duty, the kind that eliminates accidents.

In June, 1893, George Wygand started to work repairing cable cars at Armitage Depot. When the change to electricity came along he soon became an expert repairman specializing on air compressors. Good brakes are necessary to good railroading and Geo. Wygand knows his brakes.

Thirty-nine years ago Frank Minter came to work at Armitage Depot and for years was responsible for the condition of the sand. He has worked at odd jobs about the depot and today takes pride in seeing that the place is clean and in order.

SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 7 **November, 1930** **No. 8**

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

CONSIDERATE FIREMEN

Every time there is a fire on or near a street on which Surface Lines cars are operated there is a possibility of a more or less serious interruption of traffic. Engines arriving on the scene may be so located or may string their lines of hose in such a way as to block movement in both directions and when this occurs, the car riding public suffers.

In past years the interest of the car riders has not had full consideration, chiefly through a failure to give that side of the matter adequate thought, and the total hours of delay to passengers and the consequent real money loss have aggregated staggering figures.

Fire Commissioner Albert W. Goodrich, a business man of vast experience as well as a zealous "fire fan" is the first executive head of the Fire Department who has shown an earnest and definite effort to "give the car riders a break"; and anyone who cares to watch present activities of the Department quickly learns that new methods prevail today.

Without in any way decreasing the promptness or effective attack on a fire it will be discovered that the Division Marshals and Company Commanders find it possible to so place their equipment as to minimize encroachment on the car tracks. In some cases, of course, there is no way of avoiding the occupation of the whole street; but generally speaking, clearances are maintained, and cars are kept moving.

Where it is necessary for lines of hose to be stretched across the tracks the Surface Lines hose-bridges are brought into use to insure continuous movement; but there is always a watchful officer of the Fire Department, who, at the earliest opportunity will see that hose lines are relocated and tracks cleared.

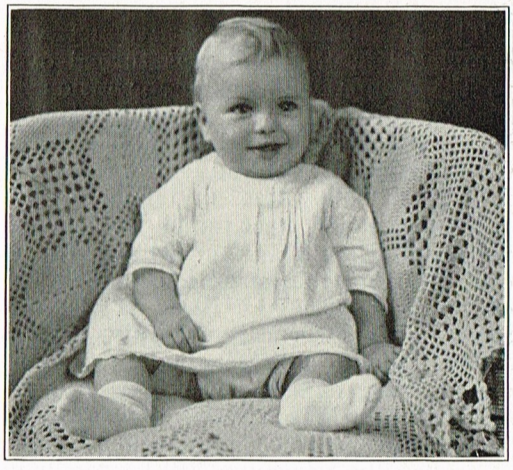
The public owes a debt of gratitude to these guardians and protectors of public property not only for their efficiency in fighting fires but for their recognition of public rights, and their well planned distribution of apparatus to insure the least possible interference with public convenience.

Elsewhere in this issue there appear letters interchanged between the Surface Lines and Commissioner Goodrich that disclose the Company's view of Fire Department official consideration for the car riding army and the promise of the Commissioner that this highly commendable policy will be maintained.

THANKSGIVING

Now, that Hallowe'en is past,
I have a question I would ask:
Do you like Thanksgiving, dear,
The day that comes just once a year?
When we have loads of things to eat—
Sometimes turkey, sometimes meat,
(On that day we don't have stew)
With pumpkin pie and apple, too.
And while we feast in the same old way—
We think of the first "Thanksgiving" Day.

Lucille Rogers,
Aged 11 years.
(Daughter of Roy Rogers.)



Frank the Ten Month Old Son of Conductor Frank Zellner of Limits Depot.

"I just killed five flies—three females and two males."

"How do you know that?"

"Three of them were on the mirror and two on the table."

Pleasant Words of Commendation

Acknowledgment of Helpful, Kindly and Meritorious Service by Trainmen

Mr. J. B. Bryant, Elgin Watch Co., 35 S. Wacker Drive commends Conductor William Russell, Badge No. 4004 and Motorman William Rye, Badge No. 11903, both of Cottage Grove for their efficiency, courtesy and good judgment in handling the large crowd that their car carried.

Chief Clerk Owen T. Duncan, of 77th, is commended by Mrs. M. Yetter, 1949 Otto Street for his courtesy in advancing her money when she found out that she was without funds.

Conductor John P. Weber, Badge No. 10370 of 77th is congratulated on his kindness in assisting a blind couple to alight from his car and escort them to the sidewalk. Miss Beatrice Erlinger, 1347 N. Dearborn Pkway., noticed this incident and wrote to the maangement praising Conductor Weber.

Conductor Joseph R. Wall, Badge No. 7260 of Kedzie is commended by Mrs. E. M. Roby, Parkway Hotel, for his pleasing manner and courtesy to her when she was a passenger on his car.

Conductor Charles Beville, Badge No. 6636 of 77th is congratulated by Mrs. H. Edens, 7157 St. Lawrence Avenue, for his cool display of patience, tact and courage in handling a drunken passenger who tried to give him a transfer that was invalid.

Conductor Otto P. Ring, Badge No. 2270 of 69th is heartily thanked and commended for his honesty in turning in a wrist watch which was lost by Miss Delia Sullivan, 7402 Stewart Avenue.

Supervisor Schueler, Conductor Ray Viall, Badge No. 12132 and Motorman William J. Teufel, Badge No. 347, all of 69th are thanked and commended by Miss Louise Fox, 3412 Jackson Boulevard, for their assistance in helping her recover her purse which she had left on a 63rd Street car.

Conductor Harry M. Henderson, Badge No. 3800 of Devon is commended by Mr. Frank J. Steele, 1255 Foster Avenue for his courtesy in assisting two blind people to alight from his car and escorting them to the curb.

Courtesy and kindness to his passengers won for Conductor Stephen Petras a letter of commendation from Mrs. M. Kellaway, 2673 Washington Boulevard.

Conductor W. Haug, Badge No. 14330 of 69th is complimented by Miss Catherine M. Hart, 1431 E. 69th Street, for his kindness in assisting her mother to board his car, and also for his thoughtfulness in assisting a blind passenger to alight from his car and escorting him to the curb.

Miss Emma G. Schumacher, 3437 Franklin Avenue, thanks and commends Conductor Daniel E. Larisey, Badge No. 9324 of North Avenue, for his honesty in turning in a purse which she had lost while a passenger on his car.

Conductor William H. Shivenane, Badge No. 13604 of 77th assisted a blind person to board his car, brought her into the car and found a seat for her. Miss Josephine McConnville, 4620 Ellis Avenue, witnessed and reported this incident.

Skillful operation on the part of Bus Operator D. F. Schmidt, Badge No. 3352 of North Avenue, averted what seemed to be an inevitable smashup and for this reason he is highly commended by Mr. Chas. W. Mader, 438 N. Waller Ave.

Courtesy and kindness to a blind couple won for Conductor Walter Black, Badge No. 8724 or 77th a letter of commendation from Mrs. Anna C. Spielman, 5922 Princeton Avenue.

Conductor Roy F. Buchanan, Badge No. 1238 of Cottage Grove is complimented by F. L. Perry, 4206 Ellis Avenue for his clear enunciation of street car stops, and his courtesy to his passengers.

Mrs. Lillian Larsen, 2935 Mont Clare Avenue, boarded the car in charge of Conductor Chas. A. Stetcher, Badge No. 12542 of North Avenue and found that she was without funds. This conductor paid her fare, gave her a transfer and saved her from being late for work, and for this act of courtesy and kindness she wishes to thank and commend him.

Motorman Delbert A. Davis, Badge No. 11239 of 77th held his car long enough to enable Dr. C. W. Hawley, 185 N. Wabash Avenue to board it, although he had given the signal to proceed, and for this Dr. Hawley commends him.

Miss Grace O'Malley, 6234 Kenwood Avenue states that while riding on the car in charge of Conductor Ansgar T. Lindquist, Badge No. 3062 of Burnside, the car stopped to pick up a woman and child in arms and a little girl about two years old. This conductor stepped from the car, picked up the child and assisted the mother on the car. Then he craried the little girl to a seat and placed her alongside her mother. When they stood up to get off the conductor again picked the child up, stepped from the car and assisted the mother and baby down. Miss O'Malley considers this very courteous on the part of this conductor and wishes to compliment him.

Mr. Paul T. Rosenthal, 6948 Crandon Avenue commends Conductor John Simpson, Badge No. 7560 of Devon for his courtesy to all of his passengers.

Mrs. R. W. Bainbridge, 815 N. Springfield Avenue wishes to thank and commend Conductor Frank M. Black, Badge No. 4510 of 77th for his kindness in assisting her to board and alight from his car.

Miss Elsie Mensik, 5041 S. California Avenue, wishes to commend Conductor John H. Fick, Badge No. 3648 of Archer for his honesty in turning in her purse which she had inadvertently left on his car.

Miss Amelia A. Larson, 10000 S. Peoria Street, praises Conductor Frank M. Black, Badge No. 4510 of 77th for his clear enuncia-

tion of street car stops and for his efficiency and courtesy.

Motorman Daniel J. Lyons, Badge No. 257 of Burnside is commended for his courtesy by Mrs. F. Van Volkenburg, 4727 Lake Park Avenue.

Mr. H. A. Willis, Standard Oil Company, 910 So. Michigan Avenue, wishes to thank Motorman Thomas Bell, Badge No. 12015 of 69th for his honesty in turning in a letter which he had lost.

Motorman August Jarzombeck, Badge No. 8249 of Noble is complimented on his thoughtfulness in holding his car long enough to enable Mrs. W. R. Erdman, 2245 August Street to board it, thus saving her the necessity of waiting.

"A Daily Observing Rider" commends Conductor William Roth, Badge No. 12926 of Armitage for his kindness and courtesy in assisting a lady with three children to board his car.

Miss J. S. Kaennan, 7159 S. Talman Avenue states that Conductor Ernest Loewe, Badge No. 1620 of Division is unusually kind and attentive as to his passengers comfort.

Mr. J. R. C., 71 W. Delaware Place commends Motorman Arthur G. Hanson, Badge No. 5473 of 77th for his courtesy in assisting an elderly man to board his car and later to alight, taking the trouble to escort him across the street and on to another street car.

Mrs. Clara Vesperman, 5067 N. Damen Avenue, wishes to thank and commend Conductor Edwin O. Harvey, Badge No. 11384 of Elston for his honesty in turning in some articles which she had inadvertently left on his car.

Mr. C. A. Boyer, 3512 LeMoyne Street, compliments Conductor David Russell, Badge No. 984 of North Avenue for his tact in handling a disagreeable passenger.

Mr. J. L. Keizan, 4117 Lake Park Avenue wishes to thank Conductor Aloysius J. Ledenbach, Badge No. 500 of Devon for his thoughtfulness in advancing him money when he found that he had left home without money, and could not pay his fare.

Conductor Emil Strasser, Badge No. 12126 of Cottage Grove is complimented on his kindness and courtesy by Miss Millie Reynolds, 3603 Ellis Avenue.

Mrs. Herbert Haerle, 4947 Medill Avenue, expresses her appreciation for the courtesy extended to her mother by Motorman Ted Sullivan, Badge No. 7565 of Kedzie.



Jacob the Nine Month Old Son of Motorman Jacob Kelner of Lawndale.

CHECK YOUR BENEFICIARY

A Word to Holders of Surface Lines Group Life Insurance Policies

On numerous occasions the Supervisor of Insurance has been forced to withhold for a long period, payment of insurance benefit due under our Employees' Group Insurance Plan, simply because of the fact that the beneficiary named therein had died, and the insured had never filled out the necessary forms to effect a change of beneficiary.

In such instances it becomes necessary to obtain a Court order appointing either an administrator or executor, which in itself necessitates considerable delay; and to establish proof of death of the beneficiary in addition to the insured; and numerous other details, all of which could easily be avoided by a little forethought on the part of the policy holder. In most of these particular cases the insurance is badly needed, and in almost immediate demand, but we have no alternative but to withhold payment until settlement can carefully be completed; and extreme caution is exercised in these special claims in order to avoid any contest later on.

We, therefore, urge every holder of a Chicago Surface Lines' group life insurance policy to immediately advise us if, because of death of named beneficiary, or for any other reason, a change of beneficiary is necessary.

The administration of life insurance is covered by National and State laws, and we are required to absolutely abide by the rule which requires the payment of benefit to be made **only** to the beneficiary named in the policy.

F. M. HAMILTON,
Supervisor of Insurance.

I'm Tooken

She took my hand in sheltered nooks,
She took my candy and my books,
She took that lustrous wrap of fur,
She took those gloves I bought for her.
She took my words of love and care,
She took my flowers rich and rare,
She took my time for quite a while,
She took my kisses, maid so shy—
She took, I must confess, my eye;
Then she took another guy.

—Exchange.

AVOIDING BLOCKADES

Chicago Fire Department Tries to Prevent Delays to Car Riders

The following correspondence is interesting and self-explanatory:

November 4, 1930.

Hon. Albert W. Goodrich,
Fire Commissioner,
City Hall, Chicago.

My dear Commissioner:

Scarcely a day passes without a demonstration somewhere of complete harmony between the members of the Fire Department and the operating forces of the Surface Lines. The men of your Department seem to be very keenly alive to the importance of minimizing interference with the transportation of car riders, who look to us to get them to work and home again. There are numerous exhibits of headwork on the part of your divisional executives as a result of which and without any loss of time or interference with their efficiency in fire fighting, they are able to so place their apparatus as to offer the least possible obstruction of the tracks.

The most conspicuous example of this highest type of executive efficiency was at the 4-11 fire on Friday, October 31st between 7:00 and 8:00 o'clock at Milwaukee and Spaulding Avenues. In spite of the seriousness and extent of the fire, the Department's equipment was so located as to permit the continuous operation of our cars on Milwaukee Avenue without any resort to hose bridges. This evidence of consideration was the subject of highly commendatory comment by the thousands of our patrons, who were subjected to no delays.

Superintendent Evenson who was on the ground expressed his satisfaction to the officers in charge of your forces but I would like to convey to you the sincere appreciation of the management and our thanks to Chief Corrigan and his able assistant, Chief Carmody, for their ability to do two important things at the same time—fight a fire and consider the public convenience—and do both jobs well.

You ought to derive a great deal of personal satisfaction from the knowledge that you have men of their type to uphold the reputation of a great Department.

With kindest personal regards, believe me

Very truly yours,
John E. Wilkie,
Assistant to the Vice-President.

City of Chicago
Fire Department

November 6th, 1930. Dear Mr. Wilkie: I was very pleased to receive your letter of November 4th, complimenting this department on its cooperation with your company in avoiding traffic delays in connection with the four-eleven alarm of fire on Friday, October 31st.

It is gratifying to know that the actions of the chief officers of our department show them to be alive to the seriousness of traffic delays and the inconveniences caused thereby, and while directing the work of the department in the extinguishment of this fire in a very effective manner, continued at the same time to keep the convenience of the public in mind.

Assuring you of my thanks for your kind letter, which has been read by both Chief Corrigan and Carmody, I remain

Very truly yours,
Albert W. Goodrich,
Fire Commissioner.

ROUNDING UP WITNESSES

North Avenue Regains First Place, With Elston-Noble Tumbling to Fourth Place

The greatest ambition of Elston-Noble it would seem was to displace North Avenue from the lead in this interesting contest, and having accomplished that last month it now seems content to rest on its laurels, for, this month it dropped to fourth place, North Avenue again taking the lead by a one-point advantage over Burnside, are now in second place. Lincoln advanced from last to eighth place, and Devon-Limits dropped from eighth to eleventh place. The average for the month is 4.04.

Detailed figures are as follows:

		Oct.	Sept.	Aug.	July
1.	North Avenue..	4.75	5.00 (2)	5.15 (1)	5.71 (1)
2.	Burnside	4.74	4.98 (3)	4.47 (6)	4.90 (4)
3.	L'dale-Blue Isl.	4.51	4.94 (4)	4.93 (2)	5.19 (3)
4.	Elston-Noble ..	4.50	5.02 (1)	4.74 (3)	5.39 (2)
5.	77th Street	4.40	4.92 (5)	4.52 (5)	4.77 (5)
6.	Archer	4.02	4.00 (8)	4.55 (4)	4.59 (8)
7.	Cottage Grove.	3.88	4.33 (6)	3.88 (10)	4.56 (10)
8.	Lincoln	3.82	3.04 (11)	3.82 (11)	4.66 (6)
9.	69th Street ...	3.77	4.03 (7)	4.02 (7)	4.60 (7)
10.	Kedzie	3.64	3.70 (9)	3.95 (9)	4.57 (9)
11.	Devon-Limits ..	3.41	4.00 (8)	3.96 (8)	4.16 (12)
12.	Armitage-Div. .	3.06	3.58 (10)	3.23 (12)	4.20 (12)
	Av. for System.	4.04	4.33	4.34	4.81



Conductor Ed Aper of Lawndale with Wife and Brother on Trail Near Denver.

Charlotte—"It must be three years since I saw you last. I hardly knew you, you have aged so!"

Clarissa—"Well, I wouldn't have known you, either, except for that dress."

Roller Skating Party



Monday evening, October 20th, was another happy occasion for members of the Surface Lines Club, and their friends, who spent a most enjoyable evening skating at Madison Gardens Roller Rink. Mr. C. H. Evenson, chairman of the party, was on hand early and estimated the crowd at about 400. Carnival hats were given out and several photographs taken of the merry makers. All in all it was a most pleasant party and those present are looking forward to the next one.

AUXILIARY HAS "BIRTHDAY"

Celebrates Fifteen Years of Existence and Cuts a Cake

Fifteen candles on a luscious birthday cake—a beautiful object to behold on entering the Clubhouse Hall on Thursday, October 16th, for the month of October brings with it the anniversary of the inauguration of the Women's Auxiliary.

The Membership Committee, Miss Lulu McCormick acting as chairman, selected a musical program as the evening's entertainment, the first number being a novelty composed for the Women's Auxiliary, the title of which was, "The Lineup of the Presidents," sung by Miss Margaret Harte. As an encore Miss Harte sang "Mighty Like a Rose." The next entertainer was Miss Helen Baird, who read "The Movie Fan" and "I Knew He Would Come If I Waited." A beautiful number, Handel's "Largo," was played as a piano duet by Miss Ethel Swanson and her sister. "Tales of Hoffmann" and "I Love You Truly," were the next two violin solos played by Miss Marie Kornke, Miss Elbe Dedic accompanying. A novelty feature came next in the form of a harmonica and ukelele duet, followed by a harmonica solo by Miss Marie Simonsen.

Just before the ceremony of burning the candles our president read a "jingle" written by Editor Wilkie, especially for this occasion. The title of the verses is:

"Fifteen, Going on Sixteen"

It's pleasant to look back upon
The years we've passed together;
The fun we've had, the things we've done
Thru fair and stormy weather.
Today our Club is just fifteen
In one short year, Lord willing,
We'll reach the age of "sweet sixteen"
And you'll agree that's thrilling.
For when our sixteenth year we reach,
We can, with all propriety,
Do all they now permit a "peach"
To do in high society.
We'll "watch our step" as nice girls should
And never shock our Mothers;
As debutantes we'll all be good
And nice to others' brothers.
We'll plan a year of play and work
To thinking minds attractive
And none of us will ever shirk—
We'll all be gladly active.
Our programs thru the year will show
We have the right objective
In teaching things we ought to know
To make us more effective.
Of course we'll heed the call for fun
And overlook no chances
To meet the taste of ev'ry one
With acting, games and dances.
Your President and all the Board
Acknowledge the assistance
Of members who, with one accord,
Supported our existence.
We'll need your help the coming year
I'm sure you'll give it gladly

For if you don't I sadly fear
We'll finish limping badly.
No fear like that is justified
'Twas out of place to name it
Put all your doubts and fears aside
We'll win success. Acclaim it!
I see a yawn! A-ha! O-ho!
Our rhymster better beat it!
Our birthday cake is here! Let's go!
First wish,—then cut,—then eat it.

Fifteen candles lit and burned, and while burning our thoughts were given to reflections of past years. Some of us have been members for just a few months, while others have seen several years come and go—some can even look back to the first meeting of the Women's Auxiliary. In the progression of years, each has been a happy one, each becoming better as a result of more active club spirit and cooperation of all the members.

When the last candle flickered, the past presidents in attendance formed a procession in the sequence of their service, and each cut a piece of the birthday cake.

The refreshments were then served, consisting of fruit salad, birthday cake and coffee. The favors were very unique, being little birthday candles in holders made of Chuckle Gum Drops with Life-Savers forming the handles.

And so our birthday party passed with everyone happy and joyous in the prospect of looking forward to "sweet sixteen."

Bowling Season Opens

On Monday, October 27th, the Clubhouse Bowling League opened its season on the clubhouse alleys. The new league is made of twelve teams of five men each, from various departments, and includes all kinds of bowlers, from the boys who average 185 or better, down to the beginners who are lucky to get 100 pins at the start. But this difference is taken care of by a handicap system that starts opposing teams on even terms each night. The alleys have been put in as good shape as possible, the pin setters have been overhauled and adjusted, ten new balls have been purchased and the alleys and equipment are going to be kept in good condition during the season. The league rolls on Monday, Tuesday and Wednesday night of each week, with two shifts, one starting at 7 o'clock and the other at 9. There is plenty of seating room for spectators, so come up some night and root for your department team. The following departments are represented by teams in the league:

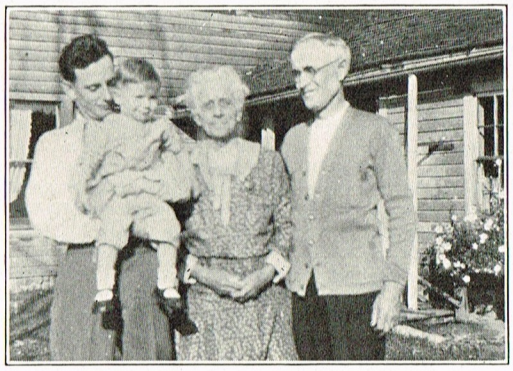
Transportation—(2 teams)
Schedules
Purchasing
Engineering
Electrical
Accident Investigation
Legal
South Shops
West Shops
Carhouses
Buildings

We hope to have the standings each month in Surface Service so be on the lookout for this interesting news when you receive your magazine.

JOHN HEWITT,
Acting Chairman.

Card Party

A card party for men only will be held at the clubhouse on Friday evening, November 21. Mr. W. C. Wheeler will act as chairman. Prizes will be awarded to winners and a pleasant time is anticipated.



Four Generations of Sliters—Mrs. Louise Sliter, Darwin Sliter of Cottage Grove and Earl and Warren Sliter.

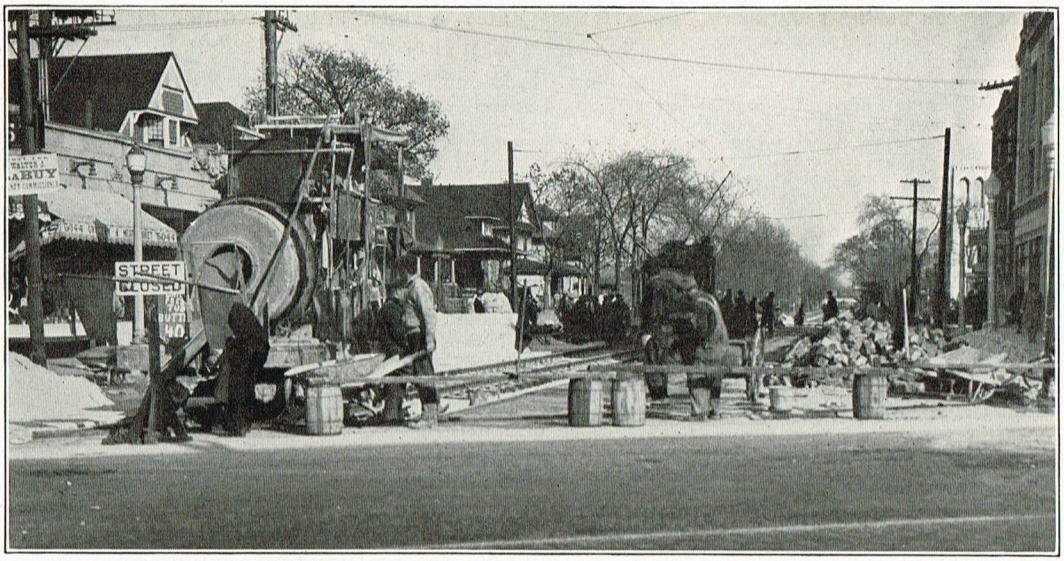
No Hurry

The telephone bell rang persistently, and the doctor answered the call, "Yes?" he said.

"Oh, doctor," came the reply, "something has happened to my wife. Her mouth seems set and she can't say a word."

"Perhaps she's got lockjaw," said the doctor.

"Do you think so? Well, if you're round this way any time next week I hope you'll drop in and see what you can do for her."



Montrose Avenue Extension Looking East from Milwaukee Avenue.

Departments and Divisions

Accounting

Several friends of Mrs. Gizella DeLorme gave a birthday party in her honor on Tuesday, October 21st, 1930, and presented her with a number of useful gifts.

Mr. and Mrs. G. H. Preston, Jr., are the proud parents of an eight and one-half pound boy as of October 15th, 1930. Mrs. Preston, Jr., formerly was Miss Mamie Graetz of the Pay Roll Dept.

B. A. Hall spent the night of October 14th playing in a 9-hole Pee Wee Golf Tournament. We cannot quote the results, but we understand that score cards are going to be made bigger.

Mrs. Fred Bach, formerly Frances Straka, was the guest of honor at a party given by her friends on Monday evening, October 13th, at the Eleanor Club in the Stevens Building. After dinner several games of bridge were played. Mrs. Bach received an Automatic Electric Waffle Iron, Electric Toaster and miscellaneous useful articles. To the happy couple, who were married on Saturday, September 27th 1930, we extend congratulations and best wishes.

We welcome Miss Ruth Mathis to the clerical force of the Stenographic Division.

T. F. Coan.

Engineering

John McGee, a veteran, of fifty-four years of service, died suddenly on the night of October 19th at the advanced age of 84 years. John entered the service of the Chicago City Railway Company in 1876, and served successively as a horse car driver, a grip man, and motorman. In 1915 he retired from the train service and became a watchman in the Track Department where he worked faithfully up to the day of his death. Notwithstanding his advanced years, John was of a happy disposition, with a great capacity for enjoying the little things of life, and he will be greatly missed by his fellow workers, who extend their sincere sympathy to his bereaved wife and surviving relatives.

R. J. Rumatz broke away from the sheltering wing of his "in-laws" and started an establishment of his own during the early part of October. He secured the services of Harry Safford and they, with the help of a ten-pound truck, moved all his furniture and hat boxes with a minimum of fatalities. Rudy's new domicile is located an the banks of the "Lagoon," three blocks West of the 77th Street Station. He is going to give a house warming in the near future, to which all of the boys are to be invited.

John O'Neil says that you may smile at a Scotchman, but he always knows where his lawn mower is.

The Club House Bowling League started on October 27th. The Engineering Department is represented by a team who hope to be up among the leaders at the end of the season. Come up to the Club House any bowling night and root for your favorites. Transit.

October 27, 1930.

Accident Investigation & Legal

Ernest P. Hoskins announced the arrival of Eugene Louis Hoskins on October 3rd, 1930, weight seven and one-half pounds.

The members of this department are extending their deepest sympathy to Harry W. Lewis, whose wife Margaret expired suddenly on October 22nd. Mr. and Mrs. Lewis were both employed at our Clark and Division Street office at the time of their marriage and friends in that office join us in expressing their sympathy. The funeral services were held October 25th from the residence at 3432 North Oakley

Avenue, thence to St. Andrew's Church and the interment was at Calvary cemetery.

Jack Lynch and Otto Geiger of this department had the unique experience of being held up and being relieved of their money and valuables on Saturday, November 1st. Mr. Lynch was assaulted from behind and left lying unconscious in an alley and severely cut on back of head and lip. Blackstone.



Gifts from Their Associates in the Purchasing Department to William Folta and Katheryn Wittenberg, Married October 9th.

Electrical

Bowlers! Attention! Bowling Season is open! We are now bowling at our Club House Monday, Tuesday and Wednesday nights. Twelve teams have been entered. Any members of the Electrical Department wishing to bowl will please get in touch with Wm. Schenck, Grand and Leavitt, and a place will be found on some team for you. Start NOW!

D. McNamara, operator at 44th and Kedzie sub-station, has been confined at the Auburn Park Hospital on account of an operation. We join your many friends in the wish for a speedy recovery.

Mrs. Roper, wife of our Line Superintendent, Frank Roper, is visiting with her son in sunny California.

Our sympathy is extended to J. Smith, chief operator at 20th and Dearborn sub-station, in the loss of his sister, who met her death in an automobile accident.

Mr. Winde is now driving a Pontiac. Better look out, Bill, in going around the corners too fast. We have heard that a Pontiac can do forty-five miles sideways. Believe it or not.

"Billy."

Shops & Equipment—North & West

West Shops: Ed. Wendt, who underwent an operation recently, is now convalescing at his home, and we hope he will soon be back to work.

Edith Newton and Milvern Anderson, who were married October 8th, have returned from their honeymoon which was spent in Iowa. Edith is the daughter of our Paint Shop Foreman, Mr. J. D. Newton.

The latest report is that Tony Vihnanek has given his lady friend, Ruth Knapp, a beautiful diamond ring. Congratulations, Tony!

To the family of A. Lapinski, blacksmith helper, who passed away during the month, we extend our sincere sympathy.

Elston: We sympathize with our Night Foreman, Mr. L. Nystrand, whose mother passed away recently.

Lincoln: Our Night Foreman, Mr. Anderson, has been confined to his home for the past week because of illness. We are all hoping for his speedy recovery.

Frank Von Statten is the proud father of a set of twins. Congratulations!

North: Strange things do happen, and we think the strangest is that E. Lynch, repairman, has deserted the bachelor ranks, and was married on October 4th. There are only four men who do not smoke cigars, Emmett, but the rest all do.

We welcome back Pat Mahon, repairman, who has returned from an extended visit to his home town in Ireland.

Kedzie: John Ryan, night watchman, age 75 years, passed away on October 10th, after a month's illness. He started to work for the Company during the horse-car days, back in 1885, at Grand Avenue Carhouse. He will be greatly missed at Kedzie, and we extend our sincere sympathy to the grieved family.

With the coming of winter the horseshoe flingers have finally decided to give up barnyard golf and take to warmer sports, such as checkers and sixty-six.

Blue Island: We extend our sincere sympathy to Tom and John McCrea in the loss of their father.

We were sorry to learn of the death of James McDonnell, former watchman at Blue Island. To his family we extend our heartfelt sympathy.

Our night foreman, Mr. Siekert, spent his vacation in Oklahoma, visiting his daughter.

We can tell by the way Jennings swings the switch iron and places the cars that he has taken up golf.

Ginsbigler is recommending a specially prepared oil for growing hair. This same oil will cure cold feet and many other ailments. Some of the boys are going to try it, and Murphy has been promised the first sample.

John McCrea recently bought a sedan, made a date which he had to break, with no other in view before the snow sets in. John will know by then why his car did not choose to run.

The "Floral Night" was enjoyed immensely by Messrs. Hale, Siekert and Tim O'Brien. The good program and the splendid dinner sent their spirits soaring. Jane V. McCarthy.

South Shops & Carhouses

W. Walker, Burnside, is now engaged in a profession of his own. He captures sparrows, brands them, and then sells them as canaries. He's doing a flourishing business.

E. Chapman, Woodmill, is in line for congratulations. He was married recently.

T. Uksas of Burnside has returned to work after an extended illness. Welcome Back Tony! and get ready for some snow shoveling.

The boys of the Painting Department extend their best wishes to George Katsoolas who was married recently to Helen Zromkowski, of the Printing Department. Thanks for the cigars and candy.

There is a rumor that J. Fitzgerald, Burnside, has decided to take a bride and settle down. We wonder who the fortunate girl is. At any rate, he was seen with a beautiful damsel at 76th & Aberdeen Streets.

J. P. McCauley.

Around the Car Stations

Cottage Grove

The Accident Prevention meeting recently held at this depot was attended almost 100 per cent by the trainmen. Mr. Evenson expressed his thanks to the regular trainmen who had so loyally responded to his wish through our executive board members, for the regular trainmen to take a few days off occasionally to give the extra men more work instead of having to lay off a large number of trainmen. Mr. Pasche, Supervisor of Accident Prevention thanked the trainmen for their splendid cooperation in reducing accidents.

The Cottage Grove Social and Athletic Club held their annual stag on Saturday evening, Oct. 25th, and it was attended by the largest number of invited guests that was ever in their club room. A very clever sleight-of-hand turn was loudly applauded, as was the singing of pirate and sea songs in costume by another entertainer.

There were eight lively boxing bouts resulting as follows:

Dave Lichter (C. & B. Stables) defeated Sammy Mason of New Orleans in 3 rounds.

Jimmy Caputo of Conlon's Gymnasium defeated Jess Colvin of Springfield, Ill., in 4 rounds.

Johnny Lullo of Melrose Park defeated Johnny Taggert of Barry's Gymnasium in 3 rounds.

Art Hoakensen Swedish A. C. knocked out Frank Masters, West Side A. C., in 1st round.

Don Ricardo, Italian A. C., defeated Morris Graff, Jewish A. C., in 3 rounds.

Franco Young, of Panama, knocked out Johnny Pender, of Barry's A. C., in the 1st round.

Sexton Johnson, Swedish A. C., defeated Tom Murray of Stock Yard A. C., 4 rounds.

Joey Espinoza, of Conlon Gymnasium, defeated Leo Rainere of Kid Howard A. C.

The arrangement committee were fortunate in securing these bouts through Promoter Joe Coffey who personally supervised three bouts. Mr. Coffey is well known among the street car men of Chicago, working with some of us years ago, and was glad to help some of his old friends enjoy themselves and visit with them again.

Arrangement Committee was F. Sullivan, H. Kennedy, E. Ahern, Joseph Kehoe.

Among those occupying private boxes on the stage were Superintendent C. Cricks and his son Jack, Assistant Superintendent H. Hooper, who brought with him four generations of the Hooper family—his grandfather, 90 years old, as sprightly as a man of 65 years, Harry's father, Harry himself and his son. This stag was declared the best stag ever put on at Cottage Grove depot and great credit is due the Arrangement Committee.

Our trainmen had a surprise visit from one of our old time conductors, Harry Packer, who formerly worked at this depot, meeting and greeting old friends who worked with him on the horse and cable cars. He was pleased at the courtesy extended to him by Division Superintendent C. Cricks and Assistant Superintendent H. Hooper and assured all old timers if they ever visit Los Angeles to call on him.

Conductor Geo. May has returned to work fully recovered after an absence of two weeks. We are glad to see you working again George.

To the trainmen who went to Rockwell depot on this last change we wish good luck.

The trainmen extend their heartfelt sympathy to Conductor R. E. White on the death of his father and Conductor Wm. Stenzel on the death of his mother.

J. H. Pickin.

Burnside

Once more we have returned to third place in the witness contest. Let us try to make the first place. Just remember that if you have to make a report of the incident you must have witnesses and the more witnesses you obtain the more you are protecting yourself and the firm you are working for. A courteous trainman generally can obtain many witnesses.

Once again conductor C. L. Jacobsen is in line for credit. Getting the hose bridges on the scene before the delay occurs is real efficiency. Keep up the good work Jake.

The trainmen at the Burnside Depot extend their sympathy to conductor Harold Clemons who lost his wife on September 27th, 1930, after a long illness.

This introduces our two new clerks, Tom Dooley and Hank Stuckart. They are just breaking into the business and are trying to do their best. Remember the old adage: "A friend in need is a friend indeed." Give them a lift whenever possible.

Supervisor Miller is now parading South Chicago with a big broad smile. We wonder why? Yes Sir. A baby girl arrived on October 5th, 1930, weighing 7¼ pounds. Mother and baby doing fine. Congratulations.

A great many of us remember that last year Ice Man Kelly's barn burned down. He has just completed his new barn and expects to hold a barn dance there next Saturday. All those wishing to attend the celebration see big Bill Haskins who is in charge of the affair.

W. D. F.

Seventy-Seventh

The evening of Friday, October 10th, 1930, the club held its first motion picture show and judging from the attendance, it went over big. To our old friend, Eddie Madsen, the photographer, we are indebted for this treat. First section, scenes around the depot. Second section, the process of making and developing films. Third section, the complete picture of "Raffles." We hope to see more of this entertainment in the future.

Not so good last month in the Accident Prevention Contest—all but last place was allotted to us. In last month's issue, we drew your attention to certain conditions that were holding us back and Superintendent W. A. Bessette wishes to congratulate the men on the appreciable decrease in these forms of accidents. We again draw your attention to this article. Go slow over intersections thereby eliminating

boarding and alighting accidents and cut offs, also fast stops and starts.

Hats off to Dr. Earl Blanck, son of conductor Bill Blanck who received his degrees as a Physician and Surgeon with a rating that is enviable. The doctor is now receiving advanced instruction in Major operations.

Conductor Lou Miller has returned to work again after an extended vacation in Michigan and on returning immediately visited his old friend motorman Jim Quilty. Best regards Jim.

How about giving our old friend Mr. Meyers, Car House Foreman, a little encouragement? It's a long time since we had the pull in flag out at our depot. Sign in every little car defect and help Mr. Meyers bring back the flag to 77th St. If there is anything Mr. Meyers likes more than work, its more work.

Motorman August Skoglund and family spent an enjoyable vacation, touring the Eastern States down to Miami and the Gulf states to the Mississippi. August said, "Oh my but it was fine."

Wednesday, October 29th, 1930, the Accident Prevention and Operating Meetings were held at our depot and as Mr. C. H. Evenson stated, it was a pleasure to see such a large number of trainmen present. This is another demonstration of our desire to cooperate. The talks by Mr. Pasche and Mr. O'Connell were interesting and instructive.

Conductor J. G. A. Colman announces the arrival of a dandy little girl at his home. Congratulations and as usual, may your tribe increase.

Conductor J. E. Flatley and conductor J. P. Ryan, No. 3, have passed through operations successfully, this past month. We wish you a speedy return to health.

Believe it or not, read and weep. In the Courtesy Contest last month, we received the following ratings. The largest number of discourtesy complaints, 86; the largest number of quick starting complaints, 26; 2nd largest number of transfer disputes, 47; second largest number of commendations, 40; third largest number of passing up complaints. What do you say if we change ends in this contest?

Conductor Al Borgman and motorman R. A. Blell are now convalescing at home after attacks of sickness. Here's hoping to see you back again, soon.

Conductor A. Special is now confined to his home, "cracked up" somewhat in an accident. How about a little visit? Let's go.

The past month has witnessed the passing to the Great Beyond of the following relations of trainmen, namely: Wife of motorman F. P. Schrier, sister of conductor C. J. Watne, brother of motorman J. McDonnell and one of our old esteemed motormen, Stephen Meany. To the relatives of these trainmen, this division extends its condolence in their bereavement.

C. A. Gylling.

Sixty-Ninth

A baby girl weighing 7½ lbs. was born to Mr. and Mrs. E. J. Priscal on Wednesday, October 15th, 1930; a 10-lb. and 13-ounce boy born to Mr. and Mrs. A. J. McGoldrick on October 20th, and M. N. Quick is proud to be titled Grandpa upon the occasion of a 6¾-lb. boy born to his daughter on October 30th.

Conductor A. F. Schmitz and Motorman H. G. Hubbard deserve mention for an act of kindness. When North bound on Ashland Avenue at 22nd Street at 7:45 A. M. they discovered a mother about to give birth to a child. A checker cab was called and with all speed rushed her to the Hospital, where child was born a few seconds later.

Conductor W. W. Barowsky was married on October 22nd to Miss Mary E. Maughan. We wish them many happy returns.

Passengers inside a 63rd Street car on the morning of October 31st, West bound at Kenwood spoke words of praise for Motorman J. J. Quinn when a girl was running for the car and fell down about 100 feet from the car. No one seemed to think the motorman would give her a second thought but all were complimentary when he waited so she could safely board his car.

Quick action at a fire at 15th and Ashland at 2:50 A. M., Oct. 20th, when Conductor E. Lowe and J. D. Gallagher exchanged cars and passengers and ran on each time so as to avoid delay, entitle them to particular mention for maintaining service.

Promptness in seeing a situation where the trading of cars and moving on, cut a 10 minute delay at 63rd and Kildare at 7:40 P. M. October 18th, 1930, when a drunken women fell, is credited to Motorman R. J. Carson and Conductor F. Wizieck.

At 59th and Spalding on October 18th, at 8:10 P. M. 2 automobiles came together on the West bound track and were cleared at 8:31 P. M. Headwork and teamwork prevented delay to service as cars were sent back to Kedzie on West bound track as fast as they came up and each car was on schedule. The following deserve creditable mention for their cooperation: Motorman E. H. Gollnick, J. O'Dwyer, S. Zuckowski, J. T. Regan and P. F. Walsh and Conductors J. T. Kelly, C. J. Leonard, P. T. Karr, J. H. Krause and J. Hyland.

W. L. Pence.

Archer

Conductor Frank J. Blazek was presented with a 9-pound baby boy, born October, 31st, on the anniversary of their marriage a year ago to the day. Frank we congratulate you.

Our sympathy is extended to motorman W. Zimmerman on the death of his mother who crossed the Great Divide, October 8th.

Motorman W. R. Calhoun who has been off on the sick list for the past year made Archer depot a visit October 25th. Walter we are glad to see you out around again and hope you may continue to improve.

What do you think of this boys? Motorman Ed. Tobin, one of Archer's veterans, slipped away October 15th and took upon himself a bride to obey and honor for his remaining years. Ed, we congratulate you and may all your troubles be little ones.

Conductor Thomas Javorski was called upon to part with his mother through death October 25th. The boys of Archer depot extend their sincere sympathy on this sad occasion.

Conductor Sam Churylo met with a very unpleasant surprise on the evening of October 2nd when two young fellows boarded his car with a very gentle demand for his cash box, which Sam surrendered. He says he was very much relieved when his friends alighted at the next stop. He has a very good description of them, but a better description of the money he was relieved of.

It is with regret we report the death of motorman J. Shannon who passed on, crossing that Great Divide, Sunday, October 26th, after a short illness. Mr. Shannon has a seniority dating April 26th, 1906, was well known and liked by his fellow workers. Funeral October 29th, from Saint Rita Church to Holy Sepulcher Cemetery.

Another stork story, a bouncing baby girl, 6¾ pounds arrived at the home of conductor Frank T. Gill on Thursday, October 30th. Frank always wears a smile, but gee! you should see him today. Mother and baby doing fine.

Our sympathy is extended to motorman M. Boozan on the death of his sister, who died October 17th. Buried at Huntley, Ill.

Conductor M. L. Mulconrey has another annexation to his happy family, Shirley Ruth, nine-pound baby girl arrived August 22nd. Mike is now the proud daddy of five girls.

Our old and reliable starter Joe Barnical, who has been in service for several decades has taken an extended furlough and gone to Kansas, there to retire and enjoy the remaining days.

Conductor R. Herold was called upon to part with his father, who died October 24th. The boys extend their sympathy to you in your hour of sadness.

Dusty.

Blue Island

Our sympathy is extended to the family of Motorman John Grant, who after attending the evening Accident Prevention meeting on October 21st, returned to his home where he died an hour after from a heart attack. John entered the service on June 18th, 1913, and was well liked by all.

We wish to extend our sympathy to Thos. H. Heffernan and family in the loss of his daughter, who was a nun.

Three of our handsome trainmen slipped away and were united in marriage. Conductor M. Neydlik on October 18th, Motorman C. Kolman on October 25th, and Conductor S. Dominiak on October 29th. Congratulations and good luck to you and yours.

Motorman Geo. Washack says when it comes to dancing, Carl Wohlbedacht has nothing on him.

Conductor Harry McGowan was presented with a 11½ lb. baby boy on October 25th. Congratulations Harry.

C. P. Starr.

Kedzie

Conductor Jas. Sraybr deserves creditable mention for on Wednesday, November 5th, when there was a delay at California and Diversey, he immediately called the office for instructions and switched cars thereby saving a delay of 20 minutes to service.

Our clerk John Farris resigned October 1st to study for the Priesthood. We wish him success in his calling.

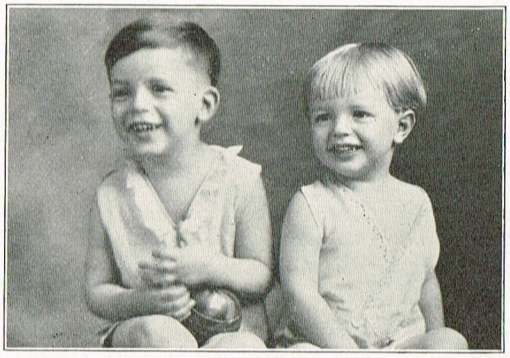
Conductor D. Spillane and Bernard Griffin joined the ranks of matrimony October 11th. We extend our wishes for a long and prosperous married life.

Conductor John M. Burns took upon himself a life partner October 13th. Here is wishing you and yours a lot of success and happiness.

Last, but not least, Motorman Thomas Shanahan also joined the ranks of matrimony October 25th. Best of luck old boy.

Tobie Wohl, our popular motorman on Van-Buren Street, is convalescing in the Michael Reese Hospital after an operation. Here is hoping for a speedy recovery.

C. Sonders.



Earl Jr., Four Years Old and Richard, Two Years Old, the Smiling Sons of Conductor Earl Smith of North Avenue, Grandsons of Motor man Chas. Smith of Devon.

North Avenue

Three of our old timers passed away during October. Motorman John Schultz died October 13, suddenly. He entered service October 10, 1906. Conductor Sam Johnson died October 25. He had more than twenty-five years seniority. Motorman Wm. Gargus died October 22. He entered service November 9, 1918. To the friends and families of these men the sympathy of all North Avenue men is extended.

A lot of funny things have happened down at the east terminal of Chicago avenue. On one occasion conductor Frank Koeder and his motorman rescued a man who had fallen in the lake and was clinging to the breakwater. One morning Conductor Otto Larson went to get a bucket of sand from the sand box just at dawn. Otto dipped the bucket into the box and a large dark man of color catapulted himself from the depths of the box with a burst of expletives that scared Otto out of a few weeks' growth. The night of the first big blow and cold wave conductor Chas. Reed opened his car door and a canary bird few in and perched on the seat. The bird was numbed by the cold and Charlie made an easy capture. He brought the bird to the depot in his pocket. However, the bird died in a few days.

By cutting the corner off of their fence on the northeast corner of Division St. and Cicero Ave. Pettibone and Mulliken Co. have helped

to reduce a hazard to traffic. But that is not all. They have roofed over the angle and installed benches thus making an ideal shelter for those waiting for west bound cars.

Clerk M. Harrington is now a married man. Congratulations Mike and all that.

Conductor Archie Nesbitt and wife were parents to triplets born early October, but their joy was turned to sorrow as the children succumbed within a few days of birth.

Conductor H. Rennhack was married October 30. Good luck and best wishes from all the extra men.

And here come the girls! Born October 21, one girl weighing nine pounds. Starter Finzyna is the proud papa. One girl for conductor J. Krammer arrived October 4, weighing eight pounds. Another girl weighing seven pounds arrived October 27, for conductor Leslie Johnson.

And now about witnesses: A matter of two points. A matter of two witnesses. And that meant the matter of being dumped into number two place. If any one man had obtained three more witnesses on any one case last month we would be up in first place so you can easily see what your individual effort means.

We used to be baseball champions, Accident prevention champions, witness getting champions, and now we see in last month's magazine where some gentleman in the legal department has come right out here in Austin and copped our roque championship too.

C. A. Knautz.

Noble

Conductor J. Leiwergen is the proud father of a son. Congratulations Jake.

Motorman L. Reese has returned to work from a trip to Wales where he visited his aged father and mother. The visit was fine, he says, but as far as the going and coming was concerned he was kept too busy feeding the fish.

Motorman L. O'Donnel is suffering from blood poisoning. He is at Alexian Brothers Hospital.

Conductor S. Luzak reports an increase in the family. Congratulations.

Congratulations of a different kind are in order to Motorman C. Tworek. He finally decided to enter the state of matrimony.

We are sorry to record the following deaths: the son of Motorman J. Prochnow, the brother of Motorman M. Cusack, and the mother of Conductor W. Toney. Our sympathy goes out to these families.

Another stork story. Conductor R. Anderson was presented with a fine baby girl. The daddy is doing fine!

Have you noticed that Noble & Elston ousted North Ave. from first place in the witness contest? Can't we oust the rest of the Divisions and take first place in the Accident Prevention Contest? Let's try our best.

C. DeMoure.

Lincoln

Motorman J. J. Sullivan and wife are again the proud and happy parents of a baby girl, born Oct. 21 at Columbus Hospital. Best wishes to mother and baby.

Times can't be so terribly hard with two of our men, for on October 8 our clerk, M. A. Anderson got married, and Oct. 25 Motorman J. W. Chapp took himself a wife. Congratulations to both couple, and we'd really like to know if the boys figured it out that two can live as cheap as one.

Strange accidents will happen. While Supervisor W. Aburberg's machine was parked at the side of the station another car parked behind it, in trying to start out was hit by a third car, thus ramming the second car into Supervisor Akerberk's car. All three cars were damaged.

The Lincoln Station is still in the lead in Accident Prevention contest but we can shout very loud, as the other stations are close behind us, with the usual winter weather, more traffic, more riders, slipery rails, etc. We must all take unusual care in preventing accidents and keep working hard to maintain our lead.

H. Spethman.

Elston

The hunters of Elston Ave. Depot are all keyed up for a grand drive on Mr. Pheasant and Mr. Duck and from all forecasts we expect to eat wild game for quite a long period. Expert Gunner C. Norcott is the authority for the above statement.

What is our loss is Division Seven's gain. Clerk Mike Callahan has been promoted to higher position at Division No. 7. We wish to extend our best wishes for Mike's success.

We extend our sincere sympathies to Motorman G. Hartle in the loss of his wife.

Motorman F. Meyer, who had an operation performed recently is now out of the hospital and convalescing at his home. He is reported to be progressing nicely. Hope to see you back within a short time Fred.

At the present time we are in 2nd place in the Accident Prevention Contest and have dropped to fourth place in the Witness Contest. Our standing in the Courtesy Campaign does not rate very highly. Now boys, let us get busy and improve our standings and show that we have benefited by the recent Accident Prevention meeting held at this depot. "Remember only three more months left for us to regain first place.

E.

Armitage-Division

Edward Lauing, janitor of the Armitage depot, and former motorman of the North Avenue depot died, November 3, 1930, following a heart attack. Mr. Lauing was a veteran of the service. Starting his service career on the North Side lines he transfered to the Division Depot, then on the transfer on the Chicago Avenue service left with that service for the North Avenue Depot. About a year ago taking up the position of janitor after recovering from a long illness.

Al Koglin bid the boys goodby and we are inclined to think gave them the Ha Ha and left for Southern California. "I'll be back with the birds," says Al.

L. M. O. C.

Limits

The wife of Henry Jordan presented him with a 5½-lb. baby boy on Aug. 13th at the Wesley Memorial Hospital. Mother and son doing well.

Philip Murphy is boasting of a young son

born Sept. 27th at Jos. B. Murphy Hospital. Mother and baby getting along nicely.

Conductor Pete Gallagher's young son, born Sept. 28th, at his home, 3442 Bosworth Ave., weighed 8 lbs. He was christened Joseph Michael.

Conductor Jos Conner's wife presented him with a 6-lb. 3-oz. baby girl on Oct. 6th at the Augustana Hospital.

Congratulations to all these proud daddies.

The wife of Conductor Bakantis, who had been ill for some time with a serious ailment, passed on October 17th. Funeral services were held Oct. 21st at her late residence, 1238 N. Lincoln St. Interment St. Albert's Cemetery. We extend to Brother Bakantis our heartfelt sympathy in this hour of his great grief.

Motorman John A. Carlson and wife have returned from a four months' trip, visiting their respective mothers in Sweden. They also spent a little time in Norway. John also visited his brother in Northern Sweden, the home of the northern pines and the wonderful iron mines (or 98% iron) from which the famous Swedish steel is made. Mr. and Mrs. Carlson had a delightful time also at Siljan Lake camping and fishing.

Mr. and Mrs. Aug. Brennig just returned from a ten-day trip to Niagara Falls, this being their second visit. As August says, you can never see all of Niagara and its adjacent territory. The couple stopped at Buffalo and at Cleveland, Ohio, to visit friends.

E. G. Rodgers.

Devon

The boys of Devon wish to extend their sympathy to the number of trainmen who are on the sick list and wish them a speedy recovery. Among these men are Paul Peters, J. Fischback, M. Benach, R. Walton, E. Dehming, J. Heron, M. Cibeck, J. Marks, J. Cannon and Receiver A. Peterson. We are sure any of these men would appreciate a visit. The clerks will be glad to give you their addresses.

Clerk Colgan reports the arrival of a baby girl weighing 9 pounds 8 ounces. Conductor Schmeltzer also reports a new member of the family. Congratulations and best wishes to both parents and babies.

We see that Bob Coburn has gone duck hunting again. Lots of luck Bob.

Sympathy is extended to Conductor O. P. Wright in the loss of his father, and Conductor Groh in the loss of his wife.

F. Murbarger.

Not Long Distance

A Chicagoan visiting Fond du Lac, Wis., had occasion to call Appleton. Upon asking what the charge was, he was told fifty cents.

"Fifty cents. For that distance? Great Scott! In Chicago you can call hell up for fifty cents."

"Possibly," coolly answered the operator, "it's in the city limits."

Sounds Fresh

Customer: "Are those eggs strictly fresh?"

Grocer: "George, just feel if those eggs are cool enough to sell yet."

SURFACE LINES POST
The American Legion

ARE YOU A MEMBER OF THE AMERICAN LEGION?

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

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

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

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

During the present year SURFACE LINES POST No. 146—YOUR POST—is anxious to further increase its membership. With the eligible ex-servicemen in the employ of the Company enrolled in Surface Lines Post, we could have the largest Post in the State if not in the United States.

If you are not already a member of some other American Legion Post, the Membership Committee invites you to join our Post. The dues are $3.00 per year, which covers National, State and Post dues, as well as a year's subscription to the American Legion Monthly, the official magazine of the Legion.

Send your name, address, military organization with which you served, and Company Address, together with $3.00 Annual Dues for 1931, to the Adjutant, J. P. McCauley, 7749 Vincennes Avenue (South Shops), and he will see that you receive your Official Membership Card at once.

Do it now—before it slips your mind.

R. W. Ambler, Commander.

"I always thought you were a gentleman," she wept, as he let her out of his car in front of her house at eleven o'clock, "And now I know it."

A firm of solicitors rang up a stock broker, and the following conversation took place:

"Good morning, are you Mr. Denman?"

"Yes, who is this?"

"This is Hullett, Crafting, Studge, Minardy, Gowle, and Scarrow."

"Oh, good morning, good morning, good morning, good morning, good morning good morning, good morning."

AUTUMN AFTERNOON



A Land and Sky Study in Black and White by Photographer Chouinard

Women's Auxiliary

Announcing

ANNUAL DANCE
and
RECEPTION

To the

Surface Lines Club

DECEMBER 6, 1930

1126 North Dearborn

George Konchar's Orchestra

DANCING
9:00 P. M.

ADMITTANCE
By Ticket Only

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