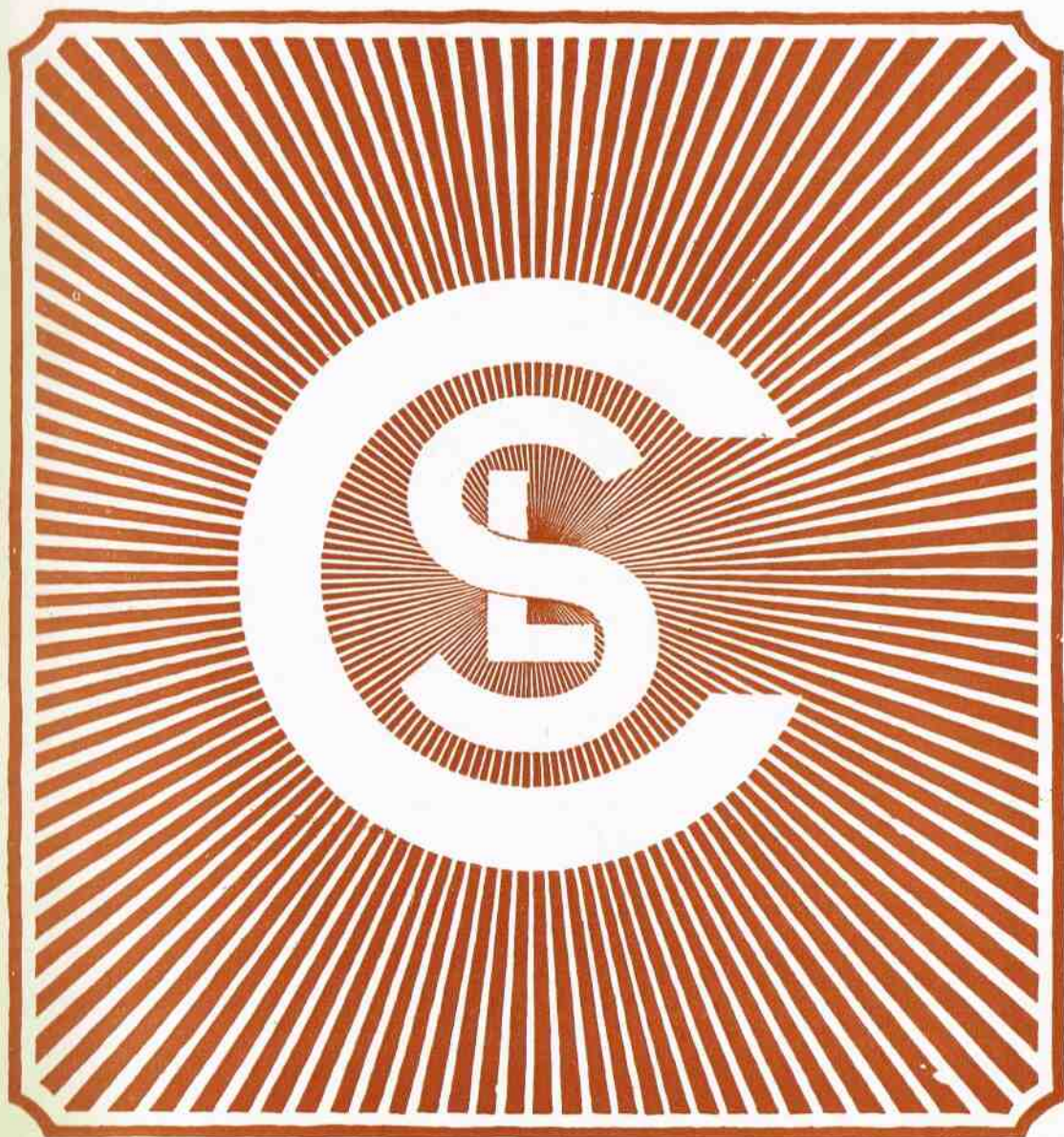


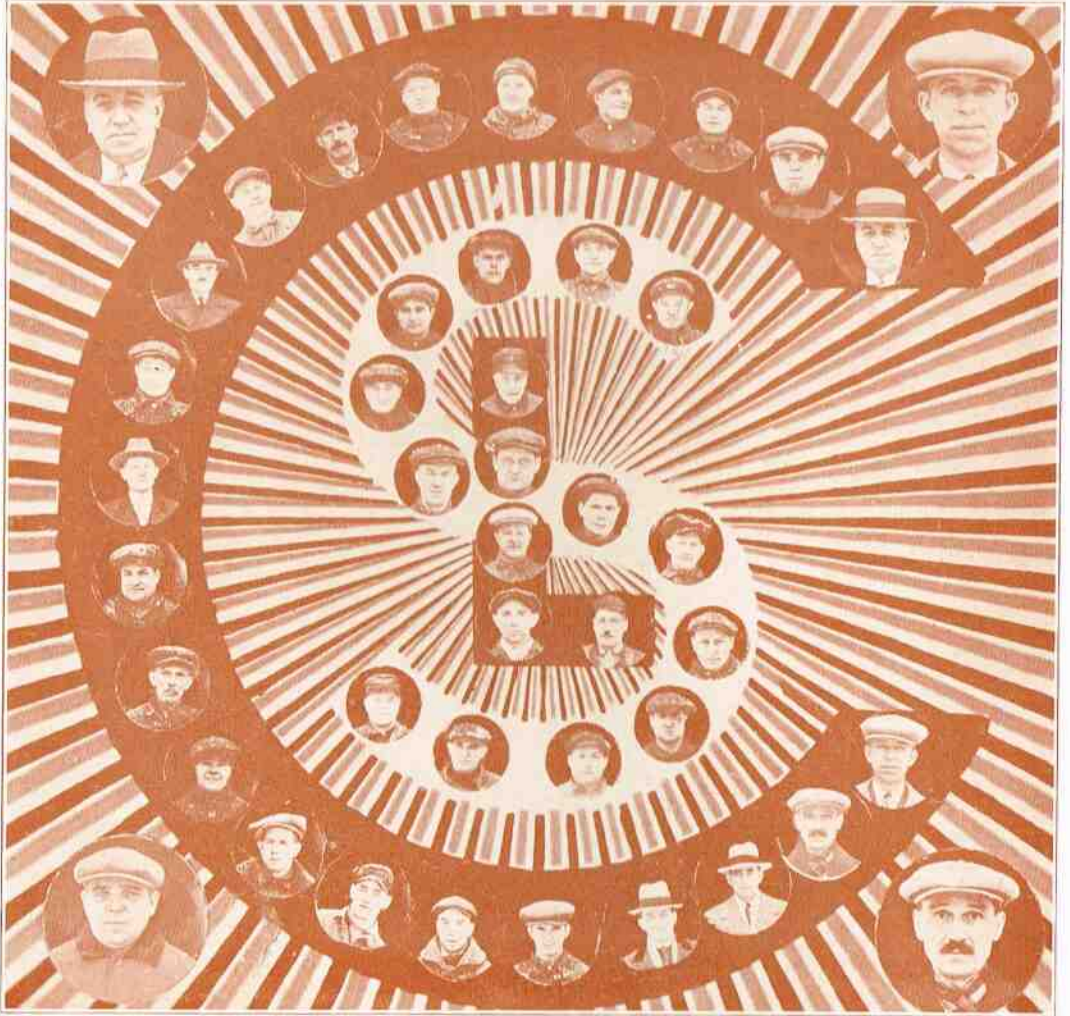
SURFACE SERVICE MAGAZINE

VOLUME 7

SEPTEMBER, 1930

NUMBER 6





A Novel Arrangement of the August Winning Carhouse Crew of Armitage



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 7

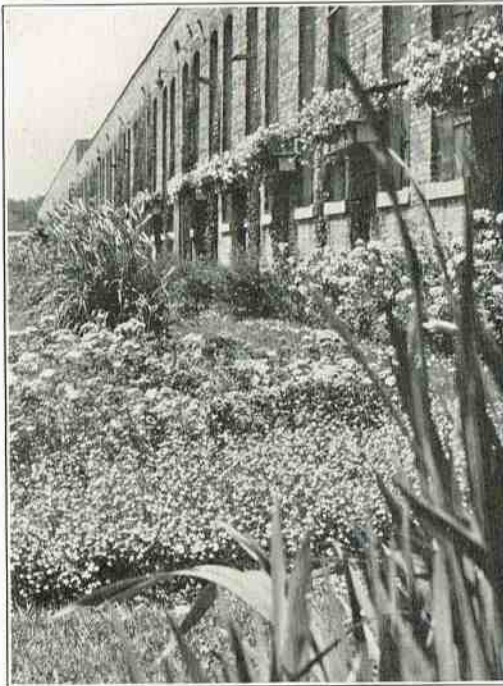
SEPTEMBER, 1930

No. 6

Flower Displays Are Appreciated

*Favorable Comment from Those Who Enjoy the Gardens
and Flower Boxes*

The beautification of Surface Lines property by the garden and flower wizards, who have devoted so much of their care to this work, has been most gratifying not only to the management but to our friends and patrons who recognize the civic spirit and pride behind the movement.



One Fascinating View Along Devon's South Wall.

Here is a typical letter from a commuter over the Wisconsin Division of the Northwestern who has found the Devon avenue display a source of joy and satisfaction all through the summer.

Commuting to and from Evanston we, of course, pass the west end of the Devon Avenue Barns and while the premises (characteristically C.S.L.) always look neat and attractive,

there is, this summer, about the handsomest floral display, in various flower boxes, about the car yards, that one sees on the entire trip. I always try to get a seat on that side of the car until we have passed the car barns, just to look at those beautifully kept flowers. I am not the only one, either.

Of course you know that I am so sold on the company's way of managing things that even if they become personal and displayed "Old Maid's Bonnets" instead of the petunias they now have, it would be quite all right with me, but last night on the C. & N. W. train, a lady sitting behind me said: "Now when we come to the car barns I want you to look! It is the most magnificent display of flower decorations that I have ever seen." A deep bass voice responded: "Yes, we have all been watching that garden and they are certainly wonderful people". I almost forgot myself and chorused "ATTABOY!" but I remembered in time to efface myself. However, I almost developed an Andy Gump neck trying to twist around politely to see who was talking. They were two officers of the Central Trust Company with their wives, all of whom I know by sight.

Whoever is handling those gardens is making your car barns favorably famous. The C. & N. W. should advertise it as one of their attractions. If you have not seen it, it is worth going to see.



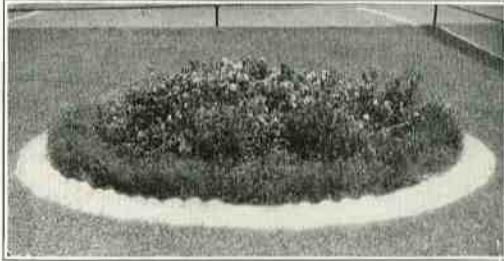
North Avenue's Pride.

Here is another letter of appreciation from one who has observed the work at the Blue Island Avenue Car Station:

The appreciative comments that have appeared in SURFACE SERVICE MAGAZINE in regard to the beautification of car stations by means of flowers and floral decorations have

interested me very much and I wish to add my own personal expression because it has been a great pleasure to me to watch the progress of the beautification program from its inception.

The Lawndale-Blue Island properties are located in the district that has been my home all of my life and the contrast between the present beautiful surroundings and conditions before the innovation was started, is truly remarkable. I am not only familiar with the district, but am well acquainted with its people



Blue Island's Pansy Bed.

and from what I have seen and heard, the beautification work has done great good in promoting civic pride as well as creating kindly feeling toward the Surface Lines.



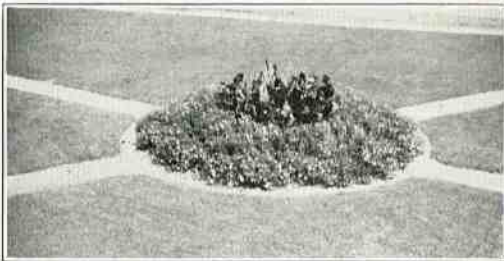
Kedzie's Luxuriant Window Boxes.

Work of this kind is bound to react to the good of the community, because anything that makes the world brighter increases the sum total of human happiness—and happiness is the goal we are all seeking.

Let the good work go on.

Sincerely yours,

Peter Paul Kielminski,
1902 S. Ashland Avenue.



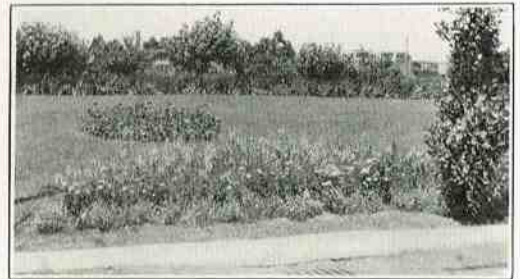
Kedzie's Center Piece

SURFACE SERVICE is glad to be able to present herewith photographs typical of the various displays around the system.



What They Did at 77th.

There is no doubt that the example thus set at the car station has had its effect on the neighborhood, distinctly to the advantage of the local residents.



Looking Across North Avenue's Garden and Lawn.

Speaking generally there is no doubt that the gardens show an improvement over those of the previous years and it is hoped that better and bigger gardens will be the rule for the future.

Fixed Charges

Owner—"What will it cost to have my car fixed?"

Garageman—"What's the matter with it?"

Owner—"I don't know."

Garageman—"Fifty-two dollars and sixty cents."

This Is Suspense

When the check is \$1.60, you have \$1.80, and your lady is deciding whether or not to have dessert.—Boston Transcript.

He—"If you keep looking at me like that I'm going to kiss you."

She—"Well, I can't hold this expression much longer."

Lincoln Again Takes Lead

Eleventh Division Forges to the Front in Accident Prevention Contest

Cumulative—February-August

First Place.....	Division 11, Lincoln	91.60
Second Place.....	Division 1, Cottage Grove	91.03
Third Place.....	Division 10, Elston-Noble	90.52
Fourth Place.....	Division 4, Sixty-Ninth Street	90.37
Fifth Place.....	Division 3, Seventy-Seventh Street	90.30
Sixth Place.....	Division 2, Burnside	89.82
Seventh Place.....	Division 5, Archer	89.25
Eighth Place.....	Division 6, Lawndale-Blue Island	89.24
Ninth Place.....	Division 9, Armitage-Division	88.03
Tenth Place.....	Division 12, Limits-Devon	87.70
Eleventh Place.....	Division 7, Kedzie	86.81
Twelfth Place.....	Division 8, North Avenue	85.33

Month of August

First Place.....	Division 11, Lincoln	94.76
Second Place.....	Division 10, Elston-Noble	92.92
Third Place.....	Division 12, Limits-Devon	92.62
Fourth Place.....	Division 6, Lawndale-Blue Island	92.36
Fifth Place.....	Division 4, Sixty-Ninth Street	91.50
Sixth Place.....	Division 5, Archer	91.50
Seventh Place.....	Division 9, Armitage-Division	90.97
Eighth Place.....	Division 3, Seventy-Seventh Street	90.96
Ninth Place.....	Division 1, Cottage Grove	90.82
Tenth Place.....	Division 2, Burnside	89.07
Eleventh Place.....	Division 8, North Avenue	86.59
Twelfth Place.....	Division 7, Kedzie	85.82

By **WILLIAM PASCHE**

Supervisor of Accident Prevention

At the close of the month of August a new pacemaker has come to the front in the 1930 Accident Prevention Contest, it is none other than Lincoln Depot, Division No. 11, winners of the Accident Prevention Trophy in 1927 and 1929. Should Lincoln win in this contest it will become the permanent holder of the sterling silver street car. Following Lincoln at this time are Cottage Grove, Elston-Noble, 69th, 77th, and Burnside Depots so close that less than two points separate Lincoln in first place and Burnside in sixth place. A good month for either of the five divisions following Lincoln Depot may develop a new leader.

We have for the past three years classified accident reports as "chargeable" and "non-chargeable," that is, preventable and not preventable. This method has brought to the attention of

the management the trainmen who are daily doing their share in the prevention of accidents. The operating records of all train employees now clearly show whether or not an accident has been charged to the trainman. This work is carried on in the following manner: On the day following an accident the reports are carefully scrutinized by the Supervisor of Accident Prevention, and are marked either "non-chargeable," "chargeable," or "questionable." It naturally follows that it would be impossible accurately to classify all reports after merely reading the brief, so a great many are "questionable."

After the reports have been marked by the Accident Prevention Department they are forwarded to the Division Superintendents at the various depots. These officials discuss all accidents with the trainmen involved, after which the case is taken up with the Accident Prevention Department for final classification. All reports marked questionable are

finally disposed of as chargeable or not chargeable, and are so shown in the individual trainman's record.

Each trainman should jealously guard his work record. It is his stock in trade and the very best recommendation it is possible for him to have. The work record can be safeguarded by each trainman after his interview with the division superintendent by asking if it is chargeable or not chargeable, and if not satisfied with the decision he should ask that the case be reopened either through the division superintendent or by coming directly to the general offices. More than two hundred trainmen have taken advantage of this opportunity to the benefit of all concerned.

During the month of August accidents were decreased at the same rate as the previous six months. There are, however, some kinds of accidents which are not decreasing in the same proportion as other classes. One of these is collision with vehicles pulling away from the curb. Motormen are again reminded that sounding the gong at least twice in each block will be very helpful in preventing this type of collision, also that when vehicles are parked along the curb they must always anticipate that the vehicle will pull away toward the track.

Another type of collision is vehicles struck while street car is rounding a curve. With this kind of collision the conductor has considerable to do. He can help to prevent most, if not all, of this class of accident by giving a warning signal with his hand to the drivers of following vehicles indicating that the car is about to round a curve. This is necessary and important because many drivers of vehicles are not familiar with the turns made by street cars. But in addition to the signal the conductor should at all times be on the lookout and should be ready to give the signal to stop in case the driver fails to heed his signal. This is also necessary to protect pedestrians, especially when left turns are made.

Goggles Not Worn—Tragedy

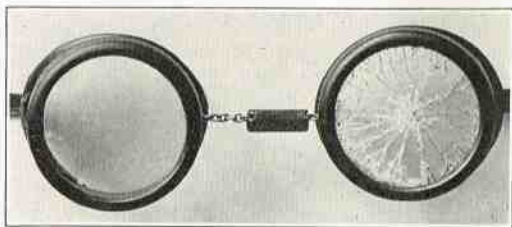
In this issue is the picture of a pair of goggles which saved the eye of a track worker. In the past few years much has been accomplished in the way

of education on the value of wearing goggles by employees who are doing chipping, grinding, or any work that may cause particles to fly.

Unfortunately there are those who will take chances. On September 2nd, Charles Stiglich employed in our Track Department was working in a gang which was loading rails in the 78th Street Yards. Stiglich was using a sledge to even up a pile of steel rails when a piece of the sledge broke off and lodged in his left eye. The piece of steel which struck Stiglich in the eye is almost exactly the size and shape of a .22 calibre bullet which has been fired against a brick wall. Doctor Clarence W. Rainey who attended Stiglich, informed the writer that it is almost certain that it will be necessary to remove the eye—at least that the sight will be gone. Stiglich is a young man, twenty-one years of age who therefore will have to go through life with one eye, when the wearing of goggles would have saved him from this unfortunate injury. The moral of this is: Wear goggles at all times while on the job.

Goggles Worn—Eyes Saved

Trackman M. Bubich was wiser and therefore much more fortunate. On August 23rd, while working on Illinois Street, west of La Salle, a fragment of flying concrete struck one of the lenses of his goggles cracking the glass badly



but doing no injury to the eye. The accompanying cut shows how badly broken the lens was, though still affording protection.

"This pen leaks," said the convict, as the rain came in through the roof.

A business man advertised for an office boy. The next morning there were some fifty boys in line. He was about to begin examining the applicants, when he was handed a card on which was scribbled: "Don't do anything until you see me. I'm the last kid in line, but I'm telling you I'm there with the goods!"

Down Where the Surf Rolls

Fifth Annual Beach Party Successfully Competes with Major Attractions



The Hot Dog Chorus.

The fifth annual Beach party of the Surface Lines Club was held at Jackson Park on Saturday, August 25th. The attendance was wonderful, considering that the air meet, ball game, music festival and other events vied with each other for recognition. However, about 200 happy enthusiastic "Beach Party" fans were on hand to make this party a success. Bathing, ball games and running made up most of the program for the afternoon, while D. Condeles, North avenue depot, kept the crowd entertained with his concertina, playing until late in the evening.



Condeles Charmed Them With His Music.

About six o'clock when the incessant clamoring of "when do we eat" had almost reached its climax, the welcome

call of "Ready—A L L!" was made. No time was lost in forming a line to partake of Major Domo's "Perro Caliente" (Spanish for "hot dawgs") on fresh-baked rolls with mustard and Coney Island dressing, all of which was accompanied by the usual cheering cup of hot Java. And did it taste good? Yum! Yum!



The Hunger Line.

A marshmallow roast coming next on the bill of fare gave young and old an opportunity to test their skill on balancing. A brown marshmallow on the end of a tiny fork, toasted to a state of perfection, is an art to brag about. And they were good, too.

Just before the closing came another



Resting on the Sand.

surprise—the treat of the feast—you have guessed? Yes! ice cold watermelon.

No question about that being a popular delicacy and “there ain’t goin’ to be no rin’ left” was the prevailing sentiment.

Under the extraordinary circumstances of so many major attractions of the day, your committee owe a debt of gratitude to those of you who were able to attend our beach party. We were glad to do our bit and were fully repaid for our service when we took note of the happy smiling faces of our guests, and knew we had helped to make the day one of real recreation. —“Billy.”

Keeping 'Em Rolling

Armitage Takes Lead with 42,816 Miles per Pull-in—Fourteen Carhouses Over 20,000 Miles

Armitage succeeded in reaching the top for the month of August, 1930. They operated their cars 42,816 miles per pull-in due to failure of equipment, an increase of 24.0% over last month.

Although low in standing, Lawndale deserves mention, making the greatest per cent increase of the month, 89.1%.

The average miles operated per pull-in for the system is 24,698 miles, an increase of 15.3% over last month and an increase of 26.8% over the same month the previous year. You will also note that fourteen of the sixteen carhouses reached the 20,000 miles per pull-in mark.

Eleven of the sixteen carhouses show increase in the percentage column.

Each carhouse record is shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-In in Aug.	Pct. Inc. or Dec.
1	Armitage	21	42,816	24.0
2	Blue Island	22	42,663	65.9
3	Elston	23	35,951	22.3
4	Archer	10	31,899	6.4
5	Noble	22	30,613	62.3
6	North	6	30,401	34.0
7	Limits	23	29,759	57.9
8	Cottage Grove	10	28,832	16.5*
9	Lincoln	17	27,697	.3*
10	77th Street	7	27,249	35.5
11	Lawndale	14	25,628	89.1
12	69th Street	4	24,005	12.3
13	Division	12	23,944	14.9
14	Burnside	14	23,242	16.5*
15	Kedzie	5	16,787	4.7*
16	Devon	6	11,751	9.7*
		216	24,698	15.3%

*Decrease

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

Carhouse	Aug.	July	June	May	Apr.	Mar.	Feb.
Armitage	1	2	2	3	12	4	6
Bl. Island	2	7	4	7	7	1	13
Elston	3	4	1	6	8	8	7

Archer	4	3	7	2	5	2	1
Noble	5	12	11	9	9	6	8
North	6	8	8	5	6	9	5
Limits	7	13	6	1	4	3	3
Cottage Gr.	8	1	5	8	1	5	2
Lincoln	9	6	9	10	11	16	12
77th Street	10	11	10	4	3	13	10
Lawndale	11	15	15	14	2	14	14
69th Street	12	9	3	12	14	7	9
Division	13	10	13	13	15	10	4
Burnside	14	5	12	11	10	12	11
Kedzie	15	14	14	15	13	11	15
Devon	16	16	16	16	16	15	16

ROUNDING UP WITNESSES

Five Divisions Score Less Than 4.00—Average For System Lowest in Eleven Months

It may be that the passengers on cars on which accidents occurred during August suffered writers' cramp and couldn't sign the witness cards proffered by the conductors. At any rate the average for the system dropped to the lowest figure, 4.34, that it has reached in eleven months. Last month the tail enders were urged to push themselves up in the standing and at least two responded. Devon-Limits jumped from twelfth to eighth place, and Archer jumped from eight to fourth place. Seven divisions scored 4.00 or better, and the remaining five scored between 3.23 and 3.96, a fact which in no way causes the Department of Accident Investigation to rejoice.

Detailed figures follow:

	Aug.	July	June	May
1. North Avenue	5.15	5.71 (1)	6.11 (4)	6.80 (1)
2. L'dale-Blue Isl.	4.93	5.19 (3)	5.08 (4)	4.98 (4)
3. Elston-Noble	4.74	5.39 (2)	5.17 (3)	5.06 (3)
4. Archer	4.55	4.59 (8)	4.62 (9)	4.53 (10)
5. 77th Street	4.52	4.77 (5)	4.68 (7)	4.77 (7)
6. Burnside	4.47	4.90 (4)	5.41 (2)	5.20 (2)
7. 69th Street	4.02	4.60 (7)	4.34 (10)	4.71 (8)
8. Devon-Limits	3.96	4.16 (12)	4.19 (11)	4.79 (6)
9. Kedzie	3.95	4.57 (9)	4.64 (8)	4.31 (11)
10. Cottage Grove	3.88	4.56 (10)	4.87 (6)	4.59 (9)
11. Lincoln	3.82	4.66 (6)	5.01 (5)	4.89 (5)
12. Armitage-Div.	3.23	4.20 (12)	4.10 (12)	4.18 (12)
Av. for System	4.34	4.81	4.83	5.03

Treating Passengers Right

Motormen Should Refrain from "Smart Cracks" and Not Dispute a Patron's Word

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

	Disc.	P. U.	Trans.	Total	Q. S.	Comnd.
1 Blue Island ..	5	2	5	2	14	3
2 Lincoln	13	2	9	1	24	11
3 69th	27	9	9	8	53	35
4 Lawndale	14	6	10	2	32	4
5 North	51	22	45	13	131	18
6 Kedzie	39	14	23	10	86	12
7 Archer	34	18	31	9	92	25
8 Armitage	17	13	11	1	42	6
9 Limits	15	4	20	1	40	5
10 Division	26	4	20	11	61	4
11 Cot. Grove	34	16	21	1	72	20
12 77th	67	22	41	18	148	34
13 Elston	19	5	13	5	42	10
14 Noble	17	8	15	1	41	1
15 Devon	64	23	37	12	136	34
16 Burnside	29	6	29	7	71	8
Total	471	174	339	101	1085	230

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

	Disc.	P. U.	Trans.	Q. S.	Total	Comnd.
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
Total	471	174	339	101	1085	230

By C. H. Evenson,

Superintendent of Transportation

A great many complaints have been received by the management recently of discourteous and improper actions on the part of motormen. It is true that these complaints are directed against a very small minority of the motormen on the system, but this minority injures the reputation of the entire train service.

One correspondent refers to this very fact in complaining because a certain motorman on West 63rd Street fails to make a stop at 63rd and Central avenue on frequent occasions when passengers are waiting to board the car and who has become abusive when the matter has been called to his attention by passengers.

"If this man thinks we are all foreigners out here, he has another think coming," the complainant says in his letter. "I ride the cars daily and have met lots of courteous motormen and conductors and have observed numerous acts of kindness toward the feeble and mothers with children, in addition to their civility in guiding passengers who are not familiar with the streets. But the discourteous class of employe, who is in the minority, is detrimental to the rank and file of the trainmen."

A large percentage of the complaints are because of failure on the part of motormen to open the front door to allow passengers to alight at their proper destination.

Carried Past Destination

A young woman living on the south side, cites this instance:

"I rang the bell just as we passed 35th and Western, got up and stood in front of the car to be let off at 36th Street. As we neared 36th Street I noticed the motorman hadn't any intention of stopping. About four feet from the corner I turned and said: '36th Street, please; I rang the bell.' He was too busy talking to two men at his side and apparently didn't hear the bell. Well, he as much as called me a liar and said I didn't ring the bell and started 'bawling' me out. I said: 'Listen, I ought to know if I rang the bell or not and if you weren't so busy talking to those men and were keeping your mind on your work, you probably would have heard me.' He said a lot of other 'nice' things to me. When he let me off at Archer and Western, he said: 'Get out and walk. It will do you a lot of good.' He then started to laugh. Now, if this is the courteous treatment you receive when you ride the Surface Lines, I don't blame the people for demanding other means of transportation."

There are numerous other complaints of a similar nature.

Should Be on Alert

Doubtless even the most alert motormen will sometimes fail to discover that a passenger wants to alight. Some passengers, without ringing the bell, go to the front platform and do not ask the motorman to open the door. The motorman, who is watching the traffic on the street, cannot always be expected to know the desires of passengers who do not ring the bell or ask to be let off.

But the complaints do not originate with these passengers. They come from passengers who have given the signal and in some instances have also spoken

to the motormen, and still are carried past their destinations. These evidences of inefficiency on the part of the motormen are often due to the fact that he is conversing with passengers and not paying proper attention to his work. By so doing, he is violating the rules of the company, as well as showing extreme discourtesy to passengers.

Passing up passengers is another cause for frequent criticism of the service. There is no excuse for passing passengers, unless the car is overcrowded or off-schedule and another car is following immediately behind.

A merchant who permitted his clerks to slam the door in the face of intending customers would soon lose all his patronage, and the motorman who passes up persons on the street desiring to board his car is literally refusing to permit them to patronize the Surface Lines. He should remember that his pay comes from the fares paid by passengers and that his first duty to passengers is courteous and efficient service.

Should Not Dispute Statements

Much has been said in this series of articles about the necessity for courteous replies to questions or suggestions on the part of the conductors. This applies with equal force to motormen.

A passenger who tells the motorman that he rang the bell is naturally highly incensed when the motorman tells him that he didn't; and the passenger who insists that he told the motorman he wanted to get off at a certain intersection, resents a "smart" reply.

The least the motorman can do in either case is to reply politely that he is sorry, but that he did not hear the signal or the request to stop.

Avoid Abusive Language

Fortunately, there are few reports of motormen using abusive language to truck drivers or others who "hog" the track in front of their cars. Nothing is more annoying or more detrimental to the service than the driver of a slow-moving vehicle who inconveniences hundreds of car riders by refusing to pull over to the side to permit the car to pass.

Loud and abusive language, however, does not help the situation. It only

angers the offending driver and makes him more obstinate. City ordinances require drivers of slow-moving vehicles to permit street cars to pass and complaint should be made to the nearest traffic officer in cases of this kind. Also, the number of the vehicle should be taken and a report made to the management, which will take proper steps against the driver and the company he represents.

The man on the front end of the car is in the public eye at least as much as the conductor. He should never forget that he is the representative of the Chicago Surface Lines organization and that the entire organization is being judged by the manner in which he performs his duties.



The Old Noble Street Ball Team

Standing: Sullivan, Boldt, Tom Bills, Bill Dramer, James McCourt, Mandick. Seated: Paskiewicz, McGadey, Lackman, Smith, White, Front, Colgan, Mascot.

Another Record

"Your wife is talking of going to France this summer. Have you any objections?"

"No, certainly not. Let her talk."

"Not a bad looking car you have there, Connie. What's the most you ever got out of it?"

"Six times in one mile."

Mistress (to Maid)—"Haven't we always treated you like one of the family?"

Maid—"Yes, and I'm not going to stand for it any more."—Mo. Pacific.

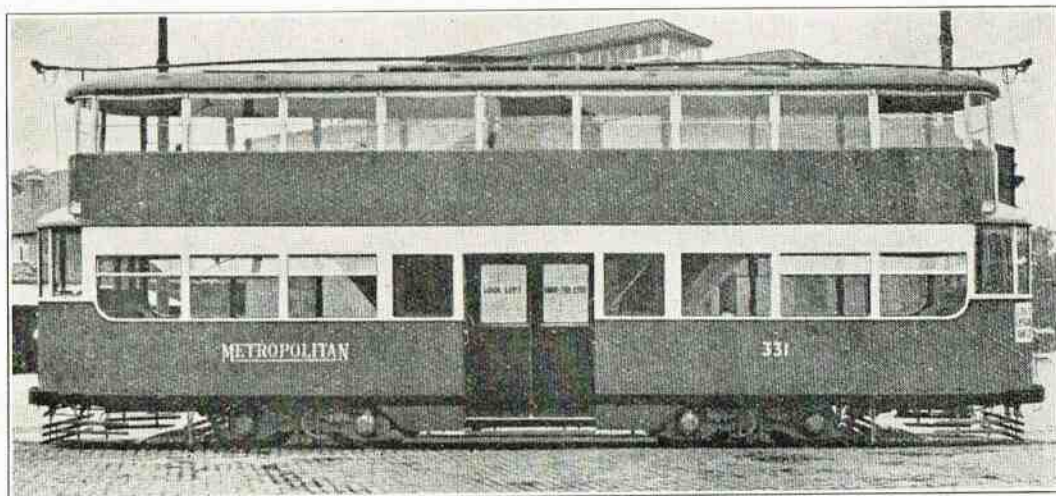
Plenty for Her

"Hubby: "Your check to the grocer came back with 'no funds' on it."

Wife: "That's funny. I saw an ad in the paper yesterday which said the bank had a surplus of over \$3,000,000."

Up to Date London Tram Car

Double Decker with Central Entrance Is the Latest Expression of Science Over There



The New Side Entrance and Exit Double-Deck, Double-Ended London Tram.

Among the most interesting company magazines that come to the desk of the editor is "T. O. T." (Tube Omnibus-Tramways), the staff magazine of the London Transportation Organization. The August issue contains among other things a description of a modern London tram car, designed with the central entrance; and the essential part of the specifications for this vehicle with a side and front view are herewith reproduced for the information of SURFACE SERVICE readers:

Underframe

This is built up of mild steel rolled sections, plates and pressings assembled, the whole being riveted together. The low floor height of the lower saloon necessitated the body being of shallow construction.

The body is mounted on equal wheel bogies having wheel brake blocks. The overall dimensions and proportions are the same as in Car 320, viz.:—

Total length, 40 ft. 3 $\frac{1}{4}$ ins. Extreme width, 7 ft. 2 in. Height, running rail to top of roof, 14 ft. 7 ins. Height, floor to ceiling, lower saloon, 6 ft. 2 ins. Height, floor to ceiling, upper saloon, 5 ft. 11 ins.

Stairways

The stairways lead from the central platform to a point about half way between the center and the end of the upper saloon. They are placed on the "off" side of the tramcar so that the motorman can, if necessary, view the "near" side doors from his compartment. The space under the stairways in the lower saloon is enclosed to form a cupboard. This arrange-

ment of stairways from the central platform permits of rapid loading and unloading of the tramcar and lends itself to the adoption of the "pay as you enter" system.

Seating

The tramcar is arranged to seat 70 passengers. The lower saloon has longitudinal and cross seats for 28 passengers. The seats are upholstered in moquette. The upper saloon has longitudinal and cross seats for 42 passengers. These seats are upholstered in blue leather. The cross seats are of special design, the ironwork and reversing mechanism being hidden from view, and so disposed as to prevent injury to passengers.

Ventilation

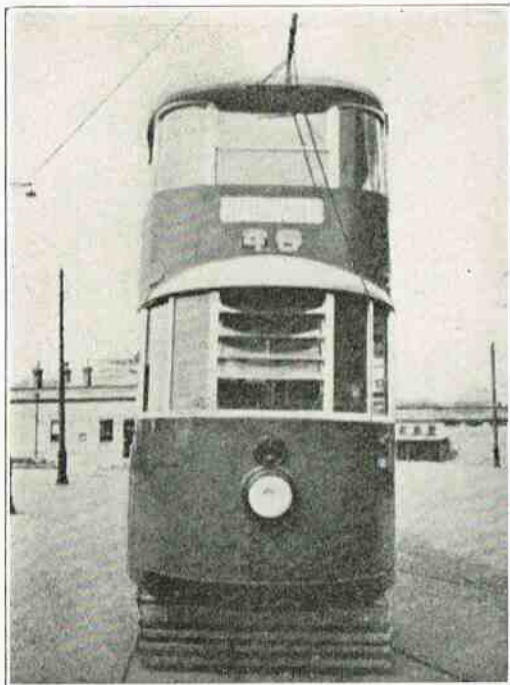
In the lower saloon 5 lights (window sash) on each side have the top portion hinged, and arranged to open inwards. These ventilators can be operated conveniently by passengers. The 9 lights on each side of the upper saloon and also the end lights have the top half arranged to drop and afford a maximum clear opening of 11 ins. The end lights are glazed with safety glass. Special attention has been paid to all ventilator lights, to ensure that when they are closed, rain or wet during washing operations cannot enter the tramcar.

The Motorman's Compartment

The floor being raised above the saloon floor, enable a seated motorman to see the region of the center doors. This raised platform also has the advantage of allowing a "standard height" controller to be used, the base of which is placed below the raised floor. Further, the seated motorman's line of vision is on the same level as the line of vision of a standing motorman on one of the Company's standard

type tramcars. The space below the raised floor is made to accommodate other equipment.

A hinged light, opening inwards, is fitted on the left-hand side of the compartment, so that the motorman can look out on the near side.



Front View of the Double-Decker

A similar light is on the right-hand side. All glass used is safety glass. In addition to the controller, air and hand brake, sanding, sliding doors and trap tray control mechanism, all of which are placed so that they may be conveniently operated by the seated motorman, the lighting switches and fuses, automatic circuit breakers, signal bells, line contactor, compressor switch and indicator control mechanism are located in the motorman's compartment.

Doors

The central entrance is closed on each side of the car by a pair of sliding doors. When opening the doors slide into pockets arranged in the body side and the front edges are protected by special sensitive edges to prevent damage to passengers' person or clothing. Each door is operated by a separate air engine. These doors are controlled by the motorman and conductor. A special device is fitted in the control mechanism which prevents the doors from opening if the car is traveling at a higher speed than 2 m.p.h. The doors are interlocked with the traction circuit so that the car cannot be started by the motorman until the interlocks are closed.

Signal Bells

Electric bell pushes are fitted in both saloons and ring differently toned bells in the motorman's compartment at the driving end. The conductor can signal from his door control posi-

tion to the motorman, by means of pneumatic bells.

Brakes

The car is equipped with the Westinghouse Brake and Saxby Signal Co.'s straight air-brake. The cylinders are synchronised in action so that the brakes are applied on both trucks simultaneously. A handle by means of which passengers can apply the brake in the event of emergency is provided over each pair of sliding doors. Magnetic track-brakes are fitted to the trucks, but are not interconnected with the wheel brakes. Peacock Staffles hand-brake operating mechanism is provided in each motorman's compartment. Compressed air for the operation of the brakes, sanding gear and doors, is supplied by a KLL2 two-stage rotary type air compressor which is direct-coupled to a 500-volt D.C. motor, the whole being totally enclosed and carried under the car. This compressor has an output of approximately 11 c. ft. of air per minute at 100 lbs. pressure per sq. inch.

Electrical Equipment

To provide a good light for reading, and also to eliminate shadows, special attention has been paid to the lighting of both upper and lower saloons. There are 24 lamps in the lower saloon, 4 on the central platform and 20 in the upper saloon. A dipping headlight is fitted on the front of each "dash." This can be operated by the motorman so that during foggy weather, a beam can be projected onto the track. A caution light is fitted in the center of each dash immediately above the dipping headlight which is operated by the motorman by a hand switch in ample time to give warning to oncoming motor vehicles that the tramcar is about to stop and unload or pick up passengers—further this caution light is operated by the doors so that if the motorman forgets to press the caution switch the light automatically comes up on the doors being opened. The maximum number of lights that will be illuminated at any one time under service conditions is 60.

Trucks

The equal wheel trucks have road wheels 24 ins. in diameter, and a wheel base of 4 ft. 9 ins. The trucks are of the swing-bolster type with axle boxes of the roller-bearing type, in which is incorporated an end location ball-bearing. The truck frames are built up of mild steel plates and sections. The swing bolsters are of special design, which permits of a pre-determined weight being carried on the side rubbing-blocks with a view to eliminating "roll" of the car body. Single block wheel brakes are fitted on the trucks.

Other Features

Destination and route number indicators of the roller-blind type are fitted to the end waist panelling immediately over the motorman's canopy. These are operated from the motorman's compartment by means of gearing.

The car is equipped with pneumatic sanding equipment which is operated by an attachment fitted to the motorman's brake valve.

BE A SELF STARTER IF YOU DON'T WANT YOUR BOSS TO BE A CRANK.—
Submitted by "Billy" Schenck.

Impressions of an English Visitor

Mr. Thornton of London, Finds Chicago Interesting—Chewing Gum and Ice Water Too Much in Evidence

The August issue of the London Transportation Organization's monthly, "T. O. T." has an attractive contribution from Mr. J. Thornton, "Superintendent of the Line" (Railways) presenting his impressions of Chicago illustrated with some excellent cuts. Mr. Thornton comprehensively covers the Surface Lines, Rapid Transit and Omnibus services, analyzes the new ordinance, pays a well-deserved compliment to city planning and parks and boulevards. He refers to the great use that is made of flood lighting both for commercial and civic purposes, although he is conservative enough to question whether London would be well advised in adopting the Chicago method of flood lighting the statues of prominent national characters.

The last few paragraphs of his very interesting contribution to the magazine sums up his personal reaction to his contact with American individuals, habits and institutions:

"In conclusion I would like to mention a few things which impressed me not only in Chicago, but in the United States and Canada generally. Also a few of the things that depressed me. Among the favorable impressions was the extraordinary hospitality on all sides. The hotel service was good generally, but central heating as used in America left me metaphorically cold, but physically sweltering. Railway traveling and catering I thought good, but the sleeping and smoking accommodation on the trains left much to be desired.

"I was impressed by the taxi-cab service—the cabs themselves being the equal of many a private car, but brakes and acceleration too fierce to be comfortable. On the other hand, on lifts which had speeds of anything up to 800 ft. per minute, the starting and stopping was almost imperceptible.

"I admire the wide streets and systems of traffic control, particularly in Chicago and Toronto, although such control would, I think, be impracticable in Lon-

don on account of the narrow thoroughfares and slow-moving traffic.

"Railway stations were, I found, extremely attractive in every way; well built, well lit and ornamental until one reached the platforms where everything was dingy and dull in appearance. With the exception of Chicago, Toronto and Montreal, I found the street tramway track very poor, though the trams themselves were, on the whole, good. Motor omnibus services appeared to be growing rapidly everywhere and cutting out trams to a certain extent, especially in interurban areas. Other items that impressed me were the Power House, Niagara (Canadian side), the Holland tunnel, decimal system, the number of motor cars in use and the dumps of old ones. No one appears to own second-hand cars.

"The things which depressed me were the before-mentioned overheating of rooms, the noise in the streets—particularly New York, and the various dimensions, designs and colors of the dollar bills.

"Finally, there are two things in America which I consider are far too much in evidence—chewing gum and ice-water—and one thing which I found it impossible to procure, a properly made cup of tea!"



This Is Merry Little Jean Alice, Daughter of Motorman R. Houff of Lawndale.

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

WANTED, A CRUSADER

A nationally known artist whose beautiful murals decorate the interiors of state houses, libraries, banks and corporation offices recently returned for a brief visit to Chicago. Strolling through the Loop with a friend, viewing with appreciation the towering structures of the skyscraper group, he was volubly enthusiastic and complimentary. "But," said he, after paying a tribute to the genius of the architects whose work was everywhere in evidence, "will you please tell me why, with beauty in its skyline, exquisite taste in the arrangement of window displays in the great stores, and a reputation for civic pride, Chicago stands for the small town defacement of its streets by freak signs and the plastering of its street lamp posts and trolley poles with all sorts of atrocious advertising material.

"One reads a newspaper whose policies include the support of plans for a greater city, with pleas to its readers for the awakening of a spirit of civic pride and at the same time finds posts and poles all over the city bearing disfiguring cards in screaming colors urging the public to 'start today' reading the thrilling experiences of 'Lottie Loose the Unloved Wife' or some other hectic product of a fevered author's brain in the columns of that identical publication. Isn't there some sort of an ordinance against that sort of thing?"

"There is," we replied.

"Then it should be enforced—but I seem to remember that on a previous visit just before an election every post in town was cluttered with muslin banners and streamers inviting the support of the public at the polls. If the gentle-

men are running for offices whose duties include enforcing the very laws and ordinances they are breaking they hardly could be expected to frown upon similar violations by others, particularly publishers whose support they require.

"Here is a chance for a crusader—one who will organize a vast army of citizens with real civic pride, all pledging themselves to vote against any candidate who thus defaces public property in keeping his face or name before the voters; and a similar pledge to refuse to buy any publication that resorts to lamp post or trolley pole card advertising. Such newspapers are 'queering their own game' for they urge editorially that newspapers offer the best and only successful and legitimate form of advertising, and then prove they don't believe it by resorting to cheap and offensive bill posting."

Wanted, a crusader.

FLOWER GARDENS

Again our car station men have covered themselves with glory in beautifying the buildings and grounds in their care, and the public has had the benefit. A car station at best is a drab sort of affair—nothing thrilling about it architecturally, and not particularly decorative to the surrounding neighborhood. But when the Surface Lines men secured the right kind of soil and then seeded and planted and cultivated, sprinkled, weeded; when they put their window boxes together and bolted them into place filled with nodding blossoms; when they encouraged flowering vines to climb walls and trellises they accomplished a transformation that has given joy to thousands of neighboring residents and passers-by. All honor to the flower growers and lovers.

You Heard Me

Husband: "If a man steals—no matter what—he will live to regret it."

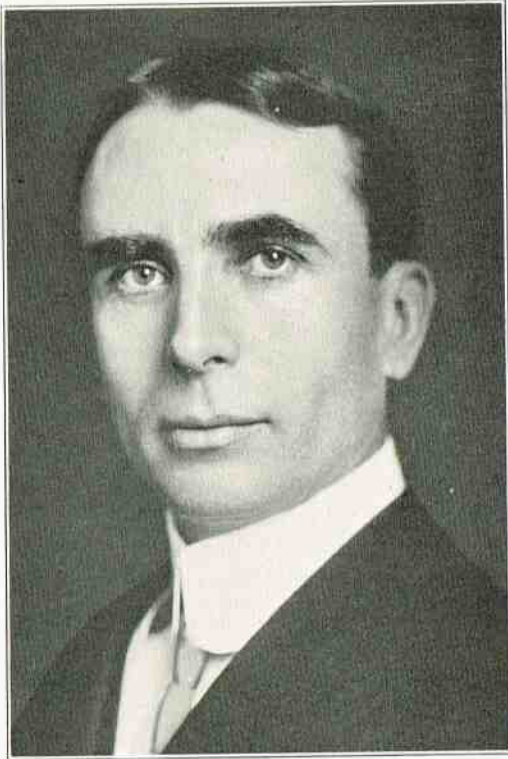
Wife (sweetly): "You used to steal kisses from me before we were married."

Husband: "Well, you heard what I said."
—Ex.

Auction Sale

Hill: "So tomorrow is your wedding anniversary. What do you expect to get for your wife?"

Gill: "I don't know. I haven't had any offers."
—Ex.

OBITUARY
Leonard A. Busby


It is with deep regret that SURFACE SERVICE records the sudden death of Leonard A. Busby, president of the Surface Lines from 1914 to 1920, member of the Board of Operation and Executive Committee of the Surface Lines since 1914 and president of the Chicago City Railway and affiliated companies since 1911. Mr. Busby passed away early in the morning of September 9th at the Presbyterian Hospital following a major operation.

Mr. Busby's death came as a great shock to his friends, few of whom suspected that he was not in vigorous health. The sudden death of his long time friend and associate on the Board of Operation, Mr. Frank O. Wetmore, was a severe shock to him and the natural depression following Mr. Wetmore's death was perhaps something of a handicap when he was ordered to the hospital for a very serious operation.

Mr. Busby was comparatively a young

man, having been born in Harrison county, Ohio, May 22, 1869. Following his graduation from Ohio Wesleyan in 1894 and a course in the Northwestern University Law School, he began the practice of law in Chicago in 1895. From 1906 to 1911 he was general counsel for various south side street railway companies and in 1911 was elected president of the Chicago City Railway Company and its associated south side lines. Upon the passage of the Unification Ordinance of 1914, he became president of the Chicago Surface Lines, filling that office until 1920, when he was succeeded by President Henry A. Blair. Mr. Busby, however, remained as president of the south side companies and was a member of the Board of Operation and Executive Committee of the Surface Lines. In 1912 he married Esther C. Boardman, who with two children, Janet and Jack, survive him. Their Chicago home was at No. 420 Roscoe Street, but for a number of years they had made their summer home on the grounds of the Chicago Golf Club, Wheaton.

Mr. Busby was an enthusiastic patron of athletics and sports and was a well known figure during the early morning hours along the North Shore bridle paths. It was largely through his efforts that the Black Horse Troop was organized and he took a deep interest in seeing that it was properly equipped and successfully managed. Like his friend Mr. Wetmore, he was a lover of the ancient and honorable Scotch game and these two were frequent companions on the beautiful links of their club.

Mr. Busby's early youth was marked by the hardships and vicissitudes that came to the country boy of a half century ago and out of his experiences there was born a keen interest in young men, many of whom he assisted on their way to education and business success. He was prominently identified as an officer of numerous banking and industrial enterprises, was president of the Board of Trustees of the John Crerar Library and a Trustee of the Lincoln monument fund.

The funeral was held Thursday, Sept. 11th; interment at Wheaton.

“Way Back When”

Seventy-one Years Ago the First Horse Car Line Was Placed in Operation—Later Developments

As preparations are being made to launch the Chicago Local Transportation Company—the world's largest combination of surface and rapid transit systems—it is interesting to look back on the start of transportation facilities in this city. With our great population of 3,375,235 in an area of 210 square miles, it is difficult to conceive the Chicago of 1859, with its total of 108,000 people spread over an area of 18 square miles. The city limits on the north was at Fullerton avenue, and extended west to Ashland, south to North avenue, west to Western avenue, south to the west fork of the south branch of the river, north-east to Halsted street, south to Thirty-first street, and east to the lake.

On May 9, 1853, Frank Parmalee started the first regular omnibus line and within three years this had grown to a total of 18 buses serving the south side. November 1, 1858, ground was broken at State and Randolph streets for the first horse car line. The Chicago City Railway Company began the first service on this line April 25, 1859, from Lake street to Twelfth street, from which point omnibuses took passengers farther south. Four cars were used in the initial installation, giving a 10 minute service. In the following June this line was extended to 22nd street. In May, 1859, the Madison street line was opened from State to Halsted street and within three months was extended to Robey street. Also, in July of that year a car line was started in Randolph street.

The earliest type of horse car has often been described. In fact a duplicate of the first vehicle is now owned by the company for “show” purposes. With its plush seats for 18 passengers and its lack of heating facilities it makes a strange contrast with one of the modern vehicles.

In the Chicago Tribune of April 26, 1859, there appeared the following news item: “The first day of the horse railroad on State street passed off with great éclat yesterday. Four cars were kept running all day and carried full loads, the omnibuses connecting south from

Twelfth street. The tracklayers are busy pushing on toward Ulich's, to be reached by the first of June.”

How different is the announcement expected in the near future that the combined surface and rapid transit lines of Chicago will be operating more than 5,500 cars over a track mileage of 1,312—with more than 23,000 employes—carrying over one billion revenue passengers per year!

High Spots in Transportation History

Here are the dates marking important changes in the development of local transportation in the Chicago territory:

April 25, 1859—First horse car service on State Street from Randolph to 12th.

May 20, 1859—Madison Street line opened from State to Halsted.

1860—Clark Street line opened from North Water to North Avenue.

1864—Steam dummy operated in Evanston Avenue (Broadway) from Diversey to Grace-land Cemetery.

Jan. 28, 1882—First cable line in State Street to 22nd.

March 27, 1888—Clark Street cable operated to Limits Depot.

July 16, 1890—Madison Street cable started.

1890—First compressed air car operated in Webster Avenue.

1892—First trolley line in city limits.

July to Oct., 1906—Cable lines changed to trolley.

Oct. 21, 1906—Last use of horse cars (Dearborn St. from Randolph to Polk).

Feb. 11, 1907—Settlement ordinances for surface companies passed.

Feb. 1, 1914—Unified operation of surface properties began.

Aug. 25, 1918—Skip-stop ordinance effective.

April 1, 1921—First one-man cars used (Division Street extension).

Sept. 1, 1921—First trailer cars used (Clark-Wentworth).

Sept. 14, 1924—Rerouting of lines in downtown district.

Aug. 11, 1927—First gasoline buses started on Diversey.

April 17, 1930—First trolley buses started on Diversey.

July 1, 1930—Public approves terminable franchise for Chicago Local Transportation Company with unification of surface and rapid transit properties.

The Good Old Cable Cars

Cable cars are almost forgotten in Chicago, but there are at least 2,000 em-

ployes of the company who were familiar with their operations before they disappeared in the fall of 1906. Indeed there must be many trainmen still in service who had a hand in moving those cumbersome trains over the streets and perhaps were penalized for "cutting the rope."

The first cable train in Chicago was started on the South State Street line from Madison to Twenty-second street, January 28, 1882. This mode of transportation was hailed as a great step forward, and a large part of the city's population crowded the street to witness a single grip car 16 feet long hauling a train of ten cars which carried about 1,000 passengers, including city officials and prominent engineers from all parts of the country. It was boasted that these cars were capable of a speed of twelve miles per hour. The "grip" from the leading car passed through a slot between the rails and was pulled along by grasping a cable one and one-fourth inches in diameter. And woe to the gripman who was responsible for cutting that cable, thereby interrupting service on a long section of that line!

The successful start of the State Street line gave impetus to plans for substituting similar service in various parts of the city, and it was not long before other cable routes were hauling passengers on main trunk lines of the north and west sides of Chicago. The last installation—the downtown loop for Blue Island and Halsted street cables—was not completed till March, 1894. All these lines continued operating until 1906, when the city authorities finally were prevailed upon to allow overhead trolleys for all routes in the downtown district. And it is sad to relate that the projectors of the original cable lines in Chicago might have saved many millions of dollars if they had waited only a few years until the modern electric railway was pronounced practicable.

Growth of the cable systems in Chicago may be outlined briefly as follows:

State Street—Opened from Madison to Twenty-second, Jan. 28, 1882; extended to Thirty-ninth, Nov., 1882; extended to Sixty-third, July, 1886; changed to trolley, July 22, 1906. Downtown loop was via State, Madison, Wabash and Lake.

Cottage Grove Avenue—Opened from Wabash and Lake to Cottage Grove and Thirty-ninth, fall of 1882; extended to Fifty-fifth and thence east to Lake avenue, November, 1887; extended from Cottage Grove and Fifty-fifth to Seventy-second, April, 1888; changed to trolley, October 21, 1906. Downtown loop was via Wabash, Madison, Michigan avenue and Randolph.

Clark Street—Opened from Monroe street loop to Clark and Dewey, March 27, 1888; changed to trolley October, 1906. Downtown loop was via Clark, Illinois, LaSalle, Monroe, Dearborn, Randolph, LaSalle. Wells street cable was started at the same time, over same downtown loop, north to Wisconsin street.

Lincoln Avenue—Extension of Wells street line from Clark and Center to Lincoln and Wrightwood, February, 1889; changed to trolley, October, 1906.

Clybourn Avenue—Extension of Wells street line from Clark and Division to Fullerton and Clybourn, May, 1891; changed to trolley, October, 1906.

Milwaukee Avenue—Opened from Washington and Jefferson to Milwaukee and Armitage, June 27, 1890; extended from Washington and Jefferson to downtown, August 12, 1890; changed to trolley, August 19, 1906. Downtown loop was via Washington tunnel, Washington to Franklin to Madison to State to Washington thence to tunnel.

Madison Street—Opened from Washington and Jefferson to Madison and Springfield, July 16, 1890; extended from Washington and Jefferson to downtown, August 12, 1890, using same loop as Milwaukee avenue cars. Changed to trolley, August 18, 1906.

Blue Island Avenue—Opened from Van Buren and DesPlaines to Blue Island and Western, July 19, 1893; extended through Van Buren tunnel to downtown, March, 1894; changed to trolley July 22, 1906. Downtown loop was via Van Buren tunnel to Franklin and Van Buren to Dearborn to Adams to Franklin to tunnel.

Halsted Street—Extension of Blue Island line south in Halsted from Blue Island to O'Neil, July 19, 1893; changed to trolley July 22, 1906. Used same downtown loop as Blue Island.

Pleasant Words for Kindly Deeds

Letters of Appreciation from Street Car Riders Who Observed Meritorious Acts

Conductor William Youts, Badge No. 12734, and Motorman Charles Mohrmann, Badge No. 861, both of 77th, by their courtesy and kindness attracted the favorable attention of Mr. C. M. Lourn, 111 W. Monroe St., who wrote to the management commending these men.

Miss M. Feld, 4454 N. Monticello Ave., praises Conductor August Wacholz, Badge No. 12116, of 77th, for his kindness in assisting a blind couple to board his car and later to alight from his car.

Unusual courtesy on the part of Conductor Michael Budo, Badge No. 14108, of Archer, to Miss Alice Stephens, 4724 Vincennes Ave., won for him a complimentary letter.

Mr. Fred Isaacson, 800 Merchandise Mart, wishes to thank Conductor Harold Eldridge, Badge No. 14434, of North Avenue, for his thoughtfulness in advancing his fare when he found that he had left his money at home.

Motorman Walter Naumann, Badge No. 11553, of Devon, is commended by Mrs. H. Backwell, 323 Belden Avenue, for his quick thinking and alertness in avoiding an accident with a reckless driver.

Mr. P. H. Rangere, 2621 Hartzell St., Evanston, states that Motorman Frank O. Williams, Badge No. 11651, of North Avenue, cautions all passengers alighting from his car to "Look out" and "Be careful of passing cars." Mr. Rangere wishes to praise this motorman for his noteworthy actions.

Mrs. D. Pollack, 1511 S. Kenneth Avenue, compliments Motorman Paul Gunther, Badge No. 12665, of Blue Island, for various acts of courtesy extended towards his passengers.

"A girl with a white hat and black coat" who boarded the car in charge of Conductor David Landin, Badge No. 1518, of Archer, found that she had but six cents in change and a five dollar bill. This conductor, finding that he was unable to change the bill, finally made up the shortage and allowed her to ride. She thanks this conductor for his kindness and thoughtfulness.

Mrs. E. Grady, 3646 Wilton Avenue, commends Conductor Peter J. Barry, Badge No. 2604, of 77th, for his courteous explanation with regard to a questionable transfer.

Conductor George J. Pfrommer, Badge No. 10650, of Archer, held his car long enough to enable Mr. and Mrs. C. Sandoval, 323 S. Wabash Avenue, to travel some distance and board his car, and for this act of courtesy they wish to thank and commend him.

Conductor James M. Connors, Badge No. 10662, of Division, assisted a crippled lady to board his car and found her a seat. Mrs. Pearl Alkire, 2306 Upton St., witnessed this act of kindness and wishes to commend him.

Conductor Edwin Pearson, Badge No. 11110, of Lawndale, is praised by Mr. A. Morrison, 58 E. Congress St., for his careful and kind help to a crippled lady.

Mrs. Hazel Rogers, 6822 Lafayette Avenue, praised Conductor James Redden, Badge No. 11522, of 69th, for his courtesy in assisting a blind man to alight from his car and escorting him safely to the curb.

"A Street Car Patron" thanks Conductor Edward Jahnke, Badge No. 7114, of Devon, for his thoughtfulness in advancing his fare when he found himself without funds.

Motorman Walter Fritsch, Badge No. 8691, of Armitage, allowed a feeble old man to board his car at the front. Miss Ella Granz, 154 North Kilpatrick Avenue, witnessed this act of courtesy, and thinks it was most considerate.

Motorman Peter O'Neil, Badge No. 8153, of Kedzie, by his quick action and skillful operation avoided what might have been a tragedy when a child ran out in front of his car. Mr. Charles Roessel, 3443 Pierce Ave., who witnessed this incident, praises his nerve and skill.

Mr. William Zelosky states that a young woman ran out from in front of parked car and jumped on the car in charge of Conductor John D. Blakely, Badge No. 7532, of 77th, while it was in motion. This conductor told her in a very nice way that it was very dangerous and foolish to do this and cautioned her to be more careful. Mr. Zelosky considers this very thoughtful on his part, and wishes to compliment him.

"A Patron" writes that Conductor William Siebert, Badge No. 10208, of 77th, deserves honorable mention for his alertness and attention to his duty.

Mr. Samuel E. White, 6 West 55th Street, compliments Conductor Frank Black, Badge No. 4510, of 77th, for his courtesy in assisting a blind beggar to alight from his car and escorting him safely to the curb.

Unusual courtesy on the part of Conductor Willis E. Cady, Badge No. 4704, of Kedzie, towards his passengers won for him an appreciative letter from Mr. C. E. Carlson, 105 S. Jefferson St.

Motorman C. F. Kader, Badge No. 10133, of Archer, and Conductor K. O'Connor, Badge No. 6032, and Conductor Edward Schlick, Badge No. 4740, both of Cottage Grove, are the recipients of a commendatory letter from Mrs. George A. Ruehl.

The kindness of Conductor Sidney Schuman, Badge No. 3246, of Kedzie, won for him a letter of praise from W. E. Mahoney of the Hotel Victoria, Clark and Van Buren Streets.

Special courtesy rendered to Miss A. Sorense, 201 Pullman Bldg., by Conductor G. S. Carlson, Badge No. 3542, of Devon, prompted her to write a letter in his favor to the management.

Rev. M. N. Starzynski, C.R., Weber High School, 1456 West Division Street, praises Conductor Walter Hamilton, Badge No. 3590, of Armitage, for his kindness in assisting a blind man to alight from his car.

Mr. A. N. Davis, Unity Hall Civic Club, 3140 Indiana Ave., compliments Conductor Albert Beisel, Badge No. 4262, of Cottage Grove, for his various acts of courtesy to his passengers.

Conductor Maurice Connors, Badge No. 4370, of Cottage Grove, according to William Fuller, is the personification of courtesy: assisting an old colored lady to the car; leaning from his car as it rounded a corner, and as the tail of the car projected out considerably, warned people standing there to move back. His safety precautions were noticeable by everybody and on that account Mr. Fuller wishes to commend him.

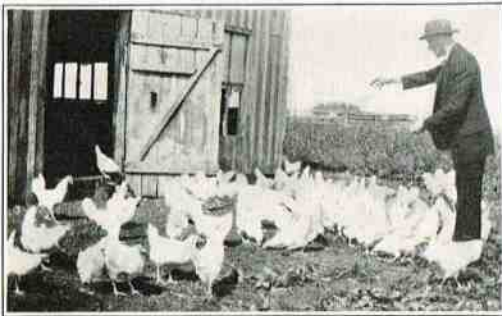
Mrs. Ethel Besant, 8352 Throop St., wishes to thank Conductor Evert Erickson, Badge No. 3194, of 69th, for his honesty in turning in a purse which she had inadvertently left on his car.

Frances Houle wishes to thank Conductor Patrick Haggerty, Badge No. 3168, of Cottage Grove, for his honesty in turning in a book she had left on his car.

Motorman Adam Longhouser, Badge No. 4291, of Archer, is heartily thanked by Jack Deary for his generosity in advancing him fifty cents so that he could look for employment.

Mr. S. E. Sandell, 7145 Rhodes Avenue, praises Conductor Hubert Brennan, Badge No. 10768, for turning in a traveling bag which he had left on this conductor's car. He also commends Clerk Percy Atkinson and Clerk Charles Pfeifer, both of Cottage Grove, for their kind assistance in locating his bag.

Mr. H. Wilson, P. O. Box 1475, Indianapolis, Ind., thanks Conductor Lester R. O'Neil, Badge No. 14082, of Devon, for his thoughtfulness in advancing his fare when he found that he had but a ten dollar bill.



Conductor P. W. Fitzell of Cottage Grove Feeding His Son's Chickens at Rochester, Ind.

Impossible!

First Banker: "I tell you a republic is not the form of government for a modern nation!"

Second Banker: "No, think of trying to run a whole country with only one vice-president!"
—Public Service.

Snappy Art

Henry Peck: "Do you think you can make a good portrait of my wife?"

Artist Schram: "My friend, I can make it so life-like you'll jump every time you see it."
—Ex.

Departments and Divisions

Accounting

Cigars and candy were distributed by Mr. Charles Hamilton on Thursday, July 31st, when he passed another milestone. We wish him many happy returns of the day.

Mrs. Emily Vobruba is a new employe in the department. We are glad to have her in our organization and wish her success in her new work.

Wednesday, July 23rd, was a special occasion for Miss Anna Woods, for on that day she became Mrs. J. Kiolbasse. To the happy couple we wish you many years of happiness.

Miss Anne Simek is on the list of prospective brides after receiving a lovely diamond from Mr. H. Glowacki. We wish to offer hearty congratulations and the very best of wishes.

T. F. Coan.

Accident Investigation and Legal

Mr. Roy Tourtelot of this Department and Angelene Feldner, formerly of Sheboygan, Wisconsin, were united in marriage at the bride's mother's residence, 2466 W. Armitage Ave., on July 24th. The bride and groom were attended by Mr. J. W. Schultz of this Department and Mrs. Schultz. There were relatives of the bride present at the wedding from Detroit, Michigan, and from Sheboygan, Wisconsin. Mr. Roy Tourtelot's mother was here from Joffin, Missouri. After the wedding the bridal couple departed for Joffin, Missouri, and finished up with the wedding tour through the Ozark Mountains noted for their beauty.

Vacation periods come and go.

Mr. Emil Tangen of this Department, his wife and child toured by auto through the Green Bay region of Wisconsin. Though this was during the sizzling hot weather, the baby caught a cold in Wisconsin and a quick return was made to Chicago to the baby's own doctor, who fixed her up in a short time.

Mrs. Bernice Manske and Mrs. Florence Manske of this Department, with their husbands, and Mr. N. G. Janke of the Utility Department and his wife, and a party of ten motored to Milltown, Wisconsin and spent a busy period fishing, etc.



Ora Gilbert's Morning Catch.

Mr. Ora F. Gilbert of this Department, accompanied by his wife, took another long tour to the Canadian district, this time going through St. Francis, Canada; then by a launch 39 miles to Cascade Lodge and then 30 miles more to Lake Manitou, Ontario, north of Rainy Lake. During a two week period they spent about 8 hours in actual fishing time but caught 37 lake trout. They saw some glorious scenery and there are photographs in other parts of this issue in testimony thereof.

Blackstone.

Electrical

Major Chadwick spent his vacation at Camp Grant with his regiment. He reports a most enjoyable time.

C. Coats, downtown office, has been vacationing about two weeks in Oglesby, Illinois, as a berry picker. That's making hay while the sun shines, all right!

Leo Davis, chief operator at 82nd and Halsted streets substation, has been confined to his home for the past two weeks. We are hoping for his speedy recovery.

Wm. Jones spent most of his vacation at home but found time to make a few short trips to Wisconsin.

Harry Lauer, chief timekeeper, enjoyed most of his vacation on a farm near Madison. He reports that "farming isn't what it is cracked up to be." He says that his little old cottage on Pistakee Bay is more restful.

Ralph Luebke returned from his motor trip through Northern Wisconsin. Says the trip was fine and he now feels ready to come back on the job and hustle.

Styx and Frank Mississo of the Electrolysis department, are "Seeing Chicago First," traveling to our various points of interest via street cars and bus.

Magnus Peterson, who was injured while riding on a tower truck, has been several weeks in the hospital. We are glad to hear he is home now and feeling much better. We sympathize with him and hope he will be back on the job soon again.

Frank Roper has been spending a good part of his vacation nursing a sprained ankle. Our sympathy goes out to you, Frank, and we sincerely hope your ankle mends quickly.

Frank Swanson is still off on sick leave. We hope for a speedy recovery.

Bill Ternes has purchased a thirty-dollar Ford, so when his vacation begins September 15th he expects to cover several thousand miles. His traveling expenses should be very small but let's wait and see. Bill, be sure and go through towns where Woolworth and Kresge hang out their signs—you know you may need some little repairs.

G. Vatchet of Illinois sub-station has joined the "Malted Milk" fans, but why go to Canada to get it?

Billy.

Material and Supplies

We wish to extend our most heartfelt sympathy to Wm. Baumann in his bereavement over the death of his mother.

Edith Newton, who was in the hospital following an operation, is now convalescing at her home.

Howard Multerer is the proud father of a son, born Sept. 1, 1930. Congratulations.

Ed Coates has earned for himself the title of "Champion Telephone Tenor of the Stores Department." Ask him about it.

Florence Lancaster has left the employ of the company to take a position in a law office. We wish her success in her new work.

R. E. Buckley.

Shops and Equipment—North and West

West Shops: Mr. Walter Krull arrived back safe and sound after spending a little time in Michigan and Wisconsin, and most of his vacation playing golf.

Ella Rall spent a very pleasant two weeks in Colorado Springs, while Caroline Johnson enjoyed Niagara Falls, and Mildred Habeger returned with a lovely sun-tan after a vacation spent in Twin Lakes, Wisconsin.

John Larson of the Carpenter Shop had quite a chat with Lindbergh at the Air Races.

Before Harold Ebeling can convince us that he is married, we will have to see the customary cigars and candy.

John Landeck spent his two weeks driving around in his Pontiac, and reports having had a delightful time.

Jim Canavan, who is inspecting cars at the South Shops, received a very painful injury to one of his feet on August 1st, which necessitated his absence from work for a week.

Tony Vihnanek of the Drafting Room spent two weeks vacationing in the lake regions of Northern Illinois, and Joe Nemecek spent his two weeks' vacation period traveling between the beaches and the Forest Preserves.

North: Weddings? Yes, our most famous bachelor, Joe Sarkowskis, was married on Aug. 17th. We all smoke, Joe!

Our sympathy is extended to C. Griges, whose son passed away on August 28th.

Limits: Our Day Foreman, George Chamberlin, is away on his vacation, and we have just heard he is traveling in Wisconsin. We all hope that George is having a good time.

J. L. O'Connor, Assistant Night Foreman, who expects to leave on his vacation shortly, is talking about the wonderful fish we have here in Lake Michigan. Wish you luck, Jack!

Jane V. McCarthy.

South Shops and Carhouses

Walter Bebbler of the Utifty Department says that his dreams came true when the new Austin auto was placed on the market. Walter's words are "Just my size."

Joe Seaman and John Sake have returned from their vacations and report having had an excellent time.

P. Murphy, 77th Street, is the proud daddy of a 9 pound boy.

Tim O'Connell, Burnside, who was confined in a hospital for a month as the result of a few fractured ribs, is back on the job again. We wonder how pretty the nurses were?

Anyone desiring fishing bait get in touch with Paul Hoyer as he guarantees his "goopy" fish to catch anything from a minnow to a whale.

F. Urban, Burnside, who recently returned from a two weeks' vacation, reports that the "suckers" where he was staying were the only

fish that allowed themselves to be caught. He ended his vacation by seeing the Cubs trounce the Giants.

See Jules Graiser when you want any data on any of the big league ball players. He keeps right up to date on all the players' batting averages, fielding averages, etc., and is a great Cub fan. He still thinks that the Cubs will win the pennant, and we believe him.

Milton Sayer, 77th Street, vacationed on 59th Street and points south.

Nick Sobal, Jr., was married on August 30 and is now enjoying his honeymoon.

Bob Hunt, Machinist, is a clean-cut fellow—this is proven by his cue-ball hair cut.

T. Uksas is laid up in St. Elizabeth's Hospital, due to an operation for appendicitis. The boys at Burnside wish Tony a speedy recovery.

We are sorry to learn of the illness of Joe Ditchie, Night Foreman, 77th Street, and hope that he will be back on the job real soon.

Axel Engquist left for Minnesota in his 1923 Ford over a week ago. To date no reports were received from him as to his safe arrival.

Mr. A. H. Williams is the new foreman of the Printing Department at the South Shops.

Joe Birmingham, Machine Shop Clerk, is in line for congratulations. Joe did the trick and is in the proverbial pink after his honeymoon.

J. P. McCauley.

Engineering

Tom Foley has returned rested and tanned from his trip to the North Woods, where he fled to escape the din of the city and the pursuing blondes.

Al Becker of Grand and Leavitt is back from his fishing trip and we are expecting "bigger and better" fish stories.

The marriage of "Johnny" Flynn, Trouble Clerk in the Track Department at Clark and Division, to one of the most popular young ladies on the South Side, was one of the society events of the season. The bride was a picture, and not to be outdone, Johnny was also a picture. All of his co-workers wish John and Mrs. Flynn many years of happiness.

James Ryan, watchman at Grand and Leavitt, is back on the job after an illness of two months, looking and feeling fine.

Charles Kuehl, Grand and Leavitt's most recent deserter of single life, and the Mrs. spent a second honeymoon at the Dells.

The Building Department wishes to announce an addition to its office force in the person of Miss Beth Milne, stenographer.

On one of our recent blistering hot days John O'Neil sagely remarked "Many they scald, but few are frozen."

John Retzler of the Building Department returned to work after two weeks of pleasure spent in a mosquito roost.

The sincere sympathy of all of the employes of this department is extended to John Murray and his family on account of the death of his sister who passed away on August 11th.

Transit.

Schedule and Traffic

After visiting most of the large cities of Oregon and Washington, T. T. Cowgill spent sev-

eral weeks at his parents' home at Jordan Valley, Oregon, where he did some real farming, helped to stack about 800 tons of hay.

Gus Lohse visited Niagara Falls, and being so close by, he crossed over the border to see Canada, like everyone else does who gets that near the border.

H. T. Jennison bought himself a Buick and spent his vacation visiting down through the state of Indiana.

W. W. Weightman returned August 1 from a three month furlough, making a trip by auto through the northwestern states and into Canada, camping most of the time.

After making several short trips by airplane in and around Chicago, Miss Esther Sandstrom liked it so well that she made the trip from Chicago to Pontiac, Mich., by airplane, where she visited relatives during her vacation.

F. O. Excell took an extended vacation, visiting Philadelphia, Washington, New York, Atlantic City and other points of interest.

Our sympathy is extended to Art Langohr and Mrs. Langohr, who a few days after returning from their vacation at Corey Lake, near Three Rivers, Mich., suffered the loss of Mrs. Langohr's mother, who attended the C. S. L. picnic with Art and Mrs. Langohr on Saturday, July 26, and on Sunday, July 27, she passed away at 11:50 P. M.

During Fred Excell's absence on his vacation T. T. Cowgill seems to be doing very well, keeping the boys in the back room posted on the correct time—call "Cowgill—8000."

Chas. M. Smith and W. C. Brandes seem to think the good old state of Iowa is a good place to spend a little of the vacation time. C. M. Smith just returned from his old home town, Hardy, Iowa. Just about the time he returned W. C. Brandes started for his old home town, Fort Madison, Iowa.

We are all pleased to see C. J. Pfau able to be up and around again, after his operation which kept him in the hospital for about four weeks.

Wm. Devereux, who is at Delavan, Wis., says the roads are better in Wisconsin than in Illinois; Wisconsin must be his home state.

N. Johnson and G. R. Bryan and families were at their summer cottage at Hudson Lake. George says fishing is fine up there, but all the bites they got were mosquito bites.

J. B. Handlon, who is now a lieutenant in the 124th Field Artillery, Illinois National Guard, is with his regiment at Camp Grant, Rockford, showing some of the new recruits how he got his start.

Geo. Weidenfeller.

A Boiling Question

Mother (angrily)—"I told you to notice when the milk boiled over."

Tommy—"I did, mummie. It was five past six."

Teacher (in geography class)—"Can anyone tell me where Pittsburgh is?"

Small Voice (in rear)—"Please ma'am, they're playing in Chicago."

Around the Car Stations

Cottage Grove

The last report of the Accident Prevention Contest shows that this depot is slowly rising to the top and it is hoped by our Superintendent Mr. Cricks and his assistant, Mr. Hooper, that we keep on the alert and continue our progress so we can win the trophy. By strict attention to business we can do it. Let us get organized and bring the Silver Car to this depot which can be done by cooperation.

The Efficiency Emblem which adorns a conspicuous position over our main entrance door (especially at night when illuminated) proves what cooperation can do. The mechanical department, in charge of Foreman J. Damen, has brought to this depot the coveted prize for efficiency. Let us cooperate and bring the Silver Car to this depot.

The office door is still open to any trainman who wishes to discuss any chargeable accident brought against him. Take this opportunity of clearing your record.

The Courtesy Contest also shows some improvement going from 14th to 11th place. A little more patience with the passengers will bring less complaints and a little more good common sense in transfer disputes will put us on top. Let us use a little discretion in these two items.

The instruction car has paid its annual visit in charge of Instructor Johnson who has a full line of ideas in street car salesmanship. If all the trainmen will inwardly digest the instructions given, when we operate a car we will show more interest in our work.

Superintendent C. C. Cricks and Mrs. Cricks spent their vacations motoring in Michigan. They went in swimming every day, returned home with a fine coat of tan and much benefited by their trip.

Supervisor H. Russell with Mrs. Russell traveled about 2,500 miles in their auto going through most of the eastern states returning by way of Niagara into Canada for 300 miles and came back through Michigan by Grand Rapids to Chicago.

Supervisor John Todd with Mrs. Todd motored to Lake Minnetonka, Minnesota, where John caught some fish but he failed to send any to this depot so we might see them. John says he is ready to face another hard winter now.

Our chief clerk, Percy Atkinson, accompanied by his mother, motored to Big Star Lake, Michigan, to the Baker's summer residence. Percy spent his time fishing and swimming, also helping his host and hostess in the apple orchard.

Conductor Wm. Horan spent a very pleasant vacation visiting his sister at Joplin, Missouri, returning home by airplane. On his arrival at the Chicago airport Horan telephoned Conductor Harry Shober with whom Bell lives to bring his limousine to take him home. Horan

travels in great style but says he had a splendid time.

Motorman Albert Grohn with his wife and daughter and son-in-law motored through Indiana, Ohio, stopping at Cleveland and other interesting points. All returned much better for their trip.

Our genial clerk, Chas. Pfeifer, was presented with another addition to his family. He now has two boys and two girls. Mother and baby are getting along fine.

Conductor Thomas Bolan, who has been in Billings Memorial Hospital three times and was successfully operated upon. We are all glad to see him back amongst us again after an absence of several months.

Motorman William Crawford calls occasionally at the depot looking slightly better. The trainmen wish for a speedy recovery.

Motorman John Rodgers and Mrs. Rodgers while motoring at Kenosha, Wis., were struck by another automobile sending both of them to the hospital. The trainmen are pleased to see John back at work again and wish Mrs. Rodgers a speedy recovery.

Another of our old time motormen, Harry McCollum, passed away after an illness of several years leaving one daughter, Mrs. John O'Donnell to mourn his loss. Mrs. O'Donnell is the wife of Conductor Jack O'Donnell, to whom the trainmen express their deepest sympathy.

It is with deep regret we announce the death of Motorman John Coburn, who has spent almost all his life in the service of this company. To his immediate relatives the trainmen wish to express sympathy.

J. H. Pickin.

Archer

Our sympathy is extended to Motorman O. A. Osterberg on the death of his brother Fred, ex-conductor of this depot, who died August 27th.

Motorman George Sullivan is exchanging greeting with a relative at the House of Parliament, Ottawa, Canada. George is on an extended trip through Canada and drops us a postal from Ottawa.

August 4th was a great event at the home of Conductor Edward A. McGrath, when Thomas A., 8½ pound baby boy, made his appearance at an early hour. We are glad to report that young Tom is going nicely and the father is recovering from the shock. Ed says this makes him the proud father of a girl and a boy. Congratulations are now in order.

Conductor J. F. Nash and wife returned from a 14 day fishing trip at Mokence, Ill. John reports a wonderful catch. His wife, however, is unable to substantiate the report as she was visiting a relative at the time.

Motorman John Vogel, past master in traction problems, the man who put Peoria on the map, is now on a 30 days' furlough to Denver, Colorado, studying the traction question.

Motorman A. J. Koehler takes two weeks vacation to try out his new Ford and visit relatives at Ingleside, Ill. A. J. says he took his wife and family along and reports having had a wonderful trip.



Barbara Jean, the Happy Daughter of Joseph R. Lewis of Archer.

Our sympathy is extended to Supervisor William Heise and family on the death of his brother who died August 24th after a short illness. Funeral Thursday, interment Fairmont cemetery.

Conductor August F. Witt leaves the ranks of single cussedness and entered into the blissful life of matrimony on Saturday, August 30th. August took his bride to Birdsnest Inn, Dowagiac, Mich., over Labor Day. We unite in wishing the young couple a prosperous voyage upon the uncharted sea of matrimony. You have our best wishes for success.

Conductor E. M. Humphreys and good wife are spending their vacation days in northern Wisconsin, stopping at the Dells of the Wisconsin River for recreation.

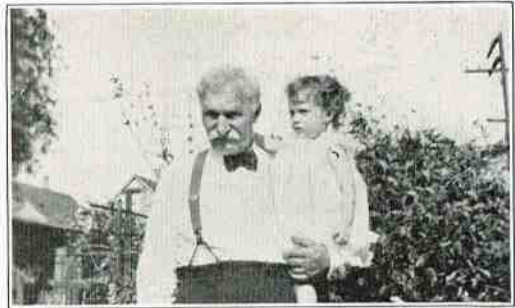
Motorman E. F. Harnes and family motored to Yellowstone Park on the thirty day leave of absence reporting back August 5th with a wonderful report of the western country and his trip among the Rockies.

The boys of Archer depot extend their deepest sympathy to Motorman H. V. Giblin and family on the death of his nine-year-old daughter who passed on to the Great Beyond August 8th.

Motorman Frank B. Pavel sends a number of postals to the boys telling of his fishing trip to Keshena Falls, Menominee Indian Reservation, Antigo, Wis. Frank reports everything dry in that part of the country with the exception of the rivers.

Conductor Tom J. Carroll, commonly known to the boys as "Dick," is leading a bachelor's life. His wife and three children have gone to Richmond, California, for indefinite stay with relatives. Results are beginning to show. Two buttons off his uniform and his trousers not pressed.

This is not a resurrection, far from it, neither have we been asleep. However, Conductor J. Prentice has slipped one over on us and has kept the secret to himself until he presented his insurance papers for change of beneficiary, when the truth leaked out. John was married about Friday, July 25. John, we congratulate you on



Crystal Krueger With Her Granddaddy, Motorman John J. Runge of Archer.

your second adventure and here's wishing you good luck.

Motorman Roy O. Lyman and good wife crossed over into Canada August 12 on a motoring trip visiting several places of interest. No such places in Chicago.

"Hello Everybody! I'm a bouncing baby boy 8½ pounds, born Sunday, August 24. My name is John Edward McCarthy and I arrived at the McCarthy home not for a visit, but to stay. My father is Conductor John E. McCarthy and he is proud of me." John, you are doing well for your first offense and may the next be triplets. Congratulations.

Motorman Patrick J. Kittier and family returned August 10 from his summer cottage at Cedar Lake, Ind., where he has been spending a wonderful vacation of thirty days.

Father Stork made his appearance at the home of Conductor Verne Johnson on the morning of Monday, August 18, and left a 6½ pound baby boy. Congratulations, Verne, we now know you are useful as well as ornamental.

Conductor George E. Laschetzke and family motored to Lake De Moon, Muskego, Wis., on a fishing trip. George, we are waiting your return for your fish story.

Our sympathy is extended to Ed Ren on the death of his brother who met with an accident and died August 27th.

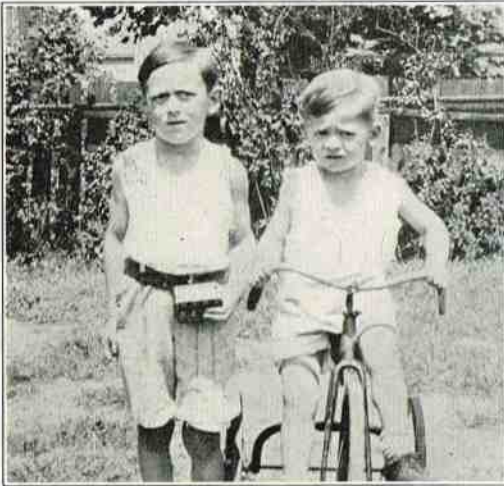
Motorman S. T. McDonough just put us wise to a secret he has been keeping from us since June 18th. On this date S. T. took upon himself a wife to love and obey. We congratulate you.

We very much regret to announce the death of Motorman Thomas Hanley, who passed away at the Englewood hospital August 29th after a short illness. Mr. Hanley had many friends and was well liked by his fellow workers. Tom had a seniority dating April 16th, 1906, and leaves an excellent record behind him. We sympathize with his bereaved family in their hour of sorrow.

Motorman W. F. Hansen and family motored to Tamarack Falls, Minn., where they are spending two weeks with relatives renewing old acquaintances.

Again we extend our sympathy to Motorman Chester Wixon who was called upon to part with his mother who died August 13th at the age of 67 years.

Another fish story by Motorman W. Miles,



Robert and Richard, Sons of Clerk Charles J. Vanek of Archer.

who motored to Ludington, Mich., on a two weeks' fishing trip. William reports catching a pickerel weighing seventeen pounds. Would you have thought it.

Our sincere sympathy is extended to Conductor C. Sisler on the death of his mother who died August 25th.

Motorman John Tuma has just returned from Merrillan, Wis., where he has been spending his vacation days with his parents down on the farm renewing boyhood days.

Motorman John Smolick reports having traveled 1,642 miles via auto touring Canada with his good wife, having good weather, elegant trip and no bad luck.

Supervisor C. Zeiher and family motored to Niagara Falls through Canada returning via the Allegheny mountains of Pennsylvania. Now enjoying the happy reflections of a well spent vacation.

Conductor Carl W. Schaber is walking on his tip toes around the house so as not to disturb the peaceful. Carl is the proud daddy of Carl W. Jr., born Saturday, August 30, at 2:24 A. M., which was a gala night at the Schaber home. The boys enjoyed the cigars and congratulate you on your first attempt.

Blue Island

Motormen J. Bezouska and C. Kolode both took life partners unto themselves in the past month. We all wish them the best of luck and success.

A. Cook is the proud father of a 7½ pound girl born July 10th. Congratulations, Art.

We all extend our sympathy to the family of Conductor B. Shipper (who entered service on September 29, 1900) and who was overcome by gas on August 26, 1930. Ben always had a smile for everyone and will be missed by all. Many of his fellow employes attended the funeral.

We also wish to extend our sympathy to the following and their families in their recent bereavements: A. Appel in the loss of his

brother; W. Schank the loss of his father; C. Meyer the loss of his father; A. Seegar the loss of his daughter and J. Devine the loss of his sister.
C. P. Starr.

Lawndale

Assistant Division Superintendent Eigelsbach is touring the West by train, taking in Yellowstone Park and the various amusements en route. We are hoping Mr. Eigelsbach gets the full benefit of this glorious trip during his vacation.



Eight-Year-Old Marie Elizabeth, Daughter of Conductor Beavers of Lawndale, on Her Mettlesome Steed at Front Royal, Virginia.

Clerk Karschnik and family are also touring by auto to Yellowstone Park for their vacation.

Congratulations to the following trainmen at Lawndale obtaining the most witnesses for the month of July: P. J. Walsh, L. DeRudder, B. Smith, J. J. Ford, L. Schmidt, C. Mullen, F. Zions, H. Golden, O. Waddell, Loveless W. J. Considine, J. Waszak, J. Hrdina, J. Cillian No. 1, H. Vornkahl, Yager F. C. Prescott, J. Kelner, C. Preusser, P. Beckham, H. Krygsman, J. McMahon No. 2, A. McGreal, E. Schroeder, A. Shaw, F. Slad, R. Stevens, E. Koukol, G. Peters, C. Piskac, E. Moravec, J. F. Doherty No. 2, J. Cillian No. 2, C. Carroll, J. Hornoff, Wm. Hackbarth.

Lincoln

Only one stork story this month. Conductor C. T. Lange reports the birth of a baby girl. Congratulations.

Motorman Walter Holderness in stepping off his car in the station Aug. 9 slipped and fell. Noticing a continual pain in his arm and being unable to work he went to the Alexian Brothers hospital to have an x-ray taken, which showed a broken bone and he is now receiving treatments at the hospital and getting along fine.

Motorman P. Carney was injured Aug. 10 when he was struck by an auto.

The extra boys were pleased to hear that Motorman Gaggins was taking a furlough for a week because it means work for them and a little rest for Mr. Gaggins.

Conductor T. Dillon, who suffers every year with hay fever, has gone up into Michigan as is his custom to find relief. Here's hoping you get rid of the annoying trouble, but its something like the old proverb, "A bad penny always returns."

Motorman J. Hurley has been enjoying the scenery every day lately and the way he en-

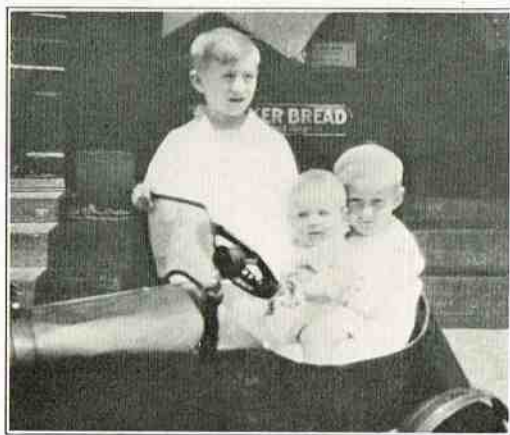
joys it is sporting around in his brand new Packard.

Receiver F. Meyers surely enjoyed his fur-lough, going by machine through Wisconsin, Minnesota and up to Windsor, Canada, his home town. Many parties and receptions were given in his honor by his relatives and friends.

Conductor Frank L. King, an old timer, who has been on the sick list for several years, but able to get around and visit the station once in a while, had the misfortune to be struck by a machine which proved fatal. He died Aug. 16 at his home, 1448 Glenlake avenue, and was buried in the cemetery at Aurora, Ill.

Conductor Fred Elie's wife gave a stork shower for Motorman John Sullivan's wife on Thursday evening, Aug. 14. Many of the guests were wives of the old baseball players and lady fans. Mrs. Sullivan received many very pretty gifts and a complete layette from Mrs. Elie and four other friends. A nice lunch was served and the evening spent with games and music. Among the street car men's wives were Mrs. P. Schormanck, Mrs. T. G. Gaughan, Mrs. C. Strezeski, Mrs. J. Hopkins, Mrs. J. Jescyke, Mrs. Frank Schnell, Mrs. Swoboda, Mrs. P. Poll, Mrs. A. Bellman, Mrs. C. McCurry, Mrs. Baily, Mrs. F. Worm, Mrs. Bieze, Mrs. M. Rascasco and Mrs. Innocentine.

H. Spethman.



Robert, Frank and Wilfred, Children of Frank Piekarski of Lawndale.

Limits

Our assistant division superintendent, Robert Wm. Simpson, took unto himself a wife, formerly Miss Lillian Jane Wright, on Tuesday, Aug. 5, somewhere in Michigan, where the honeymoon was spent. We congratulate Mr. Simpson upon this happy event and sincerely trust that he will have many bright and prosperous years ahead of him and that the Lord will shower blessings upon him.

Our clerk, Henry Ekeroth, and his wife took their vacation recently going through Cleveland, where Henry was very much impressed with the industrial development of the Cuyahoga River valley with its large steel industries. While there they took a trip through Rockefeller Park and spent a short time at Euclid

Beach. They then proceeded on to Buffalo, Albany, visiting the capitol, and on down the Hudson to the Palisades, West Point and to New York City, then returning to Chicago. Altogether they had an enjoyable and interesting trip.

C. H. Smith and his wife and mother-in-law drove to Bristol, Va., going under the Natural Bridge of Virginia, a phenomenon of nature, Cumberland Gap, down through North Carolina to Blowing Rock, 4,300 feet high, on Boone's Trail, through Kingsport, Tenn., and back to Chicago. Lack of water was so apparent in parts of Kentucky that it was necessary to pay five cents for a glass of drinking water.

Motorman Jenis and Huber took a day off, brushed the dust off the Dodge, and started north to go fishing. After visiting seven lakes and meeting no fish Jenis climbed a wild apple tree and came home with some results anyway.

Motorman Fisher purchased a handsome pedigreed chow dog for his wife and when your correspondent approached the car he was painfully aware of the fact that this dog is good insurance against automobile theft, even though he is only a puppy.

The wife of Motorman McPhee and a party of friends motored down to Starved Rock, Ill., on August 24th, taking in the beautiful river trip, stopping at Horseshoe Canyon and other points of interest at the State Park. Mrs. McPhee has always been a hearty exponent of the slogan "See America First" and this particular trip has made her even more enthusiastic.

Motorman Hall drove his Ford down to Bloomington, Springfield and adjacent towns visiting friends on a short vacation.

E. G. Rodgers.



This Bright Little Lad Is Conrad, Son of Frank Wilmar of Armitage.

Up to Him

Magistrate—You are charged with exceeding the speed limit last night. Are you guilty or not guilty?

Prisoner—You ought to know, judge. I was in that car you passed just before they pinched me.

Enlightening

"I notice that it is possible to raise flowers by electricity."

"Yes, a good many are grown from bulbs."

"OH DOCTOR!"

**"Don't Guess What's Troubling You—
Go and Find Out" Seems Like
Good Common Sense**

The doctor was at your side when you came into the world. He will be there, likely enough, when you pass out of it. Many times between birth and death he will come at your call.

Yet you and I usually hesitate to call him until we are so sick that we are afraid we are going to die. Then we call him even if it is at midnight.

The average automobile driver doesn't delay taking his car to the repair shop until it is falling apart. If something broke in a machine on which you were working, you'd stop the engine and have it repaired, wouldn't you?

Human life is so infinitely more complicated and so vastly more precious than any machine could possibly be that it would seem to be just good, common sense to take our ills and ailments to a good doctor rather than to tinker with them ourselves. Why shouldn't we treat our bodies at least as well as we would an ordinary, inanimate machine?

It is unsafe to continue to dope (with cough medicines and "cold cures") colds which seem to last more than a week or two. What is needed is to build up **resistance** to the cold. It is unwise to continue the use of headache powders and pills for frequently repeated attacks of headache, which undoubtedly are only signs of some other trouble.

For at least ten years one man bought and used almost every new patent medicine he saw advertised, despite all warnings on the part of his friends and relatives.

Finally he was induced to visit a physician who found that all of his symptoms, fancied and otherwise, were due to an unusually high blood pressure. The only medicine that was prescribed by the doctor was a carefully regulated diet.

It is good common sense to have a complete physical examination made now whether you are sick or well and have one made at least once every year.

SURFACE LINES POST

The American Legion

The Annual State Convention held at Aurora, September 8-9, was a huge success. We were glad to see a number of the Post Members present and we feel sure they all had a good time.

At our next meeting—the Annual Meeting—to be held September 19, 1930, officers for the year 1931 will be elected. Our drawing will also take place at this meeting.

On September 18th, one of the greatest Legion Broadcasts will take place over the network of the National Broadcasting System. This program will come from 15 different stations, and will begin at 8:00 P. M., Central Standard Time. One of the Chicago N. B. C. stations has been selected for part of the program. (See daily papers for the Chicago outlet.) In Illinois, Lieutenant Governor Fred E. Sterling and National Commander Bodenhamer will speak and Amos and Andy will "strut their stuff." Don't miss this broadcast, it will be something good.

R. W. Ambler.



**Edward William, the Four-Month-Old Son of
Edward Hughart of Armitage.**

Just Giving Him a Ride

A man was standing in front of Einstein's as a funeral procession went by.

"Whose funeral?" he asked of Einstein.

"Chon Schmidt's," replied Einstein.

"John Smith!" exclaimed the man. "You don't mean to say John Smith's dead?"

"Vell," said Einstein, "vot you dink tey is doing mit him, practicing?"

Now Will You Be Good

The judge was giving his regulation lecture on the evils of gambling. So you see," he concluded, "what a wicked thing it is to shoot craps, especially on the Sabbath. Have you nothing better than that to do on Sundays?"

"Oh, yessuh, Judge," replied the prisoner. "Most gen'ally ah caddies fo' ya when you plays golf with Mistuh Smith fo' a dolluh a hole."

"DON'TS" ON A LARGE SYSTEM**Objectionable Actions and Language to Be Avoided Listed by Management in Another City**

Following receipt of many complaints one of the largest systems in the Central West posted the following at its car stations:

Don't give the starting signal without warning the boarding passengers.

Don't refuse an offer of fare or transfer from a passenger who boards the platform on the exit side during rush hours.

Don't order such passengers, particularly women, to go around and enter in the regular way.

Don't "hawl out" a passenger whose transfer is irregular; tell him what is wrong with it in a pleasant way, and if the circumstances warrant the collection of an additional fare, suggest that he take the matter up with the company at the general office.

Don't fail to call the streets.

Don't answer passengers who ask about the destination of your car by saying "Can't you read?" or "What's the matter with your eyes."

Don't occupy seat in the cars when off duty when there are other passengers, particularly women, standing.

Don't shove your cap in a passenger's face when the passenger, for reasons of his own, is noting your number.

Don't tell a passenger, who for any reason says he is going to report you, to "go ahead and report and see what it will get you."

Don't abuse or insult passengers because of race or color.

Don't comment on the size or slow movement of large or old ladies who are boarding your car.

Don't forget that you are the company's representative in direct contact with the public, and that the public's opinion of the company, its officers and its policy, are based largely upon what you do and say in the discharge of your duties.

That company must have had an unhappy time with the public if the trainmen were in the habit of doing the things referred to in the "don'ts." Chicago is more fortunate in that respect.

WHAT A REAL MAN IS

Each and every one has his ideal of a real man. The following requirements were listed in "The Summary" of Elmira, New York, as characteristic of such a man:

A real man never talks about what the world owes him, the happiness he deserves, the chance he ought to have and all that. All that he claims is the right to live and play the man.

A real man is just as honest alone in the dark in his own room as he is in public. A real man does not want pulls, tips and favors. He wants work and honest wages.

A real man is loyal to his friends and guards their reputation as his own.

A real man is dependable. His simple word is as good as his Bible oath.

A real man does a little more than he promises.

A real man does not want something for nothing, so the "get-rich-quick" people cannot use him.

A real man honors a woman—any woman—physically or morally. He sticks to his wife. He can be loyal even if love is impossible.

A real man minds his own business. He does not judge other people.

A real man always has excuses for others, never for himself. He is patient and charitable to them; to himself he is strict.

A real man is glad to live and not afraid to die.

A real man is—well, he is a real man, the finest, best, noblest, most refreshing thing to find on all the green earth, unless it is a real woman.

THE VALUE OF A SMILE

It costs nothing, but creates much.

It enriches those who receive, without impoverishing those who give.

It happens in a flash and the memory of it sometimes lasts forever.

None are so rich they can get along without it, and none so poor but are richer for its benefits.

It creates happiness in the home, fosters good will in a business, and is the countersign of friends.

It is rest to the weary, daylight to the discouraged, sunshine to the sad, and Nature's best antidote for trouble.

Yet it cannot be bought, begged, borrowed, or stolen; for it is something that is no earthly good to anybody till it is given away!

And if during the rush some should be too tired to give you a smile, you give one of yours.

For nobody needs a smile so much as those who have none to give!

It costs the least, and does the most, is just a pleasant "smile."

—Selected and Submitted by a Sixty-ninth Street Motorman.

Hoot, Mon, Hoot!

A portly gentleman, laden with traveling bags, was endeavoring to make a dignified exit from a crowded street car. At the door he stumbled on the pet corn of a brawny Scotsman.

"Hoot, mon, hoot!" said the Scot. "Canna ye look whauer ye're goin'?" Hoot!"

As he alighted the traveler, replied:

"Hoot yourself. I'm a traveler, not a motor car."—B. C. E. Employees' Magazine.

Grocer (rushing into the newspaper office)—"See here, you've published an announcement of my death by mistake."

Editor—"Well, we never contradict anything we have published, but I'll put you in the births column tomorrow and give you a fresh start."

Soph—"Will your people be surprised when you graduate?"

Senior—"No, they have been expecting it for several years."

A Smile or Two from Everywhere

Very Careful

"Mrs. Blimp is a very careful mother, isn't she?"

"Very. She wanted to know how many calories wild oats contain before she would let Jack sow any."

Why Should She?

He (soulfully): "Do you think a married woman should work for a living?"

She: "Of course, I don't see why she should go hungry just because she's got a husband."—Ex.

At the Golf Tournament

H. C. (to caddy): "Terrible links, terrible links."

Caddy: "Sir, this is not the links; you have been off the course for the past hour."—Ex.

Golf Widow's Consoler

"My husband is away so much of the time I want a parrot for company. Does this one use rough language?"

"Lady, with this bird in the house you'd never miss your husband."—Ex.

We've Heard That, Too!

Salesman: "Something in golf apparel, madame?"

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

Animated Color Scheme

Flapper to cop at busy intersection: "What's the idea, no lights here?"

Guardian of the Law: "I'm the light at this corner, lady."

Her Majesty: "Then turn green so I can cross!"—Ex.

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

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

"Hy, Bo, where you been? Ain't seen you for 30 days."

"Ain't nobody seen me for 30 days."

"Wha' you been doin'?"

"Thirty days."

Mistress: "Nora, you were entertaining a man in the kitchen last night, were you not?"

Maid: "That's for him to say, ma'am. I did my best."

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

Lodger: "Yes, I often had."

"Often had what?"

"Better board elsewhere."

Little Girl Next Door.—"What's the new baby at your home, Johnny, a boy or a girl?"

Disgusted Little Brother.—"Aw, it's a girl. I saw 'em putting powder on it."

"An adult," says a clever doctor, "is a person who has stopped growing at both ends and started growing in the middle."

"I want to be excused," said the worried looking jurymen, addressing the judge. "I owe a man \$25 and, as he is leaving town today, I want to catch him before he goes."

"You are excused," returned the judge in icy tone. "I don't want anybody on the jury who can lie like that."

A young doctor, trying to be a little sobby while addressing a mothers' meeting, said: "In all the world there is nothing so sweet as the smile on the face of an upturned child."

"Well," said the surgeon as he sharpened his knife, "I've got to open my male."

Little Lucy and her father were watching her mother have her hair marcelled when Lucy reached up and touched her father's bald pate, saying with a smile: "No waves for you, daddy; you're all beach!"

A GOOD TONIC

(If any of our readers knows the name of the author of the following lines please send it to the Editor.)

If you think you are beaten, you are!

If you think you dare not, you don't!

If you think you'd like to win, but you can't,

It's almost a "cinch" you won't!

If you think you'll lose, you've lost!

For out in the world you'll find

Success begins with a fellow's will;

It's all in the state of mind.

Full many a race is lost

Ere even a race is run,

And many a coward fails

Ere even his work's begun.

Think big, and your deeds will grow;

Think small and you fall behind.

Think that you can, and you will;

It's all in the state of mind.

If you think you are outclassed, you are!

You've got to think high to rise.

You've got to be sure of yourself before

You can ever win a prize.

Life's battle doesn't always go

To the strong or faster man;

But sooner or later the man who wins

Is the fellow who thinks he can.

—Submitted by J. D. Newton, West Shops.