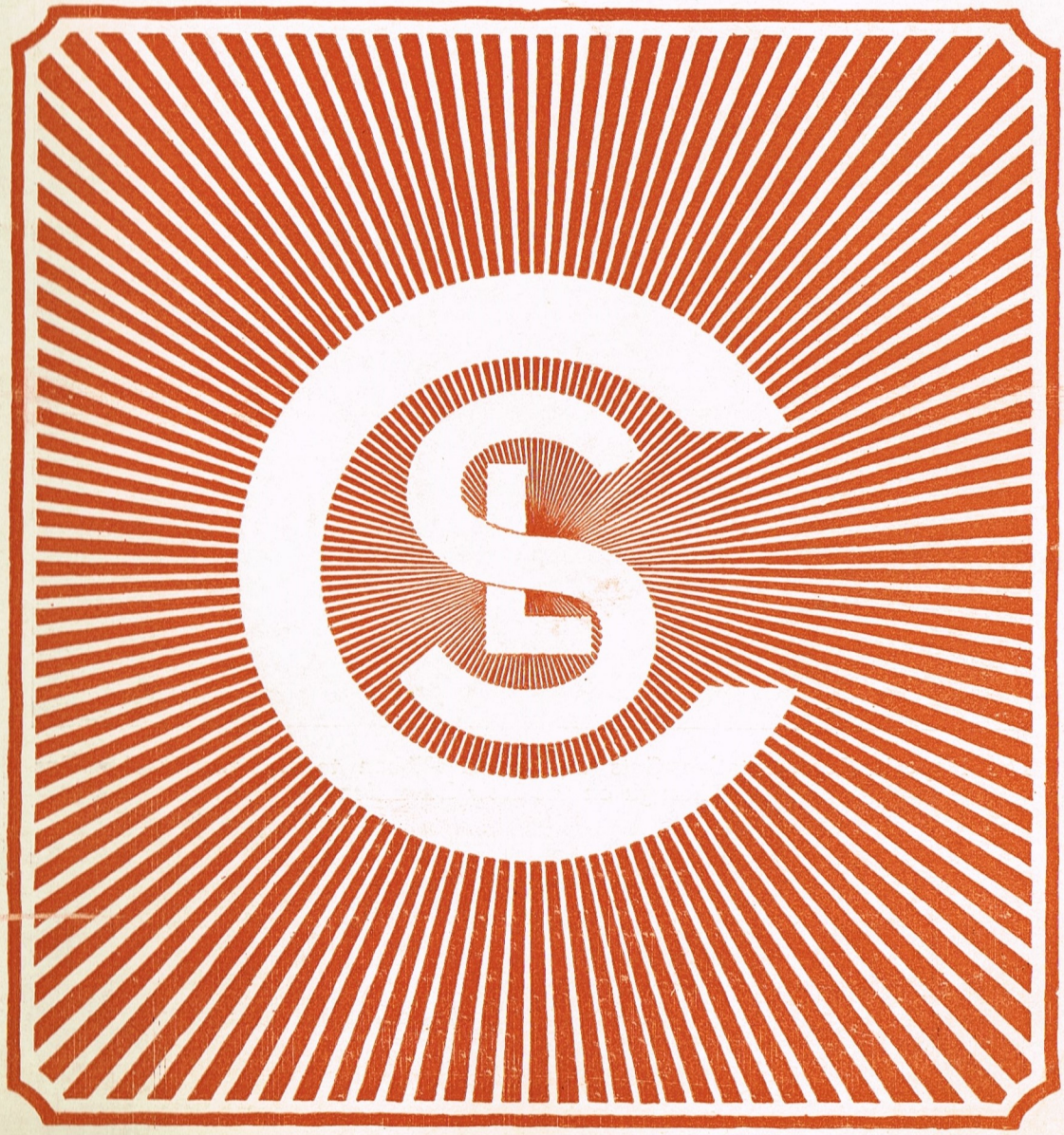
SURFACE SERVICE MAGAZINE

VOLUME 8 JUNE, 1931 NUMBER 3



OPENING UP BELMONT



The Mayor's Representative Cuts the White Ribbon to Let the Trolley Bus Through on the New Extension

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 8 JUNE, 1931 No. 3

Belmont Extension Celebrates

Parades, Bands, Speeches and General Jollification Over New Trolley Bus Service

Amid cheering, auto siren noises, bugle calls, and the music of the H. B. Post Branch School Band, Belmont Avenue trolley bus service was dedicated Friday evening, May 29, 1931.

The line extends three miles west of Central Avenue, making it our most westerly terminus. A ribbon cutting ceremony was held at Central Avenue, in which Mayor Cermak was represented by City Comptroller M. S. Szymczak.



Superintendent Evenson Broadcasting His Speech.

After the ribbon cutting, many decorated automobiles, led by motorcycle police and followed by three new trolley buses carrying members of the various local improvement associations, paraded three miles out to the western terminus at 80th Avenue. Here a speakers' stand had been erected and under the chairmanship of President Thomas Catino of the Belmont-Harlem Improvement Association the following persons spoke to a large gathering:

City Comptroller M. S. Szymczak, Superintendent C. H. Evenson, Alderman Jas. Moreland, President Thomas Bowler of the Sanitary District, Alderman Walter Orlikoski, O. W. Holmes of the Northwest Federation Clubs, Representative Raymond O'Keefe, Edward Boyle, of the Northwest Chamber of Commerce, W. D. McCue of the West Town Chamber of Commerce, Robert Weil, chairman of transportation of the Northwest Side Clubs, Frank Conboy, president of the village of River Grove, Judge John J. Stelk and George Davis of the Progressive Improvement Club.

Among those organizations participating were the Belmont-Harlem Improvement Association, Mont Clare Improvement Club, Bel-Park Post, Forest Preserve Club, Progressive Improvement Club, the Locke Leyden and Mary Lyon Parent-Teacher Associations, Belmont Heights' Improvement Association, Thirty-Ninth Ward Improvement Club and the Belmont-Narragansett Improvement Club.



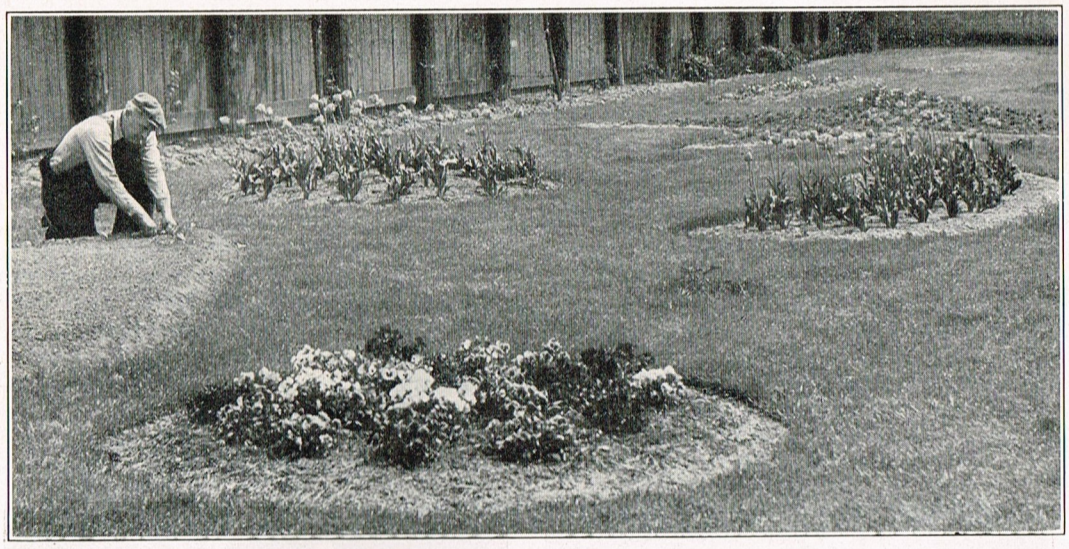
And of Course They Had Music.

Following this demonstration Friday evening, six hundred persons attended the huge street dance given by the Thirty-Ninth Ward Progressive Improvement Club at 78th and Belmont Avenue, Saturday evening at 7 P. M., with the Thirty-Ninth Ward Progressive orchestra furnishing the music.

One of the causes for rejoicing was that seven instead of seventeen cents will now take them to the loop or school.

Gardens Growing and Blooming

First Inspection Indicates All Previous Displays to Be Surpassed



Preliminary Work at Noble.

When the Floral Committee completed its first round of the Surface Lines beauty spots its members were enthusiastic over the promise for the year's results. The intensive work being done on lawns and borders, the condition of the forcing beds, the redecorated window boxes which were all ready for their installation, the thrifty looking plants already in and the ambitious plans of the spare time flower lovers at the several stations left no doubt as to the spectacular success of the seasons show.

Inasmuch as there are no two stations whose available space is equal the contest this year will be judged by classes, the judges taking into consideration the results obtained making due allowance for the character and size of the improved ground. This arrangement gives everybody a show.



Kedzie's Beautiful Tulip Bed.

It was noted by the committee that



The Tulip Display at Armitage.



A Promising Corner at Devon.

some of the most beautiful displays will be lost entirely to the public, the gardens being masked by tight high board fences, but this is something that cannot be remedied until financial affairs are in condition to justify the substitution of cyclone wire fences for the present structures. Now the beauty of the showing at Noble and at Kedzie can be shared with the passing public.

The Track and Roadway Department is to be credited with ambitious plans for the loops and supply yards, and the Electrical Department for what it has been able to do at the substations.

The accompanying photographs give a very inadequate idea of the conditions at some of the stations at the time of the first inspection. But just wait 'till you see what the July round will disclose!

Back from the Spanish Main

"Joe" Sullivan Concludes the Story of His Southern Cruise

If you go on the side streets or some of the parallel avenues you find every other store a "filling station" (otherwise known as bar) and how they are filled! —mostly with sailors from boats in the harbor. All these buildings are ramshackle firetraps, but the town as a whole is sanitary because of the diligence of the U. S. authorities who have a certain amount of jurisdiction even in this "wet" territory. A cosmopolitan crowd jostle one another on the narrow sidewalks, being tourists from all parts of the world—red-capped Turks or long-bearded Frenchmen. Don't forget to ride in the horse-drawn cabs. It is the end of the dry season and the weather is quite warm, so you frequently are glad to exercise the tourists' privilege of stopping in at the Strangers' Club, an ordinary looking building on the water front where drinks and cool breezes circulate and a gay crowd of dancers, including the army and navy set, gather each night.

You have traveled this far to see one of the world's greatest wonders—the canal —but unless you have plenty of time you will not care to go through by boat. We went by auto to Gatun Locks—the first control works, where ships of all sizes are raised from the level of the Atlantic, a height of 87 feet, through three separate stages in 45 minutes to Gatun Lake. Boats do not use their own power in passing through the locks but are pulled slowly by electric locomotives. (They call them "mules.") Boats are held in check so they will not damage the locks. A parallel set of locks let the northbound boats **down** in three stages to the Atlantic level. We stayed long enough to see several vessels raised or lowered and it surely was an impressive sight—considering that this wonderful operation is controlled by push buttons in the tower nearby.

Sightseeing Along the Canal

Again we were on our way, this time by government-owned train to Gamboa, running along the canal and then crossing the lake on a series of keys. Gatun Lake gives a rather ghostly appearance with hundreds of dead trees showing their branches, reminding one of a scene from Dante's Inferno. Here and there, however, is a bright green isle with one or two live trees showing in pleasing con-

trast, and if you look closely you may see an occasional orchid in bright colors clinging to a dead stump of tree. Soon we reach Gaillard (formerly Culebra) Cut, and we transfer to a launch to ride eight miles through this gap in the mountains. A strange thrill is felt as you pass in your tiny boat under the shadows of a huge liner on its way to the locks. The trip is impressive as you recall the many landslides which have wiped out human lives while the canal was building. At Pedro Miguel (Peter McGill) locks we leave the canal and go on our way by auto, but if we had time to linger, we would see boats pass through these huge gates and again at Miraflores Locks take two more steps downward to the Pacific sea level.

Panama New and Old

We stopped off for a while at Balboa Heights to see the Administration building and the office of the Governor of the Canal Zone. We also visited the clubhouse and commissary of government employes and dined at the home of friends. Continuing by motor car, we are soon at Panama City with its strange mixture of modern buildings and hovels and the usual assortment of barrooms. Still farther on is Old Panama, a strange assortment of ruins marking the site of the fort and cathedral laid waste by the Pirate Morgan in 1671. Next we drive past the arena where bull fights are still held and on past the race track—seeing on the way poor native huts and naked children.

Again we are on the train and in one hour and forty minutes are back at Cristobal (fare $2.40). This is a remarkable old road, having been started in 1855 and rebuilt since the U. S. took charge. Only two trips are made each way daily, and it is much used because there are no auto highways for the entire length of the canal.

We spent a few days at the Washington Hotel (government owned) at Colon and had a delightful room overlooking the sea. At that time the U. S. fleet were winding up maneuvers in the Pacific and war boats were coming through the canal each day and anchoring in the bay outside our window. It was a thrilling sight, especially at night when their signals flashed in the sky. Occasionally a line of submarine chasers hurried past on their way to the nearby base at Coco Solo. Dozens of huge airplanes were circling overhead on their way to and from France Field or to the plane-carrier "Wright," which was at anchor in the harbor. One of the pilots was lost while we were there and the search for him was kept up day and night over the sea as well as the jungles. He was found alive six days later floating in a rubber lifeboat. I must not forget to mention the effect given to the hotel grounds by the beautiful red hibiscus and the purple trailing bouginvillia — and across the street was a tiny church known as the Little Church by the Sea where the singing and organ music could be heard at night.

Sailing at midnight, we noticed some new faces on board including a group of about thirty young naval ensigns who had been selected for air force training at Pensacola, Florida, and a choice lot of fellows they were, making us proud of the personnel of our navy. They helped to pep things up as we proceeded on our way for another 640 miles, passing few boats and an occasional island and getting a hazy view of the coast of Nicaragua.

Quaint Old Honduras

Two days more and we have turned the coast of Honduras. Sea gulls following the boat indicate that we are near land, and soon we see a few small boats, then some radio towers and some low white buildings. We are in beautiful Trujillo Bay and are soon landed at Puerto Castilla, a typical "banana port," where the huge conveyors are hooked up and large stems of bananas are being loaded on the vessel even as we are getting off. This is an interesting sight. The Fruit Company, which owns this modern town, had provided a few old fashioned gasoline cars mounted on steel wheels and we were soon on our way via narrow gauge railway through the jungle—chugging along as frightened birds flew ahead of us. In an hour or so we had reached the old Honduran town of Trujillo, founded by Cortez in 1522. Jumping off the cars, we strolled through the quaint streets of this village, stopping occasionally to inspect the old cathedral, the ancient fort and a rickety jail where bare-

foot guards of the stage variety lounged around with guns in hand. These "tin soldiers" also were to be found here and there in the streets. We paused at the grave of William Walker, young American adventurer, who was shot for inciting an insurrection in 1860.

Walking a few blocks farther we found ourselves in an original Carib Indian village, where the natives roamed about as though unconscious of our presence and the children on their way to school followed begging for "penny." Their primitive huts were made of clay, with thatch roof. Dugout canoes and fishing nets on all sides gave a hint as to the means of livelihood of these curious people. On all sides were cocoanut palms and pecan trees. No one hindered us as we moved about in the narrow streets, which strange to say, had modern electric lights furnished by the Fruit Company. After stopping awhile in the plaza of Trujillo for refreshments, we were again on the queer train and soon were back in Castilla. Here we took time for an auto ride through the American colony where we visited the clubhouse, the home of the local manager and the village commissary, receiving some beautiful flowers from our host.

Guatemala and Then Homeward Bound

There is no more attractive sight than the surroundings of this bay as we looked back from our boat, the mountains in the distance keeping in view for quite a while. Another stop was made the next day as we reached Puerto Barrios in Guatemala on the beautiful gulf of Honduras. Here again as the boat took on bananas and coffee, we were taken for an interesting side trip— this time to a place called Livingston, where we strolled through the village streets and observed Indian women smoking pipes, oxen drawing carts, and, strangest of all, an old cow calmly squatting in the lobby of a so-called hotel. Then followed an entrancing trip by launch up the Rio Dulce (Sweet River), with the overhanging trees of jungle on either side and monkeys hopping to and fro. Sharks and porpoise followed in the shadow of our launch, and the occasional view of an alligator on shore added to the thrill. The last stem of bananas was on board (1,000,000 bananas in all) as we got back, and we were again on our way north. That night a Tropical dinner was served on the ship, the decorations being huge palms. It was a gala occasion and with much popping of corks the merriment continued till midnight.

Homeward bound, but with another stop to make at Havana—638 more miles —two days away. This was for a short stay with just time enough to hurry ashore and wind up the shopping. All that afternoon and the next day we were crossing the Gulf of Mexico and early the following morning we were again in "dry" territory, the Delta of the Mississippi. The usual routine of packing, tipping, saying farewells, going through customs and at last we were on shore at New Orleans. With more than 900 miles to go we had already traveled over 5,000 miles. It surely was great.



Starter T. Henehon, Collector Harold King and Supervisor J. O'Shaughnessy of North Avenue on Duty Near the Austin High School Where They Handle the Crowds of Children Every Afternoon.

"Around the World in Three Hours"

Interesting Night at the Club House with Many Novel Entertainment Features



The Interesting Crew of the "Round the World" Liner

Not one case of seasickness was reported among those who made a cruise around the world on the good ship "Surface Lines" which cast off from the club house docks at two bells Saturday evening, May 16. This was the closing event of the club's spring season, and the world travelers will have much to talk about for some time to come.

Fair weather brought about 400 "tourists" to the starting place, and most of them were on hand when Captain Tony Corcoran and his crew let down the gang plank and, after examining passports and tickets, escorted them to tables on the ship's deck. The scene was quite striking. Lights in the hall had been dimmed and looked like stars which faintly illuminated the room. The stage represented the forecastle and prow of a sailing vessel with the captain at the wheel and Johnny Sheehan and his band playing music from this elevated position. Scenery along the sidewalls showed the water and skyline as well as the ship's rail, and scores of pennants of various colors were suspended in the air. Ship lamps also lighted the sides of the room, where tables were crowded to the limit of capacity by the gaily attired passengers.

After a short session of dancing the ship's bells sounded and Captain Corcoran announced that the cruise had started and that the Statue of Liberty would soon be visible on the right. Cheers greeted his announcement that the "four-mile limit had been passed and from that time waitresses were busy serving liquid refreshments (soft only). Soon the first stop was made at a port in France. and the tourists applauded an invasion of five pretty steppers appropriately costumed. Other stops were made in Spain and in China, where native dancers and songs were put on for the delighted passengers, and a short time later a thrill

was given when a pirate and his crew invaded the ship and broke open the treasure chest. The cruise was completed with a grand ensemble of soloists and chorus.



Passengers on the "Round the World Tour."

All too soon the home port was reached and there were clamors for much more and more dancing, but there had to be an end even to this interesting cruise. The guests seemed to take particular delight in the community singing which was started on several occasions during the trip under the direction of the captain. All in all it was a wonderful evening, and many words of praise were passed on to Chairman Forsythe and his committee.

Club Sparks

All set for the Golf Tournament of the Surface Lines Club for Friday, June 19, at 1:00 P. M. This big event will be held at the Big Oaks Golf Club, the grounds fee being $1.50 and the charge for those who care to stay for dinner $1.50 extra. This is open to all Surface Lines employes and their guests. Entries, with check, must be sent to C. J. Mersch, 600 West Washington boulevard, before June 17.

Cards will be distributed for a Surface Lines night at Riverview Park, Friday, July 10, and a good time is assured to all those who attend.

Andy Martin reports that all is in readiness for the annual Picnic to be held on Saturday, July 25, at Dellwood Park.

The annual Beach Party, in charge of Billy Schenck, will be held on Saturday, August 22. A bulletin will give further particulars.

SOME JUNE DATES

One Year Ago

June 8, 1930—Trolley bus operation on Central between Lexington Street and Milwaukee Avenue.

June 29, 1930—Trolley bus operation on Narragansett Avenue from Irving Park Boulevard to North Avenue and Austin Avenue.

Two Years Ago

June 19, 1929—Supreme Court decision in Northwest side case.

Four Years Ago

June 1, 1927—W. Stevesand appointed Assistant Night Foreman, Lincoln Carhouse.

June 16, 1927—T. Carson appointed Assistant Night Foreman, Burnside Carhouse.

Five Years Ago

June 7, 1926—Thomas Fahey appointed Assistant Division Superintendent, Seventh Division.

Seven Years Ago

June 1, 1924—The name "Claim Department" will be abolished and the department known now as "Claim Department" will be known as the "Department of Accident Investigation."

Eight Years Ago

June 1, 1923—F. M. Hamilton appointed Supervisor of Insurance.

Nine Years Ago

Effective June 15, 1922—Cash fares will be as follows: Passengers under twelve years of age, three cents. Passengers over twelve years of age, seven cents.

June 18, 1922—First fare boxes (electric) used on Lawrence.

Fifteen Years Ago

Effective Thursday, June 8, 1916, the Municipal Pier at the foot of Grand Avenue will be opened to the public and for the operation of street cars.

Sixteen Years Ago

June 13, 1915—Two-day strike on Surface and "L."

Twenty Years Ago

June 26, 1911—Through Routes No. 12, 14, 15, 21 began.

Twenty-one Years Ago

June 6, 1910—Through Route No. 2 began.

Twenty-nine Years Ago

June 16, 1902—Met. "L" opened, Douglas Park branch from Lawndale to Crawford.

Thirty Years Ago

June 25, 1901—Lake Street "L" opened from Lombard to Harlem.

Thirty-two Years Ago

June 1, 1899—C. U. T. Co. took over north and west side lines.

Thirty-nine Years Ago

June 6, 1892—C. S. S. Rapid Transit Co. "L" line from Congress to 39th (Steam).

Forty-one Years Ago

June 27, 1890—Milwaukee Avenue cable built, Washington and Jefferson to Armitage.

Fifty Years Ago

June 26, 1881—Lake Street line built, Wabash to Bryan Place.

Seventy-two Years Ago

June, 1859—State Street opened, 12th to 22nd (25 horses, 4 cars).

Certificates for Half-Fare Children

Should Reduce Complaints and Relieve Uncertainty—Blue Island Leads Contest

Starting the 5th Courtesy Contest, the standing of the sixteen depots on May 31st, 1931, is as follows:

		Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
1	Blue Isl.....	1	..	1	..	2	2
2	Division	1	..	1	1	3	2
3	Elston	.	2	1	1	4	2
4	Lawndale	3	..	4	..	7	..
5	Kedzie	9	4	7	..	20	8
6	Archer	3	6	10	2	21	7
7	North 14		5	12	2	33	9
8	Limits	3	3	2	..	8	2
9	Lincoln	4	4	3	..	11	..
10	Devon 12		..	7	1	20	2
11	69th	6	4	13	1	24	6
12	Armitage	3	3	1	5	12	..
13	77th 19		5	8	4	36	9
14	Burnside	5	2	4	1	12	4
15	Noble	3	3	3	1	10	1
16	Cot. Grove....13		2	10	2	27	4
	Total.....99		43	87	21	250	58

The total chargeable complaints for May are classified as follows:

Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
99	43	87	21	250	58

By C. H. EVENSON
Superintendent of Transportation

One of the greatest difficulties encountered by conductors is to know what to do when a child who apparently is over the 12 years age limit for half fares insists that he is entitled to half fare privileges. This is always a source of annoyance and often results in complaints.

Unquestionably, many children try to take advantage of the half fare when they are not entitled to it. It is true, also, that many parents attempt to have their children ride free when as a matter of fact they are over seven years old.

Thousands of dollars in fares are lost by the company every year because of this unfair attitude on the part of some of the public.

A bulletin has just been issued by the transportation department which should be welcomed by conductors, especially those on lines that are used a great deal by school children. The bulletin calls attention to the fact that the company will issue a certificate on request of parents or guardians, giving the date of birth of the child for the information of conductors. This card can be carried by the child and presented at any time he is questioned as to his age.

Where the conductor is in doubt as to whether or not the child is above the legal limit, he can demand that one of these cards be obtained so that the half fare passenger will not be unnecessarily annoyed.

Diplomacy and courtesy are required in dealing with children on the question of their ages, or with parents who have young children with them. There seems to be a natural tendency on the part of the passenger to resent any inquiries along this line.

Often this resentment is due to the fact that the child or the parent is trying illegally to get away with a half fare or no fare, but sometimes the child in question actually is within the age limits but appears to be older and is annoyed by repeated questioning. The conductor need not worry about the resentment of the former class, provided he exercises proper courtesy in asking his questions. The certificate of age should take care of the latter class. No fair-minded person should object to obtaining and displaying one of these certificates upon request.

It is highly important that conductors exercise their best judgment in determining whether or not a child should ride free, should pay half fare, or should pay full fare; and having exercised his judgment, he should be extremely careful not to speak in an offensive manner.

While on the subject of fare, transfer abuses should be mentioned again. It is essential that conductors keep always in mind the fact that every improper or illegal transfer accepted in place of a cash fare represents the loss of seven cents.

In these days of decreased revenue such leakages as transfer and half fare abuses should be eliminated so far as is humanly possible. At the same time conductors should be very careful in punching the transfers correctly

Burnside Continues to Set Pace

Elston-Noble Makes a Spurt—Boarding and Alighting Cases Make Trouble

Cumulative—February to May

First Place	Division No. 2,	Burnside	91.87
Second Place	Division No. 11,	Lincoln	91.10
Third Place	Division No. 10,	Elston-Noble	90.84
Fourth Place	Division No. 3,	Seventy-Seventh Street	89.95
Fifth Place	Division No. 5,	Archer	89.84
Sixth Place	Division No. 6,	Lawndale-Blue Island	89.47
Seventh Place	Division No. 8,	North Avenue	89.39
Eighth Place	Division No. 1,	Cottage Grove	88.37
Ninth Place	Division No. 4,	Sixty-Ninth Street	88.35
Tenth Place	Division No. 12,	Limits-Devon	86.67
Eleventh Place	Division No. 7,	Kedzie	85.53
Twelfth Place	Division No. 9,	Armitage-Division	84.51

Month of May

First Place	Division No. 2,	Burnside	93.40
Second Place	Division No. 10,	Elston-Noble	91.40
Third Place	Division No. 3,	Seventy-Seventh Street	90.89
Fourth Place	Division No. 11,	Lincoln	90.64
Fifth Place	Division No. 8,	North Avenue	90.62
Sixth Place	Division No. 5,	Archer	90.33
Seventh Place	Division No. 6,	Lawndale-Blue Island	89.62
Eighth Place	Division No. 4,	Sixty-Ninth Street	89.06
Ninth Place	Division No. 9,	Armitage-Division	88.81
Tenth Place	Division No. 7,	Kedzie	88.46
Eleventh Place	Division No. 12,	Limits-Devon	87.56
Twelfth Place	Division No. 1,	Cottage Grove	86.92

By WILLIAM PASCHE
Supervisor of Accident Prevention

Burnside Depot, Division No. 2 continues to set the pace in the Accident Prevention Contest with Lincoln Depot, Division No. 11 a very close second, and following in third position is Elston-Noble just a little more than a point back of the leading division. 77th Depot, Division No. 3 and Archer Depot, Division No. 5 have changed places, the first mentioned division has moved up and the latter has dropped back one place. All other divisions hold the same positions as during the previous month.

Alighting and boarding accidents during the month of May increased eight per cent as compared with the same month in 1930. This is a decided increase in one month and almost cuts in half the decrease of the entire four-month period of this fiscal year.

At a time like the present it is hard to understand why such an increase should take place, especially after all that has been said about this class of accident. Much space in this magazine has been devoted to discussing alighting and boarding accidents. In addition to this there has been much personal instruction by Division Superintendents and the supervisory force explaining in detail how such accidents can be prevented.

Special emphasis has been given to the importance of looking out alongside of the car for intending passengers before giving the "go ahead" signal to the motorman, and yet we continue to see many conductors fail to look out for the late arrivals. Service for these last minute passengers is something to which our patrons are entitled, and likewise we should make sure that they have safely alighted

after they have arrived at their destination.

A conductor's job is something more than just collecting fares. It is necessary and part of the work to be constantly on the alert to give service to those who are already on the car and to others who intend to board. Looking out at each stop will surely prevent most, if not all, boarding accidents.

Motormen by alertness and watchfulness can help considerably in the prevention of these accidents. When, as often happens, they see passengers hurrying past the front end of the car or running for the car from the sidewalk, they should wait long enough to give the patron a chance to board safely. This is a help to the conductor who, in turn, should at all times be on the lookout to help the motorman when passing through territories where there is considerable angle or double parking.

Motormen on the system continue to score splendid decreases in vehicle collisions and accidents of all kinds. There are, however, a large number of vehicles struck pulling away from the curb. Some of these accidents, it is believed, can be prevented by sounding the gong at least twice in each block and by always expecting that vehicles which are parked at the curb will pull away toward the track without the driver looking to see whether or not other traffic is coming.

Alertness, watchfulness and constantly keeping our minds on the job will result in almost entirely eliminating this class of vehicle accident. Carrying on unnecessary conversation with trainmen or others is always a dangerous practice and much of it can be seen on almost any line, particularly during the slack periods of the day. The writer has seen this numerous times and almost always the motorman on duty will lean over or turn his head, thereby taking his eyes off the road ahead and putting himself out of position to act quickly in case an emergency should arise.

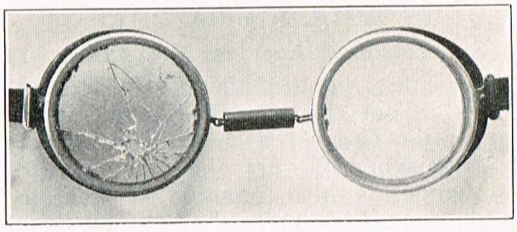
Where so many vehicles pull away from the curb and pass up street cars from the rear on either the right or the left side, collisions in these cases can only be avoided by constantly being on the alert for all emergencies.

Talking It Over

Trainmen generally are availing themselves of the opportunity to discuss with us accidents which have been marked chargeable to them in their work records. If you, Mr. Trainman, have had an accident which has been marked chargeable in your record and which you do not think should be so marked, make it known through your Division Superintendent or by coming directly to the General Offices and giving us an opportunity to go over the case again with you. Many have availed themselves of this opportunity to their advantage. Several letters have reached this office from employes whose names did not appear in the proper column on the Non-Accident Honor Roll which was published in the Accident Prevention number for April. In compiling a list as large as ours some mistakes are made either by oursleves or the printer, but in each instance that it is brought to our attention the correction is made on the records at this office when the claim is substantiated by facts.

Safety Goggles

From month to month evidence reaches this office of the value and protection afforded by wearing goggles while on the job. The pair shown this month were worn by S. Negrelli while working in one



of our track gangs at Wentworth avenue and 55th street. The lens was broken by a piece of concrete, but there was no injury to the eye. As a result the worker continues to enjoy good eyesight. The Track and Roadway Department are to be congratulated for the success which has met their efforts in having employes wear goggles.

"Why don't you fight against your longing for drink? When you are tempted, think of your wife at home."

"Madam, when the thirst is upon me I am absolutely devoid of fear."

In Case of Accident

The "I-Did-Not-See-It" Witness Is Valuable and His Name Should Be Taken

Every operator knows that when he asks a passenger for his name as a witness and receives the reply, "I did not see the accident happen," he is to continue his efforts to get the name. However, not all operators know why it is advisable to have the names of people who say they did not see what happened. This requirement may seem to be just another rule making the operator's life more burdensome, but it is not. There is a real reason behind the rule and that reason is that most persons do not have the ability to tell whether or not they are witnesses. Persons who are present when an accident occurs often know a number of things about the mishap which to them seem insignificant but which to the claims attorney are most vital.

A passenger falling on a car presents a case where the more passengers' names secured, the better it is for the company and for the operator, regardless of whether the one giving his name actually saw the passenger fall. Claims arising out of such an accident are usually built upon the assumption that there was some unusual motion of the car causing the fall. The law recognizes that there is necessarily a certain amount of jerking and swaying to a moving street car, and it only requires that this motion be reasonably smooth and not of an unusual nature. These claims hinge on the question of fact as to whether the car did or did not jerk or lurch in an out of the ordinary manner.

The passengers on the car know the answer to this important question and they know it even though they did not actually see the person fall. True, perhaps, in some few instances, even the motion of the car will pass unnoticed, but this failure should serve only as a spur to the obtaining of more names.

Collisions with automobiles provide other situations where witnesses often are reluctant to give their names unless they actually saw the impact. Here, again, the efficient claims investigator can make a good witness out of a man who thinks he knows nothing about the accident. No facts need be suggested to him; the business is simply that of asking the proper questions.

The controlling facts, other than those describing the collision itself are numerous. It is always important to know whether the gong or the whistle were sounded, and if so, how far from the point of impact, how many times and of what duration. A passenger sitting at the rear of the car may have observed these signals. The speed of the car is usually known to the passengers. They know whether the speed was reduced before the collision, indicating that the brakes were on at the moment of impact. Sometimes it becomes necessary to prove that a car made a positive stop before crossing a "through" street instead of slowing down to a few miles per hour as alleged by the claimant. The passengers on the car may know this one fact without their knowing anything else about the accident and their testimony will win the case.

Many a person, who disclaims knowledge of how the accident happened and who reluctantly gives his name because some alert operator insisted upon having it, has been surprised at the length of the statement written from the facts drawn out of him by the investigator. Members of the public, not being trained in claims work, do not realize that seemingly trivial facts can be of the utmost importance in determining the cause of an accident. After an accident has happened, the operator can be a little more insistent about names being given to him and he won't accept the "I-did-not-see-it" excuse for a refusal.—C. C. Towle, in Gary Railways "Treadle."

Burnside Takes First Place in Contest

Lawndale-Blue Island gained the coveted first place in April, but as you can see did not hold it very long, being displaced in May by Burnside, and dropping to fourth place. North Avenue, which, by the way, has held first place more often and far longer than any of the other divisions, is close on the heels of Burnside with a score of 4.38. Archer took a good grip on itself and climbed from eleventh to seventh position. Cottage Grove moved from eighth to sixth place while Lincoln dropped from seventh to tenth place. Even though two divisions scored less than 3.00 this month, the average for the system, 3.64, is a little higher than that of last month, though not much is somewhat of a consolation.

Detailed figures are as follows:

		May	Apr.	Mar.	Feb.
1.	Burnside	4.75	4.15(2)	4.18(4)	4.11(6)
2.	North Avenue	4.38	4.14(3)	5.29(1)	6.00(1)
3.	Elston-Noble	4.35	3.92(5)	4.26(3)	4.21(5)
4.	L'ndale-Blue Isl.	4.31	4.23(1)	4.14(5)	4.81(2)
5.	77th Street	4.11	4.10(4)	4.50(2)	4.64(3)
6.	Cottage Grove	3.66	3.27(8)	3.83(6)	4.54(4)
7.	Archer	3.62	3.17(11)	3.43(9)	3.62(8)
8.	Kedzie	3.29	3.24(9)	3.49(8)	3.49(9)
9.	Devon-Limits	3.15	3.35(6)	3.61(7)	3.31(11)
10.	Lincoln	3.05	3.34(7)	3.41(10)	3.40(10)
11.	69th Street	2.93	3.21(10)	3.38(11)	3.83(7)
12.	Armitage-Div.	2.77	2.72(12)	3.23(12)	2.81(12)
	Av. for System	3.64	3.59	3.92	4.08

Don't speak of your private worries in public—she might hear you.

Don't laugh at you own jokes. Age deserves respect.

Opportunities are like girls—a man only embraces the pleasant ones.

Wedding bells are the alarm that terminates love's young dream.

Horace: "What is a bachelor, daddie?"

His Father: "A bachelor, my boy, is a man who looks before he leaps—and then doesn't leap!"

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 8 **June, 1931** **No. 3**

John E. Wilkie - - - - - - - - Editor

C. L. Altemus - - - - Assisstant Editor

EMPLOYES' RELIEF FUND

May, 1931

The Surface Lines Employes Relief Committee held four sessions during the month, at which 14 applications were considered, 7 being approved for weekly relief. In addition to these there were also two emergency cases on which the Committee approved immediate relief.

Checks to the amount of $9,564 were distributed. This sum, together with $6,267 distributed in December, $8,581 in January, $9,652 in February, $10,647 in March, and $13,216 in April, makes a total amount of relief extended to date $57,927.

COSTLY BELL ROPES

An Eastern visitor who came to Chicago to ride in the new trolley buses, and to renew his familiarity with the system as a whole was enthusiastic about the latest equipment. "But," said he, in chatting over traction matters generally, "I am surprised that the Surface Lines still cling to the old bell-rope as a signalling device. True, you have abandoned it in the new single-end cars, but in the ordinary type you still have three or four feet of heavy bell cord with a knot on the end dangling from the roof of the rear platform.

"From its constant handling it becomes loaded with germs of every type and it is in such a position and of such a length that when suddenly released by the conductor its pendulum like swing is apt to bring it in contact with a passenger's face.

"A blow in the face with that hard knot is painful, and if the eye be struck the consequences may be serious. Our legal department in my home city had an unpleasant experience with a loss growing out of a blow from the knotted end of a bell rope. The passenger received the blow in his left eye, infection followed and the sight of that eye was lost. It took a verdict awarding substantial damages to convince our management that dangling bell ropes were a real menace.

"Until electric signals were substituted we guarded against future injury to passengers by carrying the rope through pulleys on the bulk head and thus circumscribing the space through which it could swing, and removing it from between the passenger and the conductor. Of course conductors mean to be careful but in spite of his good intentions the quick snap of a double tap signal and the release of the hold on the cord, gives considerable force to the knotted end, and the damage may be done in spite of his good intentions."



This Twenty-Months Old Youngster, Martin, Son of Motorman M. Hybl of Blue Island Depot Won the Second Prize in the West 26th Street Jubilee Baby Contest, May 15.

Keeping 'em Rolling

Limits Leads with 38,916 Miles—Some Long Climbs to Make a Better Showing



The Men Who Made the Limits Record

G. Chamberlin, K. Wasseto, E. Gustafson, J. O'Connor, J. Nardiello, T. Dwyer, L. Buyle, I. Poulouskis, L. Verstraete P. Irwin, H. Hayden, S. Solak, W. Tiechner, S. Golembski, A. McGuire, J. Lehocky, J. Ziaja, G. Tepper, S. Kerdulis, N. Schweig, P. Cupak, J. Majkszak, L. Matich, J. Pelia, C. DeRidder, J. Fordon, G. John, J. Kaypust, M. Kressler, N. Pappas, J. Warchal S. Burzynski, J. Vrobel, R. Zink, A. Andriowlos, J. McMahon, L. Gawlik, L. Kurtyka, M. Gitt, B. McAlinder, W. Jackusak, J. Craig, B. Rice, T. McGill, N. Psariadis, F. Simo.

Notice the changes in positions that were made in May. Limits, all the way from 15th place in April to the head of the list, with an increase in percentage of 159.6. Cottage Grove from tenth place to second, Archer from seventh to third, Lincoln from twelfth to fifth, and Burnside from fourteenth to seventh.

Rank	Carhouse	Zero Days	Miles per Pull-in May	Pct. Inc. or Dec.
1	Limits	23	38,916	159.6
2	Cott. Grove	14	35,664	66.3
3	Archer	15	31,547	11.3
4	Armitage	19	30,315	11.2*
5	Lincoln	17	27,329	33.6
6	69th Street	6	23,837	3.9
7	Burnside	11	23,835	19.6
8	Division	14	23,419	9.6*
9	Blue Island	17	22,771	13.8
10	77th Street	2	22,604	35.6*
11	North	7	22,291	30.9*
12	Elston	17	19,080	40.6*
13	Lawndale	13	18,607	43.4*
14	Devon	6	15,921	25.5*
15	Noble	14	14,480	51.7*
16	Kedzie	2	9,706	6.2
		197	20,859	6.4*

*Decrease.

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

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

Pleasant Words for Kindly Deeds

Letters of Thanks and Commendation from Patrons Who Appreciate Personal Service

Mr. Ben Fahrow, 4339 W. Le Moyne Street, commends Motorman Ernest F. Zenaty, Badge No. 13035, of North Avenue for his thoughtfulness and courtesy in assisting a blind man to alight from his car and escorting him across the street and placing him safely on the sidewalk.

Mr. George Erickson, 4852 W. Ohio Street, thanks Conductor Stanley Neklas, Badge No. 13820, of North Avenue for his courtesy in paying his fare when he boarded his car and found that he was without funds.

Miss Mabel Mason, 1218 N. Harding Avenue, commends and thanks Conductor Frank E. Swan, Badge No. 13804 of North Avenue for his courtesy in retrieving a dime which she had dropped on the platform of his car, unnoticed, and returning it to her.



Richard, Six Months Old Son of Motorman E. O. Skrine of Archer.

Miss Sarah Soskia, inadvertently left a pair of gloves on the car operated by Motorman Frank A. Gaura, Badge No. 12881 of Archer. He found them and turned them into the Lost and Found Department where they were later recovered by her. She praises this motorman for his honesty.

Extreme courtesy on the part of Motorman Otto Flintz, Badge No. 12455 of Elston won for him a letter of commendation from Miss Marguerite Schoeder, 3901 Sheridan Road.

Miss Elizabeth Rowden, 241 W. 59th Place, commends Conductor Frank Kuchar, Badge No. 11218, of Archer for his courtesy and tact in handling an intoxicated passenger in the face of vile, abusive language from this passenger. Miss Rowden states that this conductor conducted himself in a very gentlemanly manner and it pleases her to compliment him.

Miss Corinne Rice, 1 La Salle Street Bldg., inadvertently dropped a leather case while a passenger on the car in charge of Conductor Joseph P. Carney, Badge No. 10746, of Burnside. This conductor found and turned this case in to the Lost and Found Department where Miss Rice later recovered it and she wishes to thank and commend him for his courtesy and kindness.

Motorman William F. Burke, Badge No. 9767, of Kedzie is the recipient of a telephoned commendation from Mr. Chas. W. Cushman, Standard Statistics Co., 176 W. Adams Street, for his courtesy and kindness in helping a blind man to alight from his car and escorting him to the sidewalk in spite of the rain which was falling at the time.

Motorman S. T. McDonough, Badge No. 9559, of Archer, held his car long enough to allow Miss Frances Price, 1412 W. Garfield Blvd., to board it even though he had the right of way to proceed. Miss Price considers this very thoughtful and wishes to thank and compliment him on his courtesy.

Mr. E. A. Darvill boarded the car in charge of Conductor Christian Fick, Badge No. 9208, of Division, and found that he had no other money with the exception of a bill of large denomination. This conductor could not change the bill so he paid Mr. Darvill's fare, thereby saving him a lot of inconvenience and for this he expresses his appreciation.

The cheerfulness and courtesy of Conductor A. R. Ness, Badge 8760, of 77th, were made the subject of a commendatory letter from Mrs. F. Dierkes, 1118 W. 90th Street.

Dr. John Dill Robertson, 1402-7 W. Madison Street, also had the experience of boarding a street car and finding himself without funds. In this case, Conductor William F. Reichhold, Badge No. 8730, of Kedzie, was the one who was able to be of assistance by paying his fare and for his courtesy Dr. Robertson wishes to sincerely thank him.

Mr. W. F. Lilley, Park Manor Hotel, 71st and Cottage Grove, commends Motorman Lester R. Ludlam, Badge No. 8689, of Kedzie for his courtesy in holding his car long enough to allow him to board it, even though he had the traffic light and the signal to proceed.

Conductor Elmer M. Simmons, Badge No. 8664, of 77th, also held his car long enough to enable Mr. A. Gollhardt, 2435 E. 74th Street, to board it even though he was perfectly in the right to proceed, and for his thoughtfulness Mr. Gollhardt wishes to thank and compliment him.

Mr. T. F. Dunn, 851 W. North Avenue, left a brief case on the car in charge of Conductor Leonard Beckers, Badge No. 8434, of Limits. Conductor Beckers found and turned it in, and Mr. Dunn wishes to thank and commend him and also Mr. Pearce of the Transportation Dept., and Mr. Hill of the Clark and Dewey office who assisted him in locating the case.

The efficiency and courtesy of Conductor Miles A. Crozier, Badge No. 8356, of 77th, are praised by Mrs. A. M. Cornelius, 845 Montrose Avenue.

The courtesy of Conductor Ben Amsterdam, Badge No. 8194 of Kedzie, extended an old lady passenger on his car drew a letter of commendation from Miss Grace Von Liski, 1742 N. Sawyer Avenue.

Motorman Peter O'Neil, Badge No. 8153 of Kedzie, found and returned to Mr. R. M. Ryan, 3158 W. Madison Street, some books that were discarded by some automobile thieves who had stolen his car and for his thoughtfulness Mr. Ryan thanks him.



Eugene Francis, Year Old Son of Conductor Frank Kondelik of Archer.

A pleasant "Good Morning" from the lips of Conductor John Kennedy, Badge No. 7616 of Blue Island, in addition to efficient service won favorable notice from Mr. Stephen Fundarek, 946 W. 18th Place.

Mrs. Jack Golbus, 5502 W. Congress Street, wishes to thank Conductor Frank M. Foote, Badge No. 7270 of Kedzie for his honesty in turning in her purse which she had lost while a passenger on his car.

Mr. O. Smith, 1010-159 N. State Street, when paying his fare gave to Conductor John Jiambalvo, Badge No. 6694 of North Avenue, what he thought was a dime. This conductor called his attention to the fact that it was a $2.50 gold piece, and for his honesty Mr. Smith is most appreciative.

Mrs. E. W. Baker, Hyde Park Hotel, thanks and commends Conductor Joseph Landzaat, Badge No. 6102 of Burnside, for his honesty in turning in a package containing a dress which she had forgotten while a passenger on his car.

The courtesy and kindness of Conductor Frank E. Lux, Badge No. 6094 of 69th, to all his passengers brought a letter of commendation from Miss J. Frankler, 7824 S. Ada Street.

Conductor Charles Heller, Badge No. 3672 of Archer, is commended by Mr. Felix Przlyski, 3445 West 51st Street, for his action in calling the Fire Department and awakening neighbors at a fire which occurred next door, thereby probably saving lives and property damage.

Conductor John Grigas, Badge No. 5776, of Blue Island, found and turned in a purse which he had found on his car, belonging to Mrs. R. Keggin, 4530 N. Winchester Avenue. Mrs. Keggin was overjoyed to recover her property and heartily compliments him for his honesty.

The efficient service rendered by Conductor Joseph A. Bochte, Badge No. 5600 of Armitage, drew an appreciative letter from Miss Ursula Wessel, 3823 N. Kildare Avenue.

Miss Dorothea MacKeen, 2911 Burling Street, wishes to thank and commend Motorman John A. Ruf, Badge No. 5565 of Elston, for his unusual thoughtfulness. Miss MacKeen reports the following: "There was an injured pigeon on the car track, unable to fly, but able to avoid the helping hands of the crowd that wished to save him. The street car came along in charge of the above motorman. He stopped his car and as he did so the pigeon flew underneath the car and this motorman got off the car and tried to get him out from under, and finally succeeded. The crowd of people that gathered around thanked and cheered him for his kindness. He was very polite and thanked us for appreciating what he did."

Mrs. Ella Smith commends William P. Kelly, Badge No. 5560 of Kedzie, for his honesty in returning a gold piece which she had lost on his car.

Unusual courtesy and efficient service on the part of Motorman Frederick Jensen, Badge No. 5459 of Cottage Grove, won for him a complimentary letter from Mr. James J. Elliott, 8120 Maryland Avenue.

Miss D. Kramp, 1716 W. 35th Street, praises Conductor Joseph T. Kanton, Badge No. 3576 of 69th, for his thoughtfulness in stopping his car to enable her to board, although he had the right-of-way to proceed.

Conductor Ernest E. Johnson, Badge No. 3226 of 69th, is commended by John Magnus & Company for his honesty in turning in a valuable wrist watch which had been left on his car by one of their messenger boys.

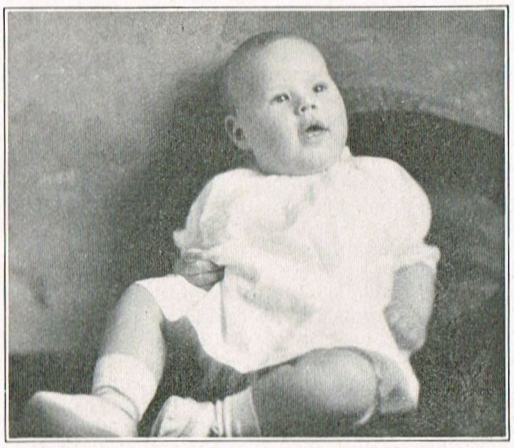
Mrs. N. Macawrith, 743 E. 69th Place, praises Conductor Albert W. Berg, Badge No. 2602 of 69th, for his outstanding courtesy and kindness to his passengers.

Mr. and Mrs. B. F. Frank, 312 W. Randolph Street, thank Conductor Robert Brindisi, Badge No. 2246 of North Avenue, for his kindness in directing them as to how they might easily and quickly reach their destination.

"Mother's Night" a Memorable One

A One Act Play and a Fine Miscellaneous Program Features of the Evening

The evening of May 7th will long be remembered as an eventful one in the annals of the Women's Auxiliary for it was a celebration of Mother's Night. As Mother's Day is so universally recognized all over the country our President, Miss Margaret Harte, has fittingly introduced into our Club yearly events a resolution to honor this custom by setting aside a Mother's Night the Thursday evening in May each year nearest to our nation's appointed date.



Patricia, the Six Months Old Daughter of Motorman Gerald Widener of Devon.

Mrs. Agnes McCormick was chosen as Chairman to inaugurate the yearly event and as usual carried it out in her inimitable way, her gracious charm making all comers feel at home. It kept the welcoming committee busy as the girls arrived accompanied by their mothers or nearest of kin, and a happier evening has seldom been spent at the Club.

The Address of Welcome given by Miss Margie McIntyre was in part as follows:

"Mothers, Friends, Surface Line Girls!

We are most happy to welcome you all here tonight and we sincerely hope that this may be the beginning of many reunions when we meet together to do what honor we can to our Mothers.

Mother's Day! What happy thoughts it brings to those who are blessed with her presence and what wonderful memories to those who have left the home nest to seek fame and fortune in the business world.

'Mother

I knew her first as food, and warmth and rest,
A silken lap, soft arm, a tender heart.
Then as fear came into my world, I knew
She was a never failing refuge, too.
Time taught me more to comprehend
Her understanding sweetness as a friend;
And as my life's horizon grew more wide,
Her meaning to myself was magnified.
And now, so well I know her that I know
The graciousness of her will ever grow
Like daybreak in my spirit and will ever be
Through all my life, a radiant mystery.'

So as each Mother's Day rolls around let us make it a day so happy and joyous for her that she will never forget its benediction for—

'Mother is the spirit of all that is true, and lasting and fair;
And no other blessing this life ever held, with the love of her heart can compare.'"

Miss Marie Kornke next caught the spirit of the occasion with the following selections on her violin: "Dear Old Fashioned Lady With Your Old Fashioned Charm," "Mother Machree," and "Indian Love Call." The note of appeal sounded by Miss Kornke, who plays very well, elicited much applause. Miss Elba Dedic accompanies with much expression.

Then what a surprise we had! Leave it to the Accident Investigation girls to be original. On a Monday morning they received their books, rehearsed four noons, and presto—a one act play called "The Wrong Baby" was ready for presentation and was superbly put on.

Listen please to the talent displayed in this cast:

Cast

Mrs. Brixton..Matron of "Home" Day Nursery
Edith Riddle
Mariette.....Her Niece
Evelyn Primus
Mrs. Mulligan.....(Whose baby has red hair)
Margaret Harte
Mrs. Wafer.....(Whose baby has curly hair)
Louise (Tootsie) Eland
Mrs. Scheffner..(Whose baby has yellow hair)
Isabelle Lubway
Mrs. Caponi.....(Whose baby has black hair)
Olga Giesler
Rose Caponi.....(An Italian Maiden)
Jane Van Dreese

What fun and laughter this attractive little play inspired! The audience certainly fell for it.

The play having passed into history, we were entertained by Miss Anne Dake, a very able soloist who rendered two selections displaying marked talent. At the piano Miss Barbara Gaug accompanied excellently.

What would a Mother's Night be without a "Mother's Cake?" Indeed no such sacrifice was required. A long table was set in the middle of the hall for the mothers. It was most artistically dressed with huge bunches of pink roses at either end. The club members were seated around the room at smaller tables. There were numbers of entrancing cakes each adorned with the word "Mother" in colored icing causing calories for girlish figures. At the long table was the chef d'oeuvre, a huge confection bearing the same word—Mother. To sum up our happiness pineapple sundaes were served as

well as Mabel's coffee. Everyone said the "eats" were simply luscious.

One hundred and sixteen girls and mothers partook of the fun and food and as a real social evening it was a huge success thanks to the untiring efforts of Mrs. McCormick and her committee.

D. A. I. Team Wins in Woman's Bowling League

Team Standing	Won	Lost	Av.
Accident Investigation and Legal	7	1	433
Financial	7	1	407
Executive	4	4	376
Transportation	2	6	375
South Shops	0	8	278

Individual Average

Name and Dept.	Games	Av.
Mary Wiley, Capt., Executive	8	129
Alice Weldon, Capt., Accd't. Invest.	8	123
Grace McCann Schmude, Accd't. Invest.	8	121
Marion Miscetic, Financial	8	112
Henrietta Fisler, Executive	8	111
Ruth Mathis, Transportation	4	110
Esther Sandstrom, Transportation	8	109
Mildred Humes, Executive	8	107
Hulda Youngstrom, Financial	8	106
Marie Sullivan, Financial	8	103
Julia Lellinger, Accd't. Invest	8	102
Olga Geisler, Accd't. Invest	2	90
Marie Krausman, Capt., Transportation	8	89
Myrtle Kinney, Transportation	4	87
Olga Wagner, Financial	8	86
Edith Riddle, Accd't. Invest	6	85
Tillie Goldman, Capt., South Shops	8	82
Nina Berg Ebeling, Transportation	8	77
Grace Springer, South Shops	8	73
Margie McIntyre, South Shops	8	71
Elsie Smith, South Shops	8	45
Virginia Hill, Executive	8	40

ALICE WELDON,
Chairman of Bowling.

"Collegiate Night"

The regular monthly meeting of the Surface Lines Club, Women's Auxiliary, was held Thursday evening, May 21, 1931, at the club house, Miss Margaret Harte, President, presiding.

After a short business meeting the evening was turned over to Clark and Division Departments, Miss Elsi Kalabsa, chairman.

It turned out to be a Collegiate evening, the girls being divided into four groups, representing four colleges: Illinois, Michigan, Northwestern and Wisconsin.

Captain Helen Baar of Michigan, Captain Nina Berg Ebeling of Illinois, Captain Edith Riddle of Northwestern and Captain Mary Valentino of Wisconsin received caps which were the color of the badges worn by their respective teams. After each event the college winning first place received four points, second place 3 points, third place 2 points and fourth place 1 point.

At the end of this exciting contest, Michigan came out the victors with a score of 43 points receiving a box of Fannie May's chocolates and bonbons as first prize; Illinois came in second with a score of 41, and enjoyed a box of mixed candies. Northwestern's score of 26 made them the recipients of a box of chocolate chips and the Wisconsin team was presented with a box of lollypops, coming in last, with 23 points to their credit.

After the refreshments (consisting of pineapple whip, cookies and coffee) were served, the end of the party came all too soon and echoes of "I had a wonderful time" and "I enjoyed myself" were heard throughout the club house.

Golf! Golf! Golf!

Chairman Helen Baar of the Golf Committee has arranged for a series of ten golf lessons, starting Monday, June 1, 1931, at 6 P. M., at Mr. Gifford's Golf School, 2664 North Clark Street, under the personal direction of Mr. Gifford.

Come out and learn to be an expert golfer. If you miss this opportunity, there will be no excuse if you some day turn out to be a golf-widow.

Tennis vs. Tennis

Chairman Nina Berg Ebeling has reserved a tennis court in Union Park (Washington Blvd. and Ogden Avenue) for every evening except Saturday and Sunday from 6 to 8 P. M. This court was selected as the park is centrally located and should be convenient to all who have a desire to participate in this sport.



Harry Robert, Son of Conductor A. E. Crawford of Burnside

She: "I wonder if you remember me? Years ago you asked me to marry you."

Absent-minded Professor: "Ah, yes; and did you?"

AN UNBROKEN SERVICE RECORD

Myron Pearce Completes Twenty Years Without Absence from Any Cause

Myron Pearce, Assistant Cashier in the Department of Accident Investigation, completed twenty years of service with these companies on May 29, 1931, without a single day's absence on account of illness or other causes. Before he came with these companies he was associated with his father in the management of the old Sherman House, which his father then owned.



Mr. Pearce though possessed of a small physique is blessed with a stout heart. An example of this was shown some years ago when he was held up by two negroes at 48th street and Wabash avenue. He held his two would-be assailants until a police officer arrived and arrested the negroes, though in the interval he was almost choked into unconsciousness. These men were prosecuted by Mr. Pearce and sentenced to the penitentiary as a result of this affair.

CHASING THE "CHASERS"

St. Louis Public Service Out to Break Up a Vicious Practice

The St. Louis Public Service has opened a drive against ambulance chasing lawyers, "runners" and "snitches" and other persons who induce fraudulent claims for personal injuries or property damage against the company. A reward of $1,000 is offered for the arrest and conviction or the disbarment from practice of any attorney prosecuting or filing a false claim or suit against the company; a reward of $500 for arrest and conviction of any person, other than an attorney, who, acting as "runner," "snitch" or "solicitor," shall cause a false suit or claim to be filed against the company, and $500 for the arrest and conviction of any person who shall file, in his own behalf, a false claim or suit for damages against the company.

Last year the company set a new low record for safety of operation, but was compelled greatly to increase its reserves for the payment of personal injury and property damage claims. The railway and its affiliate, the People's Motor Bus Company, will pay any proper and reasonable claim for personal injury or property damage, but will maintain an unrelenting war on fake claims.

NEW BUILDING SUPERINTENDENT

Harold W. Busch Succeeds Hugo Schmidt and E. W. Anger Is Made Assistant

On June 1, 1931, Mr. Harold W. Busch was advanced from the position of Engineer of Buildings and Drafting to the position of superintendent of that department, with offices at 1165 North Clark Street.

Following an engineering course in Europe, Mr. Busch in the year 1907 became affiliated with the engineering department of the Chicago City Railway Company as designer and mechanical engineer. Since then his duties in this department have led him into various kinds of engineering, including car design, building construction, valuations and research work. He is a member of the Western Society of Engineers and other engineering societies.



E. W. Anger, the new assistant superintendent of Building and Drafting, joined the electrical force of the Chicago City Railway Company in 1898, since when his duties and experiences have been quite comprehensive—substation work, assistant superintendent of shops, foreman of the mechanical department of the car houses, and superintendent of the car meter division.

Your Talent

There's a talent in life,
That each living soul
  May have—if his heart only wills.
There's a talent in life,
That is greater than art,
  It's greater than Master of Mills.

We all are not blessed
But—God gave us all
One talent at birth,
With a Gift to be Great—
  In Music, in Science or Play.
Few are possessed—
Of a Talent or Gift
  To make them outstanding today.

  It's used—oh, so rarely by few;
It's a talent the poorest
Or richest can have—
Be Honest—Straightford and True.

—Selected.

Departments and Divisions

Legal and Accident Investigation

Thomas H. Hoy attended the graduation exercises at the West Point Military Academy on May 11, at which time his son, Charles E. Hoy, received his commission as second lieutenant. He had completed a successful season as captain and catcher on the baseball team which won nine and lost three games, losing one each to the New York Giants and to the New York Yankees. He will now go to Ft. Worth, Texas, for a nine months training as aviator as he has chosen and been picked for that branch of the service. There will be a family reunion at West Point and another son, Thomas A. Hoy, will be there from Ft. Benning, Georgia, where he has recently been promoted to major in the United States Army.

Twenty-five years ago, on the 9th of June, John P. Jarvis and Miss Elsie Schoenfeld were united in marriage. They really had forgotten all about that occasion, but on June 9, 1931, their rather mature daughter and fifty relatives and friends dropped in to remind them of the occasion and brought some beautiful silver presents and an abundance of flowers. There was a wonderful wedding cake which went the way of all wedding cakes and a merry time was had by all.

Shops & Equipment—North & West

West Shops: We are glad to hear that Mr. J. D. Newton, our Paint Shop Foreman, who underwent an operation recently, is now recuperating at the Franklin Boulevard Hospital.

Our deepest sympathy is extended to Edward Morris of our Armature Room, in the loss of his wife.

We are curious to know who the boy friend is that has been showering Mildred Habeger with lilacs. Surely they can't come all the way from Minneapolis.

To John Bihler, carpenter, whose wife passed away recently, we extend our sincere sympathy.

Kedzie: To show the development of Kedzie in the past few years in regard to lawns and flower beds, Mr. Krueger, foreman, has made a picture gallery in his office, showing the improvements that have been made since the creating of the lawn in 1927 up to the present time. By looking at the picture in the Krueger Art Gallery you can plainly see that the once bare carhouse has risen to one of the beauty spots of the West Side.

A speedy recovery is hoped for David Hennessy, who has been on the sick list for some time.

Lincoln: Our sincerest sympathy is extended to the family of Frank Rejewski, who passed away recently.

Jane V. McCarthy.

South Shops and Carhouses

Robert J. Troughton is spending his furlough on a motor trip to California, accompanied by his wife. We wish him a pleasant trip.

Frank Bannon, Painter, has returned to work after a long period of illness. The boys are glad to see this old timer back on the job.

We understand that John Kennedy, Machine Department, was secretly married recently. The boys are looking forward to the White Owl Cigars which Jack promised.

P. Streelman, Assistant Foreman, Burnside, is rapidly recovering from injuries which he sustained when struck with an automobile.

Everybody in the Machine Shop is glad to see William Schildhouse back to work after an extended illness.

Andrew Draus, Striper, wants to exchange his up-to-date (1904) Chevrolet for a lawn mower or any other household tool. Andy says he has had enough ups and downs and wants a rest.

The boys at Archer extend their sympathy to Alex Andrulis and family in the loss of his daughter.

J. P. McCauley.

Material and Supplies

Charles Jung and Frank Rothman started the vacation period off with a bang. A wonderful time was reported by both vacationeers. We all envy their beautiful sun-tan.

We wish to extend our deepest sympathy to Mr. L. Gaspar for the loss of his mother who passed away recently.

After attending a recent event held at the Club house, James Whitmore has decided to take private lessons in that famous dance known as the "Tango."

Congratulations are in order. We are proud to report an increase in the family of George Mikota who announced the arrival of a beautiful baby boy on May 26. Mother and son are doing splendidly.

That Michigan boy, Max Streeter, is certainly learning fast; up until a few weeks ago he thought that "Coon Sanders" was a colored orchestra.

Absence makes the heart grow fonder, but it certainly is hard on photographs. Mat Basso seems to find it so. That is O. K. Mat, we were in your position ourselves, once.

Jim Grimes had a special table reserved for his "Bachelor Club" at the "Cruise Around the World" event recently held at the clubhouse.

The people in the town of Clearing can enjoy a good night's rest since Frank Rothman turned in his Model "T" Ford for a Buick. Many pleasant journeys, Frank.

Since Marshall Grant made his first visit to the White Sox baseball park a few weeks ago he comes to work dressed like a big leaguer. Look out for your job, Babe Ruth.

R. E. Buckley.

Vodo: "Why don't you get your car greased and oiled?"

Dodo: "Sh-sh! It squeaks so beautifully now I can't hear a word my wife says."

Rastus: "Liza, why didn't you meet me by the moonlight?"

Liza: "Dey wasn't no moonlight."

Rastus: "Well, why didn't you meet me by the gas light?"

Liza: "I ain't no gas meter."

Around the Car Stations

Seventy-Seventh

Friday evening, May 29, 1931, the Club held a special meeting for the purpose of formulating an indoor baseball league. After considerable discussion the following teams and captains were elected to play: The Dan McNamara Boosters, A. J. Dunn, captain; Sox, Conductor L. R. Henning, captain; Yanks, Conductor J. J. Donahue No. 2, captain; Cincinnati, Motorman J. P. Doody, captain; Athletics, Motorman B. P. Worts, captain. A staff of umpires were also elected, namely, Chief Umpire, Chas. A. Gylling; assistant umpires, Tom Beggan, Earl Bedore and Dan Urquhart. The games will be played at Engelwood Celtic Field, 74th and Bishop Streets, every Monday and Thursday evenings at 7:30 P. M. Admittance is absolutely free. Here is an opportunity we have been waiting for quite a while and a chance to enjoy ourselves the warm evenings. Let's water the lawn early and go and give the boys a hand.

Conductor J. McGoldrick and Conductor John Fee have joined the ranks of the benedicts this past month. We wish to congratulate you and wish you health, wealth and happiness.

Supt. W. A. Bessette wishes to convey his appreciation to the following trainmen: Conductor F. F. Yost, Motorman W. F. Carr, Conductor W. F. Gill, Motorman J. F. Flynn No. 2, Conductor C. A. Gylling, Motorman P. J. McCarthy, Conductor E. J. Dawson, Motorman Frank Quinn, Conductor J. J. O'Connor No. 2, Motorman Dan McNamara, Conductor H. F. Barry, and Motorman E. F. Reinke, for their wholehearted cooperation and efficiency in carrying out orders Wednesday evening, May 13, of jubilee week. These crews with the assistance of six other North Side crews brought supply cars into the loop on State Street which were converted into platforms and returned to the depot as cleverly as if it had been rehearsed for a month.

Have you seen the new method of racking the pool balls on the pool table. If not stop and examine our pool tables. These eliminate the unsightly racks on the walls of our room and are a great improvement. A membership drive will commence June 27, 1931. The dues are reasonable (25 cents per month), payable quarterly, so walk up to collectors and hand in your name. Remember all events of the Club are absolutely free, your Club card is your admittance ticket.

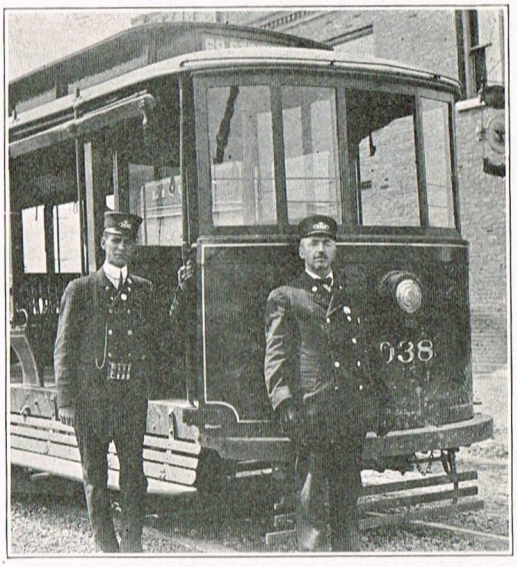
Hats off to Mr. Meyers, Car House Foreman, and his crew which won the pull-in flag last month. Go it, Meyers, we're behind you all the way, do it again.

Motorman Roy Simpkins was injured in line of duty and is confined to Alexian Brothers Hospital and from all reports is doing as well as can be expected. We hope for a speedy recovery.

Last month for the first time in many months we had an opportunity to win first place in the witness contest but like all others we tumbled into the cellar and received fourth place with an average of 4.10, the lowest for a long time. If for instance you put in a call for a wagon down in the track and obtain two witnesses to prove it was not your fault it is nevertheless harmful to our winning this contest. Always every one is one more and it takes an average of five or more to put it over.

The past month a large number of trainmen and relatives of trainmen have been called to the Great Beyond: Mother of Conductor W. R. Golden; mother of Motorman A. H. Lange; brother of Conductor E. J. Andersack and three of our oldest and one of the young trainmen, namely, Conductor O. Buchanan, Conductor J. M. Lankford, Motorman W. Weaver and Conductor J. P. Ryan. To the bereaved relatives this division extends its sincere sympathy in their bereavement.

C. A. Gylling.



Ben Cronin of 69th Street with His Conductor, Dave Radtke, Twenty Years Ago. In Forty-Eight Years' Service Ben Has Driven Every Type of Car Operated by the Company.

Sixty-Ninth

A baby boy arrived at the home of Mr. and Mrs. Paul C. Kuchin on May 31, 1931, weighing 8½ pounds, and Mr. and Mrs. R. J. Cummings announce a 12-pound boy on May 31. Motorman Harold T. Meyer is the proud father of a boy born May 21, weighing 6 pounds, and Motorman W. M. Murphy is the proud papa of a daughter born on May 5 weighing 6 pounds, and Mr. and Mrs. Tim Sullivan announce the arrival of Marguerite Loretta, an 8 pound and 10½ ounce girl born May 13, 1931. Congratulations.

Motorman W. C. Jorgenson is deserving of creditable mention. One morning at 63rd and Blackstone Avenue at 4:11 A. M. there was a fire, and while his conductor called the wagon

he went to Dorchester and switched his follower. Then he re-routed his own car west on the east bound track and south on north bound track to 64th and Dorchester to fill in the street.

We were sorry to hear of the deaths of the brother of Conductor A. E. Taylor who passed away on April 22, and the wife of Motorman C. G. Burns. Receiver Tracy H. Calkins buried his mother on June 4. To these men we offer sympathy in behalf of the men at this depot. During the month we have lost two of our trainmen, Conductor J. O'Neill, who came over to this depot from Archer depot and Motorman George Ambrose, who was an old timer and on the bench for a time. Division 4 regrets the passing of these men.

Conductor L. Brichta, seeing a delay at 63rd and the I. C. and no supervisor around, went to Dorchester Avenue and started to switch cars back, also his follower, thereby keeping the street in tip top shape. He managed to get autos to back up so that cars could switch which was very commendable.

Just recently Motorman A. H. Anders had the misfortune to lose his son. An automobile struck and killed the boy while in the alley in the rear of his home. We extend our sympathy to him in his loss.

W. L. Pence.

When They Were Recruiting Crews for Electric Cars Nearly Twenty-five Years Ago, These Cards Were Issued

It is contemplated that all Cable lines be electrically equipped..

As an expression of preference you will state on this card, in space provided, whether you would prefer to operate an Electric car at 21 cents per hour or a Cable car at approximately 23 cents per hour for trains.

I prefer to operate a.....car

at.....cents per hour.

Signature.....

Position.....

Depot.....

NOTE—Depot Master will explain any details as to filling out card, etc. Employes after filling out card, stating preference, name, position, etc., will enclose same in envelope furnished with card, and after sealing, hand to clerk of depot.

All cards must be returned before August 14th, 1897.

CHICAGO CITY RAILWAY CO.

Archer

Boys, have you noticed our standing in the present Accident Prevention Contest? Keep up the good work and we will soon be in first place instead of the fifth place as at present.

Our sympathy is extended to Conductor F. W. O'Hotzke on the death of his mother who died Tuesday, May 26, 1931. Interment at Concordia cemetery.

Conductor Ed. Goltz is all smiles these days. When asked the reason admitted it was an 8-pound boy born May 27, 1931, at St. Anthony's Hospital. Congratulations, Ed.

Our sympathy is extended to Conductor Wm. J. Fitzgerald and Mrs. Fitzgerald on the death of Mrs. Fitzgerald's father, Mr. M. Hannigan who passed away on April 7, 1931.

Motorman E. Traznick has just returned from the Great Lakes Hospital where he underwent treatment for injury received in the World War. We all know from the smile on his face that it was a success.

Again one of our conductors become quite chesty. The reason as given by Conductor J. L. Kaspar is a 7-pound boy by the name of Melvin Kaspar.

Conductor Ed. Walker informs us of the death of his brother at Marathon, Wis. Our sympathy is extended to Conductor Walker and family.

Mr. Charles Vanek, one of our genial night clerks, has become the able assistant to Mr. Ed. Krause in the Pet Department. Anyone wishing a nice kitten or dog for a pet see Charlie as he has charge of disposing of all the surplus stock.

We are all glad to see Motorman C. Woods up and around again after what might have been a very serious accident.

Conductor Hugh Mckillop is up and would enjoy a visit from any of the boys.

Dusty.

Blue Island

The stork paid a visit to the home of Motorman J. Hardek on May 19 and presented him with a 9½-pound boy and on the same date to the home of Motorman E. Musil and presented him with an 8½-pound boy. Congratulations, boys.

Our sympathy is extended to the family of Motorman August Beilfuss, who entered service January 15, 1900, and who brooding over ill health committed suicide by hanging himself on May 5, 1931. Gus, as he was known by his fellow workers, will be missed by them as he was well liked by all.

We also extend our sympathy to the families of the following: Geo. Washack in the loss of his mother and aunt, his aunt underwent an operation and passed away, her sister, Geo's mother, hearing of her sister's death, died from the shock. To J. Klouzer in the loss of his brother-in-law and J. Gurga the loss of his father.

We were first in the Accident Contest for the month of April, first in witnesses for the month of April and first in the Courtesy Contest for entire contest year. Keep up the good work and stay in first place for the rest of the year or contest.

C. P. Starr.

North Avenue

Conductor John Lambert, who entered service June 2, 1905, passed away May 22 after many weeks of illness. John was a quiet, lovable sort of chap, always on the job and handling that job well. His many friends among his passengers and co-workers will miss him. The sympathy of all North Avenue men is offered to his sorrowing family.

Conductor P. Gill is papa to a girl who arrived April 30. Conductor Walter Ornellas announces a daughter who arrived May 1. Conductor Wm. Weber announces the advent of Wm. Jr., born May 23, weighing 7 pounds 8 ounces. No news from the motormen or bus operators in this department.



Al Baker, in Charge of Bus Repair Department.

Our genial clerk, Myles Harrington, took the family down to participate in the Jubilee. He parked his new Ford coupe on Canal Street. When they returned the car was missing. And was Mrs. Harrington peeved! Why shouldn't she have been? She had just polished the car that day. We are glad to report that the police recovered the machine.

Sympathy is extended to Motorman Shepard in the loss of his father and to Motorman John Hendricks who lost his mother May 6.

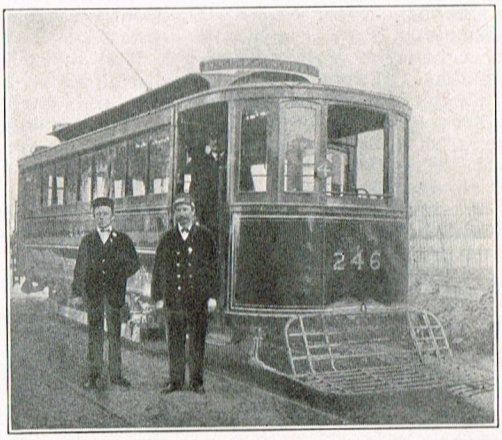
One of our cars turned a corner at the same time an auto and they had a tie. Conductor Corbett got out to get witnesses and asked the traffic officer for his name. The officer said, "My name is McNulty and my partner's name is McGuire. And what is your name?" "My name is Corbett and my partner's name is Flanagan," said Red. "Indeed," said the officer, "I think I had better give that fellow a ticket for backing up into you."

Our standing in the witness getting contest shows us in third place for April. Lawndale-Blue Island and Burnside are ahead of us which will never do. We have been slapped down before and have always come back. We can do it again if we get our old Ten or More Club working again. Have nice clean cards and an extra pencil with you. A passenger responds more quickly to your request if you hand him a clean card to sign than if you hand him a grimy card which he must uncurl before he can jot down his name.

C. A. Knautz.

Lincoln

The C. S. L. Indoor Baseball Club played a game in Lincoln Park against the Lincoln Park Reds and defeated them by a score of 16 to 0. The pitching of Rulkouski and fielding of F. Geimer and H. Prussact hitting three home runs were outstanding features of the game. The lineup of Lincoln boys included such grizzly old veterans as Brooks, Stipate and Burk who did the catching. The boys are anxious to get games with other teams and can be reached at the Lincoln Station.



Harry A. Anderson and M. Gilligan, Taken at West End of the Irving Park Line in April, 1904

A. F. Beck, extra conductor, was married May 30. Congratulations to the happy couple.

We weren't able to get details on these new arrivals, but here's best wishes to Conductor J. A. Anderson and Conductor W. R. Olsen who are the fathers of babies born in May.

Motorman Schlinkert is laid up. He dislocated his shoulder in a fall but we are hoping he'll be back on the job soon.

Motorman John P. Febiger, after a long illness, passed away and was buried Wednesday, May 20, from Mueller's Chapel to Mt. Olive Cemetery. Our sincere sympathy to the family and also to Extra Motorman Grominus and family who lost his wife and baby.

H. Spethman.

Limits

Conductor E. Wilberscheid of the Limits Depot and his partner, H. Jouron, shot into the lead in the doubles event of the North Side Industrial Bowling League recently at the Lincoln Square Alley. They totalled 1,231, topping the next best score by three points. Wilberscheid is hitting his old stride again and we hasten to congratulate him.

Our clerk, Aaron Poore, the Kentucky mountain boy, is sure paying a heap of attention to a mighty nice little girl and we can expect anything to happen any time now, so watch out.

Every time our chief clerk, Al Hill, bets a package of cigarettes on the Cubs they lose, but still this brother strives on with the faith of the loyal.

Conductor Olaf Johnson has recently returned from the hospital and is now convalescing at his home, 1536 Glendale Avenue. The telephone number is Rogers Park 9772 and if you cannot find time to pay Olaf a visit, at least call him on the phone as he would be delighted to hear from the boys.

Conductor Dwyer's boy won the championship among trombone players during the contest held at Navy Pier, both parochial and public schools competing.

E. G. Rodgers.

THE RAGTIME MUSE

On the Cable Car

Squeezed up on the benches, hanging to the straps,
Fifty men and women, bundled in their wraps,
Stove with just a flicker, throwing out no heat,
Mercury 'most frozen—isn't it a treat?
Outside the conductor swings his arms and spars—
Bless me, this is pleasant—on the cable cars.

Fat man in the corner says he'd like more air;
Thin man says that there is atmosphere to spare;
Short man sees his corner, gets out through the front;
Tall man vents his indignation in a grunt.
Says such malefactors ought to look through bars—
Bless me, this is pleasant—on the cable cars.

Frost upon the windows; no one can see out.
What did the conductor mean by that last shout?
Just ahead a wagon suddenly breaks down;
Everybody silent, waiting with a frown.
In about ten minutes they get clear the track.
Wish we'd known how this was; then we'd hired a hack.
Think of the pneumonia, agues and catarrhs!
Bless us, this is pleasant—on the cable cars.

Jerked around a corner, thrown from off their feet,
Thirty who were standing find in laps a seat.
Now again we're stopping, now appear to crawl.
Doesn't seem to us as if we moved at all.
In consideration of the pile it makes
Company—I told you! Now the cable breaks.
Tush! Pish! Tut! Dear me, now! Pshaw! I swan! My stars!
Isn't this a picnic—on the cable cars!

—CHICAGO DAILY NEWS, 1893. Submitted by H. E. Johnson, South Shops.

A Scot was engaged in an argument with a conductor as to whether the fare was 5 or 10 cents. Finally the disgusted conductor picked up the Scotchman's suitcase and, just as they were passing over a bridge, tossed it off the car. It landed with a splash.

"Mon!" screamed Sandy. "Isn't it enough you try to overcharge me, but now you try to drown my little boy!"

"Do you use tooth paste?"

"Mercy no, not any of my teeth are loose."

SURFACE LINES POST
The American Legion

Joseph Staska New Commander

At a special election held at the Post Club Rooms, 40 South Clark Street, on Friday, June 5, 1931, the following Post officers were elected for the remainder of the Post year 1931: Joseph P. Staska, Trainman, Archer Depot, Commander; Elmore P. Taube, Trainman, Blue Island Depot, Senior Vice Commander; Joseph V. Eckmann, Trainman, Elston Depot, Member Executive Committee; Axel V. Johnson, Trainman, Devon Depot, Member Executive Committee.

Second District Meeting

Surface Lines Post will act as host to the officers and delegates of the Second District Council, at the Post Club Rooms, on Friday, June 19, 1931.

Let's all help Commander Staska by turning out for this important meeting.

OBITUARY

Fred W. Wiegman

Fred W. Wiegman, 48 years of age, who entered the service of the Chicago Surface Lines in 1918 as an investigator, passed away on May 28, 1931, after a short confinement due to an old diabetic condition, which, several years ago, had kept him away from his work for a period of time, but over which, at that time, he had gained control. Mr. Wiegman was popular among his fellow employees, being possessed of a very friendly manner, and his comparatively sudden death came as a shock to his many friends. He left him surviving a widow and three sons. Funeral services were held at the South Side Masonic Temple on June 1, under the auspices of Ogden Park Lodge No. 897, A. F. & A. M.

John W. Walsh

Mr. John W. Walsh, who entered the service of the Legal Department of the Chicago Railways Company in 1908, passed away at the age of sixty-six years, on May 28, 1931, after an illness which confined him to a hospital for several months, though he had sufficiently recuperated to come down to his office for a few weeks prior to his last illness.

Mr. Walsh was born in La Salle, Illinois, in the year 1865. He was a graduate of the University of Illinois, and was thereafter admitted to the Bar, and practiced law in La Salle County for some time before coming to Chicago. He was a well grounded lawyer and was a recognized authority in common law pleading. His main duty was to look after our court pleadings, and this brought him before the judges sitting in the various courts, who held him in high esteem. His genial disposition resulted in many friendships and he will be greatly missed.

The funeral services were held June 1 at St. Thomas Aquinas Catholic Church, and the interment was at Mount Carmel. He left surviving him a daughter, and several sisters and brothers.

WHAT THE PUBLIC EXPECTS

One of a Great Army of Car Riders Submits His Views

Judging from articles in numerous street railway publications, there appears to be considerable doubt in the minds of officials as to just what the public wants in trolley car operation. Looking at this subject from the viewpoint of an outsider, I am at loss to understand why so foolish a question should trouble anyone, and I am convinced that street railway men are debating an issue which does not exist outside their own imaginations. "Is that so?" you query in surprise. "Well, suppose you tell us what the public wants." Well, being a member of that public, suppose I do!

In street cars there are three qualities deemed important by the riding public, in the order named, speed, comfort and appearance. Safety, of course, is a very vital factor, but it seems to me that this point has been overemphasized by the street railway industry. After all, when you consider that the street car is about the biggest vehicle in the city today, why shouldn't it be the safest?

Speed is an essential qualification of good service. Modern people have little spare time; they want to get to their destinations as swiftly and cheaply as is sensibly possible. For this reason, the introduction of faster cars, the development of an express system, the elimination of useless stops, and the use of other devices calculated to quicken service, all tend to create, in the minds of patrons an impression much deeper and lasting than any gained through the medium of advertising. On the other hand, nothing will react less favorably upon passengers, nor, in my opinion, occasion more losses to companies, than the practice of "pacing" cars which are somewhat ahead of their scheduled time. To say the least, it is very annoying to congratulate yourself, when in a hurry, upon having caught a certain car, and then to have the operator of that car cut his speed to less than 10 m. p. h., and dawdle along as if he had nowhere to go and all day to get there.

And now, if you will pardon my introducing a personal element, let me tell you what I would want in the way of comfort when I boarded a street car. Cleanliness and ventilation would be my first considerations, then a good seat. This last need not be of leather—rattan would suit me as well—but I would like a place to rest my elbows while reading. Again, though I do not indulge in the habit myself, I also think that the equipping of certain cars with smoking compartments would be excellent policy, Moreover, I believe that many patrons would appreciate the placing of newsracks in trolleys wherever possible, so that they would not have to miss their car to get their morning paper.

Because the public scarcely ever remarks about the appearance of street cars, some officials seem to regard this as a comparatively unimportant matter. This is the wrong attitude to take. People do not like to ride in dirty, drab and dingy-looking trolleys, first, because it makes them feel cheap, and secondly, because just to touch such a car gives them a soiled feeling. Paint your cars in attractive hues, color them with different patterns, make them shine and glitter, so that people will notice and not be ashamed to ride them. Overhaul them often, take the squeaks out, and let them ride the rails smoothly and evenly, instead of banging, creaking and swaying along like tottering drunkards. Eliminate as much noise as you possibly can; oil their joints and bearings; don't be afraid to spend a little extra money, like these jerkwater country railroads that will lose a dollar to save a penny.

These then, gentlemen, are the qualities which the public wants to see in trolley car operation; I think you will acknowledge that they are not, after all, unreasonable, and that the public is certainly justified, to some extent, in expecting to receive them.

ENTHUSIASM

If you can't get enthusiastic about your work it's time to get alarmed. Something is wrong. Compete with yourself; set your teeth and dive into the job of breaking your own record. No man keeps up his enthusiasm automatically. Enthusiasm must be nourished with new actions, new aspirations, new efforts, new vision. It is one's own fault if his enthusiasm is gone; he has failed to feed it. And right here is the big reason why thousands of men hit high-water marks at 35, and then recede. They can "do their work with their eyes shut," and that is the way they do it. They have lost the driving power of enthusiasm. If you want to turn hours into minutes, renew your enthusiasm.—Exchange.



Motorman Jules Schwarz of Armitage Who Thinks Any Weather Is Good Fishing Weather

"Do fish really go about in schools, mummy?"
"Yes, darling."
"Well what happens when the teacher gets caught on a hook?"

"What does that sign 'Exit' mean?"
"Shh! Don't show such ignorance! Dot's a fancy name for 'Don't push'."



Eugene, Son of Conductor John Waszak of Lawndale, Ready for Confirmation.

YOUR MEDICINE CHEST

The Chicago Tuberculosis Institute Gives Some Simple and Sensible Advice About It

Medicine chests should not be allowed to become storage closets for a lot of old prescription bottles. The quality of medicine changes with time and it often spoils and loses its power to cure. A prescription meant for one person should not be used for another.

Throw out old, stale medicine, and unlabeled bottles. To keep labels clean, pour medicines from side of bottle opposite label.

Label every bottle clearly. Look twice at the label before giving medicine. Here are a few suggestions for the contents of your medicine chest:

A clinical thermometer to measure fever, kept in a case.

Sterilized gauze for wounds—keep it wrapped and clean.

Adhesive plaster to attach bandages.

Rubbing alcohol for sprains, bruises, strains.

Aromatic spirits of ammonia—to inhale for faintness.

Boracic acid—as an eye wash.

Carbolated v a s e l i n e—for bruises, stings, burns.

Castor oil and mineral oil—for constipation.

Oil of cloves—for toothaches.

Mercurochrome or iodine—for wounds.

Toothpicks to apply medicines.

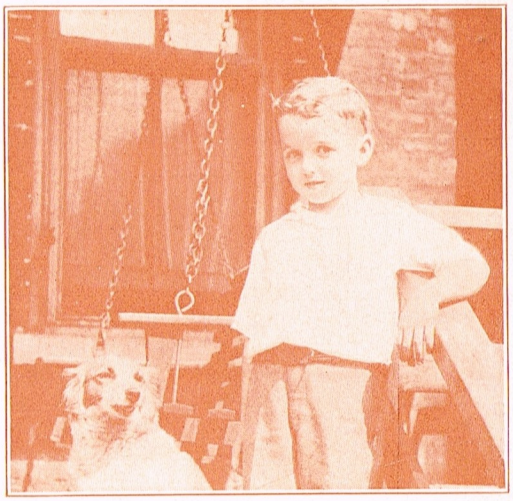
Syrup of Ipecac—to cause vomiting in case of poisoning.

Medicine glass—scissors—safety pins.

Hot water bottle.

Keep poisonous medicines out of the cabinet away from children and be sure they are clearly labeled "POISON."

Call the doctor when someone is ill. Do not experiment. Life is too precious.



Ten Year Old Jack Byrnes, Son of Conductor J. Byrnes of North Avenue, and His Pet, "Queenie."

ADMIRABLE JAPANESE HABITS

Former Health Commissioner Kegel Calls Attention to Sanitary Practices

"If you have never had a chance to speak with a Japanese, you have missed much," says Dr. Kegel, our former Health Commissioner. These people are the constant students in the family of nations where they learn amazingly quickly and thoroughly, putting into immediate practice whatever they have absorbed through their contact with other civilized nations.

In many instances they put us to shame by their superior knowledge of health habits. Of such habits at least two are worthy of commendation and should be adopted by us, particularly during this season of the year.

When conversing together the Japanese people draw in their breath after each sentence. They would never commit the flagrant breach of good manners of breathing into a man's face. When exhaling, they turn their faces sideways. To say the very least this is most considerate of the health of their fellow men and if universally practiced by us, especially during the seasonal appearance of colds, it would have some effect upon them.

Another very commendable habit of the Japanese is their exclusive use of tissue paper instead of linen or cotton handkerchiefs. Such handkerchiefs can be conveniently destroyed by fire after use, thus preventing the spread of communicable diseases, of which common colds and influenza are examples.

Not So Bad

Jack—"Pa, what are ancestors?"

Father—"Well, I'm one of yours. Your grandpa is another."

Jack—"Oh! then why is it that folks brag about them?"—Boy's Life.

A Smile or Two from Everywhere



Robert Elden Taylor, Grandson of Pipefitter R. Carter of the West Shops.

"He doesn't," announced little William, after watching the visitor finish his after dinner coffee at the family board.

"Doesn't what?" he was asked.

"He doesn't drink like a fish, as daddy says he does."

Nice Kid (at his first circus): "Oooo, that's an elephant!"

Newsy: "N'elephant, that all you know? Ain't I seen them things in the papers every day with GOP right on 'em? I tell you it's a gop."

"Dottie, did you bring in the eggs from the hen-house tonight?"

"There were none, mother dear. I don't think the hens were egg-minded today."

Little Isador Rosenberg laid his dime on the grocer's counter.

"Mister, I vant for ten cents some enimel creckers, and leave out de pigs!"

"James, have you whispered today without permission?"

"Only wunst."

"Harold, should James have said wunst?"

"No'm, he should have said twict."

A lady was entertaining the small son of her friend.

"Are you quite sure you can cut your meat, Willy?" she asked after watching him a moment.

"Oh, yessum," he replied without looking up. "We often have it as tough as this at home."

Golfer (to members ahead): "Pardon, but would you mind if I played through? I've just heard that my wife has taken seriously ill."

Bargain-hunting Woman (to ticket agent): "What time does the next train for the city leave?"

Ticket Agent: "3:45, Madam."

Bargain Hunter: "Make it 3.15 and I'll take it."

Talkative Barber: "Sir, your hair is getting gray."

Irate Customer: "Quite possible, please hurry a little faster."

The mountaineer was driving a single hog to Atlanta when a man overtook him on the highway.

In reply to questions the mountaineer said that he could get $2.00 more for the hog in Atlanta than at the county seat, and that it took him two days to go to Atlanta and two days more to return home.

"Man, you get only $2.00 more for the hog in Atlanta and it takes all that time?"

"Time," said the mountaineer, "what's time to a hog?"

Nephew—Uncle, when are you going to play football again?

Rich Uncle—I don't play football. What makes you ask me that question?

"Well, father says when you kick off we are going to get a motor car and a house."

"This sort of thing can't go on," announced the two hundred and forty pounder as she tried to struggle into her slim sister's one-piece bathing suit.

He was standing on the corner, paying absolutely no attention to anyone. He shook his head and mumbled to himself: "No, no, no—no, no, no!" He paid no attention to the crowd that gathered but just kept on saying: 'No, no, no!"

An officer shook him by the arm and said: "What's the matter, my friend?"

"Nothing at all," came the reply. "I'm just a 'yes man' taking a day off!"

Julia: "And at the end of his letter he put a couple of X's. What does he mean?"

Hilda: "Simple girl! It means he's double-crossing you."

Indifference is sometimes acquired at a very young age, and we have as an example the little boy who said to his father, "Say, dad, that apple I just ate had a worm in it, and I ate that, too."

"What?" said his startled parent. "Here drink this water and wash it down."

But Junior shook his head. "Aw, let 'im walk down."

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