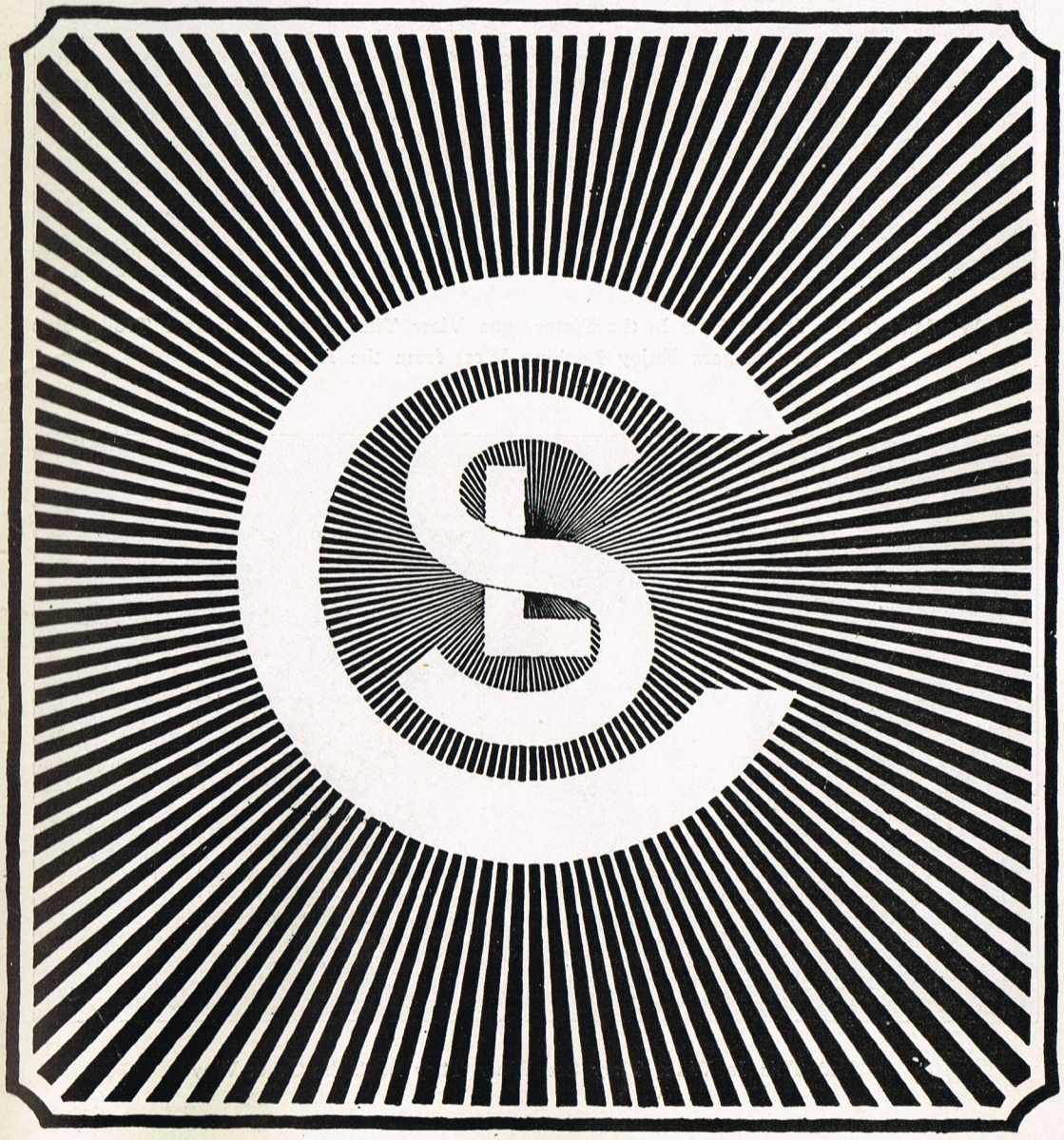
SURFACE SERVICE MAGAZINE

VOLUME 8 JULY, 1931 NUMBER 4



KIMBALL AVENUE SCENIC ROUTE



You Wouldn't Think It, but This Is the Picturesque View That Kimball Avenue Trolley-Bus Passengers Enjoy Looking West from the Bridge.



And This Is What They See When They Look the Other Way

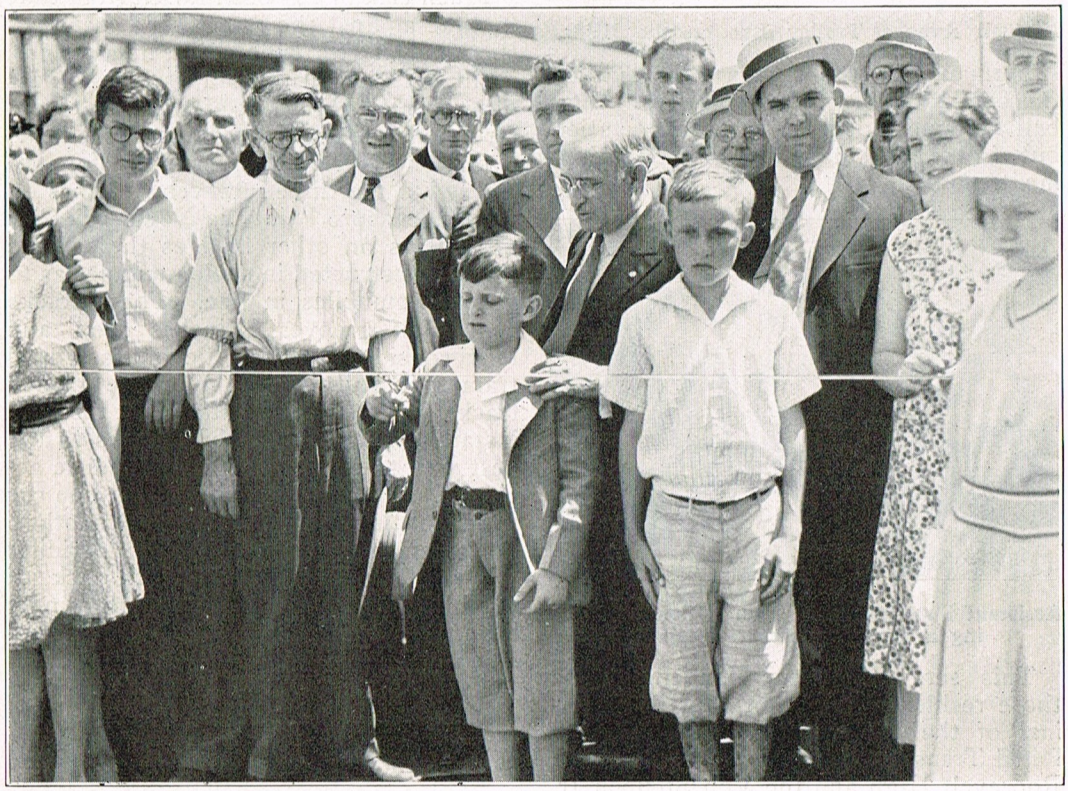
Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 8 JULY, 1931 No. 4

Kimball Avenue Line in Service

New Trolley Buses Welcomed With Speeches, Music and Enthusiastic Crowds

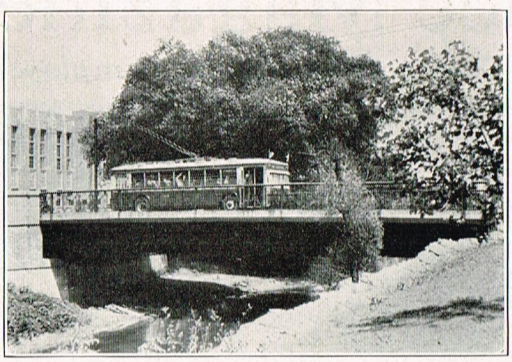


Alderman Ross and His Assistant Cut the Ribbon to Open the Way for Kimball Avenue Operation

Their transportation problem has been solved for residents on and adjacent to North Kimball Avenue from Leland Avenue north to Peterson Avenue. Measured by the enthusiastic greeting and cheering that the first trolley buses received Saturday afternoon, June 20, 1931, and the large turnout of neighbors to participate in the ceremonies, this service will be appreciated.

Alderman Jos. C. Ross and family, the representatives of various neighborhood groups, the bands and bugle corps of the Von Steuben Jr. High School and the Peterson School Flag Team were present to add dignity as well as enthusiasm to the occasion.

Assistant Superintendent J. B. O'Connell representing the management of the Chicago Surface Lines, addressed the assemblage explaining the details of the new service. Alderman Ross spoke of the benefits that were bound to come to any neighborhood through the installation of this new type of transportation. Then, Joseph Ross, Jr., the son of the



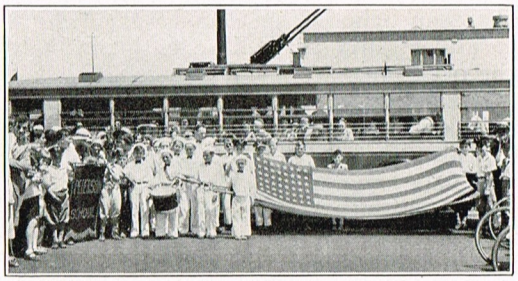
Kimball Avenue Trolley Bus on the Bridge

Alderman, cut the ribbon that marked the beginning of greater things on Kimball Avenue, not only in transportation but in general neighborhood development.



Assistant Superintendent John O'Connell Making a Few Interesting Remarks

This service is very convenient for those residents living north of the terminal of the Ravenswood branch of the Rapid Transit and also for students of the Roosevelt High and the Von Steuben Jr. High Schools, transfers being accepted from the Lawrence Avenue line to the Kimball Avenue line.



Enthusiastic Youngsters Help Celebrate

A ride on the bus revealed some hidden beauty spots. Crossing the bridge over the north branch of the Chicago River, looking west the passenger sees an unusual view reminding one of a European river scene. Looking east, a beautiful ravine greets the eye.

KEEPING AUTOS IN LINE

Grooves on Queensboro Bridge, New York, Prevent Motor Turnouts

Much clamor has been raised from time to time against the street car because of the necessity for running on fixed tracks, its inability to turn out of its path to pass other vehicles, get out of the way of obstructions, or draw up to the curb. It is a matter of some surprise, therefore, to learn that the three new vehicle lanes on the Queensboro Bridge in New York City as well as on other bridges there, have tracks constructed in such a manner as to keep automobiles in line. These tracks consist of grooves 2 inches deep, and look considerably like the old-fashioned tram rail still in use on some trolley tracks. The engineers state that they are installing these automobile tracks as the best way to control traffic and reduce accidents principally by preventing one car from turning out and passing another. So, after many years spent in deriding the rail-bound vehicle for its lack of flexibility, the automotive engineers now have decided that, in order to prevent accidents, it is desirable to take away from the automobile that once-boasted freedom of movement and run it on tracks. Truly times — and automotive engineers — do change.—*Electric Railway Journal.*

Judge: "So your name is Muggleworth?"
Applicant: "Yes, your honor."
Judge: "And you want the court to change it to Pullman. Now just tell me what you want it changed for."
Applicant: "Well, your honor, to tell the truth, it was my wife's idea. She got to thinking that we ought to have the same name that is on our towels."

"Thanks very much," said the vicar, as little Tommy handed up his offering for the Christmas festival; "I must call around this afternoon and thank your mother for these eight beautiful apples."
"P-please, sir," stammered Tommy, "would you m-mind thanking her for t-twelve apples?"
—Patton's Monthly.

Big Day at Big Oaks

Surface Lines Golfers Demonstrated How the Game Should Be Played—The Winners

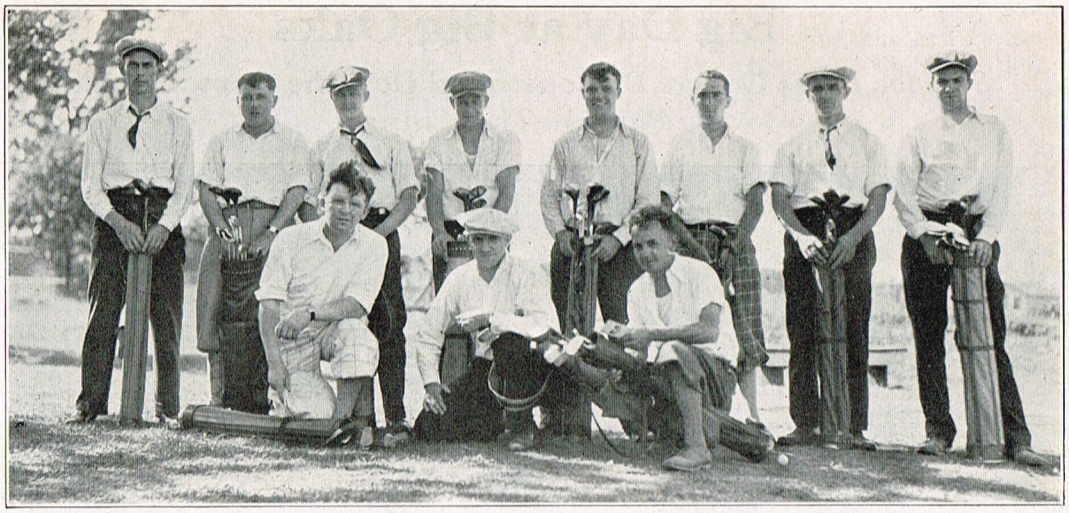


On the First Tee

On the assumption that each player in the semi-annual golf tournament of the Surface Lines Club averaged 100 strokes, there were 7,800 perspiration-producing shots at Big Oaks Golf Club on June 19, and in the extreme heat of that occasion there must have been many pounds of avoirdupois missing by the end of that eventful day. However the sacrifice was made cheerfully in the name of the noble sport, and when more than one-third of the players gathered around the festive board at sunset there was not one who would not gladly have gone through the same grind again.

Altogether it was a great day, and the increasing attendance at each tournament indicates that at some future date the cars may have to be stopped for at least one afternoon while the whole Surface Lines group go out to decide who really is the champion golfer. At present that honor lies somewhere between Dr. D. J. Fanning, with his miserly 76, and Joe Weismeyer of the North Avenue bus depot who owned up to at least 157 strokes. "Bobbie Jones" Fanning has become so used to copping first honors that he gracefully turned over his low gross prize for a raffle at which H. A. Praiter of the D. A. I. held the lucky ticket and went home with a new golf bag. The other honors went mostly to Transportation department players and Superintendent C. H. Evenson had to use a special car at the end of the day to take home the prizes of those of his department who were too busy to wait for the distribution. Conductor Seelback of Archer had second low gross, 79; Clerk Poore of Limits, third low gross, 80; Asst. Supt. Fahey of Kedzie, low net, 75; and Ed Healy of the Legal department, second low net, 76. Conductor Koprowitz of Burnside and D. Manix, a guest, each got a prize for tying at third low net, 77.

There was much merrymaking as each foursome started away from the first tee under the direction of Chairman C. J. Mersch, and the cheering or laughter that could be heard here and there along the course indicated that someone was making a hole in one or in ten. Chris Evenson did not take part in the sport to give Doctor Fanning his usual close race, but he was there to cheer the winner at the finish. There was the usual amount of "crabbing" as the handicaps became known, but all in all it was taken as part of the game. Dinner on the clubhouse veranda found a hungry crowd assembled and when it came to speechmaking time



Archer's Trainmen Golfers—Kneeling: G. J. Oakey, A. E. Hinz, J. T. Wach. Standing: H. C. Skrine, A. P. Shereck, A. F. Witt, Thomas McClellan, H. E. Miller, S. M. Churylo, P. R. Skrine and E. J. Seelback.

there was plenty of good natured "kidding." The event wound up with Dr. Leeming's story about the canny Scotchman who insisted on recording as "one stroke" the unfortunate mishap of his Hebrew opponent who had just tumbled over with a stroke of epilepsy.

Bobby Jones.

The Men You Work With

A Sort of a Surface Lines' "Who's Who" Picked Up Here and There on the System

There are a lot of people in the Surface Lines organization whose names are familiar to those with whom they transact business but whose faces are not so well known. Surface Service is picking them at random from various departments and presenting their faces with a few intimate lines about them for the information of its readers. It is hoped that, as the series is continued, we may all get better acquainted.



Don McGill

Because the street railroad (the Chicago City Railway Company) needed electricians, thirty-six years ago, and because Don McGill wanted a job are the principal reasons why he started in the electrical department at 2020 South State Street as a wireman.

In five years' time he became foreman and in the year 1905 was made general foreman of the car shops at 78th and Vincennes Avenue. He held this position for five years, when he was promoted to the superintendency of the shops, the position he now occupies.

Mr. McGill has represented the Chicago Surface Lines on the Public Service Speakers' Bureau for years. He distinguished himself in the year 1915 by winning the C. S. L. Golf Tournament cup.

A visit to the huge car shops at 78th and Vincennes Avenue will convince anyone that Don McGill knows his "stuff."

Among those who were training to help bring the war to a close when the Armistice was signed was S. D. Forsythe. Deprived of the privilege of helping to



Stanley D. Forsythe

conquer the European foe, he turned his thoughts toward the fields of electrical engineering.

Graduating from the University of Illinois in 1924, he entered the employ of the Chicago Surface Lines in the schedules department. After acquiring some experience in the schedules, track, shops and the transportation departments, he was promoted to the position of assistant testing engineer of the electrical department. When the traffic signal lights in the loop were planned, he assisted in the traffic survey and in the installation.

In the year 1929 Mr. Forsythe was appointed assistant electrical engineer, the position he now occupies.

Mr. Forsythe is a man of family with a wife and two children. Having an absorbing interest in his home, family and his fraternity, of which he is a director, he finds his time fairly well occupied.



R. E. Eddy

Sometimes a continued interest in that which was at first merely a boyhood hobby will affect a man's entire career. This is the case with Mr. R. E. Eddy, who has always been mechanically inclined.

Twelve years ago Mr. Eddy became identified with the Chicago Surface Lines as a general clerk under the auditor of disbursements. In April, 1920, he was promoted to chief clerk of the auditor of receipts department. In July, 1920, he was made auditor of receipts. This position he held until 1925, when he was appointed special accountant for the comptroller. In 1926 he was advanced to the office of assistant auditor, the position he now holds.

Mr. Eddy has an experimental frame of mind which has developed a keen interest in modern mechanical devices for mass accounting. Most all of the devices now in use in the accounting department were installed under his supervision.

Mr. Eddy finds his greatest relaxation in his intense interest in nature, which was acquired during his boyhood on the farm. A long hike in the woods for him whenever the opportunity affords.



Arthur W. Malmquist

There are certain dates in every man's history besides his birth and wedding days which, as the years go by, remain unforgettable. May 27, 1909, is outstanding for A. W. Malmquist, because on that day he started to work as clerk in the stores department of the Chicago City Railway Company.

His next step was time-keeper of track and roadway for the Calumet and South Chicago Street Railways, then his next jump was payroll clerk of the stable and work car department of the Chicago City Railway Company.

Along about October, 1916, he was promoted to chief payroll and distribution clerk of the stores department. Other promotions came, until September, 1922, when he was appointed chief clerk over fifty-two clerks of the accounting department at Clark and Division.

It was during May, 1927, that this north side branch merged with the downtown main office and Mr. Malmquist was appointed to his present position, assistant chief clerk of the accounting division of the financial department.

Art Malmquist is a big man physically and otherwise, as shown by the number

of his diversified interests. He served as president of the Surface Lines Club two terms during 1923-24, and always takes an active interest in the club's activities, such as Christmas parties, card parties, picnics and bowling. He has bowled every year in the clubhouse minor league, but has never made the grade for the major league. This proves conclusively to him that good bowlers are born, not developed. (Amen.)

For over three years he has represented the Chicago Surface Lines on the Public Service Speakers' Bureau.

If he is not serving on some lodge committee or acting as sponsor for a troop of boy scouts, he can be found at home in Brainard after business hours, with his wife and two boys.



Frank G. Sears

There is an unwritten rule, seemingly in force, relating to matters of present-day occupations. Namely, that one must choose at the outset between farm and city life, there being a sharp distinction between the work of a farmer and a city resident. But here is an exception: (There is always something breezy about exceptions!)

Frank Sears has demonstrated for the past twenty-two years, through a hearty application of the principles of the strenuous life, that clerking in Chicago and farming in Lombard is possible and profitable.

In the year 1909 Mr. Sears joined the clerical forces of the purchasing department under Mr. N. M. Thorsson, then purchasing agent for the Chicago Union and the Consolidated Traction Companies. Frank has advanced through the various positions in that department to the one he now holds—that of assistant purchasing agent.

Living with his family in Lombard on a five-acre farm, set out mostly to fruit trees and berries, Frank has barely enough spare time to play a full eighteen-hole game of golf. However, he thinks that his experience digging in the dirt with the hoe would stand him well in driving the golf ball.



Charles Meyer

After leaving school, Mr. Meyer, to satisfy a desire to know more about the intricacies of accounting, took a college course in accountancy and then looked for a job.

So in the year 1908, when the stores accounting department of the auditor's office of the Chicago City Railway Company needed a man to help install and supervise a system for handling and accounting for material and supplies, Charles Meyer was the man. This was during the rehabilitation period.

After progressing through the various branches of this department at the South Shops, he was transferred to the downtown office as general bookkeeper of the Chicago City Railway Company and Calumet and South Chicago Railway Company books. At the time of the unification of the Chicago Surface Lines (February 1, 1914), Mr. Meyer was appointed general bookkeeper for the Chicago Surface Lines and certain underlying companies' joint and non-partnership books, also assistant chief clerk, auditor of disbursement department.

In November, 1919 Mr. Meyer was advanced to the position of chief clerk, auditor of disbursements department.

When the auditor of disbursements and the auditor of receipts departments were consolidated, Mr. Meyer was appointed to his present position, chief clerk of the accounting division of the financial department.

With all this experience, it's not to be wondered at that Charles Meyer has a knack for getting at facts from a figurative point of view.

With a wife and two children and a home in Austin, his spare time is taken up between motor trips, trimming hedges, lawns and gardening.



Louis E. Bohlin

When the accounting department of the Chicago City Railway Company in 1909 was in need of an office boy, Louis applied and was accepted. After a short time Mr. Mitten, who was then president, wanted an office boy so Louis was advanced. Then the vice-president had an opening for a stenographer and Louis was ready.

Mr. Weatherwax, who was superintendent at that time, wanted an experienced clerk and stenographer and Louis got the job.

Then came an opportunity to learn something about schedules. After fourteen months' experience in the schedule department, he was appointed in 1923 chief clerk of the transportation department office, the position he now occupies.

With a natural fondness for music, Louis specialized in the violin, through which he gained considerable experience in orchestral work.

During 1929 he held the office of president of the Surface Lines Club. He represents the Chicago Surface Lines on the Public Service Speakers' Bureau.

Louis has the reputation of always looking as though he had just received the "whole works" from his barber.

In the early '80's Chicago was a busy, hustling city with some of its main north and south side streets veritable beehives of street railroad construction. The cable system (the last word in city transportation) was being installed with marvelous speed and mechanical efficiency. This activity had its appeal to many young men, among them Carlos E. Cook. So on April 9, 1887, a year before the Clark Street cable started, Mr. Cook started to work as assistant paymaster for the North Chicago Street Railroad Company. Desiring more active outdoor work, he was promoted to timekeeper of



C. E. Cook

cable construction. This led to the position of inspector of cable construction.

After the cable system was completed, Mr. Cook was made timekeeper of trainmen. On January 1, 1892 he was promoted to the treasury department as cashier of the Chicago Union Traction and later as the cashier of the Chicago Railways Company. Mr. Cook has been assistant cashier since the unification.

He and his family have lived in Evanston for over sixteen years and still like it. After seeing his nice home and surroundings we don't blame him a bit.

FATHER

Whether he be short or tall,
Whether he be thin or fat,
He's the man our Pa we call,
He's our Dad and that is that!
Tho at times he may be cross,
With strap and switch may promise,
Just remember he's the boss
And might next a nickel "palm" us.
He loves to spade and mow and paint,
And dig and rake some too;
To make things look like what they aint
His work is never thru.
Then when vacation times comes 'round,
When all the folks are going,
He says "Now you just run along,
That garden plot needs hoeing"!
He's the best that can be had,
The good old chap we call "The Dad".

—*Submitted by Flora Chamberlin, Age 14, No. 5541 Bernard Street, Daughter of George Chamberlin, Foreman Limits Carhouse.*

Teacher: "What is it that comes in like a lion and goes out like a lamb?"

Mildred: "Father—when he brings home his pay envelope."

Here comes the parade and your Aunt Minnie will miss it. Where is she?"

She's upstairs waving her hair."

"Heavens! Can't we afford a flag?"

A Make-Believe Night

A Mock Wedding Put on With Unusual Trimmings by the A. I. and L. Girls

June! The month of brides and roses! An invitation to a "mock" wedding! Well, perhaps we'll enjoy the farce and get the thrill we sometimes miss in the real thing. In any event, when the Accident Investigation and Legal Department girls put on a show, uh-huh, it's generally good.



The Mock Wedding

June 18th dawned clear and bright—a forerunner of many hot days and unbroken records to come—but no woman, young or old, would miss the opportunity of a wedding though the thermometer soared to 100 plus.

The beautiful Club House and Hall wore a gala appearance. It was comfortably crowded as the clock neared the fashionable hour of eight. Outside the twilight of late June was deepening. The scent of peonies (home-grown by Vivian Abt) filled the rooms with their fragrance. The undying cadence of tender music echoed through the hall. An air of expectancy pervaded the whole place when promptly at the chosen hour the first sweet strains of the Wedding March was heard, and all sat up to take notes for future gossip.

First came the maid of honor, Eleanor Meyer, with a shepherd's crook garnished with young onions. The poignant combination of the sweet little shepherd girl, who evidently knew her onions, and the sad sweet part she was to play in this make-believe wedding, made many a girl wipe away a surreptitious tear. Next came the ring-bearer, Grace Springer, who carried what appeared to be a spare tire beautifully decorated in black.

Ah! "Here comes the bride!" Edna Horrom, in the conventional all-white, with her machine-made curtain veil securely tucked to the sides of her permanently marcelled hair by two wee bunches of baby green onions, which aromatic qualities were also discernible in her bouquet enbellished with carrots and celery, which she nonchalantly carried in one hand while clutching the arm of the shivering groom, Elvira Potenza, with the other. The groom looked like a shadow of happiness, with the "do or die" expression—just the average groom —that is, some grooms. June Schoentgen, as flower girl, tripped in with a basket of luscious vegetables, perhaps coming after the Bride and Groom in the hope to save some of the edibles for home consumption. Grace McCann Schmude, as best man, was stunning. "Wonder why she didn't pick 'im for a 'usband," was the audible comment of a near neighbor, but comparisons being odious, etc. The mock minister, Edith Riddle, in dignified black, monocle, etc., etc. carrying a ponderous Sears-Roebuck Latest Catalogue, stalked majestitcally up the aisle as the soloist of the evening, Margaret Harte, sang that touching little plea, "O, promise me, when you have wed my only son," which was so heart-rendering that a red light was flashed for "Stop."

With the proper clearing of his throat, the Minister suggested that "the collection will now be taken up," but quickly recovering his customary alertness he suggested that the Bride and Groom come a little closer, while the wails of the soloist was heard in that pathetic, "O, deliver me." As the bride and groom clutched hands for the ordeal, the question was asked, "Do you love this woman?" and came the timid answer, "Yes-s-s, more than any wife I had." "Do you love this man?" An emphatic "I do!" was emphasized by a defiant look

which plainly told the world that she had found the epitome of satisfaction in the husband she had chosen. To the question of whether he would share his lot with his wife, the groom blurted out, "I ain't got no lot," but the ground was quickly covered by the bride's quick observation, "He's got a lot of brains and that's enough for me." To the question "for better or worse" there was no repartee implied in his candid answer, "I don't know which she's going to be yet," while to the same question the bride tartly replied, "Say, what do you think I have gone to all this trouble for? Of course I do!"

The ring bearer raised up the spare tire ring and threw it over the shoulders of the newly weds. The groom appeared too downhearted to move but the sprightly bride coyly teased, "Is it not customary for the Minister to kiss the bride?" Amid the confusion that arose as the Minister fainted, the happy couple made their get-away amid a shower of vegetables and congratulations.

(Curtain.)

Much credit is due to Miss Isabella Lubway, Chairman, who planned so well and carried out the program so wonderfully. After a picture was taken the most delicious refreshments were served—"mock" chicken salad (made by Isabella) crackers, strawberry tarts a la mode and coffee, a fitting conclusion to a delightful evening.

It Does Make a Difference

HKW—Did you every stop and think why there are so many more automobile accidents than train accidents?

GAW—No. Why so?

HKW—Well! Did you ever hear of the engineer trying to kiss the fireman?

Two passengers on a train were discussing the scarecrows they saw in the fields along the railway tracks.

One of them looked puzzled and said to the other: "Why do farmers always dress scarecrows in men's clothing?"

His companion remarked: "Well, if they dressed them in women's clothes there'd be sure to be some old birds hanging around."

Railway Manager: "Another farmer is suing us on account of his cows."

Lawyer: "Killed by the trains, I suppose."

Railway Manager: "No, he says that the passengers have got into the habit of leaning out of the windows and milking the cows as the train goes by."

GOING AFTER WITNESSES

North Avenue Back in Lead but Not Scoring the High Records of the Past

The men at North Avenue after two months of trailing more industrious or more ambitious collectors of names in accident cases made a drive for the lead and gained it with 4.76 witnesses per accident. It is a little strange that only five Divisions of the twelve on the System should be particularly active in gathering the names of witnesses. North Avenue, Lawndale, Blue Island, Elston, Noble, Seventy-Seventh and Burnside seem to have a full realization of the importance of names as aids to the Legal Department in protecting the Company in damage suits. As pointed out last month it is well to secure the names of passengers even though they say they didn't see the accident. The fact that they were on the car may make it possible for the investigators to develop facts that have a real bearing on the work of fixing the responsibility for an accident. The average for June, 3.81, shows a marked improvement on April and May, as disclosed in the record:

		June	May	Apr.	Mar.
1.	North	4.75	4.38(2)	4.14(3)	5.29(1)
2.	L'ndale-Blue Isl.	4.28	4.31(4)	4.23(1)	4.14(5)
3.	Elston-Noble	4.24	4.35(3)	3.92(5)	4.26(3)
4.	77th Street	4.23	4.11(5)	4.10(4)	4.50(2)
5.	Burnside	4.06	4.75(1)	4.15(2)	4.18(4)
6.	Cottage Grove	3.91	3.66(6)	3.27(8)	3.83(6)
7.	Archer	3.79	3.62(7)	3.17(11)	3.43(9)
8.	69th Street	3.62	2.93(11)	3.21(10)	3.38(11)
9.	Devon-Limits	3.42	3.15(9)	3.35(6)	3.61(7)
10.	Kedzie	3.18	3.29(8)	3.24(9)	3.49(8)
11.	Lincoln	3.13	3.05(10)	3.34(7)	3.41(10)
12.	Armitage-Div.	2.97	2.77(12)	2.72(12)	3.23(12)
	Av. for System	3.81	3.64	3.59	3.92



H. Holstead, 3-year-old Son of Conductor Holstead of Devon

Some motorists think that the whistle blast of the locomotive approaching the crossing is a signal to start the race.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 8 **July, 1931** **No. 4**

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

C. L. Altemus - - - - Assisstant Editor

EMPLOYES RELIEF FUND

June 30, 1931

The Surface Lines Employes Relief Committee held five sessions during the month, at which 20 applications were considered, 10 being approved for weekly relief. In addition to these there were six emergency cases, on which the Committee approved immediate relief.

Checks to the amount of $10,232 were distributed. This sum, together with $6,267 distributed in December, $8,581 in January, $9,652 in February, $10,647 in March, $13,216 in April, and $9,564 in May, makes a total amount of relief extended to date of $68,159.

ELECTRIC RAILWAYS AND LABOR

While a majority of the employers of labor have made heroic efforts to protect their employees to the greatest possible extent during the present period of depression, says the Electric Railway Journal, a minority have shown a regrettable inclination to be hardboiled. The latter appear to have forgotten their fine words of a few years ago to the effect that an employee is a human being—something more than a mere cog in the industrial machine. Reduction of operating expenses rather than fair treatment of employees is now in the forefront of their minds, with a cut in the personnel as the easiest way.

No one can deny that the position of the employer of labor in these times is a difficult one. He cannot find money to meet his payroll by having a magic wand. Where there is not work enough to keep all the employees busy, however, the work usually can be divided so that each shall have a share of it and so retain a place on the payroll. This practice has been widely followed in the electric railway industry. Considering the seriousness of the general depression, the transportation business has held up well. Its problem of keeping employees at work has not been so acute as it has in most other industries. Nevertheless, revenues have been considerably curtailed, and the industry has had to reduce expenses as much as possible. On many properties the working day has been shortened and fewer days per week are being worked by the individual employee. There has been a slight decline in the total number of persons employed in the industry, but this has been brought about largely by natural causes. Vacancies created through employees leaving the service have not been filled. In only a few instances has it been necessary actually to dismiss any considerable number of employees because of lack of work.

That the good record of the electric railways in retaining their employees has been made at some sacrifice on the part of the companies is indicated by the reduction in net income figures. In the long run, however, this sacrifice will undoubtedly prove to have been well worth while. Good relations between employer and employee cannot be built on a mathematical formula. Mutual understanding of each other's problems is essential, as well as mutual consideration of the difficulties involved in the solution of these problems. By showing such understanding and consideration in these troubled times, the electric railways are building soundly for the future.

At Last

Jim, the Porter: "Boss, de ladies has finally giv in, ain't they?"

Boss: "Give in? How?"

Jim: "Well, I just seen a sign down the street that said, 'Ladies' Ready to Wear Clothes.'"

Justice—"How did the accident happen?"

Stremic—"Why, I dimmed my lights and was hugging a curve."

Justice—"Yeah, that's how most accidents happen."

Courtesy Between Employes

Importance of Harmonious Understanding Between Supervisors and Trainmen—Contest Ratings

		Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
1	Lawndale	7	..	10	..	17	3
2	Blue Island	5	..	8	1	14	3
3	Elston	5	3	3	3	14	8
4	69th	12	8	17	4	41	20
5	Division	9	6	5	4	24	2
6	North	29	12	27	8	76	13
7	Kedzie	15	9	21	2	47	17
8	77th	31	7	17	5	60	20
9	Limits	8	6	6	..	20	3
10	Devon	24	5	11	4	44	6
11	Noble	6	4	6	1	17	3
12	Archer	18	9	27	4	58	13
13	Lincoln	12	6	11	..	29	4
14	Armitage	13	7	3	5	28	2
15	Burnside	10	6	6	1	23	8
16	Cot. Grove	23	8	11	4	46	8
	Total	227	96	189	46	558	133

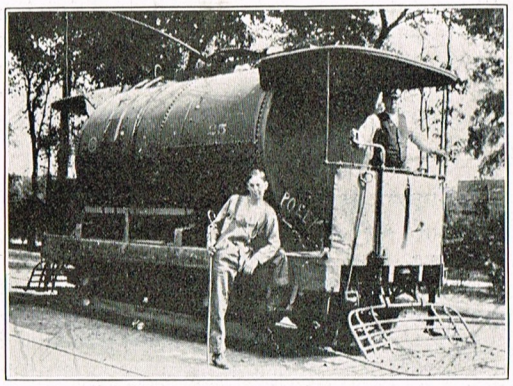
By C. H. EVENSON
Superintendent of Transportation

All elements of good transportation service are closely connected. Speed, headway, comfort and courtesy are the principal features. Courtesy is very important, not only between employe and passenger, but from employe to employe.

The combined efforts of both supervisors and trainmen are in a large measure responsible for the kind of service that is offered the public. The operation of the cars according to properly written schedules will result in good service. The supervisors and trainmen are jointly responsible for the operation and their mutual interests are best advanced through the spirit of real co-operation. This cannot exist without courtesy on the part of each. It is pleasing to note that on the Surface Lines system the relationship between supervisors and trainmen is one of harmony and accord.

The trainmen, by themselves, cannot always function to produce the quality of service that is desired by the public. Neither can the supervisor, unassisted, be of much value. The competent leadership of a supervisor combined with a genuine willingness on the part of the trainmen can result in a service to the public that is highly desirable and conducive of an increased business.

When service becomes interrupted due to some abnormal occurrence, it is found a source of irritation to passengers waiting for cars. The conductor working on a car under such circumstances is, of course, naturally overloaded. Things have happened which neither the conductor nor the passenger can avoid, yet under such trying circumstances, it is very easy for one or the other to lose his patience. The restoration of scheduled headways to normal is very important not only from the standpoint of service, but also from the effect that distorted service has on both passenger and trainman. The function of the supervisor in correct handling of such situations, coupled up with good performance on the part of the trainmen is, therefore, of indirect benefit to the public insofar as courtesy and public relations are concerned.



Pleasant Hot Weather Activity—Jeff Keating of Kedzie Operating Sprinkler Car

Rapid Transit Friends Entertained

Our brethren of the "High Line," namely, members of the Chicago Rapid Transit Section of the A. E. R. A., and their ladies, were guests of the Surface Lines Club on Wednesday evening, June 10, at a reception at the clubhouse. The feature event of the evening was a showing of our travelog on transportation, "Going From Here to There," and a talk by Quin Ryan of Radio Station WGN, giving some of his radio experiences. Refreshments were served and the guests were conducted through the various rooms of the clubhouse.

Cutting Down the Accidents

Four Divisions Closely Bunched—Seventy-Seventh Leading in June Setting Fast Pace

Cumulative—February to June

First Place	Division No. 2,	Burnside	90.88
Second Place	Division No. 11,	Lincoln	90.73
Third Place	Division No. 3,	Seventy-Seventh Street	90.30
Fourth Place	Division No. 10,	Elston-Noble	90.18
Fifth Place	Division No. 6,	Lawndale-Blue Island	89.65
Sixth Place	Division No. 5,	Archer	89.63
Seventh Place	Division No. 8,	North Avenue	89.49
Eighth Place	Division No. 4,	Sixty-Ninth Street	88.68
Ninth Place	Division No. 1,	Cottage Grove	88.46
Tenth Place	Division No. 12,	Limits-Devon	86.64
Eleventh Place	Division No. 9,	Armitage-Division	85.62
Twelfth Place	Division No. 7,	Kedzie	85.48

Month of June

First Place	Division No. 3,	Seventy-Seventh Street	91.63
Second Place	Division No. 6,	Lawndale-Blue Island	90.51
Third Place	Division No. 4,	Sixty-Ninth Street	89.89
Fourth Place	Division No. 8,	North Avenue	89.75
Fifth Place	Division No. 11,	Lincoln	89.40
Sixth Place	Division No. 9,	Armitage-Division	89.33
Seventh Place	Division No. 5,	Archer	88.71
Eighth Place	Division No. 1,	Cottage Grove	88.66
Ninth Place	Division No. 10,	Elston-Noble	87.65
Tenth Place	Division No. 12,	Limits-Devon	87.43
Eleventh Place	Division No. 2,	Burnside	86.99
Twelfth Place	Division No. 7,	Kedzie	85.06

WILLIAM PASCHE
Supervisor Accident Prevention

School vacations are now in full swing and we find children accompanied by their parents, and sometimes alone, on their way to the parks and beaches. Special attention and care must be used when mothers and children are boarding our cars to and from places of enjoyment. When they are boarding, be sure to help them in every way possible. When alighting, be certain that no other vehicles are passing at the time. Warn them, if you think it necessary, to be on the alert for other traffic.

Looking out alongside of the car for intending passengers before giving the go-ahead signal is always a very important part of the conductor's job, but during vacation periods is more necessary than at other times of the year. Be helpful by calling streets clearly and distinctly and assist them in every possible way to alight or board safely.

Some of our lines operate through sections where many children are at play on the streets. Motormen, one-man car, and bus operators must exercise special care when passing such points. Warn children of your approach by sounding the gong or horn.

In summer months many automobiles drive into the country, returning late in the afternoon or evening. When starting out they are alert and fresh, but when the return trip is made it is an entirely different story. The driver and his passengers are tired and not as alert or careful as they were when the trip was started. That is the time when the general efficiency of trainmen must be brought into the picture, using the experience which has made Chicago Surface Lines trainmen the best operators of vehicles on the streets of Chicago.

Don't race with vehicles which are trying to pass your car. It is much better to give them a chance to pass without

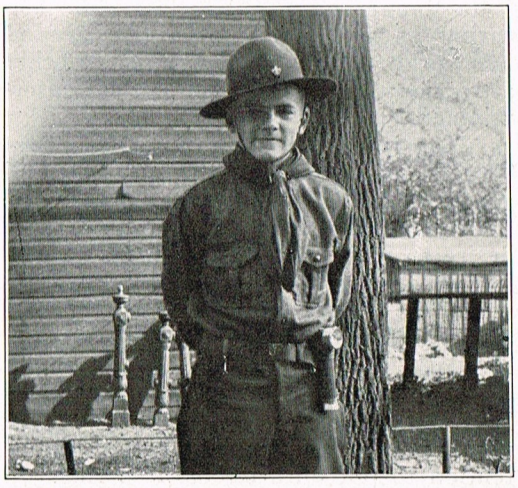
an accident than it is to force the autoist to drive at a speed which borders on recklessness. Much more time and energy is saved by taking the slack out of the brakes. When you see the front end of an automobile parallel with the exit door of the car, give the autoist every opportunity to pass without the possibility of a collision.

Collisions with vehicles pulling away from the curb are not decreasing in numbers, but constitute more than one-third of the total number of all vehicle collisions. Sound the gong at least twice in each block. This will warn most drivers that a street car is approaching. It will also be a help at intersections. There are many drivers whose machines are parked at the curb. When they get into the auto and at the driver's wheel, they never give a thought about other traffic and just drive away without looking or giving a signal of any kind that they are about to pull out into traffic. The practice of tapping the gong twice in each block will act as a warning to such drivers and many accidents, in which the right front corner of the car and the left corner of the automobile come together, will be avoided.

In the past month we have spotted on a map accidents which occurred on a certain line and it was found that what seems to be an abnormal number occurred at intersections controlled by traffic lights. At intersections so controlled, never start on the amber or intermediate light. Wait until you have the full green light in your favor and then proceed only with caution, having in mind that there is some one who is traveling too fast to stop when the amber flashes, or who may not see the light or know that traffic at that intersection is controlled by lights. The amber, or orange, light is a signal to drivers of vehicles that the crossing is about to be cleared of traffic and that vehicles from the opposite direction are about to be given an opportunity to proceed. At no time does the green light in your favor mean that you have an undisputed right-of-way, nor does it act as a barrier of other vehicles to prevent them from attempting to cut across in front of your car. It is merely a notification that you may proceed with caution. Traffic lights do expedite the movement of traffic at busy intersections, but are no protection from those who violate the purpose for which they were installed.

Safety Lanes

During the week of July 20, seven safety lanes will be in operation in the City of Chicago for the purpose of testing the lights, horn, windshield wiper, rear view mirror, steering wheel play, wheel alignment and brakes of automobiles, trucks and buses. This campaign is being conducted by the Chicago Safety Council in cooperation with the Street Traffic & Public Safety Committee of the City of Chicago, as the beginning of a public safety campaign, which is to be carried on for the future. All who drive automobiles should make an effort to drive their cars through one of these lanes during that week and receive the benefit of valuable information concerning their cars without cost. They will be operated at the following locations: No. 1, Madison street at Outer Drive; No. 2, Fair Oaks between Broadway and Sheridan Road; No. 3, Humboldt Boulevard at Logan Square; No. 4, Homan avenue between Warren and Madison; No. 5, Ashland avenue between 68th and 69th streets, No. 6. Stony Island avenue between 77th and 78th streets, and No. 7, (Truck and Bus lane)—Polk street at 700 block.



This Manly Young Scout Is the 12-year-old Son of Motorman James Reinhart of Kedzie

Everything Ready for the Picnic

All That Is Needed Is Good Weather—Surface Lines Families to Go in Force

All is set for the biggest employes' event of the year—the Annual Picnic, which is to be held on Saturday, July 25, at Dellwood Park near Joliet. Interest of the trainmen is centered especially in a baseball contest which has been arranged between Lawndale and North Avenue carhouses. This should draw an unusual crowd because the competition will be very keen.

The picnic grove is at present in wonderful condition, with the buildings freshly painted and the help of nature to make the location not only the most picturesque spot for such an event, but a place where one can stay reasonably cool on the hottest of days.

Club picnickers will find all the old features that make Dellwood Park famous, with the addition of a few new ones, all of which are designed to make your outing enjoyable.

The building formerly used as a cloakroom has been transformed into an Arcade where, if you so desire, you may test out your ability as a marksman or see how good you are at handling the punch bag, etc.

The new checkroom is along side of the Arcade.

On the other side of the big tower, across the road from the Arcade, is the Rifle Range and a fascinating game featuring an aeroplane and a trip around the world. There are a number of other attractions, all typical to first class entertainment.

Alongside the restaurant is the Tom Thumb golf course with fairways and greens in splendid condition, all ready for the miniature-golf bug or for those who desire to while away an hour or so.

The owners of the grove will have stands on the ground where the grown-ups will be able to buy lemonade, pop, hot dogs, etc.

The committee is endeavoring particularly this year to satisfy the children and with this thought in mind it is their intention to put on a circus, free rides on the ponies, merry-go-round, free drinks, crackerjack and ice cream.

Dancing will be in vogue in the Dellwood Park pavilion from 5 P. M. until 8 P. M. with a peppy orchestra to keep things moving.

Route No. 4 (Joliet Road) is closed for repairs and will not be opened all summer. The automobile drivers will, under the circumstances, have to take Route 4-A (Archer Avenue). Transportation of those who have no autos will find that they will be well cared for by the Chicago & Joliet Electric Railway, and trains will leave practically every hour and half hour, if required. The Railroad terminal is at Cicero and Archer Avenues.

General Chairman Andy Martin has named the following to head the various committees: Reception, Hubert Smith and Miss Margaret Hart; Headquarters, Billie Schenck and Miss Marie Krausman; Transportation, Tom Coan and Miss Marie Sullivan; Publicity, J. E. Wilkie; Races, Ernie Hoskins; Broadcasting, Paul Murray; Horse Shoe Tournament, Johnnie Hewitt, and Club Property, Herb and Otto Hoger.



William Keller, 51 Years With the Surface Lines and Still on the Job at Kedzie, Celebrated His Seventy-second Birthday on May 30. His children, Grandchildren and Great Grandchildren Helped Him Celebrate.

Keeping 'Em Rolling

Archer First, Cottage Grove Second—Average for the System Shows Decrease



These Are the Archer Men

R. W. Short, B. Flynn, R. Troughton, H. Stuewe, E. Kruger, A. Wessel, S. Julian, J. Venstus, J. Scalamera, B. Oschatz, J. Hicks, S. Bacevica, A. Andrulis, D. Babilus, F. Andrulis, C. Grigaitis, R. Jones, A. Kasmauskas, T. Chapas, J. Andrulis, J. Jacka, P. Steponatis, F. Reimer, F. Aldonis, J. Peleckis, T. Jankauskis, F. Leonhardt, P. Krickscunas, P. Henry, M. Venstus, K. Starinsky, J. Green, P. Rimkus, W. A. Wakefield, M. Schmitt, W. Zactovitz, J. Baranauskas, F. Sherpetis, J. Wagner, K. Astrowski, J. Szweakeas, A. Aidukas, J. Mizeris, P. Martikonis, J. Burnetsky, D. Wizgird, F. Goldick, J. Kazragis, F. Sudaekis, T. Rudes, W. Henderson, P. Bessette, C. Paulus, P. Bagalski, J. Gallowitch, J. Jankowski, P. Ehler, T. Petun, J. Connors, C. Mikal, S. Rogers, V. Javra, D. Mahoney, J. Shlensky, C. Brazas, T. Buturusis, S. Mazikias, G. Pappas, T. Skirius, J. Griciunas, G. Speropulos, A. Kasmanski, S. Stulpinas, P. Kavathas, T. Setkus, C. Zelvis, C. Orent, G. Zubulis, S. Matches, F. Raver, F. Zelepugs, T. McAuliffe, A. Prassas, R. McGrath, D. Kirosus, J. McKee, C. Gohni, S. Pocius, R. Spee, S. Stenberg, N. Nicholas, J. McElwee, F. Pavlis, B. Lewis, S. Shakir, J. Caulfield, S. Bukantis, W. Ryan, P. F. Schaffer, J. Bandza, L. Novitski, A. Dzieginski, J. Hett, R. Gragido, A. Clair and T. McKean.

Archer is in the lead for June, with 35,304 miles operated per pull-in due to failure of equipment, an increase of 11.9% over the month of May, when they were in third place.

Lawndale moved up from 13th place to 3rd, Blue Island from 9th to 4th, Devon from 14th to 6, and Elston from 12th to 7th.

The individual records are shown below:

Rank	Carhouse	Zero Days	Miles per Pull-in June	Pct. Inc. or Dec.
1	Archer	13	35,304	11.9
2	Cottage Grove	12	31,326	12.1*
3	Lawndale	18	30,463	63.7
4	Blue Island	19	30,046	31.9
5	Burnside	13	25,517	7.1
6	Devon	11	22,795	43.2
7	Elston	18	22,625	18.6
8	Division	10	21,079	10.0*
9	Armitage	13	20,917	31.0*
10	77th Street	4	19,500	13.7*
11	Lincoln	11	18,530	32.2*
12	69th Street	2	17,234	27.7*
13	North	3	16,751	24.9*
14	Limits	8	12,380	68.2*
15	Noble	8	10,694	26.1*
16	Kedzie	3	9,000	7.3*
		166	18,587	10.9*

*Decrease.

The number of pull-ins increased over the preceding month. It will be noted that the average mileage per pull-in for the system is 18,587 miles, or 2,272 miles less than for the month of May, a decrease of 10.9%. Only ten of the sixteen carhouses show increases in percentages, Lawndale making the biggest increase, 63.7%.

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

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

From the Statistical Department—"Two pints make one cavort."—Pure Oil News.

Letters of Appreciative Patrons

Surface Lines Employes Complimented and Praised for Various Courtesies to Their Riders

Miss Edythe Giffen commends Conductor William R. Golden, Badge No. 2792 of 77th and Motorman John H. McNally, Badge No. 7839 also of 77th for the pleasant manner in which they perform their duties.

Conductor Ferdinand Gongol, Jr., Badge No. 218 of Lawndale assisted a blind man to board his car and when they arrived at the blind man's destination he assisted him to alight and escorted him safely to the sidewalk. Mrs. Longshaw, 3030 S. Komensky Avenue witnessed this act of kindness and compliments this conductor.

Miss Minnie Busker, 10904 Wentworth Avenue thanks and commends Conductor A. J. Jacobsen, Badge No. 594 of Burnside for his honesty in turning in her umbrella which she had inadvertently left while a passenger on his car.

Conductor William R. Bettey, Badge No. 630 of 77th is commended for his courtesy by Mr. H. Kleinman, 5513 W. Jackson Boulevard.

Miss D. Kramp, 1716 W. 35th Street wishes to commend Conductor Michael J. McInerney, Badge No. 7366 of Archer for his thoughtfulness in holding his car long enough to enable her to board it even though he had the right of way to proceed.

Motorman William F. Ryan, Badge No. 947 of 77th is praised for his kindness in assisting a blind man to board his car, finding a seat for him and telling the conductor when to let him off the car.

Mr. W. P. Robinson, 738 W. Van Buren Street compliments Conductor Charles W. Kemin, Badge No. 1158 of 77th for his practice of calling the names of street car stops distinctly, and commends him for his courteous treatment.

Conductor M. H. Schneider, Badge No. 2688 of 69th advanced car fare to Mrs. Peter A. Barnes, 6721 S. Oakley Avenue when she boarded his car and found that she had lost her purse and was therefore without funds. Mrs. Barnes wishes to thank this conductor for his courtesy.

Mrs. Frances De Groot, 3239 Herndon Street commends Motorman Henry J. Schaeffer, Badge No. 1589 of Elston for his kindness and courtesy to herself and friends.

Conductor Lawrence Murray, Badge No. 3604 of 69th is thanked by Mr. R. J. Daley, 2810 S. Kilbourn Avenue for turning in a French horn which his son had inadvertently left on his car.

Mr. A. O. Sorenson, 1140 N. La Salle Street commends Conductor Fred G. Hessling, Badge No. 4534 of Devon for his courtesy in assisting an old lady to alight from his car and escorting her safely to the sidewalk.

Mr. J. M. McDonnell, 934 E. 75th Street compliments Conductor Patrick Campbell, Badge No. 4622 of Archer for his kindness in escorting a blind man to cross the street.

Mr. L. J. Francoeur, Accounting Department, commends Conductor C. S. Weidler, Badge No. 5016 of North Avenue for his honesty in turning in a dollar bill which he had given to this conductor in error, two bills being stuck together.

Mr. H. C. Kibl thanks Conductor Edward M. Brechel, Badge No. 5982 of Elston for his kindness in paying his fare when he found that he had nothing smaller than a twenty dollar bill and which of course this conductor could not change.

Mrs. E. Weber, 4844 Arthington Street commends Conductor Frank Courtney, Badge No. 5992 of Kedzie and Conductor Otto R. Boelke, Badge No. 4588 of Lincoln for their courtesy in assisting her to board and alight from their cars.

Conductor Charles G. Schultz, Badge No. 7112 of 77th is very careful with the children who ride on his car and is very courteous to them. These traits won for him a letter of commendation from Mrs. James Coff, 4815 Langley Avenue.

Miss Lydia E. Whitted, 446 Fullerton Pkwy., commends and thanks Conductor M. J. Murphy, Badge No. 10982 of 77th and Conductor Edward J. Dalaske, Badge No. 9212 of Limits for their courtesy in paying her fare when she boarded their respective cars and found herself without funds.

Mr. John L. Jones, 35 E. Wacker Drive compliments Conductor Edward J. O'Malley, Badge No. 9346 of 77th for his courtesy in assisting a blind man to alight from his car.

Mr. C. L. Nelson, 4918 Glenwood Avenue boarded the car in charge of Conductor Bernard D. Miller, Badge No. 10448 of 77th, and found that he was without funds. This conductor cheerfully paid his fare and for this act of kindness and courtesy Mr. Nelson wishes to thank and commend him.

Mr. J. Rattenburg, 1066 W. Adams Street thanks Conductor Maurice T. Hyland, Badge No. 3308 of Kedzie for his kindness in paying his fare when he was unable to change a large bill which Mr. Rattenburg tendered for payment of his fare.

Mr. W. F. Emight, 5832 Harper Street commends Motorman Francis O'Doherty, Badge No. 10775 of 77th for his quick action in averting what might have been a serious accident.

Miss Margaret L. Hennings, 7526 Cornell Avenue commends and thanks Conductor Roy Underwood, Badge No. 10986 of Burnside for turning in her sorority pin which she had lost while a passenger on his car. She also thanks Clerk W. D. Frank of Burnside for the courtesy extended to her mother when she called at the depot for the pin.

Mr. Edwin L. Bracke, 5314 Florence Street, Downer Grove, Ill., thanks Conductor Harold F. Anderson, Badge No. 11748 of North Avenue for paying his fare when he could not change a large bill which Mr. Bracke tendered in payment of his fare.

Mr. W. F. Schmalz, 5041 W. Madison Street commends Conductor Michael F. Szudarski, Badge No. 12782 of Elston for his extreme

courtesy and patience in the handling of his passengers.

Mrs. John Lovgren, 4014 N. Mason Avenue thanks Conductor Leo J. Schramm, Badge No. 12824 of Archer for his kindness in paying her fare when she found that she had nothing smaller than a five dollar bill and which this conductor could not change.

Mr. George J. Sharkey, 1112 Austin Street commends Patrick J. McKeon, Badge No. 13054 of 77th for his courtesy to his passengers.

Miss A. Bramstedt thanks Conductor Charles F. Witkowski, Badge No. 13382 of Elston for paying her fare when she boarded his car and found that she had lost her purse.

Miss Lucile J. Lloyd, 1550 E. 63rd Street when paying her fare to Conductor Redmond Lyons, Badge No. 14288 of 69th gave him what she thought was a nickel and two pennies. Later on she discovered that she had given him a gold piece instead of a penny and called the depot to find if it had been turned in. She was informed that it had been turned in by this conductor and for this act of honesty she wishes to thank and commend him.

Supervisor John T. Philpott of 69th is commended by Howard Smith, principal, Nathaniel Greene School, 3537 S. Paulina Street for his courtesy to the children when they were going to the Tilden High School.

Miss Mary R. Hanlon, principal, McKay School, 6901 S. Fairfield Avenue, commends Supervisor John T. Philpott of 69th and Conductor Clarence H. Luebeck, also of 69th for their courtesy to the school children when they used the street cars going to the Lewis-Champlin School.

Supervisor Charles H. Sturm, of 69th is thanked for his assistance to the school children of the McClellan School by Miss Anna Healy, McClellan School, 3527 Wallace Street.

Miss Agnes Kleppisch, 919 N. Menard Avenue thanks Conductor Harold R. Siebert, Badge No. 13350 of Archer for his kindness in paying her fare when she found that she had lost her purse.

Mr. F. W. Meyers, Repair Foreman, 77th Street, commends Conductor Archie R. Ness Badge No. 8760 of 77th for his alertness, courtesy and kindness.

Mr. J. R. Green, 415 S. Franklin Street commends Conductor Henry McDermott, Badge No. 3676 of 69th for his courtesy and kindness in paying his fare when he found that he was without funds.

The habitual courtesy of Motorman Christian Sorenson, Badge No. 7935 of Kedzie won for him a letter of commendation from Miss Louise Kirkham, 7423 Rogers Avenue.

Mr. George B. Adams, 12 South St. Louis Avenue, commends Conductor William M. Ross, Badge No. 1144 of Kedzie for his unusual courtesy and efficient service.

Miss Mary E. Wenthe, a public school teacher, thanks Motorman George Cox, Badge No. 7851 of Devon for the fine service he has given all the teachers at her school during the past year.

Miss Eda Ohrenstein Mariner, 8041 Chappel Avenue, boarded the car in charge of Conductor A. J. Benskin, Badge No. 13844 of Cottage Grove and found that she had only a five dollar bill. This conductor could not change the bill so he paid Miss Mariner's fare, and for this courtesy she wishes to express her appreciation.

Conductor John McKeon, Badge No. 13222 of Cottage Grove, directed Mr. M. Harris, 10841 Greenbay Avenue and a group of his friends as to how they might reach their destination. Mr. Harris thanks this conductor for his kindly interest.

Mr. and Mrs. R. A. Sarney, 620 Vine Avenue, commend Conductor Harold T. Clinton, Badge No. 3366 for his honesty and devotion to duty.

A tribute to the general efficiency of the Transportation Department is paid by Mr. J. E. Moin, Secretary of the Sixth District of the Independent Order of Odd Fellows; Mr. Z. A. Chandler, principal of the Morrill School; Mr. Arthur T. Bell, principal of the Thomas Brenan School and Miss Margaret M. Feeney of the Fiske School. Groups from these schools were transported with great efficiency and without a single accident.

Mr. M. J. McNally, 2027 Bissell Street, praises Motorman Llewelyn Rees, Badge No. 2447 of Noble for his kindness in assisting an elderly lady to board his car, in escorting her to a seat and helping her to the curb when she had reached her destination.

Miss Clara E. Scholpp, principal of the Chalmers School praises the efficiency of the Transportation Department. The children from her school were transported to another school for a music contest and the whole journey accomplished with safety.

Supervisor Adolph Jauman is commended by Arthur O. Rape, principal of the Harriet Sayre School for his skill in loading the school chorus group and helping them to make the changes when they traveled to the Lowell School.

The tact and courtesy shown by Conductor Sigvard C. Josephsen, Badge No. 766 of Armitage drew a letter of commendation from one of his passengers.

Supervisor Henry Dillon of North Avenue has daily assisted the students of the Flower Technical High School to board the cars at the school. His faithful care and alertness are praised by Miss Dora Wells, the principal.

Miss Geneve Kinney, Plaisance Apartment Hotel, the Midway and Jackson Park, thanks Conductor Cornelius E. Crowley, Badge No. 966 of 69th for turning in a pair of gloves which she had left on his car.

Miss Frieda Lange, 6205 South Carpenter Street, commends the honesty and courtesy of Conductor Martin B. Kielte, Badge No. 4686 of 77th. He found a purse on his car and returned it to Miss Lange through the Lost and Found Department.

Motorman Joseph Yenchu, Badge No. 9611 of Archer assisted an elderly lady off his car and over to the curb. This kindness drew a letter of commendation from Mr. Ray J. Zocharski, 3625 North Nora Avenue.

This is from a conductor twenty-two years on the road: "If a trainman will make it a habit to always get his proper rest, he will find the job one of the healthiest in the world."

Departments and Divisions

Accounting

Enjoying her vacation at home Mrs. Mollie Moore returned Monday, June 29th, after having a complete rest.

Mr. J. H. Kruty spent his vacation up in Michigan covering Detroit, Mackinac Island and Sault Ste. Marie and reports that he and Mrs. Kruty had a pleasant time.

Miss E. Swanson, who resides in Oak Park, passed her vacation taking short trips in and around Chicago, visiting her friends and doing some shopping, says Chicago is a nice summer resort.

An ideal place to rest and also have recreation is Arcadia, Michigan, according to Miss L. Hitzman, who spent one week there rowing, bathing and playing tennis.

Combining work with play at North Junction, Indiana, receiving lessons in agriculture, Miss Lillian Matecki says she had an enjoyable time on her vacation.

After wearing heavy clothes and using extra covers at night during her stay at Estes, Colorado, then to return to Chicago during our record hot weather period to suffer with the rest of us, Miss Agnes Samek says it is just like leaving an old friend behind. Miss Samek did some horseback riding and mountain climbing, having scaled Twin Sisters Peak at a height of three and one-half miles, also made an interesting trip through Rocky Mountain National Park.

Enjoying two weeks of complete rest and some very good games of golf at Deep Lake, Ill., Mr. R. L. Hill and family returned home. Mr. Hill had the pleasure of witnessing the lake being dragged for carp and dog fish, the catch weighing about 2,000 lbs. During Mr. Hill's stay an unfortunate accidental drowning of a young man occurred and these same nets were used to recover the body. Mr. Hill had the experience of serving on the coroner's jury.

Room 1451 has been remodeled and is now the headquarters of the timekeeping of Track, Electrical and Building Departments under the jurisdiction of the Accounting Division of the Financial Department, effective June, 1, 1930.

Mrs. James McDonough, formerly Dorothy Scully, was the guest of honor at a party given by her friends on Thursday evening, June 18, 1931, at the Canton Tea Gardens. Mrs. McDonough received a beautiful junior lamp. To the happy couple, who were married on Wednesday, June 3rd, 1931, we extend congratulations and best wishes.

T. F. Coan.

Engineering

Mr. Bert Greenway, Division Superintendent in the Track Department, contracted a severe cold which rapidly developed into pneumonia. He was confined in the Jackson Park Hospital for several weeks. At this writing he is greatly improved and on the road to recovery. Everybody is pulling for Bert, and hoping to see him out again soon.

Ed Schumacher's new Chevrolet sedan contains all the latest gadgets that the ingenuity of the auto world could contrive. Ed ruefully declares that these numerous accessories supplant his desire for a larger machine but he is consoled by the thought that he can always build another car around them.

Mrs. Belle Remanick, stenographer in the Track Department, resigned her position recently to take up the duties of housewife. We wish her every success and happiness.

Mike Doyle is strutting around like a peacock ever since the arrival of John Dennis Doyle, who weighed 9¾ pounds. Mrs. Doyle joins the proud father in proclaiming that the Doyle lineage is less apt to be rendered extinct with the acquisition of this smiling youngster.

Mr. Chas. Powers, on his vacation, made an auto trip down through Kentucky, Tennessee and other states in the red clay region, accompanied by Mrs. Powers and their daughter Grace. He collected a large number of specimens of southern flora, and hopes to have a display of tropical foliage in his garden later on.

Con Oechel is back to work after a prolonged illness. He feels so spry that he threatens to wrest the distinction of being the "youngest old man" at Grand and Leavitt, from Frank Peterson.

Peter Carpino, in purchasing a perambulator for his youngster, specified balloon tires, adjustable top, violet-ray windshield, etc. His foresight may be attributed to his desire for a little personal relaxation in parks these warm afternoons.

Transit.

Electrical

The sympathy of this Department is extended to the following employes: To Chas. Schwertfeger and his family in the loss of their son; to Patrick Griffin, Grand and Leavitt, in the loss of his wife; to Wm. Wende in the loss of his beloved mother, and to the family of Herbert Mitzlaff, former operator of Crawford and Milwaukee Substation.

It is reported that Louis Boisacq, Chief Operator at Illinois Substation, is making plans to attend our Annual Picnic. This is one time of the year when he drives out of Chicago. Here's wishing him luck on the highways.

Harry Essington has joined the ranks of automobile owners. He evidently realizes it is the way to take his family out in the country over the week ends. He has been motoring through the northern part of Michigan, visiting friends en route.

"Billy."

Material and Supplies

W. Passot, our Barney Oldfield, is on a scenic tour of the United States. He intends to glance in on Boston, Yellowstone National Park, Topeka and Washington, while en route. Here's hoping the wheels stay on the bus 'till you're back on the job, Walt.

Matilda Goldman and Chuck Jung have just discovered a sure way to avoid sunburn; to keep out of the sun. But like all great discoveries, it came too late.

Miss Eger has just returned from her vaca-

tion. Although she took her vacation in June, she says she did not go to Niagara Falls.

R. E. Buckley.

Shops & Equipment—North & West

West Shops: Mr. Charles E. Vaillancourt, foreman of the Armature Room, passed away on June 25th, after a brief illness. To his bereaved family we extend our sincere sympathy.

Walter Krull is spending his vacation in Asheville, N. C., and from cards received he is enjoying the "cool" weather.

South Shops and Carhouses

Miss Helen Gudas of the Printing Department returned from her vacation a June bride. Henceforth she will be known as Mrs. Benjamin F. Cauble. Congratulations!

T. Kasputes, Burnside, who has been ill for the past month, has returned to work. Welcome back, Tony.

We hope to see Oscar Penter, Color Mixer, back on the job real soon. He was operated on recently at Saint Bernards Hospital.

Peter Streelman, Assistant Night Foreman, Burnside, who was seriously injured in April, is well on the road to recovery.

A baby girl arrived at the home of Painter Joe Mullaly. Baby and mother are doing just fine. Congratulations, Joe. Thanks for the cigars.

August Hallin, one of our young millwrights, has saved up enough money and has gone to Sweden on a three-month furlough. He will return in September and will no doubt have a number of tales to tell the boys.

H. C. Knudsen of the Pattern Department was told that the rays of the sun was the best hair tonic, so he spent a few hours on the beach. He reported to work with the color of a New England broiled lobster, and his head considerably enlarged. For the future, we advise a different treatment.

J. P. McCauley.

OBITUARY



John Gibson

John Gibson, born in 1859, the oldest employe in the Shops and Equipment Department, South Division, started to work in the Track Department as a traveling blacksmith in April, 1880. In 1887, as foreman of the Grip Department, he moved together with the personnel and equipment of the first shop, into the new building at 20th and Dearborn Streets.

In the fall of 1902, with the opening of the present shops at 78th and Vincennes Avenue, he continued his specialized work on cable cars until the electrification of street railway equipment.

For several years thereafter he worked as a maintenance man in the Blacksmith and Machine Departments, and about 18 years ago, after a nervous breakdown, he returned to protect the property of the Surface Lines as Special Policeman.

Mr. Gibson had not been feeling very well for the past few weeks, and asked to remain home on Tuesday, June 30. He passed away suddenly Tuesday evening while sprinkling the lawn in front of his home.

The employes at the South Shops extend deepest sympathy to the bereaved family.



Charles E. Vaillancourt

Mr. Vaillancourt entered the services of the old Cicero & Proviso Railway Company in March, 1893, at the age of 17, and had been in the employ of this company or constituent companies ever since, for a period of 38 years. He was 55 years of age at the time of his death, at which time he was foreman of the Armature Room at the West Shops, and had served in this capacity since 1897. Mr. Vaillancourt lived at 600 Highland Avenue, Oak Park, Illinois, and is survived by his widow, three sons and one daughter. The funeral was held on Saturday, June 27th, at 2:30 p. m. at Postlewaite's Funeral Chapel at Lake Street and Oak Park Avenue, Oak Park. Masonic services were held at the grave at Mount Emblem Cemetery. The pallbearers were Messrs. Don McGill, Ben Phillips, Charles Ringstrom, Joseph Johnson, William Farrow, Henry Richter, all representatives of the Chicago Surface Lines.



Conductor Charles Remer and Driver Billie Orr with Their Van Buren Street Chariot in 1891

Around the Car Stations

Cottage Grove

Ye Scribe must apologize for not having a report in the June issue of The Magazine on account of being busy at his summer home in Pentwater, Michigan.

Lest ye forget, Cottage Grove is still in the Accident Prevention and Witnesses Contests although we are way down the list. Let us make a special effort to get to first place, don't drag at the tail end. We have as good trainmen at this depot as any on the system.

Our Assistant Superintendent H. Hooper with his wife and son motored to some place in Northern Wisconsin on a vacation. A card from him says he had hired a special Indian Guide to row him and his son through a chain o' lakes to a lake which is seldom visited by white men and where large "muskies" are caught. Harry says he won't return until he has caught one of the big ones by rod and line.

It is with profound sorrow we announce the death of Motorman Maurice Geary one of our old timers who had worked with us for upwards of 40 years in the train service. His always sincere, pleasing and accommodating service is missed by the passengers going to and from the Stock Yards. To his daughter the trainmen extend their heartfelt sympathy.

Sympathy is also extended to the family of the late Motorman W. T. Mitchell by the trainmen in the loss they have sustained.

It is with deep regret we report the death of Motorman J. L. Douer who had been ill in Speedway Hospital for 2 years. Sympathy of the trainmen is extended to his family.

It is with sincere regret we announce the death of Conductor K. O'Connor after a short illness. Kiernan had about 20 years service at this depot. To his immediate family the trainmen extend sympathy in their hour of sorrow.

The trainmen also extend their sympathy to Motorman Frank Dousan and Motorman Vinton who lost their fathers and to Conductor E. W. Roche on the death of his mother.

Extra Motorman Thos. McMahon made a trip to Tennessee, covering a distince of over 1,000 miles. Tom says he enjoyed the trip immensely. We don't see how he could possibly enjoy it making that distance in a Ford in 3 days.

Conductor E. Baker and Mrs. Baker are sojourning in their palatial summer home on the cliffs of Big Star Lake, Baldwin, Michigan, taking care of their fruit orchard and watching over their sun dial to see that no one steals it. A card from Mrs. Baker would be appreciated. We know Ed is too busy to write.

J. H. Pickin.

Sixty-Ninth

It is with deep regret that Division 4 reports the loss of Motorman M. G. Ouimett who passed away July 1st, 1931, after ailing for several months. Sympathy is also expressed to William, James and Carson Jeffers upon the occasion of the death of their brother and to Motorman L. H. Vogt upon the death of his father who was formerly employed here as Conductor. To Motorman R. F. Whalen who buried his grandmother on July 6th and to Motorman R. J. Cummings upon the loss of his mother-in-law Mrs. Wachouski who died June 27th, 1931.

Following a smash-up at 59th and Ashland Avenue on the morning of July 3rd, 1931, the Motorman and Conductor of the Ashland Avenue car are deserving of praise. They traded cars with a Noble street crew and broke the delay. Motorman J. Haas, badge No. 3227 and Conductor J. Swiatowski, badge No. 1872 used their heads.

We have a couple of proud trainmen in these who were married recently Conductor A. L. Leaverton was married to Miss Dagmar Richter on June 27th, and Mr. A. C. Henning to Miss Anna Eiler on July 6th, 1931. We wish them much happiness.

Mr. Philpott and family have just returned from a motor trip to Niagara Falls and Canada where they took some beautiful pictures and sent many beautiful post cards back to us. Mr. Philpott says it was just an easy 2 day jaunt with his Pontiac and we are very glad that he had a super-melo-gorgeous time.

Another wedding took place this month: Mr. Tom Duggan, Motorman, was married on June 17th, to Miss Pearl Medland. We wish them happiness.

W. L. Pence.

Blue Island

Conductor C. Devine was presented with a 10½ lb. girl on June 24th and Motorman E. Hane with a 6½ lb. girl on June 28th. Congratulations.

We all extend our sympathy to the following and their families in their recent bereavement: W. McDonald in the loss of his brother; N. Loomis the loss of his cousin; J. Spulak the loss of his father; F. Krska the loss of his nephew and A. Westphal the loss of his wife.

Our Transfer Clerk Jas. Tucker returned from his vacation which was spent at Nashville, Tenn. Jim reported having had a wonderful time.

C. P. Starr.

North Avenue

Motorman Peter Geimer who entered service October 3, 1898, died suddenly June 30, a victim of the heat wave. Pete was one of the old timers who was always a favorite with the younger men as well as his old friends. He enjoyed the checker and pool tables and could always give a good account of himself at these games. We will all miss Pete.

Extra Conductor W. Ryerson who had been with us about two years was drowned June 12 at Long Lake, Ill., June 12. Our sympathy to his friends and relatives.

Sympathy is also extended to Conductor Al. Thorp in the loss of his sister, to conductor Wm. Weber in the loss of his father and to Motorman L. Moos in the loss of his beloved wife.

Congratulations to Conductor B. Langan in the arrival of a daughter June 5. Bernie is an ex-cavalry officer and knows what is good for his country.

We are not doing as well as we have been doing in the matter of getting witnesses. An analysis of the matter seems to show that the bus operators who have come to our depot from other depots are somewhat remiss in this line. This is not said as carping criticism but with the hope that these lads will get the North Avenue spirit and show that they can get witnesses too.

Relief clerk Earl Peterson has returned from his vacation. No fish.

Afternoon clerk Martin Blah has returned from his vacation. No fish. Plenty of sunburn.

Bus operator Frank Schultz is now a happy married man and is figuring his trip sheet alright again. Many years of happy married life to you and your bride, Frank.

C. A. Knautz.

Lincoln

We wish to extend our sympathy to Conductor J. Michie, who lost his wife and baby June 28; also to Motorman W. Null, who lost his wife June 1st.

Conductor J. Rockwell has returned from a vacation trip through Yellowstone Park.

Motorman M. P. Nielson and Conductor J. Neilson have also returned from a trip they took through Minnesota, Iowa and North Dakota.

During the recent hot spell the boys were very pleased with the order from Mr. Evenson allowing them to work without their coats and are thankful for the relief the order offered them.

H. Spethman.

Limits

Our assistant clerk, Aaron B. Poore, took his lady love, Miss O'Malley, and hied away to parts unknown and thus did the young Lochinvar take unto himself a wife. When we get him back to work we shall endeavor to get more of the details as yet unknown. However, we take this opportunity to congratulate him, wishing him much happiness in this new venture.

Motorman Frank Nunn, with 24 years' service, passed away June 6th while on the operating table, having suffered from a complication of diseases. He was buried June 9th from Hursen's chapel, 929 Belmont Ave. Mr. Nunn originally came from Tennessee. His untimely demise came as a decided shock to his many friends and we extend our sincere sympathy to his widow.

Motorman "Billy" Bird, an old time Halsted Street night car man with 28 years' service, passed away June 24th from double pneumonia. Funeral services were held at Bentley's chapel, 2701 N. Clark St., June 27th. He is survived by his widow, two sons and two daughters as well as a brother in Louisville, Ky., to all of whom we express our heartfelt sympathy. Billy came to Chicago from Tennessee. He had that characteristic mountaineer sense of humor which made him good company for all who knew him and we shall certainly miss him.

Conductor Linus Davenport had the misfortune to lose his Ford Tudor sedan a few days ago and up to the time of this writing there has been no word of its recovery. We hope the culprits will return it in fair condition, at least.

E. G. Rodgers.

SURFACE LINES POST
The American Legion

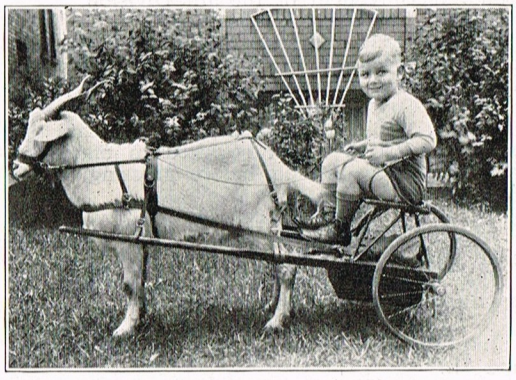


J. P. Staska, Archer, Post Commander

At the next meeting on Friday, July 17, 1931, delegates and alternates to the Annual State Convention, to be held at Peoria, Illinois, on Monday and Tuesday, August 31 and September 1, 1931, will be elected by the Post, at the Post Club Rooms, 40 South Clark Street.

The Adjutant has tickets for the Annual American Legion Department of Illinois State Championship Junior Baseball World Series, to be held at Cubs Park, August 7, 8 and 9, 1931. The tickets are 50c which admits you to all the games.

J. P. Staska, Commander.



Billy Lee, the 3½-year-old Grandson of Motorman Matt Weber of Kedzie

---

Riding Master (to English visitor): "Will you have an English or American cowboy saddle?"

"What is the difference?"

"The cowboy saddle has a horn."

"O, I'm not going to ride in heavy traffic—I won't need a horn."

The old gentleman's wife was entering a railway carriage, and he neglected to assist her.

"You are not so gallant, John, as when I was a gal," she exclaimed, in gentle rebuke.

"No," was the ready reply, "and you are not so buoyant as when I was a boy."

SOME JULY DATES

One Year Ago

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

July 1, 1930—Trolley bus operation installed on Elston Avenue between Lawrence Avenue and Milwaukee Avenue.

July 6, 1930—Bus operation installed on Irving Park Blvd., from Neenah to Harlem.

July 18, 1930—New badges issued to all trainmen of the C. S. L. The new badges have white figures and monogram on red background, with "Chicago Surface Lines" printed in white letters on a green background border.

Two Years Ago

Effective July 1, 1929—E. J. Sigwalt appointed General Storekeeper assuming full charge of the Material & Supplies Division of the Financial Department.

Three Years Ago

July 18, 1928—Ten cent cash fare effective on elevated.

Six Years Ago

July 20, 1925—All emergency men of the C. S. L. working on wreck wagons or line wagons supplied Chicago Surface Lines Emergency button. Trainmen to recognize and comply with orders received from these emergency men in the absence of a supervisor.

Seven Years Ago

Effective July 1, 1924—E. H. Altemeier appointed Division Superintendent of Division No. 2. E. L. Brookman appointed Assistant Division Superintendent of the 5th Division.

Eight Years Ago

July 16, 1923—Passenger service installed on Diversey Avenue between Milwaukee Avenue and Crawford Avenue.

Ten Years Ago

July 2, 1921—Effective this date all cars operated on Clark Street required to make the regular boulevard stop before crossing Ridge Avenue.

Eleven Years Ago

July 1, 1920—Surface Lines fare raised to eight cents.

July 15, 1920—Substation strike partly ties up Surface Lines for three days.

Twelve Years Ago

July 29, 1919—Three day strike on Surface and "L."

Fourteen Years Ago

July 2, 1917—"Effective on and after this date, and until further notice, the company will provide certain payments for the benefit of those dependent upon employes who are now in, or hereafter may be called into, the military service of the United States, while such employes remain in service. This is a voluntary undertaking on the part of the Company, to be carried out in such a way as it deems best. The purpose is to enable those called to the defense of their country to feel that those dependent upon them will not be left helpless or in want during their absence."

Fifteen Years Ago

July 18, 1916—Acting Supervisor Charles J. Triplitt is hereby promoted to Assistant Division Superintendent of Division 8, vice, Patrick J. Duffy, transferred.

Seventeen Years Ago

July 20, 1914—The Taylor Street and the Sheffield-Wells street lines consolidated and operated as the Taylor-Fifth-Sheffield line.

Nineteen Years Ago

July 15, 1912—Through Route No. 4 began.

July 16, 1912—Through Route No. 13 began.

Twenty-four Years Ago

July 13, 1907—Englewood branch "L" extended from Racine to Loomis.

Twenty-five Years Ago

July 1, 1906—Trolley operation—Adams Street—Fifth Avenue to State (was horse car line).

July 22, 1906—South State Street cable line changed to trolley and Blue Island cable line changed to trolley.

Thirty-six Years Ago

July 29, 1895—Met. "L" Humboldt Park branch opened from Robey to Lawndale.

Thirty-seven Years Ago

July 9, 1894—Halsted Street line electrified—Clark to Graceland.

Thirty-eight Years Ago

July 19, 1893—Blue Island Avenue cable—Desplaines to Blue Island and Western.

July 19, 1893—Halsted Street cable to O'Neill Street.

Forty-one Years Ago

July 16, 1890—Madison Street cable—Jefferson and Washington to Madison and Springfield.

Forty-four Years Ago

July 19, 1887—Incorporation of West Chicago Street Railroad Co.

Sixty Years Ago

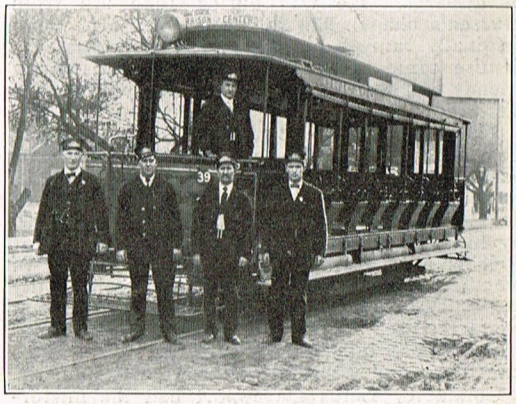
July 1, 1871—La Salle Street tunnel opened.

Sixty-five Years Ago

July 17, 1866—Ordinance passed for Washington Street tunnel.

Sixty-eight Years Ago

July 30, 1863—Deed of C. C. Ry. Co. to C. W. D. Ry. Co. to right of way on west side street for $300,000. Area of city: 24.28 square miles.



One of the Old Summertime Favorites Taken in 1908, Conductor M. Bernard on the Platform, Conductor Louis Locke and Ex-Motorman Ed. Mumblo, All of Kedzie, Standing in Front.

PRINTING PRODUCTS CORPORATION—CHICAGO