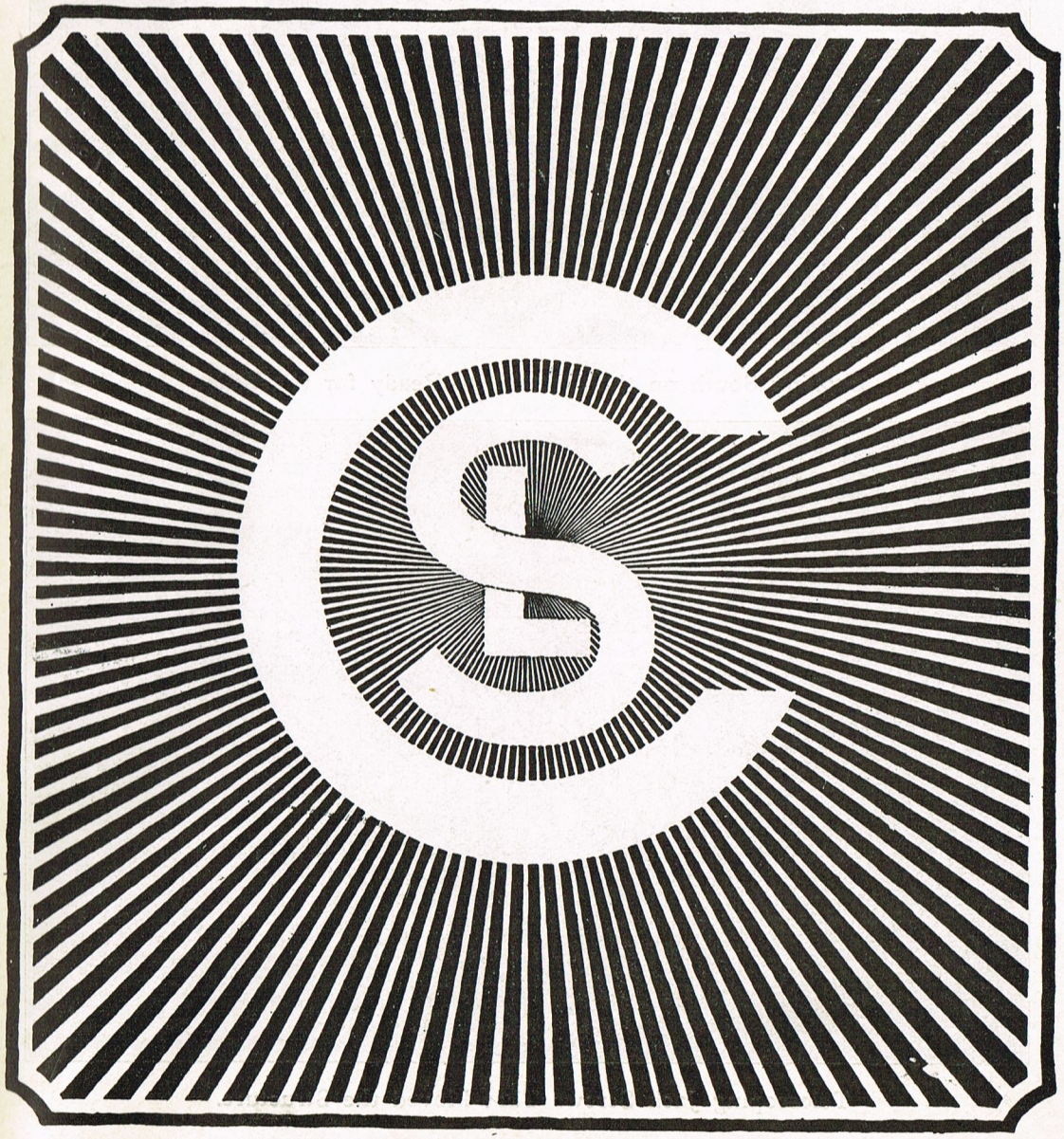
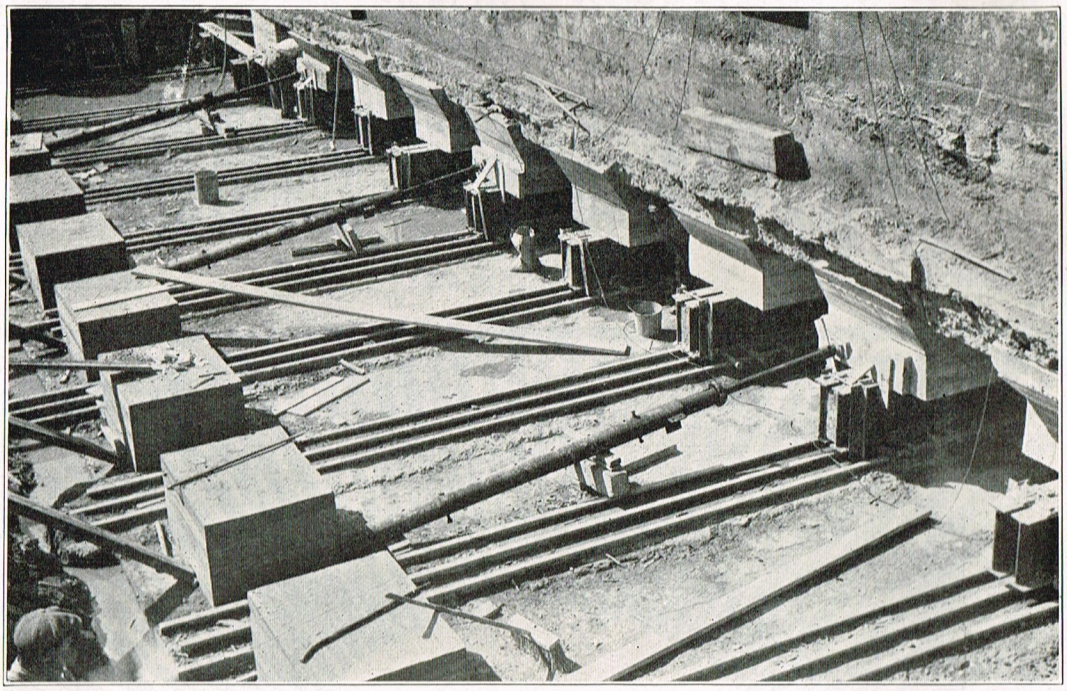
SURFACE SERVICE MAGAZINE

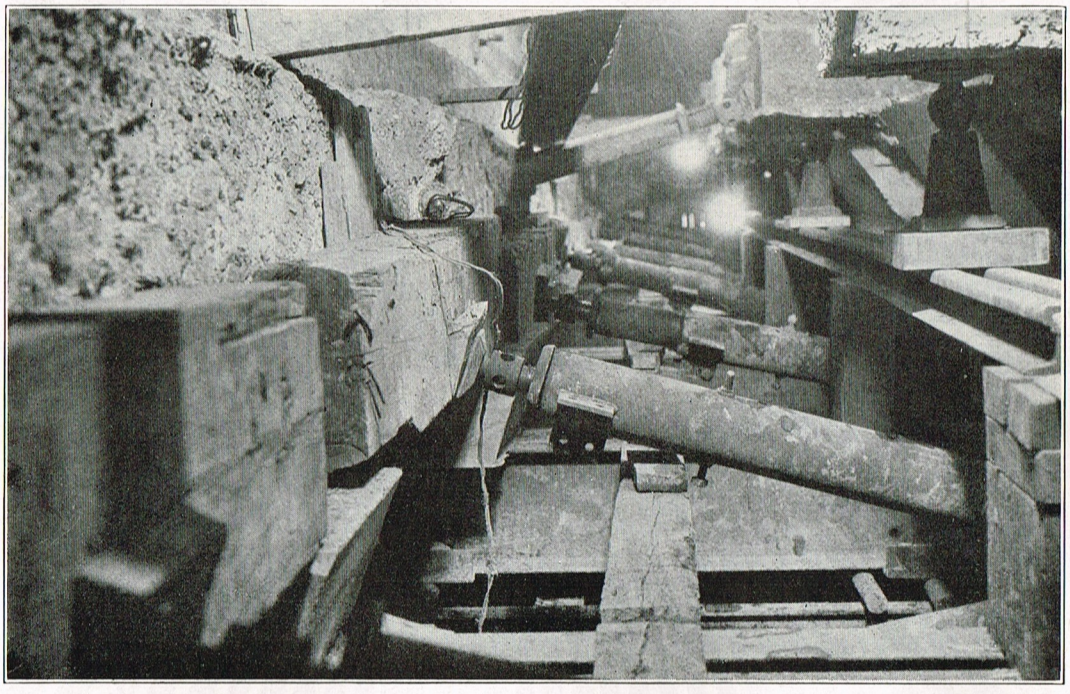
VOLUME 8 SEPTEMBER, 1931 NUMBER 6



THE TRACKS AND THE MOTIVE POWER.



Looking South on the East Side—Ready for the Ride.



Telescoping Jack Screws That Moved the Structure.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 8 SEPTEMBER, 1931 No. 6

Sub-station "Taken for a Ride"

Interesting Engineering Project Carried Out With Complete Success at Western and Washington

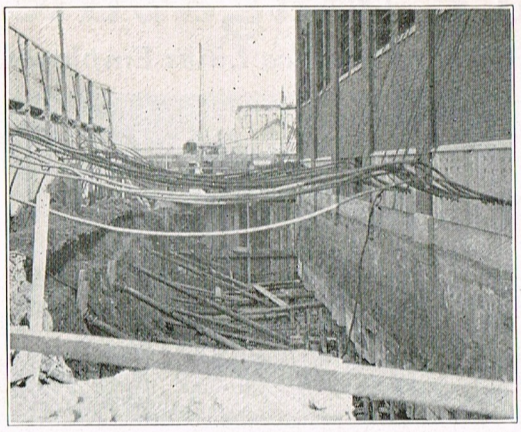


After the Moving Was Over. South Side of Station Looking Toward Washington Street

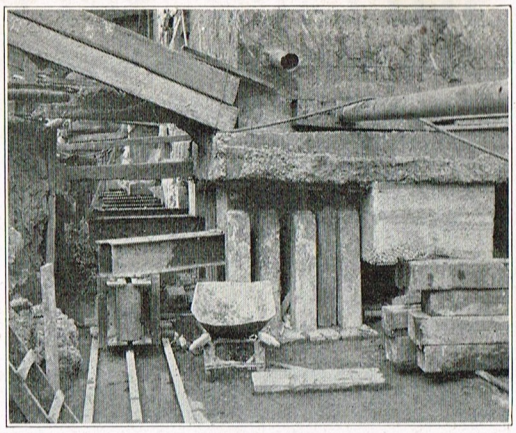
Five weeks of preparation brought the plan for the moving of the great Western Avenue sub-station to the "zero hour," 2:30 P. M., August 29th. This was to be the test of the accuracy of the computations of the engineers as to the distribution of the weights and stresses, the sufficiency of the temporary foundations, and the practical effect of the many novel engineering expedients developed in the course of the preparatory work.

Experienced men stripped to the waist stood at each of the thirteen pushing jacks with a steel bar inserted in the jack head, waiting, motionless. There was one man at each of the holding jacks to slack off and permit the building to move; six men with squares were watching the steel rollers to see that all were in the correct position, and the timing foreman was at his station.

The responsible subordinates stood with bated breath waiting for the final signal of the engineer in charge. This



West Side of Building with Cable Leads After Moving Was Completed.



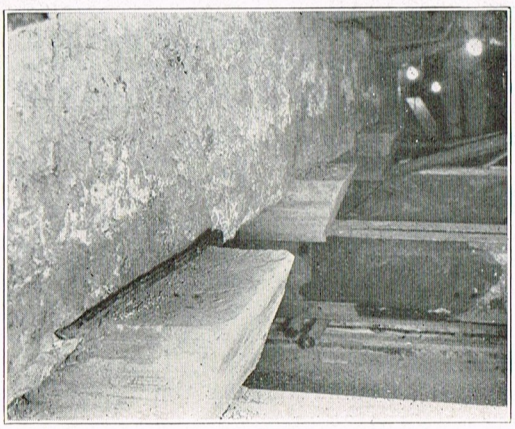
Southeast Corner of Building with Its Supports Just Before Moving

was given, followed by the clear sound of the whistle coming from the maze of temporary work under the building. The thirteen jack men instantly responded with a quarter turn of the screws, and at regular thirty-second intervals this action was repeated. At first turn a tiny crack appeared between the foundation of the building on the west side and the sidewalk which had been permitted to remain in place. With the subsequent turns the crack widened, the building moved slowly but certainly to the eastward and with success in view, the onlookers breathed more easily.

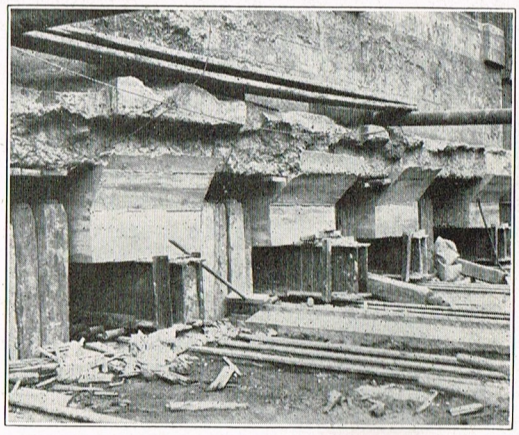
There were rest intervals for the jack men but thirteen hours after the start the substation had traveled seventeen feet eastward and was in its permanent new position.

The general scheme for moving the station described in the August issue was followed, with certain alterations to facilitate the work. The principal changes were the breaking out of the basement floor in the approximate western half and the digging of a tunnel lengthwise of the building and located between the two rotary converter foundation walls, and at right angles to the tunnels referred to in the previous article. Where the basement floor was broken away, a wooden roof covered with fire-proofing material was installed to prevent dust, resulting in the course of the work, from entering the electrical machines in operation throughout the course of the undertaking.

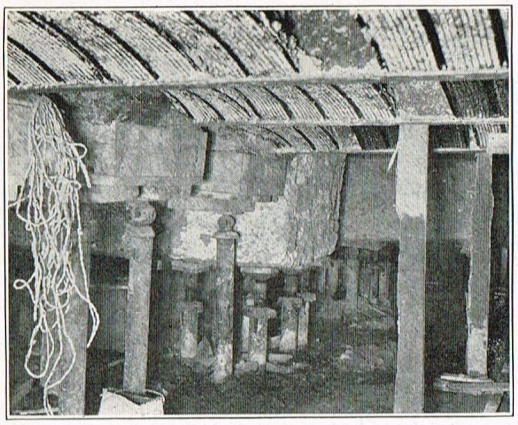
The floor of the basement in practically all of the east half of the building was not disturbed since this was the floor of what is called the air chamber. Into this chamber several large fans blow cooling air to leave this room through apertures in the roof to pass through the large high tension transformers located on the first floor. Since the air in this chamber is under pressure during the operation of the station it was necessary not only to support the



Massive Foundation of Rotary Converter Supported by Cast Concrete Blocks on I-Beams.



Cast Concrete Blocks on I-Beam Supports with Track and Rollers Below.



Under the Reinforced Floor of the Air Chamber

weight of the concrete floor but also provide for the force tending to shove the floor downwards. This was arranged for by placing parallel steel I-beams on approximately 5′ centers against the bottom of the floor, supported properly with strips of steel mesh laid on the flanges of the beams and concrete thrown into the space between the floor and the mesh. This not only carried the weight of the floor and resisted air pressure but also supported the brick work and insulators for the 9000 volt copper bars besides three reactances, each weighing three tons, all located in the air chamber. The reactances are used in connection with the transformers and the rotary converters to limit the effect of a short circuit such as occurs when a trolley wire comes in contact with the rail.

In order to make the two rotary converter foundation walls rigid with respect to each other and also to prevent tipping action of these 16′ high walls diagonal braces of large timbers were installed between them together with 3″ diameter horizontal steel turnbuckle rods near the bottom for holding the walls together against other large horizontal timbers.

These two 63′ long rotary foundation walls serve to support three rotary converters, and were handled with extreme care in the work of excavating, supported temporarily on screw jacks resting on thick concrete slabs, and cast reinforced concrete blocks between the bottom of the wall and the supporting beams used for rolling into the new position.

The steel beams that carried these walls and the three rotaries were eleven sets of two 20″ I-beams weighing 65 lbs. per foot bolted together, whereas thirteen sets of two 15″ I-beams weighing 42 lbs. per foot were used under the west one-third where the load was less. The 20″ and 15″ I-beams were bolted together on the ends to form one continuous beam under the total width of the building. In addition to the eleven sets beneath the building, one set was placed just outside of each of the end walls to carry this portion of the structure.

These thirteen supporting beams were placed on approximately 8′ centers along the length of the building and each one rested on 2½″ diameter roller 3 feet long. The rollers in return were laid on three 60 lb. per yard steel railroad rails on one foot centers. The rollers were placed in groups of six each about eight feet along the length of the beam except under the rotary foundation walls where eight were used. The thirteen groups of three railroad rails each, or a total of 39 rails, were laid perfectly level on the concrete slab beneath the building and in the 20′ wide slab to the east. A total of 125 tons of steel was used to do this work, 20 tons of which was in the rollers alone.

In order to shorten the time for the completion of the work after the sub-station had been rolled into its new position, a portion of the new foundation for the east wall was cast in place previous to the actual moving. A total of 1,000 barrels of cement, 500 yards of gravel and 300 yards of sand were used in this moving job.

The screw jacks selected for pushing the building, instead of pushing against the Western Avenue side of the sub-station as previously planned and mentioned in the August issue, were placed under the west half of the building with one end placed against timbers on the shored ground west of the west wall of the sub-station while the screw end was placed against timbers on the west rotary foundation wall footings.

The screw of these jacks was 3″ in diameter with one thread in each two inches of length. The end of this screw fit inside of a large pipe telescope within a second pipe and arranged so that the telescoped pipe would permit lengthening after the screw had been run out approximately its 5′ length. The thirteen jacks used for pushing were placed adjacent to the thirteen tracks used for the rollers.

A daily check made with the surveyor's level on all parts of the building and the electrical equipment showed no appreciable raising or lowering as the work progressed.

The work of installing the trolley wire feeder cables in their permanent locations and the foundation and back filling work followed and the undertaking was completed in considerably less time than originally scheduled.



Walter, the Happy Son of Motorman Guke of Armitage.

Surface Liners on the Beach

Perfect Weather Makes This Year's Affair Unusually Gay and Festive



The Fashion Show in Pajamas—No Wonder They're Popular

That the young ladies of the C. S. L. are not behind the grand dames of Newport and Deauville in flashy beach costumes was evidenced at the sixth annual beach party of our club when the "fashion parade" of our pajama-clad belles was held. The noise of clashing color mixtures could be heard a block away, but just the same the girls formed a strikingly pretty picture, and some regrets were expressed that these costumes could not be selected as official office uniforms.

The party was held as usual at Jackson Park, Saturday, August 22, and the unusually favorable weather brought about a new record in attendance—at least 250 of our club members and associates being present. They began to gather at 1 o'clock, and kept coming up to supper time. It was a real bathing party, too, because hardly any of the crowd failed to get his or her suit wet. It was noticed, however, that our fair co-workers did not have to be urged to parade around in their brilliant pajama costumes.

Time passed all too quickly, and yet there was a mad rush for the "dinner table" when the call for "eats" was sounded. Billy Schenck was busy as usual as "maitre de hotel," but his committee associates did not have any time for loafing as the weenies were passed



The Marshmallow Toasters



The Hot Dog Line

from the charcoal fire to the hungry throng. "More and more" was the call as coffee and bread were handed out, and then came the finishing appeal of ice cold watermelon. It surely looked like a pickaninny party at this stage of the feast.

Darkness was the signal for the camp fire session, and the surrounding park and beach echoed to the group singing of



Director Andrews Leading His Chorus of Sweet Singers.

the merrymakers, interrupted only by the passing of freshly toasted marshmallows. It was just the kind of an event all of our employes would have enjoyed, and it looks as though a larger section of the beach will have to be reserved for next year's outing when those who were not present have an opportunity to study the pictures which are shown herewith. Here's a "marshmallow toast" to the efficient chairman, "Billy" Schenck.

Club Sparks

The Golf Tournament held at Green Valley Country Club Friday, September 11, with C. H. Evenson as chairman, marked the beginning of the fall term of entertainment by the Surface Lines Club.



The Marshmallow Experts

Events in the near future include a Mixed Card Party with John Hewitt as chairman on Saturday, October 3; a Roller Skating Party with Mr. Evenson as chairman, on or about Monday, October 19, and the usual big Special Party of the fall season at the clubhouse on Saturday, October 24.

Members should keep in mind an interesting lecture which is scheduled for Wednesday evening, December 2, when Major James C. Sawders, noted traveler and lecturer, will present his illustrated talk on "The Marines in Nicaragua."

Women's Auxiliary

Our first party of the fall season will be given on Thursday, Sept. 17, 1931, by the Executive Department who have already assured us of a very pleasant evening. As vacation time is now over, we hope to see a number of girls present at this party.

With the coming of the Fall activities of the Women's Auxiliary, do not forget that the swimming classes will start soon. Beginners' class at 6:00 P. M.; advanced class at 6:30 P. M. Life saving and stunts at 7:00 P. M.

GIZELLA DeLORME,
Instructor.

A Chicago actress came into a lawyer's office and said, "I want a divorce."

"Certainly," said the lawyer. "For a nominal fee I will institute proceedings."

"What is the nominal fee?"

"Five hundred dollars," he replied.

"Nothing doing," retorted the lady, "I can have him shot for ten."

"Who's Who" on the Surface Lines

More About the Men of the System Whose Work Contributes to an Efficient Organization

Twenty-four years ago Charley Collins was introduced as the new inventory clerk in the accounting department of the Chicago City Railway Company. After two years' experience he was promoted to assistant general store keeper under the late J. F. Henning. After various changes in the supervision of the Stores Department, in 1929 he was made division store keeper at the South Shops and at Halsted and Pershing Road.

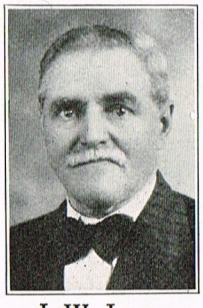


C. J. Collins

His duties include the supervision of a constant supply and disbursement of some 19,000 separate items ranging from screws to special layouts, every unit must be accounted for. This also includes a supply of dry sand that each car on the system uses for braking purposes.

During snowstorms, this department functions twenty-four hours continuously, serving snow fighting equipment, parts and tools.

Among his friends, Charley has the reputation of being quite a family man. With Mrs. Collins, the three boys and two girls, he enjoys his vacations and many week ends at a lake near Kalamazoo, where he knows a certain spot where the bass and a good bathing beach hold the interests of his entire family.



J. W. Jones

The various street railway systems that have existed in Chicago during the past, as well as the one at present, have always found it necessary to have an expert mechanic and his crew available at any hour of the day or night.

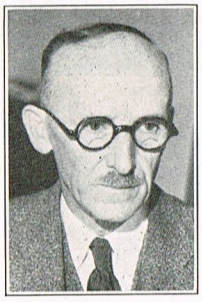
In the early nineties, J. W. Jones, or "Billy" Jones as he is most familiarly known among street railway men, was employed by the Pennsylvania Iron Works helping to turn out a job for the West Chicago Street Railroad Co. This was just before the World's Fair and two auxiliary power houses were needed to handle the large crowds anticipated. After finishing his work at Washington and Desplaines streets, and at Blue Island Avenue and Twelfth Street, he had developed a strong hankering for the massive machinery that propelled cable cars.

And so it came about that on August 12, 1892, "Billy" Jones undertook his first job as an employe of the street car company in the machinist's gang under the late J. Z. Murphy. In ten years' time he was advanced to the position of Asst. Master Mechanic.

In 1913 he was promoted to the position of Superintendent of Power Houses and Sub-stations. Later on the companies abandoned the power houses, receiving all their power over high tension lines, to sub-stations where it is stepped down for service. His duties as Superintendent of Sub-stations involves the maintenance of all machinery in the 17 sub-stations; and maintained they are, for very seldom do we hear of a tie-up caused by trouble at the sub-stations.

"Billy" is married and has raised a family of six boys and three girls.

"Billy's" latest job and one of his best has been in connection with the moving of Western Avenue Sub-station. He has been on the job constantly since it started and his knowledge of his machines and machinery moving helped greatly in making this moving job so successful.



W. O. Holton

Had you been in the habit of riding on the Forty-third Street car line of the Chicago City Railway Co. thirty-four years ago, you might have noticed a wide-awake, athletic-appearing conductor. But if you could have foreseen that same conductor occupying his present responsible position with the street car company, you would have looked twice. His name was Conductor W. O. Holton, working out of the old 39th and Wallace barn.

Today—well, let's not skip so fast. After gaining a store of experience on the cars, he got a job in the law department, located then at 2020 S. State Street. He was next promoted

to Investigator in the Claim Department, with headquarters in the Ashland Block. Three years later he was supervising the work of the investigators. In 1912 he was appointed Claim Agent of litigation cases. Then when the Surface Lines came into existence he was given charge of all the litigated cases and in addition made Office Manager of the Legal and Accident Investigation Departments.

Mr. Holton has always been interested in out-door sports. In his youthful days he did his share to help his home-town baseball team win from the neighboring towns. And he has never had as much real excitement since. Becoming interested in casting, he developed quite a record. In 1915 he won the half-ounce bait casting tournament. In 1916 he took the Perfect Dry Fly Accuracy record. Of late he finds more enjoyment in golf than any other sport.

It has been said that some experienced automobile mechanics, by placing their hands on the hood of a car while the motor is running, can tell if it is functioning properly and if not, what the difficulty is. By virtue of his long mechanical experience, T. H. Shaughnessy can doubtless match that mechanical diagnosis with electric motor cars if anyone can.



T. H. Shaughnessy

"T. H.," as he is familiarly known to his friends, began his career in the electric railway field in the mechanical department of the City and Suburban Railway, Baltimore, Md. After serving this company for nearly two years, he became a car house foreman and later mechanical inspector for the Philadelphia Rapid Transit Company, continuing in these positions from 1894 to 1908. From 1908 to 1912, he was general foreman of car houses under the receiver of the Metropolitan Street Railway, New York City. He then left New York to become master mechanic of the Essex Division, Public Service Railway of New Jersey, remaining in this position for more than a year.

He came to Chicago in June, 1913, becoming general foreman of the west side shops and car houses of the Chicago Railways Company. On May 1, 1920, he was promoted to the position of assistant superintendent of Shops and Equipment, with jurisdiction over the West Shops and the north and west car houses. This position he now holds.

Mr. and Mrs. Shaughnessy (the former Miss Lydia M. Anderson, previously with the Chicago Surface Lines) live on the northwest side in Arcadia Terrace. "T. H." enjoys an occasional sociable game of golf. He represents the Chicago Surface Lines on the Public Service Speakers' Bureau.

If anyone had told Elmer Brookman in the year 1909 that in twenty-two years from that date he would hold the position of division superintendent of one of the largest street car depots in Chicago, we can imagine him saying: "Sounds fine. Now I'll tell one." However, after leaving the Chicago Terminal Transfer R. R. Company, he started in the right direction for his present position by filing an application for a job as street car conductor. After four months at Lawndale depot he was transferred to Western Avenue and was soon promoted to caller.

On October 1, 1910 this depot was closed and Mr. Brookman was transferred to the employment department at Clark and Division Streets as a clerk under Mr. J. V. Sullivan.

In February, 1914, he was appointed chief clerk at Elston Depot. After other promotions, from supervisor to assistant superintendent, on April 1, 1929, he was made division superintendent of North Avenue Depot (Division 8).

This division has 8 street car lines and 6 bus lines. The exceptional thing about North Avenue is its Sunday activity due to the lines running to the lake front beaches, Navy Pier, picnic groves and cemeteries.



Elmer Brookman

Mr. Brookman is a man of family and lives near the depot. Besides being a baseball fan, he takes a hearty interest in bowling. For several years he has represented the Chicago Surface Lines on the Public Service Speakers' Bureau.

Then deciding to take up industrial medicine, he resigned his commission and went to work in the medical department of the Chicago Rapid Transit Company. Here, one day he saw a tall man looking around, waiting to be waited upon. In his usual manner, he asked the stranger if he could be of any assistance to him. The stranger proved to be none other than Dr. Small of the Chicago Surface Lines. Dr. Small was sufficiently impressed with Dr. Fanning's willingness to serve that after a short time he offered him a position as his assistant.

Even Up

Medford—"After we are married, dear, I'm afraid you are going to find out that I am not as rich as you think I am."

Lorna—"That's all right. You're going to find out that I'm not really as beautiful as you think I am, either."

Friendly Letters of Acknowledgment

Conductors and Motormen Praised by Passengers for Acts of Courtesy and Consideration

Miss Bessie Mikowski, 5406 W. 30th Place, wishes to commend Conductor William Mulvihill, Badge No. 11890, for his courtesy and kindness to a blind passenger on his car.

Motorman Charles A. Krause, Badge No. 11205, of Archer held his car long enough to enable several transferring passengers to board his car even though he had the green light and the signal to proceed. Mr. B. Barrows, 2419 W. 34th Street, witnessed this incident and wishes to praise this motorman.

Mrs. T. J. Miller, 8945 S. Carpenter Street, thanks Conductor Thomas Donnelly, Badge No. 1538, of 69th for his honesty in calling to her attention that the bill that she tendered in payment of fare was a five and not a one dollar bill as she thought it was.

Mr. N. Pine, 5033 Quincy Street, commends Motorman Hubert Schrimpl, Badge No. 10315, of Blue Island for his alertness in avoiding what appeared to be a certain collision with an automobile.

Mrs. R. Freeman, 4821 Champlain Avenue, thanks Conductor A. V. Hjortsvang, Badge No. 10306 of Cottage Grove for his honesty in turning in her purse which she had lost while a passenger on his car.

Mr. E. A. Praeger, 6649 Greenview Avenue, compliments Conductor James G. Brown, Badge No. 9360, of Cottage Grove on the type of service he renders to his passengers and particularly to the older ones.

Mr. H. G. Green, 180 W. Washington Street, heartily commends Conductor Edward Tye, Badge No. 8944 of Lawndale for his courtesy, kindness and general bearing towards elderly passengers.

Miss A. K. praises Conductor George A. Postulka, Badge No. 8750, of 69th for his courtesy and for his explicit directions in telling her how to reach her destination, and for clearly announcing all street car stops.

Miss Elizabeth Davis, 5725 Blackstone Avenue, reports exceptionally fine service on the part of Conductor Walter Black, Badge No. No. 6438, of Division is a credit to the service, women with bundles, was patient and kind to children, and kept cheerful and courteous during the evening rush hour.

Mrs. Mildred Hudson, 731 E. 90th Place, reports that Motorman Martin Hennelly, Badge No. 7553, of Burnside is deserving of the highest praise for the smooth and careful operation of his car at all times.

Conductor Joseph P. Staska, Badge No. 7206, of Archer, assisted Mr. Tim Gibson, who was burdened with bundles, to alight from his car and for this Mr. Gibson wishes to thank and commend him.

Mr. R. Nolan, 2501 New England Avenue, states that Conductor Herman Leusch, Badge No. 6438, of Division is a credit to the service, announcing all street car stops in a distinct voice, answered questions courteously and assisted his passengers both young and old to board and alight from his car.

Mr. George Wells, One La Salle Street, reports that he lost his wallet on the car in charge of Conductor R. T. Spencer, Badge No. 6256 of Cottage Grove. He called the station and was informed that the wallet had been turned in by this conductor with everything intact and for this Mr. Wells wishes to thank and compliment him.

Mr. J. Underwood, Route 5, Muskegon, Michigan, states that while on a visit to our city and when riding on one of our cars in charge of Motorman Charles Brehmer, Badge No. 5651, of Kedzie, a large truck swung out from a side street unexpectedly but due to the alertness and coolness of this motorman a serious accident was avoided.

Motorman William Priebe, Badge No. 3099, of 69th is commended by Miss Stella Wasgird, 6956 S. Artesian Avenue, for the courtesy extended to her and other passengers on his car.

Mr. A. Lindberg, 7927 S. Green Street, commends Conductor Edward Smith, Badge No. 14020, of 77th for his courtesy to all passengers, calling every street, closing windows for passengers without being asked, and assisting children off and on cars.

Mrs. Carolyn Gasser, 2341 N. Kilpatrick Avenue, thanks Conductor Otto R. Boelke, Badge No. 4588, of Lincoln for his kindness and courtesy in assisting her to board and alight from his car.

Mrs. R. Reddel, 6852 S. Throop Street, wishes to thank and commend Conductor Thomas M. Kehoe, Badge No. 3836, of 69th for his honesty in turning in her purse which she had inadvertently left while a passenger on his car.

Conductor George L. Lennartz, Badge No. 2572, of Devon paid the fare of Mrs. F. J. Horne, 1421 Rosemont Avenue, who boarded his car and found that she was without funds, and for this act of courtesy she thanks him.

Mr. C. F. Berg, 2500 N. Kedzie Boulevard, commends Conductor Nathaniel W. Kennedy, Badge No. 2494, of Lincoln for courtesy extended to him.

Mrs. L. Mitschke, 6211 S. Carpenter Street, compliments Conductor Edward C. Kaczmarek, Badge No. 710, of Devon for calling each and every street in a clear, distinct voice.

Mrs. Hayward, 5409 Maryland Avenue, thanks Conductor Joel O. Olson, Badge No. 268, of 77th for his honesty in turning in her purse which she had left while a passenger on his car. Mrs. Hayward reports that two hours after she reported the loss, her purse was returned to her.

Mrs. Louise Molitor, 233 W. 63rd Street, wishes to thank Clerk Edward Suma of 69th for his encouragement when she called and asked whether or not a purse containing a diamond ring and platinum wrist watch had been turned in. He told her not to worry, saying that the purse would be recovered if she had

lost it on the street car and told her to call back later. Mrs. Molitor reports that a little later a man called at her house and returned her purse to her saying that he had found it some fifty steps from her house. She appreciates Clerk Suma's courtesy.

Mr. M. W. Montgomery, 3516 Lowell Avenue, wishes to thank Conductor F. W. Walpole, Badge No. 13698, of Cottage Grove, for turning in a meter he had left on this conductor's car.

Mrs. F. Bodan, 425 S. Damen Avenue, commends and thanks Motorman Neil J. Cotter, Badge No. 13589 of Kedzie, for holding his car long enough to enable her to board it even though he had the right of way to proceed.

Mr. G. Aldis, 247 Monadnock Block, wishes to commend the courtesy and good nature of Motorman Ludwig Gust, Badge No. 12407, of Kedzie.

Miss La Verne McCann, 6421 S. Talman Avenue, reports that during a heavy downpour, Motorman Thomas Brown, Badge No. 12217, of 69th, delayed his car, gave her his coat as she was without one and helped her across the street, and for this act of unusual courtesy and kindness she wishes to thank him.

The Van Buren Wreck Wagon crew commends Conductor 12104, Arthur H. Feltz, of 77th for his assistance at a fire. This conductor, who was passing in his auto at the time and was off duty, parked his car and got out in the rain with no coat, assisted them in placing the hose bridges and then remained for a considerable length of time lifting fenders as the cars went over the bridges.

Mrs. M. Dunne, 5422 Bishop Street, commends and thanks Conductor John LeFebour, Badge No. 13872, of North Avenue for explicit directions how she could reach her destination.

Mr. William Maher, 7340 S. Green Street, praises Motorman Thomas J. Dunn, Badge No. 2291, for his courtesy and kindness in holding his car long enough to enable a crippled woman to board it even though he had the right of way to proceed.

Mr. S. Tucker, 3542 Douglas Boulevard, thanks Conductor William M. Moore, Badge No. 1140, of Armitage for his courtesy in paying his fare and that of his companion when he found that he was without funds.

NOT ALWAYS LIABLE

Companies Cannot Be Held for Acts of Persons Outside Their Control

Many people entertain the erroneous impression that, while they are riding on a street car, the company is bound to compensate them for any injury received to their person or for any damage to their property. While the law does impose upon a common carrier of passengers the duty of exercising a high degree of care, it does not, fortunately for the financial well being of the carrier, make such carrier an insurer of the safety of the passengers and their effects. Claimants are frequently surprised when informed that their mere presence on the car does not render the company liable for a certain injury or damage and that, before they can obtain a settlement, it must be shown that the company was guilty of some negligence.

There are many different cases where it becomes necessary to explode this time-honored theory of absolute liability. One such instance is that of a small boy hurling a stone or other missle through a closed window, shattering the pane as well as striking the passenger's eyeglasses, breaking them. The victim of such a prank usually looks to the street car company for compensation, and is greatly disturbed when the claims adjuster says: "We are very sorry that your accident happened, but there is nothing we can do about it." Numerous times, the Supreme Courts have held that carriers are not responsible for the acts of persons who are outside the authority and control of its management. The proper person from whom to seek damages would be the one who threw the stone. —C. C. Towle in Gary *Treadle*.

ROUNDING UP WITNESSES

Burnside Still in Lead—Archer and the Grove Tied for Sixth Place

Burnside this month by just a little more effort than that exercised by North Avenue again was able to hold the lead in this contest with a score of 4.10 as against North Avenue's 4.07. Cottage Grove and Archer Depots are both tied for sixth place with figures of 3.65. Sixty-ninth moved up from eleventh to eighth place, while Armitage-Division dropped from tenth to last position. This month with every division scoring 3.05 or better the average for the system was boosted to 3.63, somewhat better than that of last month.

Detailed figures follow:

		Aug.	July	June	May
1.	Burnside	4.10	4.37(1)	4.06(5)	4.75(1)
2.	North Avenue	4.07	4.16(2)	4.75(1)	4.38(2)
3.	77th Street	4.02	4.01(3)	4.23(4)	4.11(5)
4.	Elston-Noble	3.87	3.69(5)	4.24(3)	4.35(3)
5.	L'ndale-Blue Isl.	3.79	3.77(4)	4.28(2)	4.31(4)
6.	Archer	3.65	3.64(6)	3.79(7)	3.17(11)
6.	Cottage Grove	3.65	3.46(7)	3.91(6)	3.66(6)
7.	Devon-Limits	3.57	3.28(9)	3.42(9)	3.15(9)
8.	69th Street	3.20	3.00(11)	3.62(8)	2.93(11)
9.	Lincoln	3.18	3.37(8)	3.13(11)	3.05(10)
10.	Kedzie	3.08	2.99(12)	3.18(10)	3.29(8)
11.	Armitage-Div.	3.05	3.03(10)	2.97(12)	2.77(12)
	Av. for System	3.63	3.56	3.81	3.64

They met for the first time on the golf links, and fell to discussing their respective games.

"What kind of a game do you play?" asked one man.

"Oh, about 115," was the answer. "What do you "

"About 112 on a good day."

"Well, let's shoot at a dollar a stroke."

That night the "115" man told his wife that the "112"" man was a crook.

"He made it in 78," was the complaint.

"What was your score," sweetly inquired friend wife.

"EIGHTY."

St. Peter: "And here's your golden harp."

Newly Arrived American: "How much is the first payment?"

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

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CHICAGO

Volume 8 **September, 1931** **No. 6**

EMPLOYES RELIEF FUND
August, 1931

The Surface Lines Employes Relief Committee held four sessions during the month, at which eleven applications were considered, four being approved for weekly relief. In addition to these there was one emergency case on which the Committee approved immediate relief.

Checks to the amount of $9,774 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, $9,564 in May, $10,232 in June, and $11,914 in July, makes a total amount of relief extended to date $89,847.

"PUNCH WITH CARE"

Mark Twain, the famous humorist, is credited or charged with the authorship of a jingle that was popular two generations ago, a part of which ran something like this:

"Punch, brothers, punch, punch with care—
"A pink trip slip for a three cent fare
"A blue trip slip for a five cent fare—
"Punch, brothers, punch, punch with care,
"Punch in the presence of the passengaire."

While modern development in the matter of transfers has done away with the necessity of punching "in the presence of the passengaire" it is still important that conductors "punch with care." Failure to exercise care and accuracy in indicating the time, direction, or line is almost certain to cause trouble for the passenger when he attempts to use an incorrectly punched transfer which he has accepted in good faith.

As Superintendent Evenson has pointed out reports of transfer trouble are carefully investigated. The number on the transfer identifies the conductor, and then the trip sheet will show his time leaving and arriving at terminals. Many instances are found in which transfers are improperly punched and passengers to whom such transfers have been issued naturally are indignant when they find themselves forced to pay an additional fare because of a mistake for which they are in no way responsible.

Frequently the aggravated passenger is a case of this sort goes so far as to charge that the management is permitting or encouraging the issuance of worthless transfers simply for the purpose of collecting an additional fare.

Of course this is nonsense but as in all matters of unsatisfactory service such as failure to stop for passengers or quick starting or discourtesy of one form or another the management is held responsible. It is measured by the character of the treatment receeived by the car riders. In fact the reputation of the entire organization rests in the hands of every individual employe.

Transfers are but one feature of Surface Lines service, but they are so important and are so generally used that their validity should be insured by the greatest care on the part of the conductors.

Oh, Man! Oh, Man!

Oh, Man! Oh, Man!
Must be a fool.
When it is hot
He wants it cool.
When it is cool
He wants it hot.
Always wanting
What sure is not.

Oh, Man! Oh, Man!
Gives me a pain
When it is dry
He wants the rain
And when it rains
He wants it dry.
Oh, Man, Oh, Man,
Why must you cry?

Oh, Man! Oh, Man!
Who should worry?
Some days are nice
And some are dreary,
Nice days will come,
Nice days go, too.
All's forgotten
By me and you.

Wm. Scheel,
Badge No. 7887, North Ave. Depot.

Transfer Punching Important

Mistakes in Time or Direction Cause Trouble for Passengers—Courtesy Contest Standings

On August 31, 1931, the cumulative standing of the sixteen depots in the 5th Courtesy Contest is as follows:

Depot	Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
1 Lawndale ...	13	1	16	1	31	6
2 Blue Island ..	10	5	14	3	32	3
3 Burnside	14	6	10	2	32	12
4 Lincoln	19	9	14	1	43	9
5 North	57	18	59	15	149	16
6 77th	51	16	36	11	114	33
7 69th	29	15	39	11	94	29
8 Archer	34	19	41	10	104	18
9 Elston	13	5	11	8	37	10
10 Devon	42	8	28	10	88	16
11 Kedzie	41	19	44	8	112	26
12 Noble	13	10	10	2	35	3
13 Division	25	10	19	7	61	3
14 Cottage Gr..	37	10	20	9	76	17
15 Limits	18	12	20	1	51	3
16 Armitage	30	13	13	7	63	5
Total	446	176	394	106	1122	209

The total chargeable complaints for the same period are as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
May	99	43	87	21	250	58
June	128	53	102	25	308	75
July	111	42	101	35	289	35
August	108	38	104	25	275	41
Total	446	176	394	106	1122	209

By C. H. Evenson
Superintendent of Transportation

The efficiency of any service is judged by the manner in which small details are attended to.

If you ask a grocery clerk to send you a pound of bacon and he sends you a dozen eggs instead, you conclude that there is something wrong with the management of the store. It may be a well equipped establishment, with attractive window dressing and nicely selected and arranged goods, but after all the thing the customer is interested in is getting what he asked for when he asks for it.

This holds true on a street car system as well as anywhere else. The Surface Lines may have the best equipped street car system in the world, its cars may be modern, its road-bed in splendid condition, and its schedules regularly observed, but if the passenger finds the trainmen inefficient in the performance of their duties, he naturally concludes that the system is not properly operated.

The issuance of transfers is a detail of the conductor's job just as important to the street car business as the selling of bacon and eggs is to the grocery business. The entire Surface Lines service often is judged by the efficiency or lack of efficiency shown by conductors in handling transfers.

When a passenger presents a transfer and is subjected to annoyance and inconvenience because it was improperly punched by the conductor who issued it, he naturally concludes that the conductor does not know his job or is too careless to be entrusted with work of that kind. This may happen to him only once in a long while, but he is sure to remember it and to retain an impression that there is something wrong with the street car management. It may seem a small thing to the conductor if he occasionally makes a mistake in punching transfers, but it is a big thing to the passenger and, consequently, it is a big thing to the company.

The Surface Lines management for some time has been endeavoring to stop leaks in revenue resulting from the improper use of transfers. It has been insisted that conductors scrutinize each transfer carefully and refuse to accept it if it does not entitle the passenger to a ride. Each illegal transfer accepted in place of a fare means a loss of seven cents in revenue, and in these days of depression losses of this kind are felt severely.

The riding public has no right to feel offended when illegal transfers are refused. The Surface Lines has the most liberal transfer privileges of any company in the country and it very properly endeavors to see that these privileges are not abused.

But a passenger is fully justified in criticizing the service if he was entitled to a transfer and cannot use it because it

was punched improperly by the conductor issuing it.

As conductors now are watching transfers more closely than ever before, there are more complaints than usual because of improper punching. Conductors must, therefore, make every effort to avoid mistakes of this kind.

Lincoln and Burnside Leading

Neck-and-Neck in Accident Prevention Race—More About Rough Operation

Cumulative February to August

First Place	Division No.	11,	Lincoln	90.826
Second Place	Division No.	2,	Burnside	90.825
Third Place	Division No.	3,	Seventy-Seventh Street	90.699
Fourth Place	Division No.	6,	Lawndale-Blue Island	90.301
Fifth Place	Division No.	10,	Elston-Noble	90.073
Sixth Place	Division No.	5,	Archer	89.666
Seventh Place	Division No.	8,	North Avenue	89.630
Eighth Place	Division No.	4,	Sixty-Ninth Street	89.221
Ninth Place	Division No.	1,	Cottage Grove	89.124
Tenth Place	Division No.	12,	Limits-Devon	87.545
Eleventh Place	Division No.	9,	Armitage-Division	86.673
Twelfth Place	Division No.	7,	Kedzie	86.252

Month of August

First Place	Division No.	11,	Lincoln	92.330
Second Place	Division No.	6,	Lawndale-Blue Island	92.102
Third Place	Division No.	3,	Seventy-Seventh Street	91.682
Fourth Place	Division No.	10,	Elston-Noble	90.937
Fifth Place	Division No.	2,	Burnside	90.870
Sixth Place	Division No.	5,	Archer	90.823
Seventh Place	Division No.	12,	Limits-Devon	90.634
Eighth Place	Division No.	8,	North Avenue	90.350
Ninth Place	Division No.	4,	Sixty-Ninth Street	89.926
Tenth Place	Division No.	1,	Cottage Grove	89.340
Eleventh Place	Division No.	9,	Armitage-Division	89.277
Twelfth Place	Division No.	7,	Kedzie	88.272

By WILLIAM PASCHE

Supervisor of Accident Prevention

The article on rough operation in the August issue of SURFACE SERVICE had the desired effect on at least one of our motormen, resulting in a letter which contained considerable constructive criticism. We invite you all to take issue with us on anything we may write or say. In this way we will become acquainted with any defects that exist in the car mechanism and what you think can be accomplished to reduce accidents of ail types, particularly thrown in car by sudden start or stop.

The letter was written by a Madison street motorman and was entirely fair even though he did find fault with the equipment. He also agreed that there should be a school for motormen to teach those who do not know how to properly apply the power when starting or the air when stopping.

There are in round numbers about six thousand motormen, one-man car operators and bus operators on the Surface Lines system. Riding on cars operated on many lines in the course of my travels to points on the properties I find many motormen who make smooth starts and stops, who also maintain the schedule speed without unnecessary jerking or inconvenience to car riders. The smooth operators referred to feed the controller by applying the power quickly but one

point at a time, thereby gaining rapid acceleration in a comparatively short distance. They do not apply the power three or four points at a time. Applying the power rapidly point by point will result in rapid smooth acceleration.

Mention is also made of instances when jerky stops are made to prevent accidents. We assume that our motorman correspondent had in mind short cutoffs by vehicles. He states that motormen under such circumstances cannot always think of the passengers. When short cutoffs occur it sometimes is necessary to make what is commonly known as a "stone-wall" stop. This has nothing to do with the equipment. It would just be a circumstance over which neither the motormen nor anyone else excepting the driver of the vehicle has any control.

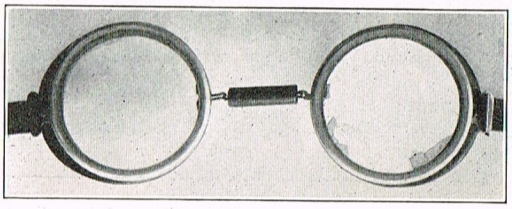
But are there many short cutoffs? We think not enough to account for the impression that rough operation is a general thing and cause the complaints about jerky starting and stopping to reach the general offices. An alert efficient motorman or operator is seldom cut off so short that it becomes necessary to apply the air in such a way as to cause inconvenience to our patrons. We agree, however, that it is possible and does sometimes happen, but not often enough to be noticeable.

During each month visits are made to many terminals to observe whether trainmen are obeying the instructions issued several months ago to adjust trolleys through the vestibule windows. We find that many trainmen do carry out these instructions but we also find many who do not.

You should remember that these instructions are purely a safety measure issued only after a number of our conductors and motormen had been severely injured by being crushed between cars or other vehciles. Some of these injuries have resulted in death. It is also important when placing the trolleys on the wire preparatory to pulling out of the car house to do so through the vestibule windows. If this is impossible and is necessary to do so from the ground be sure to see to it that both controllers are turned to the "power off" position. Placing trolleys on the wire standing on the ground in car houses has on several occasions resulted in serious injuries to trainmen because the controller had been left on the "power on" position.

More Eyes Saved

J. Davis, an employe of the Track Department while working with a gang at 42nd and Ashland avenue breaking concrete had the misfortune of having a chip fly up, cracking his lens in his goggles thereby causing the same to drop from the frame. He received a slight cut from the glass on his eye lid, but he received immediate medical attention from an eye specialist and was able to report for work the next morning none the worse for his experience.



J. Brown, also an employe of the Track Department was working with a gang breaking concrete at Wabash and Adams and he too had the same experience as had Davis. The lens in his goggles were cracked but he received no injury to the eye.

Here are two more examples of the protectiveness of these safety goggles, and the good sense of these two men in taking advantage of these safety devices is to be commended, and the old saying "an ounce of prevention is worth a pound of cure" is brought to the fore once again.

Insulting

An Aberdeen lady was buying a birthday present for her husband. In the gent's department of a big store she asked for a collar, size sixteen. The assistant quickly found the appropriate box in which the collars were housed and inquired in a mild surprise.

"Only one, madam?"

"Yes, certainly, only one," said the lady, haughtily; "do ye think I'm a bigamist?"

Sandy—"Say, Mon, when is Annie McTavish goin' to let you marry her?"

Andy—"It's very uncertain, Mon. Some fool gave her a big box of letter paper with her name printed on it. She won't get married till it's used up—an' she writes very few letters on account of the postage."

"Your father was a college man, wasn't he?"

"Yes, but we never mention it. His college had a horrible football team."

Keeping 'Em Rolling

Lincoln in the Lead—Archer a Close Second—Average for System 20,765 Miles



The Men Who Pulled Lincoln to the Top

A. Bollinger, C. Holzschuh, H. Glover, W. Stevesand, L. Slominski, V. DeCock, A. Herzog, G. Johnson, J. Spear, J. Bindhammer, E. Class, J. Kaufmann, A. McGuire, J. J. Murray, P. Tsakonis, W. Lorenz, C. Orbett, S. Peletz, N. Origer, M. Suchy, H. De Zutter, J. Valec, J. Grycko, T. Furey, A. Twardy, P. Masilunas, D. Sielinski, F. Hiss, F. Von Statten, A. Joeffrey, A. Mika, E. Riedel, P. Piantkowski, W. Slavinskas, J. Lechner, A. Usas, T. Ozga, B. Vernatos, C. Gael, A. Gogren, A. Donato, M. Siegert, M. Kelly, V. De Zutter, A. Kopala, G. Petrides, J. Hickey, R. Barron, H. Gehrmann, A. McLaren, B. Wilks, J. Zajac, J. Birkl, D. Sterling, J. Jwszkiewize, J. Korak, P. Corcoran, K. Tranauskas, P. Murray, M. John, J. Johnson, C. Johnson, J. Frys, A. Nell, P. Ponda, J. Furtner, S. Majewski, M. Carney, D. Shea.

What changes in August as compared with July! It is a long time since Lincoln has headed the list, but she came all the way up from 12th position operating 28,618 miles per pull-in due to failure of equipment, and making an increase in percentage of 51.1%.

Archer, 77th Street and Blue Island, also made very good showings, Archer moving up from 9th position to 2nd in August; 77th Street from 13th to 4th, and Blue Island from 14th to 5th.

Ten of the sixteen carhouses show increases in percentages over the preceding month, an increase of 5.1% was made for the entire system, as will be noted below:

Rank	Carhouse	Zero Days	Miles per Pull-in August	Pct. Inc. or Dec.
1	Lincoln	15	28,618	51.1
2	Archer	11	28,214	41.7
3	Armitage	17	27,862	10.9
4	77th Street	5	26,010	44.8
5	Blue Island	20	25,609	45.3
6	Burnside	17	25,029	8.8
7	Devon	10	23,799	18.5
8	Cottage Grove	11	23,139	27.9*
9	Division	12	22,723	5.8
10	Lawndale	14	21,203	9.6
11	69th Street	3	19,954	15.6*
12	Elston	21	19,619	32.3*
13	Kedzie	2	16,971	13.9*
14	North	5	16,328	6.3
15	Limits	9	11,434	.2*
16	Noble	9	11,196	50.5*
		181	20,766	5.1

*Decrease.

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

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

"Why so depressed, old man?"

"The horrible cost of living; constant bills for materials, paint and shingling."

"What, your house?"

"No, my daughters."

SOME SEPTEMBER DATES

One Year Ago

September 10, 1930—Bulletin: "As a mark of respect to the memory of the late Leonard A. Busby, President of the Chicago City Railway Company and member of the Chicago Surface Lines Board of Operation, all cars will stop for one minute from 2:00 to 2:01 P.M., Thursday, September 11, 1930, the hour set for the funeral services."

September 19, 1930—Last trailer cars operated on Halsted.

Three Years Ago

September 1, 1928—Frederick C. Payne appointed Superintendent of the Department of Accident Investigation.

Seven Years Ago

September 14, 1924—Rerouting effective downtown; Multiple unit trains started.

September 14, 1924—The routing of thirty-five lines will be changed. Pamphlets describing the new routes, together with a map of the downtown district will be furnished to each trainman and he will be expected to familiarize himself thoroughly with same so as to be able to answer questions asked by passengers concerning other lines as well as his own line, and to properly issue and receive transfers.

September 1, 1924—C. C. Cricks appointed Asst. Supt. Division 1. Wm. Watson appointed Asst. Supt. Division 2.

Nine Years Ago

September 18, 1922—8⅓ cent and weekly pass for $1.25 effective on Elevated.

Ten Years Ago

September 1, 1921—First trailer cars used on Clark-Wentworth.

September 30, 1921—Mr. John R. Guilliams, General Attorney, in charge of the Legal Department of the Chicago Surface Lines placed in full charge of all matters relating to claims in both the Legal and Claim Departments.

Eleven Years Ago

September 1, 1920—R. E. Eddy appointed Auditor of Receipts, of the Auditing Department and Mr. P. W. Sears appointed Chief Clerk.

Twelve Years Ago

September 20, 1919,—John B. Becker appointed Supervisor and assigned to Division 3.

Fourteen Years Ago

September 16, 1917—Walter M. Kroll, Superintendent of Division 10, transferred to Division 8; Elmer L. Brookman, Depot Clerk, promoted to the position of Supervisor and assigned to Division 10; Edward H. Altemeier, Dispatcher, promoted to the position of Supervisor and assigned to Division 5.

Sixteen Years Ago

September 29, 1915—Service order issued by Illinois Public Utilities Commission.

Nineteen Years Ago

Sept. 2, 1912—T.R. 22 extended to Howard Avenue; Sept. 30—T.R. 1 extended; Sept. 3—T.R. 2 extended; Sept. 30—T.R. 3 began; Sept. 16—T.R. 7 amended; Sept. 16—T.R. 6 extended; Sept. 15—T.R. 16 discontinued; Sept. 15—T.R. 19 discontinued.

Twenty Years Ago

September 5, 1911—T.R. 10 began.

Twenty-three Years Ago

September 4, 1908—T.R. 9 began.

Twenty-four Years Ago

September 20, 1907—Kenwood Branch "L" opened.

Thirty-five Years Ago

September, 1896—Met. "L" began operating Douglas Park branch 18th to Western.

Thirty-seven Years Ago

September, 1894—Clark Street line electrified —Limits to Lawrence.

OBITUARY



John P. McCauley

On Wednesday, August 26, 1931, our good friend, John P. McCauley passed into the eternal home. Mr. McCauley started to work for the Surface Lines in the South Shops office, February 13, 1912, at the age of 16 years, and had been constantly in their employ until the time of his death.

Mr. McCauley, always a lover of righteousness and a loyal friend to the American Legion of which he was Past Commander and held active office as Adjutant of Surface Lines Post No. 146, was held in deep regard by his associates, and his legion of friends in the Surface Lines mourn his loss. In his passing the Surface Lines has lost one of its most competent and loyal employes. Leading an upright life with an ever ready hand to help a brother in distress caused us to admire him as a genuine man and a benefactor to all.

To the immediate family we extend our deepest and most sincere sympathy in their great loss and bereavement. The funeral was held from his late home, 710 W. 76th Street, on Saturday, August 29, 1931. Solemn high mass was celebrated at St. Leo's Church, 78th Street and Emerald Avenue. Interment at Holy Sepulchre Cemetery. The pallbearers were Francis J. Levens, John O'Brien, Frank Giraldi, John T. Mullen, Patrick J. Keeley, John J. Kane, members of the Father Perez Council of the Knights of Columbus under whose auspices the funeral was conducted.

THE GARDEN CONTEST

Winners to Be Named and Prizes Awarded at Banquet Next Month

The Floral Contest Committee consisting of Messrs. Hamilton, Sullivan and Wilkie held a final session on August 27, after completing the third inspection of gardens on the company's properties. Consideration was given to the groups as classified in the plan approved at the 1930 dinner with the exception that Groups Nos. 3 and 4 were combined to include carhouses whose opportunities are restricted to beautifying parking strips and to the display of window boxes, as follows:

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

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

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

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

Fifth Group—Loop and station plantings.

Sixth Group—Substation gardens and plantings.

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

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

Much curiosity has been exhibited as to the conclusions of the committee, but it is believed that the results will be maintained as an official secret until formally disclosed at the banquet on the night of Thursday, October 8th.

In addition to the good things to eat there will be music and moving pictures.

IN THE "GAY EIGHTIES"

When a Patent "Heatless Heater" Supplanted the Straw on the Floor—A Backward Glance

Long before the days of the dial telephone, beach pajamas, the use of hair tonic as a beverage, and the arrival of Primo Carnera—an era sometimes playfully referred to as the antiphlogistine period—the popular song of the day was something about a "Moss Covered Bucket."

The real curse of the Nation, however, was the straw covered floor in street cars.

This method of foot warming had long been looked upon with suspicion by the Board of Health, who finally declared it a menace to the health, welfare and morals of the riding public. To substantiate their theory an analysis was made by the Health Department of bedding removed from a South Halsted street car, after a day's service which revealed the following: one skull cap, innumerable hair pins, a mousetrap, a Canadian dime, a family album, an abundance of typhoid germs and other public enemies. Thereupon the City Council in extraordinary session assembled, passed an ordinance condemning the use of straw and in no uncertain language ordered its removal, substituting in lieu thereof, more adequate heating facilities.

The problem of installing heaters was not only a matter of great expense, but a question of space in a car with a seating capacity of eighteen passengers.

This problem was solved, however, by an ingenious young engineer in whose master mind was born the idea that Professor Einstein was probably right in part, besides the horseless carriage, voiceless quartet and fireless cooker were considered more or less successful, why not a heatless heater? And why not, indeed?

The young man thereupon proceeded to perfect his marvelous discovery, and, after many sleepless nights, meditation and silent prayer, his plans were accepted by the management and the heater ordered installed.

In order to reduce the required space to a minimum, the heating part of the stove was placed on the outside of the car with a thin and anaemic stove-pipe running from the floor to the roof. This method was considered a great improvement over the straw and in zero weather was a great help—to pedestrians.

The heater lived up to every expectation and fulfilled every promise except that of heating. The life of the stove was exciting but short and so was that of its illustrious inventor.

Mr. Thomas A. Edison is entitled to all the credit in the world for inventing the electric light, but the man who invented the lighting system in street cars in the Gay Eighties is at least entitled to honorable mention.

This system consisted of a kerosene lamp placed in each corner on the starboard side of the car. These much abused and overworked lamps answered three separate and distinct purposes. Serving as headlights, shedding a soft amber glow upon the platforms and illuminating the interior. For reading purposes the lamps were as serviceable as a burned out radio tube, and reading in cars was, of necessity, considered bad manners.

However, this was sometimes indulged in by vulgar persons, who, while standing and spreading their papers directly in front of the lamp, were able to decipher most of the headlines. This practice was hailed with great joy by young people, because it plunged the rest of the car into a total eclipse.

In spite of the fact that employees worked thirteen hours or more each day, the car crew sometimes grew to gigantic proportions. There was nothing unusual in encountering a conductor built along the same generous lines as the late lamented William Howard Taft or Strangler Lewis. His bulk was increased considerably during the winter months by wearing a heavy overcoat and overshoes about the same size and shape as a baby Austin.

The present system of collecting fares had not as yet been dreamed of. It was the duty of the conductor to push his way through a solidly packed car to gather up an evasive nickel or two. This was sometimes accomplished with great difficulty and done gently if possible, but more often by means of what was then called the "bum's rush." When a passenger had squeezed himself into the space in the middle of the car, and taken root firmly, it was sometimes as easy to extract a nickel from him as taking candy from a lion.

The motive power was horses and this slow-motion-transportation method furnished an excellent opportunity for passengers to become life long friends or enemies.

A distance which now-a-days can be covered in forty-five minutes would, if the horse survived, have taken as long as a non-stop flight to Tokio via Omsk, Siberia.

These are a few of the discomforts endured in silence by a long suffering public, but some old-timers still refer to the "Gay Eighties" as the good old days.

A GAY BOY OF THE 80's.

Departments and Divisions

Accounting

Returning home after an enjoyable ten-day tour of 2,710 miles to the State of Colorado visiting Colorado Springs, Royal Gorge, the Cave of the Winds and Pike's Peak, Miss Florence Nelson was glad to get back and rest up the remaining days of her vacation.

Attending a number of ball games at Wrigley Field and taking short motor trips in and around old Chi. is the way Miss Olga Wagner enjoyed herself.

A wonderful time was had by Mrs. E. Vobruba and children at Paw Paw Lake, Coloma, Michigan, swimming, fishing and watching the boat races.

The week end of August 1st and 2nd was spent at Niagara Falls, N. Y., by Misses Rose Kleefeld and Ethyl Swanson.

Trying to escape the hot weather Mr. and Mrs. Eberling motored- through Wisconsin, Minnesota and as far north as Winnipeg, Manitoba, Canada, Mrs. Eberling's former home, visiting old friends and relatives, also enjoying the attractions of that fair city.

While on his vacation playing golf Al Jann had the experience of killing a bird in full flight on driving off from the tee which in golf parlance surely must be a birdie. When not golfing Al and Mrs. Jann's time was occupied swimming and motorboating through Lake Petite, Ill., and connecting lakes. Al says, "As a golfer I am a good hunter."

An educational and pleasure trip to Springfield, Ill., was enjoyed by Mr. L. J. Francoeur and his two boys, Ted and Edward, visiting Abraham Lincoln's monument, the Capitol Building and other points of interest.

After spending an enjoyable week fishing, swimming, golfing at Grass Lake, Ill., and a boat trip through Fox Lake, Nippersink, Pistakee Bay and up to McHenry, Ill., Miss E. Scheffner returned to Chicago for a week to rest.

Chicago as a summer resort can't be beat, according to Mr. E. Marks, who covered quite a bit of it with his wife and children.

Bathing and enjoying automobile trips through the State of Indiana with Mrs. Salisbury and family is the way Leon passed his vacation.

If you need any painting or decorating see Mr. B. O. Ratner. He likes it so well that he spent his vacation painting his home.

According to Mr. M. J. Ryan, who enjoyed the woods and lakes at Lyon Lake, Michigan, fishing was the chief sport and we trust all the big ones did not escape the hook, line and sinker.

Considering the fact that there is no world war, Walter Kubala returning from his vacation had some explaining to do. Now don't get excited, Walter was only . . . Well! Let him tell you.

The weather was cool and the scenery was good along the lakes and rivers reports Mr. E. J. Ryan returning from a tour of the Canadian district and stopping for a few days in Montreal.

A quiet time at home in Lemont, Ill., watching the boats sail the canal, was enjoyed by Miss Betty Suhr.

The other days were perfect but we do not know how they were spent, however, we do know that the motor trips to Wauconda and Hinsdale, Ill., and in and about Chicago were very pleasing to Miss K. Orth.

The beauties of Canada and its advantages from a U. S. tourist's viewpoint attracted Mr. J. Sullivan to pass part of his vacation there.

T. F. Coan.



Joan Dolores, Daughter of James T. Sweeney of the Department of Accident Investigation, Out for a Boat Ride.

Legal and Accident

Mr. Otto Geiger of this department was united in marriage to Miss Louise Rendler on August 12, 1931, at the residence of the bride's parents, 2859 North Long Avenue. Over fifty relatives and friends of the couple sat down to a very beautifully decorated table for a sumptuous wedding dinner after the ceremony, and shortly thereafter the bride and groom departed for Wisconsin, via auto, stopping at the Dells, Clark's Lake and other scenic points.

Fred W. Shau celebrated his vacation with a quiet wedding, wherein Miss Marion Selle agreed to share all his future vicissitudes. Miss Sells, formerly of Poynette, Wis., has recently served as a graduate nurse at the West Suburban Hospital. The couple went by automobile to Crivitz, Wis., and then into Minnesota, where they will stop at various points such as brides and grooms are likely to wander to—where the scenery is good—no matter what the scenery may be.

O. F. Gilbert recuperated a bit this summer and was enthusiastic about his fishing trip.

Engineering

Mr. Korosy's garage is the only thing that looks refreshed after his vacation.

Dave McCauley of Racine and Center took his annual vacation this year without informing any of the boys where he was going, etc. Someone spread a rumor that Dave got married while he was away, but he refuses to verify the report.

Richard Battles spent his vacation touring Kentucky in his trusty Ford. He visited the Mammoth Cave and other places of interest.

If you happened to be standing on Jackson Boulevard bridge on a certain hot day, you would have witnessed Messrs. Lindstrom and Rummel straining at the oars of their craft, north-bound going south.

Harry Debus has just returned from 'way up north in Wisconsin where he spent an enjoyable two weeks. Harry earnestly declares that the story about the tame muskie, which comes in to be fed each day, is not a myth and is willing to provide a photograph of the fish permitting him to pet, if there are any doubting Thomases who yet scoff at this tale.

Three vacationists of the Building Department have reported back to work. John Retzler spent two weeks milking cows on a ranch in Wisconsin. Miss Glynne was chasing butterflies in New York. Charles Snellgrove entertained the younger generation down in Missouri.

Fred Acker spent last Sunday in South Bend, looking for a road leading out of the town.

Al Becker, Grand and Leavitt, did quite a bit of touring on his vacation this summer, thereby accounting for his failure to express back a share of his usual "catch" to his friends.

Transit

Traffic and Schedules

Saturday morning, August 1, 1931, 8:30, witnessed the arrival of most of the members of the Schedule Department. Ten minutes later the rest had come in and taken seats ready for a busy morning. One chair was still vacant but not until 9 o'clock did anyone emphasize the fact by a query as to whether or not Mr. Forty would be down. The question passed from desk to desk and by the time it reached the half-way mark it had changed form: "Is Mr. Forty getting married today?" "Did you hear that 'Frank' is getting married today?" "Naw, is that right?" "That's the dope." And so it was! Monday there was ample proof of it in the form of cigars and candy in response to which came good wishes and congratulations from everyone for both "Frank" and "Mrs. Frank." "At such a busy time the honeymoon will have to wait," says Frank, "just like vacations," but we venture the guess that there'll be a real one planned as soon as work permits.

The Scribe.

Shops & Equipment—North & West

West Shops: Mr. J. D. Newton, paint shop foreman, is leaving for his old home in England, next week, to be gone about two months.

The following vacationists, back at work, report having had delightful times: Ed. Wendt had "big business" up in Minnesota this year; Tom Cooney took an automobile trip through Wisconsin, making stops at Exeland and Birchwood, to visit relatives, covering 1500 miles. This was a good opportunity to test out the

merits of the newly acquired Buick. Tom finally admits that there are better cars than the old Dodge. Mark Pare toured Indiana and Ohio, visiting relatives in Cincinnati. He did not succeed, however, in escaping the hot weather which we had in Chicago. Joe Nemecek took an automobile trip through Iowa, stopping at Elberon to visit friends. Ella Rall wanted to get away from automobiles, so she visited Mackinac Island. Mildred Hebeger motored to Cadillac, Michigan, and Caroline Johnson stayed close to Chicago.

Kedzie: We were taken by surprise when the news leaked out that James Solas, Kedzie's most noted bachelor, is to enter the state of matrimony. Congratulations and barrels of luck, with a little sympathy, to Jim before he takes the oath. After the ceremony the bride and groom plan to take a honeymoon trip to Niagara Falls. (Just another good man gone wrong. We hope to enjoy the cigars.)

Jane V. McCarthy

South Shops and Carhouses

T. Carson, assistant day foreman, Burnside, is now vacationing at Lake Pelican, Wisconsin. "Fish stories" are no doubt in the making.

We extend our deepest sympathy to F. Kazmerczak, night foreman, Burnside, in the recent loss of his beloved sister.

P. Streelman, assistant night foreman, Burnside, has decided to vacation at home, so as to give his recently injured leg a chance to recuperate. He also prefers to be close when "pay day" rolls around.

A belated announcement: On June 15, 1931, our good friend, Mr. Stork, visited the home of Joe Birmingham, machine shop, and deposited a bouncing baby boy. The last we heard sonny was telling his Dad where to head in.

We were very sorry to learn of the death of the twenty-two month old son of Mr. A. C. Lindquist, front office, and extend our sincere sympathy to the bereaved family.

The depression hasn't reached Mr. Stork as yet. He presented A. Chande, motor repair department, with a cute little baby girl on August 31, 1931. Congratulations!

Ed. Rooks, motor repair department, spent his vacation in Flint, Michigan. No ball games this year.

Mr. Wm. Farrow, motor repair department, took in the sights up at Delavan Lake, Wisconsin, on his vacation.

A. Neven, automobile mechanic, has closed his summer home in Indiana for the season.

A. Engberg, machinist, is spending his vacation in Sweden.

Ed. Moore, machinist, spent his vacation touring the East.

A. Fontana, better known as Dusty, is organizing a bowling team and is looking for 300 bowlers to join his team. P. S.: He will need them when he meets Frank Mollath's team, all professional champions.

Elsie R. Smith

Material and Supplies

We wish to extend our sincere congratulations and best wishes to Jack Schultz on his recent marriage.

Dorothy Johnson has finally weakened and rejoined the short haired ranks. We wonder if the "B.F." had anything to do with it.

R. E. Buckley

Around the Car Stations

Seventy-seventh

To the ball players of the Indoor League we wish to thank one and all for the pleasure derived from these games played at Celtic Field. In giving praise to the players, it would be unfair if some mention was not made of the most wonderful umpire conductor, Dan Urquhart.

With the Accident Prevention Contest half over our depot stands in a fine position to win the prize. We are only .31 or less than one-third of a point from first place. Just a reminder to the men who attended the last banquet and to inform those who were not there that a very fine radio is to be awarded to the winner of this year's contest. This radio would just fit in fine in our depot. What do you say? If this radio is going to be ours we'll have to earn it. Let's go for first place for 77th Street.



Bud and James, Sons of Motorman Dave Walsh of 77th, and Their Pedigreed Irish Terriors, Tallyho and Harkaway.

Now that summer has come to a close it is befitting to express our appreciation to Mr. Meyers (car house foreman) for the wonderful floral beauty which he created around our depot. Flowers bloomed in places where at no time a ray of sunlight greeted them. The grass plots are excellent also. Hats off to Mr. Meyers.

Supervisor and Mrs. M. J. Lyons toured the west as far as Los Angeles on their vacation. Mike said, "We had a wonderful trip," and states a Mexican with a pair of Jacks makes a wonderful friend now and then.

Motorman Roy Simpkins is now convalescing at home having been confined at Alexian Brothers Hospital for quite a while. Glad to see you home again, Roy.

In the witness contest last month we landed in third place with an average of 4.01 per accident, the lowest for many and many a day, nevertheless, the slump was general, so that helped to save our face. Witnesses are the judge, either they convict or exonerate you after an accident occurs. Sometimes a very willing witness is only giving you a fictitious name thereby leaving you hold the bag. The more witnesses the smaller chance of having an accident charged to your record.

The annual club election will be held this month and the ensuing officers and directors will be published in the next issue. It looks like big times are in sight. Your club card is your admittance ticket, always, all functions are absolutely free to members.

Motorman M. Doherty became a benedict this past month. Congratulations Mike.

We are having a slump in the new arrivals or maybe the boys forgot. We didn't hear about it anyway. Motorman P. Hackett reports a dandy 8½ pound girl at their home. Congratulations and may your tribe increase.

We have a large list of trainmen confined at hospitals and it would be appreciated, I am sure, if a visit could be arranged to help the boys pass the dreary hours away. We have Motorman Andy McGann at the Mercy hospital, Motorman W. A. B. Hentschel at Speedway, Motorman F. A. Morehorst at his sister's home in Danville, Ill., Conductor H. J. Hynes at St. Bernard's, Conductor M. Maloney at Holy Cross, Motorman W. J. Trinen at St. Francis', of Blue Island, Ill., and Motorman John Snadin at South Shore hospital. How about a little visit?

Looks like we are getting into form in the Courtesy Contest, fourth place for the first time. Supt. W. A. Bessette wishes to congratulate the trainmen on the good showing they made in all the contests this past month and says when we get going we will walk away with everything. Let's prove the Boss is right by backing up the depot to the limit. Our motto: "All for 77th Street, let's go!"

Well, here is another list of our unfortunate boys who are confined to their homes for one cause or another and no doubt could stand a little encouragement as well as the hospital cases: Motorman W. E. Ewers, Motorman Ed. Fitzgerald, Motorman W. Heckman, Conductor Bob McNamara. Drop in and pay them a visit.

The past month the following relatives of trainmen have been called to the Great Beyond: Wife of Conductor F. T. Cudihy, wife of Motorman W. E. Lester, father of Conductor J. L. Haynes, and wife of Motorman W. Martin, also Motorman J. J. Cummings and one of our oldest and esteemed Motorman John Hogan. To the bereaved relatives this division extends its profound sympathy.

C. A. Gylling.

Sixty-ninth

Division Four regrets very much in reporting the following deaths which occurred all during the past month: Conductor B. Dechatelets who was long in service. Motorman P. H. Brunke, another of our trainmen who was quite a while in service. The fathers of Conductors F. J. Vyzral and C. Zahradnick. The mothers of Motormen O. L. Krueger and Conductor J. B. O'Connor. The son of Conductor J. J. Quaid and the wife of Conductor K. S. Pine. Sincerest sympathy is expressed to these trainmen, their relatives and friends in their sad bereavement.

The prompt action was noticed of crews, run 427, H. J. McDonald and J. E. Fitzimmons, and 428 crew, J. J. Powicki and S. Boal when an auto crashed into the safety zone at 94th and Ashland Avenue blocking both tracks on August 24, 1931. After the wreck wagon was called they went north in the south bound track to 87th street thus cutting the delay to a minimum.

Motorman D. O'Connor announces the arrival of a 9 lb. 2 ounce boy and Motorman H. G. Hubbard, twin boys, weighing 9 lbs. 12½ ounces and 8 lbs. and one ounce. Congratulations.

Supervisor H. E. Harris reports a good time from Rockford, Ill., and Lake Geneva, Wis., where he went in bathing and had his picture taken but would not send the writer one, but here's hoping. Conductor L. Brichta has returned from a 3,800 mile trip from Cincinnati, Cleveland, Niagara Falls and Canadian points, travelling via Nash and doing all the driving. He can tell you all about street cars in other towns and cities and can tell you how to make the wrong kind of a "left turn" in Cleveland.

August 22, 1931, was a happy, eventful day for two popular young men of this depot. Motorman J. J. Callaghan No. 2 was married to Miss Agnes Downes and honeymooned around Chicago and suburbs. Conductor H. J. Eichten was married to Miss Kathryn Gillen and went to the Dells of Wisconsin. We wish you "Good Luck."

The following mentioned operators on Damen Avenue, namely, O. F. Olson, R. J. Carson, E. Weissenstein, J. E. Magee and A. M. Givin, on July 14th at 3:14 p. m. were blocked at the Pennsylvania railroad at 58th street for 22 minutes. Combined they demonstrated real ability in the manner in which they changed cars and continued operation on both sides of the blockade and when the train cleared the crossing every car was in place and on time. This was done on their own initiative.

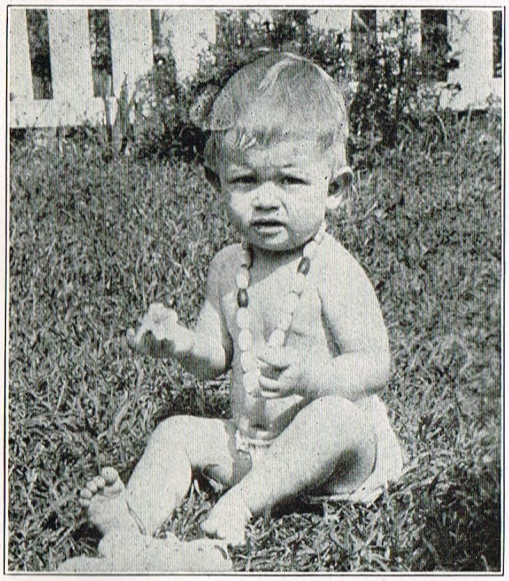
Respectfully submitted for publication in Surface Service.

W. L. Pence.

Archer

Conductor Edward Dion is the proud daddy of another daughter, Joan by name, born Sunday, August 14. This makes Ed. the father of four girls. Congratulations are now in order.

Motorman Anton Cherchich takes an extended furlough of three months to visit his



Geraldine, Daughter of Motorman Frank Runowski of Archer Depot, Taking a Sun Bath

people in Hungary. Best wishes for a safe and pleasant journey.

Motorman Fred Kabana and family reports a wonderful time at Lake Bluff. Fred is on a two week vacation, says he has many fish stories to tell when he gets back.

Motorman John Grabinski reports the death of his father who died July 26, at the age of 73, after a short illness. John, you have the snicere sympathy of the boys from Archer depot.

From the way the dirt is flying at the Santa Fe crossing on Archer Avenue at 47th Street, it won't be long before the Archer cars will be sailing through the new subway. The once hazardous old grade crossing will be up in the air only to be remembered as a "Has Been." The new subway will not only be appreciated by the travelling public as the trainmen of Archer are all jubilant over the rapid progress.

Motorman C. Kolacek is strutting around like a peacock. The reason for same, a baby girl, "Cardyn Marie," 7½ pounds arrived at an early hour August 6. Baby and father doing nicely.

Sympathy is extended to Motorman J. J. Murphy on the death of his dear wife who crossed the Great Beyond on July 1.

Another stork story. Motorman A. Kostonick reports an increase to his family. A baby girl, 7 pounds, arrived at Kostonick's home August 5.

Motorman Charles Hill, while traveling via auto in the northern part of Michigan, sent us a postal from St. Ignace, Mich. Reports a wonderful trip and still going.

The boys extend to Supervisor Tom Newell and family their deepest sympathy on the sad death of their son "Tom, Jr.", who met with an accident August 18, which caused his death.

Conductor H. R. Tomchak reports the arrival of a baby boy, "Robert Charles," who made



Edwin, the Three and a Half Year Old Son of Robert Seelbach of Archer

way in the Tomchak home July 20. Congratulations, H. R.

Our sincere sympathy is extended to Matt Deiters, receiver, on the death of his dear mother, August 8.

Conductor Frank Maakain, one of Archer's oldest pioneers, reports a wonderful trip to Concord, Mass., where he is visiting his sister. Frank has got along in years where he says a vacation is appreciated.

Motorman W. Bandusky received the sad news August 16 that his son while bathing along the lake shore with a boy chum was caught in an undertow while trying to save the life of his boy friend. Walter, you have our deepest sympathy.

Dusty.

Noble

Our board member, George Cook, and Conductor Pete Kujawa attended the convention held at Boston and had a very enjoyable time.

There are three proud papas at this depot, Conductor George Johnson, Motorman J. Raphoon and Red Machnick all had new arrivals at their homes during the month of August.

Our night clerk, Al Remack, spent his vacation at Niagara Falls and it wasn't a honeymoon trip either. Maybe by this time next year he will get up enough courage to go through with it.

Quite a large number of trainmen at this depot took vacations this year, but are mostly all back now and ready for another year of work.

Motorman Paul Kupper fell down in the barn



Motorman Edward R. Smith of Armitage Depot Is Proud of His Eight Children, Constituting, He Believes, One of the Largest Families of the C. S. L.

and was off for about three weeks with a bruised leg.

Conductor John Werlie is making trips to Rochester, Minn., to be treated for rheumatism. Hope to see John back on the job soon.

C. De Moure.

Lincoln

It has just been found that our assistant clerk, R. H. Kent went down to Iowa and on June 18 was married. The bride was formerly a school teacher. Best of luck to the happy couple.

We extend our sympathy to Supervisor Eckenberg and his wife. On August 16 while driving through Michigan and near Evarts, Michigan, Mrs. Eckenberg's mother and brother's car had a blow out, throwing the car into a ditch and killed both instantly.

While on duty and on his second trip on the Sedgwick Taylor night car Conductor Maurice Hilger was held up by bandits and shot twice in the stomach. He was taken to the hospital Saturday, Aug. 15 and died after a few days. He was buried Thursday, Aug. 20, from Bentley's Chapel, 2701 N. Clark Street to Rosehill cemetery. Our sympathy to the bereaved family.

Joseph P. Dries, an old timer, a conductor from 1882 until 1923 when he resigned, was buried Wednesday, Sept. 2, from his home 1315 Connecticut to St. Alphonsus church to St. Joseph cemetery. Our sympathy to the family.

H. Spethman.

Limits

Mrs. Davenport has returned from an extended visit with her mother at Harrisburg, in southern Illinois. Now Conductor Davenport is going to eat regular again. Davenport paid a short visit there himself, having entirely recovered from the injury to his hand.



Thomas T., Mary V., James P., Nancy K., John R., Children of Motorman Thomas Moran of Devon.

Motorman Chas. Holmberg is now the possessor a nice Chevrolet and has progressed to the point where he can no longer be classified as a "Sunday driver," due to the able tutelage of his daughter, Florence.

Conductor John Zeidler died Aug. 23rd and was buried Aug. 26th from Muelhoefer's chapel, 1458 Belmont Ave., at 3 p. m. Interment, Graceland Cemetery. Zeidler was an old time conductor who became affected with creeping paralysis some two or three years ago and has been unable to work since. The old timers remember him and regret his demise.

E. G. Rodgers.

Devon

Again it becomes our duty to announce the death of one of our veteran employes, Adolf F. Johnson, who passed away at his residence 3319 Berwyn Ave., Sept. 4. Mr. Johnson retired about ten years ago, after serving as horsecar driver, gripman and motorman for 49 years. A number of those in the service today received their first lesson from Mr. Johnson. Funeral service was held Sept. 8. Burial at Rosehill, three motormen and three conductors from Devon Station acting as pallbearers. Mr. Johnson is mourned by the widow, Mrs. Mary Johnson, two sons, seven grandchildren, one great-grandchild and a great number of friends who will always remember his pleasant and entertaining comradship. To the immediate family we extend our most sincere sympathy.

F. M.

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