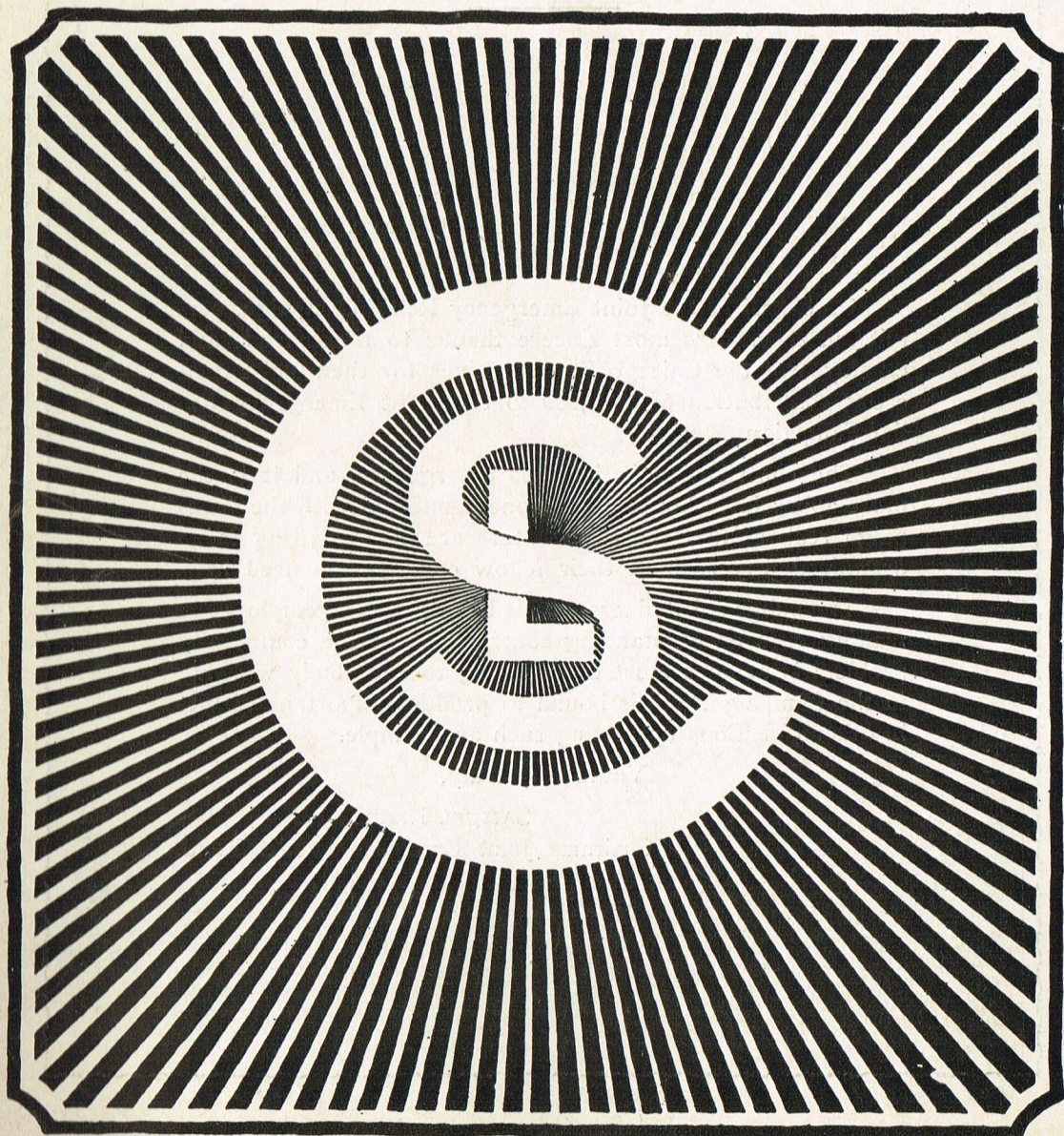


SURFACE SERVICE MAGAZINE

VOLUME 8

NOVEMBER, 1931

NUMBER 8



Acknowledgment from Chairman Insull

Surface Lines Employees' Splendid Contribution to Joint Emergency Relief Fund Praised

Chicago, Nov. 10, 1931

Dear Mr. Richardson:

On behalf of the Joint Emergency Relief Campaign, permit me to express most sincere thanks to the officials and employes of the Chicago Surface Lines for their most generous contribution of \$120,000 to the Joint Emergency Relief Campaign.

The contribution in itself is a large one and it is the more appreciated because everyone connected with the Campaign realizes that the contributors are also assisting in an organized way such of their fellow employes as need help.

The public spiritedness of this large group of employes in making such an outstanding contribution to the community problem is at once most encouraging to everybody working in the Campaign, and is bound to produce important results in other directions by setting such an example.

Yours very truly,

SAMUEL INSULL, JR.
Chairman Joint Emergency Relief Fund.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 8

NOVEMBER, 1931

No. 8

Longest Single Street Line

*Western Avenue Extension to 111th Street Celebrated Nov. 7—A
World Beater*



President Whealan Cuts the Ribbon

From every angle that city traffic arteries are considered remarkable, Western Avenue, since the extension of street car service to 111th St., Sunday, November 8th, takes its place as one of Chicago's greatest thoroughfares. Besides being the longest street, it ranks with the widest, the best paved, and probably has more picturesque and varied lines of business and recreational enterprises than any other in the city.

With the completion and opening of the extension the round trip from Howard Street to 111th Street measures forty-five miles, making it the longest line in the city if not in the world.

No wonder then that the residents adjacent to this new transportation service should gather Saturday afternoon, November 7th, in Ryan's Woods of the County Forest Preserves, at 87th and Western Ave. to celebrate the occasion with appropriate exercises. A detach-

ment of Morgan Military Academy Cadets under the command of Capt. Dodd opened the program with a Flag Raising Service, after which Capt. Dodd made a very interesting and brief address. The following American Legion Posts also participated in the ceremonies: Beverly Hills, Blue Island, Roseland, Stanley Sullivan, O'Donnell-Eddy, Leroy A. McCullough.

Adjourning to a speakers' stand a short distance away, addresses were made by the following officials: Major R. F. Kelker, Hon. Emmett Whealan, President of the County Board, Alderman O. E. Northrup who acted as Master of Ceremonies, Hon. Frank Kasten, Mayor of Blue Island, Judge Edelman and Asst. Supt. of Transportation J. B. O'Connell of the Chicago Surface Lines.

After the speeches the officials boarded the model of the first horse car, and this followed by the cadets in street cars



The "Bob Tail" Veteran Ready to Lead to the Southern Terminus

heading a long line of decorated trucks and automobiles, the parade to 95th Street began.

Ever since July 25th of this year, the street car service ended at 95th Street. So it was here that a ribbon-cutting ceremony took place, with the Hon. Emmett Whealan officiating, after which small balloons with ribbons were released. This completed the celebration. The following Civic organizations participated: Auburn Park Lions Club, Auburn Park Business Men's Association, West Auburn Business Men's Assn., West Auburn Civic Council, South Side Federation, Ridge Civic Council, 103rd St. Greater Development Assn., Gresham Improvement Assn., Brainerd Improvement Assn., Foster Park Improvement Assn., Morgan Improvement Assn., Beverly Improvement Assn., West Beverly Improvement Assn., Northwest Beverly Imp. Assn., North Beverly Imp. Assn., East Beverly Imp. Assn., Mt. Greenwood Community Imp. Assn., Forest Ridge Imp. Assn., Auburn Highlands Imp. Assn., Washington Heights Imp. Assn., Longwood Manor Civic Association, 95th St. Business Men's Assn., Morgan Park Independent Re-

publican Assn., 19th Ward National Republican Club, Lilydale Community Club.

The following members of the committee on arrangements deserve commendation for the smooth manner in which the entire affair was handled: J. R. Kobler, Chairman, J. C. Seely, Vice-Chairman, E. P. Crotty, Secretary, Robert C. Rohn, A. F. McCarthy, L. J. Norris.

CO-OPERATION

Two fool jackasses—now get this dope—were tied together with a piece of rope.

Said one to the other: "You come my way, while I take a nibble at this new mown hay."

"I won't," said the other, "you come with me, for I too-have some hay you see."

So they got nowhere; just pawed up dirt, and, oh by golly! how that rope hurt.

Then they faced about, those stubborn mules, and said, "We are just like human fools."

"Let's pull together, I'll go your way, then come with me, and we'll both eat hay!"

Well, they ate their hay, and liked it too, and swore to be comrades good and true.

As the sun went down they were heard to say: "Oh, this is the end of a perfect day."

Now get the lesson—don't let it pass. Learn this one thing from the poor jackass:

We must pull together—'tis the only way, to put business on the map and put it to stay.

—Selected and submitted by Motorman George Pleuler, Archer Depot.

Protecting Their Jobs

Trainmen Realize That Satisfactory Service Increases Riding and Justifies Their Employment

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

	Disc.	P. U.	Trans.	S. Q.	Total	Comd.
1 Lawndale17	5	17	1	40	10	
2 Blue Island...14	8	17	6	45	6	
3 Burnside21	7	11	5	44	23	
4 Lincoln27	11	18	7	63	13	
5 Elston19	7	14	8	48	11	
6 77th73	27	52	18	170	45	
7 North91	26	89	25	231	29	
8 Noble15	10	17	3	45	6	
9 69th48	24	53	24	149	36	
10 Archer51	32	60	14	157	23	
11 Devon61	20	35	18	134	22	
12 Kedzie60	28	61	16	165	40	
13 Armitage39	20	17	7	83	10	
14 Cot. Grove...52	19	27	14	112	39	
15 Division41	19	32	11	103	5	
16 Limits29	16	30	3	78	6	
Total658	279	550	180	1667	324	

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

	Disc.	P. U.	Trans.	S. Q.	Total	Comd.
May99	43	87	21	250	58	
June128	53	102	25	308	75	
July111	42	101	35	289	35	
August108	38	104	25	275	41	
September98	48	64	28	238	56	
October114	55	92	46	307	59	
Total658	279	550	180	1667	324	

By C. H. EVENSON

Superintendent of Transportation

The series of meetings at the various car stations that is just coming to a close has proven the fact that trainmen are taking a deeper interest in everything that tends to improve Surface Lines service than ever before in my experience. The attendance at the meetings has been good and the interest of the men has been particularly noticeable. I believe the great majority of trainmen realize fully the need of greater efficiency and courtesy at this time and that they are anxious to do their jobs well.

This thought was expressed very well by the Union Leader when it said:

"These are times when we should encourage people to ride with us. Running away from passengers means the sacrifice of revenue and less jobs. The more riders we force to other means of transportation the fewer jobs there will be in our business."

Trainman's Investment

The trainman has a greater investment in this property than even the individual owners. The years he has spent on the cars and his seniority are investments of tremendous importance to him. It is essential to him that the business succeed, for on its success depends his income.

The man who owns a taxicab is anxious to pick up as many passengers as possible, to have his customers satisfied so that they will ride again, and to encourage others to ride by the good report and advertising he gets from satisfied customers. It is just as important to the trainman on the Surface Lines, who has invested his time and energies in the business, to do all he can to encourage riding in the same way. The results of his efforts may not seem as immediate to him as in the case of the taxicab driver, but there is a direct relation between efficiency and courtesy on the part of the trainmen and the value to them of their positions.

A Competitive Business

As Mr. Richardson said in the special bulletin issued prior to the beginning of the meetings of trainmen, our business is highly competitive. People are going to ride the street cars only as long as they like the service. There are other means of transportation they can use whenever they are dissatisfied with the kind of service we are giving.

Unfortunately, there are handicaps in street car operation as well as in other transportation. The efficient trainman will find means of meeting these handicaps in a way that will at least show a desire on the part of the company to give the best service possible. In the case of

necessary switch-backs, for instance, the riding public is always inconvenienced. This cannot be avoided, but the trainman who is handling his job properly will minimize the annoyance to passengers by courteously explaining to them the reason for the switch-back.

To dump passengers out on the street with a gruff order to take the car ahead always makes a bad impression. It is just as easy to state that unavoidable delays in the service make necessary the switching back of the cars and that an-

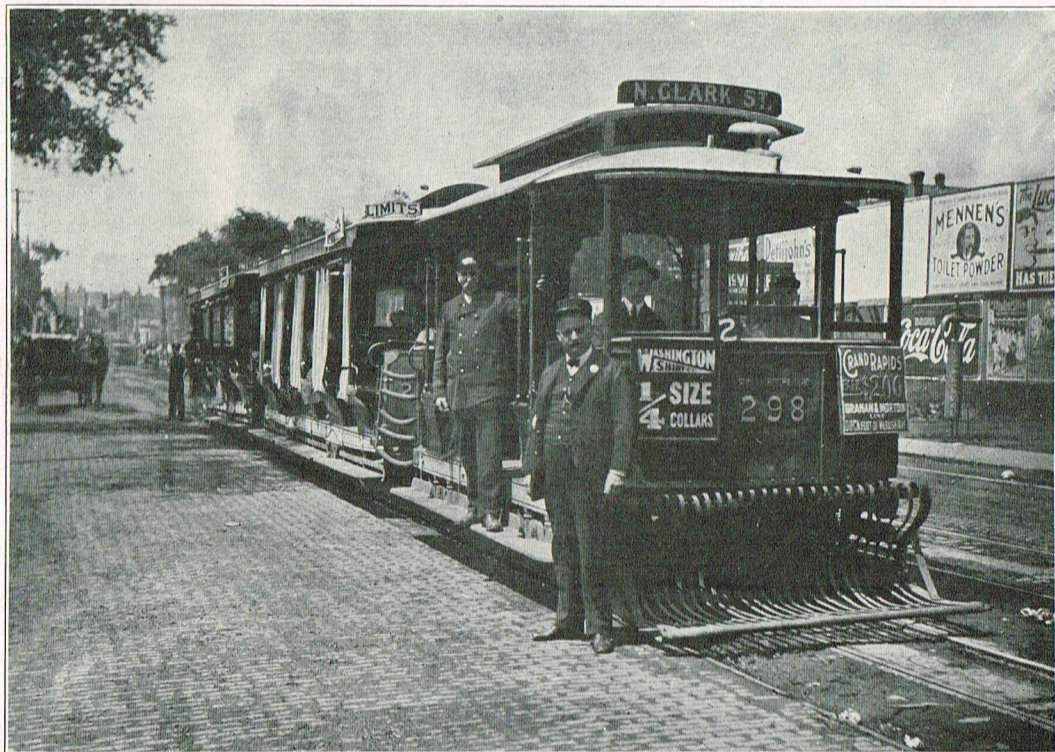
other car has been provided to carry the passengers to their destinations.

This is only one instance, but it serves to illustrate the fact that courtesy and salesmanship go hand in hand.

The management recognizes the investment the trainmen have in years in service in their jobs. For that reason it is anxious that the men succeed in their work and wherever possible, discharges are avoided. It asks only that the men show an equal interest in the business and an equal desire to succeed.

History of the 'Big Five' Lines

Halsted, Clark-Wentworth, Madison, Ashland and Milwaukee Great Arteries



A Good Picture of One of the Old Cable Trains on Clark Street in the 90's. In the Fore-ground Is the Late Adolf Johnson of Devon Depot Who Retired in May, 1924, After Serving the Company for Forty-nine Years

Who would believe that five routes of the Chicago Surface Lines carry almost one-fourth of the total traffic of the system? Such is the distinction of the group made up of Halsted, Clark-Wentworth, Milwaukee, Ashland and Madison lines,

which last year totaled more than 336,000,000 rides, or about 23 per cent of the whole. In revenue passengers they exceeded the year's business of street railways in Milwaukee, Baltimore or Cincinnati. In the belief that special interest

should attach to the growth of these outstanding routes, a brief history of each is given herewith.

Halsted Street service got its start with a line from Lake to Harrison in 1863, was extended from Lake to Milwaukee in 1864, from Milwaukee to Clark in 1886, and from Clark to Grace in 1889. The first extension south of Harrison went to O'Neil in 1876, and then from O'Neil to 39th in 1877, 39th to 63rd in 1883, 63rd to 69th in 1887, and 69th to 119th in 1896. The tracks north of O'Neil Street were built by the West Chicago Company, those south of O'Neil to 79th by the Chicago City Railway Company, and from 79th to 119th by the Englewood and Chicago Electric Street Railway Company (storage battery line) which later became the Chicago and Southern Traction Company and next was taken over by the South Side system. The Waveland Avenue loop was built in 1915.

Clark Street was among the first horse car routes opened in Chicago, the start being made from Chicago Avenue to North Water Street at the river in 1859. Extension was built from Chicago Avenue to North Avenue in 1860, North Avenue to Fullerton in 1861, Fullerton to Dewey in 1862, Dewey to Diversey in 1863, Diversey to Devon in 1886 and Devon to Howard in 1892. Service was extended across the river to Washington in 1871, Washington to 22nd in 1875, 22nd to 33rd in 1881, 33rd to 63rd in 1884, and from 63rd to 79th in 1889. The section north from Devon Avenue was built and operated for a time by the Chicago North Shore Street Railway Company, the section from Devon to Washington by the North Chicago Street Railway, and the remainder by the Chicago City Railway Company. A steam dummy line was operated out of the Limits Depot to connect with Evanston Avenue (Broadway) about 1863, compressed air cars in night service from the Limits to Washington in 1893, and a cable line from the Limits to downtown via the LaSalle Street tunnel from 1888 to 1906.

Carl Cook of the Financial Department recalls that a storage battery car was tried out on Clark Street between Diversey and Irving Park in the early 90's for a short time.

Milwaukee Avenue got a small start with a line from Desplaines to Augusta in 1863, extended from Augusta to Division in 1873, Division to Hoyne in 1874, Hoyne to North in 1875, North to Armitage in 1878, Armitage to Kedzie in 1892, Kedzie to Lawrence in 1895, Lawrence to a point near Winnemac in 1910 and Winnemac to Devon in 1914. The section from Desplaines to Clinton was built in 1876 and from Clinton to Lake in 1881. The part from Armitage to Kedzie was originally operated by the North Chicago Electric Railway Company. Cable operation extended from Armitage Depot to downtown via the Washington Street tunnel from 1890 to 1906.

The first section of Ashland Avenue was opened by the Chicago City Railway from Archer to 38th in 1884, extended from 38th to 55th in 1887, 55th to 69th in 1889, 69th to 70th in 1896, 70th to 75th in 1913, 75th to 79th in 1914, 79th to 87th in 1915, 87th to 89th in 1925, and 89th to 95th in 1926. On the northwest side tracks were laid from Cortland to North Avenue in 1885, North to Erie in 1886, Erie to Roosevelt via Lake and Paulina in 1893 and Roosevelt to Blue Island in 1892. The section from Blue Island to Archer was built by an independent company—the Chicago General Railway in 1896.

Madison Street was one of the first lines opened in Chicago, a small start being made from State to Halsted in May, 1859 and a few months later from Halsted to Robey (Damen). Extension from Damen to Western was made in 1863, from Western to Rockwell in 1877, from Rockwell to Hamlin in 1878 and from Hamlin to Springfield loop house in 1889. In the following year the Cicero and Proviso Street Railway Company began service west from Crawford to the suburban territory beyond Austin Avenue and late in 1910 this territory within the city limits was taken over by the Chicago Railways Company. A cable system was operated in Madison Street from 1890 to 1906.

Servant Girl: "Madam, master lies unconscious in the hall with a piece of paper in his hand and a large box alongside."

Mme. X (joyously): "Oh, my new hat has arrived."

Accident Prevention

Supervisor Pasche Advises Trainmen to Check Up with Him When Records Are Questioned

Cumulative—February 1st to October 31st

First Place	Division No. 3, Seventy-Seventh Street....	90.833
Second Place	Division No. 2, Burnside	90.777
Third Place	Division No. 11, Lincoln	90.527
Fourth Place	Division No. 10, Elston-Noble	90.282
Fifth Place	Division No. 6, Lawndale-Blue Island	89.921
Sixth Place	Division No. 8, North Avenue	89.732
Seventh Place	Division No. 5, Archer	89.666
Eighth Place	Division No. 4, Sixty-Ninth Street	89.595
Ninth Place	Division No. 1, Cottage Grove	89.450
Tenth Place	Division No. 12, Limits-Devon	87.772
Eleventh Place	Division No. 9, Armitage-Division	87.683
Twelfth Place	Division No. 7, Kedzie	86.271

Month of October

First Place	Division No. 3, Seventy-Seventh Street....	92.009
Second Place	Division No. 8, North Avenue	91.535
Third Place	Division No. 4, Sixty-Ninth Street	91.479
Fourth Place	Division No. 10, Elston-Noble	91.086
Fifth Place	Division No. 1, Cottage Grove	90.998
Sixth Place	Division No. 9, Armitage-Division	90.614
Seventh Place	Division No. 2, Burnside	89.954
Eighth Place	Division No. 12, Limits-Devon	88.834
Ninth Place	Division No. 5, Archer	88.694
Tenth Place	Division No. 6, Lawndale-Blue Island	88.573
Eleventh Place	Division No. 11, Lincoln	88.305
Twelfth Place	Division No. 7, Kedzie	87.568

By WM. PASCHE

Supervisor Accident Prevention

By the time this issue of SURFACE SERVICE reaches you, Mr. C. H. Evenson, Superintendent of Transportation and the Supervisor of Accident Prevention will have completed the annual Operating and Accident Prevention conferences. Two meetings will have been held at each depot, all of which are being well attended. The attendance thus far has covered about 85 per cent of all men at each depot. The interest and attention on the part of our listeners has been very good.

The co-relationship of transportation salesmanship and accident prevention was very carefully explained by both speakers, each pointing out specific things that can easily be done to promote good service and which, in turn, prevent accidents.

Transportation is a perishable article and anything that you do during a trip, such as running ahead of schedule, failing to call streets, quick bells, closing doors in the face of intending passengers, failing to look out for intending passengers or the rough operating of the car all have a tendency to drive away business and at all times creates a hazard making possible accidents which could have been prevented. The damage done during such a trip can never be undone because once a trip is completed, it can never be remade. It is gone forever.

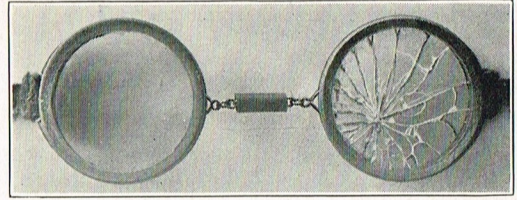
We have defined very carefully who and what is an "accident prone" conductor, motorman or bus operator. A careful study of accidents occurring during the past few years reveals that it is the operator who has one or more chargeable accidents. It is not the number of accident reports that a trainman has to make that identifies him as "accident

prone." This is true because the evidence shows that in the great majority of instances which call for the writing of a report the causes are those over which the operator has absolutely no control. But when the evidence clearly shows that an accident was chargeable because of an act of omission or carelessness it very certainly identifies the man who is accident prone—that is, who is inclined to have chargeable accidents. It, therefore, becomes important that you do not have a chargeable accident. It is also very important that when an accident has been declared chargeable and you feel certain that you could not have prevented it, you should at once make it known either through your division superintendent or by coming directly to the General Offices where we will again go over the case with you and if it cannot be adjusted to the satisfaction of every one, we will have the witnesses interviewed and decide the case on the evidence produced by disinterested parties.

Rough operation and its connection with thrown car accidents was also discussed. It was pointed out just what the results sometimes are from careless starting and stopping. There is absolutely no excuse for jerky starting. Applying the power correctly will always give a reasonably smooth start, one in which the passengers are not discommoded or thrown to the floor of the car. A jerky stop sometimes just cannot be avoided. It may be caused by a sudden cut-off over which you have no control, but that seldom happens; certainly not enough to cause an operator to be called a jerky stopper. Intersections controlled by stop and go lights, after all passengers have alighted or boarded and you have received the bell to go and you are what is commonly called "in the tail end of the green light" do not supply the power in such a manner that it will be necessary for you to apply the brakes with an emergency application of air when the light changes from green to red.

Another Eye Saved

The accompanying cut showing the safety goggles worn by G. Cirino while engaged in track work at Ashland Avenue and 89th Street on October 24th. He



was holding a chisel while one of his co-workers hammered it with a heavy sledge. Under the force of a heavy blow a piece of the steel chisel broke off and flew up, striking the lens and shattering it. Cirino, though suffering a slight cut over the eye, avoided by wearing his goggles what would probably have resulted in the loss or serious injury of his eye.

How to Keep From Growing Old

Always drive fast out of alleys.

Always race the locomotive to crossings. Engineers love it; it breaks the monotony of their jobs.

Always pass the car ahead on curves or turns, don't use your horn. It may unnerve the other fellow and cause him to turn out too far.

Demand half the road—the middle half.

Insist on your rights. Always speed; it shows people you are a man of pep, even though an amateur driver.

Never stop, look or listen at railroad crossings, it consumes time.

Drive confidently, just as though there were not eighteen million other cars in service.

Always lock your brakes when skidding; it makes the job more artistic.

Always pass cars on hills, it shows you have more power, and you can turn out if you meet a car at the top.

In sloppy weather, drive close to pedestrians; dry cleaners appreciate it.

Never look around when you back up; there is never anything behind you.

Selected and submitted by Motorman Fred Zweyer.

Motor Cop: "Hey, you! Didn't you hear me say, 'Pull over there?'"

Doc Wardrip: "Why, I thought you said, 'Good afternoon, senator.'"

M. C. (smiling): "Isn't it a warm day, senator?"

"Your wife has fallen down the cellar stairs with a bottle, and cut herself on the pieces of glass."

"Was she going down or coming up?"

"Going down."

"Thank goodness. At least the bottle was empty."

A woman has to be pretty sure of her husband to wear cotton flannel nightgowns.

Courtesy and Honesty Commended

Passengers Make Satisfactory Service the Subject of Complimentary Letters

One of the members of the Executive Staff had a very pleasant demonstration of the sort of efficiency and service that form a part of the policy of the management. He was a passenger on the front platform of a northbound car one night between ten o'clock and midnight in Wabash Avenue. A stop had been made for the lights and when the change to green came, the conductor gave the bell to proceed. At that moment a man ran diagonally across the track toward the car with the evident hope that he would be able to make it. Although the car had started, the motorman, No. 1637, promptly applied the brakes and stopped long enough to enable this passenger to run the length of the car and board. That is the sort of consideration that is a feature of the salesmanship about which Mr. Evenson has been talking to the groups of trainmen at the car stations, and is a demonstration of efficiency that is very much to the credit of Motorman James C. Sullivan, Badge No. 1637 of Cottage Grove.

Division Superintendent Bolger writes that Conductor Charles Wilke, Badge No. 12464, and Motorman Fred Wolbing, Badge No. 7393, crew of run No. 68, Milwaukee Avenue, are to be commended for their alertness in overcoming service delay. Arriving at the scene of a fire at Milwaukee Avenue and Noble Street on the afternoon of Sunday, October 11, 1931, and finding street blocked, immediately returned to Division Street and rerouted of their own accord.

Mr. M. M. Strader, representing the New England Mutual Life Insurance Co., in the First National Bank Building, has started what he designates "The Clear Calling Conductors Club" and sends to the management the members of those who call the streets clearly on the cars he rides. His first nomination was Conductor John C. Ward, Badge No. 6926 of Kedzie, and on November 9 he wrote: "Will you please enroll Conductor No. 4620 (T. J. Nicholson of Devon) on the Cottage Grove-Broadway line. His enunciation is good, and his voice is loud and clear—and he acts like a good conductor should." We shall be glad to receive his further nominations.

Miss Harriet Ostrofski, 1541 S. California Avenue, wishes to thank and commend Conductor Erwin Waidanz, Badge No. 14112 of Lawndale for his honesty in turning in her purse to the Lost and Found Department which she had inadvertently left on his car.

Mrs. Lora Howes, 1726 E. 83rd Place, reports Conductor A. J. Benskin, Badge No. 13844 and Motorman M. Hogan, Badge No. 1141, as the most polite and courteous trainmen that she has ever come in contact with while riding on our cars.

Mrs. Skidmore thanks Conductor Henry J. Schuler, Badge No. 13558 of Cottage Grove for his thoughtfulness in stopping his car on the wrong side of the street in an emergency in order to enable her to board it.

Motorman F. Braman, Badge No. 13455 of North Avenue, is complimented for his courtesy and thanked for his thoughtfulness in holding his car long enough to enable Mrs. F. Buckley, 5920 W. Iowa Street, to board it.

Courtesy on the part of Motorman E. H. Clapp, Badge No. 12555 and Conductor William Kotrba, Badge No. 13364, both of Cottage Grove, won for them a letter of commendation from Mrs. J. Lingard, 3837 N. Irving Avenue.

Mr. A. V. Peterson, Western Electric Co., compliments Motorman Jerry Brodie, Badge No. 13343 of North Avenue, for his alertness in avoiding what might have been a serious accident when two boys ran directly in front of his car.

Miss Mabel McCarthy, 1544 Thorndale Avenue, wishes to commend Conductor John C. Mills, Badge No. 13132 of 77th, for his courtesy and kindness when she was taken ill on his car.

Mr. G. Kamarmeyer, 168 N. Michigan Avenue, compliments Conductor Walter Eckel, Badge No. 12906 of Cottage Grove, for his admirable trait in calling the names of every street car stop in a loud and distinct voice.

Conductor Frank McGoldrick, Badge No. 12270 of 77th, is praised for his business-like manner and courtesy by Miss Louise Wood, 1260 N. Dearborn Street.

Conductor Floyd W. Bassett, Badge No. 11872 of Burnside, is commended by Mr. George R. DuBois, 7400 Yates Avenue, for his thoughtfulness in holding his car long enough to enable transferring passengers to board safely.

Mr. Henry L. Vogel, 1000 Crosby Street, compliments Conductor F. E. Rye, Badge No. 11592 of 69th, for his kindness in assisting a blind man to alight from his car and escorting him to the sidewalk.

Miss Alice Rolf, 7020 S. Rockwell Street, thanks and commends Conductor J. H. Binette, Badge No. 10304 of Archer, for his honesty in turning in her wrist watch which she had lost while a passenger on his car.

Mr. L. E. Seitz, 333 N. Michigan Avenue, wishes to commend Motorman Nels Paulsen, Badge No. 9997 of Cottage Grove, for his courtesy and kindness in assisting a blind man to alight from his car.

Mr. H. H. Field, 72 W. Adams Street, wishes to commend Motorman F. C. Anderson, Badge No. 9535 of Kedzie, for the competent manner in which he handled his car and for his never failing courtesy towards his passengers.

Mrs. Jessie Gray, 5055 Nevada Street, wishes to thank and compliment Motorman Fred Zwyer, Badge No. 9287 of Cottage Grove, for his honesty in turning in her purse which she had inadvertently left on his car.

Conductor Peter J. Walsh, Badge No. 9028 of Cottage Grove, is thanked by Mr. Eugene Lipp, 3942 S. Union Avenue, for his honesty in turning in a package which had been left on his car by one of his men.

Mrs. J. F. Gibson, 6354 S. Richmond Street, commends and thanks Conductor John S. Roberts, Badge No. 8678 of Devon, for his honesty in turning in her handbag which she had left while a passenger on his car.

Mrs. R. L. Waldman, 127 N. Dearborn Street, compliments Conductor Paul Brandt, Badge No. 8670 of Armitage, for his courtesy and kindness.

Miss Signa N. Lundquist, 7930 Marquette Avenue, wishes to commend Conductor John F. Bowler, Badge No. 7328 of 77th, for his courtesy in holding his car, getting off and assisting an elderly lady to board his car.

Conductor William Roach, Badge No. 7254 of Kedzie, is sincerely thanked by Miss Emma Vick, 1737 W. Monroe Street, for his kindness and courtesy in assisting her to board and alight from his car almost every day, as she is handicapped by rheumatism.

The kindness and courtesy of Conductor John J. Bobus, Badge No. 6782 of Cottage Grove, won for him a letter of commendation from Mr. C. L. Rorick, Atwell Printing Co., Prairie and 20th street.

Mr. Leach, 1853 N. Karlov avenue, reports that an old lady passenger on the car operated by Motorman George H. Hansen, Badge No. 5745 of Armitage, had passed the street at which she intended to get off and was very much excited. This motorman stopped his car, got off and assisted her off of his car and escorted her across the street and placed her on a car going back north, giving the conductor instructions where to let her off. Mr. Leach considers this very kind of this motorman and states that every passenger on the car commented favorably on his actions.

Miss Ursula Wessel, 3646 Wilton avenue, writes to report that Conductor John Sheehy, Badge No. 5300 of Devon, is the most efficient, kind and courteous gentleman that she had ever come in contact while riding on our cars.

Mr. A. Larsen, 10000 S. Peoria street, commends Conductor Peter A. Stewart, Badge No. 5228 of 77th, for his action in pronouncing every street car stop in a distinct voice.

Mrs. Irene Howard, thanks and commends Motorman H. G. Page, Badge No. 4969 of Cottage Grove, for his honesty in turning in her purse which she had lost while a passenger on his car.

Mr. Earl Fowler, 6220 S. Dorchester avenue, wish to thank Conductor G. J. Hillcloth, Badge No. 4848 of 69th, for his courtesy and kindness in assisting his mother to alight from his car.

Miss Louis Kirkham, 7423 Rogers Avenue, wishes to thank Motorman A. Ellis, Badge No. 4751 of Kedzie, for his thoughtfulness in holding his car long enough to enable her to board even though he had received the signal and had the right-of-way to proceed.

Mr. A. J. Berge, 520 N. Michigan Avenue, commends Conductor A. J. Didier, Badge No. 4632 of Devon, for his kindness in assisting a blind man to alight from his car and escorting him to the sidewalk.

Mrs. Renice Rockstroh, 1509 E. 68th Street, wishes to commend Conductor John R. McMahon, Badge No. 4092, and Motorman Michael J. Duffy, Badge No. 3767, both of Cottage Grove, for their efficiency in rerouting their car when bridged by a river steamer.

Mrs. Florence Bering, 7120 Yates Avenue, thanks Conductor Edward T. Moore, Badge No. 4048 of Cottage Grove, for turning in a package which she had inadvertently left while a passenger on his car.

Mr. E. Werre, 814 W. 21st Street, wishes to commend Conductor George Miller, Badge No. 28282 of Lawndale, for calling the names of all street car stops in a clear, distinct voice.

The courtesy and kindness of Conductor John J. O'Brien, Badge No. 2256 of Archer, was made the subject of a commendatory letter from Miss M. Krause, 2521 Ainslie Street.

Mr. L. Hoffman, 2211 E. 68th Street, wishes to thank Conductor Albert Ferguson, Badge No. 2230 of Burnside, for his honesty in returning a silk umbrella which he had left on his car.

Mrs. M. Gunderson, 5820 S. Whipple Street, compliments Conductor Charles E. Burgeson, Badge No. 1838 of 69th, for calling each and every street car stop clearly.

Mrs. Harry Watlerman, 2635 New Castle Avenue, thanks Operator William J. Johnson, Badge No. 1678 of North Avenue, for his honesty in turning in her purse to the Lost and Found Department when she inadvertently left it on his car.

Mr. L. H. Lenox, 3401 Parnell Avenue, praises Conductor Harry L. Shober, Badge No. 1202 of Cottage Grove, for the courtesy extended to him while a passenger on his car.

Mrs. R. Dulmage, 6112 School Street, wishes to report the thoughtfulness of Operator Philip Smith, Badge No. 1132 of North Avenue, in holding his bus long enough to enable her to board it.

Courtesy on the part of Conductor Edward H. Schuth, Badge No. 964 of Lawndale, won for him a letter of commendation from Mr. F. Dabelstein, 4928 Barry Avenue, who also reports that he called all street car stops in a clear voice.

Grand MINSTREL SHOW BALL

—Given by the—

*** North Side ***

Street Car Employees

AT LINCOLN TURNER HALL

Diversey Boulevard, near Sheffield Ave.

Wednesday Evening, MAY 20, 1903

Music by Wiley's Orchestra Tickets 25 Cents a Person.

This Was One of the Tickets to a Minstrel Show Given by the North Side Employees in 1903. If There Are Any Old Timers Who Took Part in This Entertainment, the Editor Would Like to Hear From Them

Busy, blustering business man to stenographer as phone rings: "Take the message and I'll get it from you later."

Steno (demurely): "Your little girl wants to send you a kiss over the telephone."

Lose an hour in the morning and you will be all day hunting for it.—Whatley.

SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 8 November, 1931 No. 8

John E. Wilkie - - - - - Editor

C. L. Altemus - - - Assistant Editor

EMPLOYEES RELIEF FUND OCTOBER, 1931

The Surface Lines Employees Relief Committee held four sessions during the month, at which twenty applications were considered, twelve being approved for weekly relief. In addition to these there were three emergency cases on which the Committee approved immediate relief.

Checks to the amount of \$10,014 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, \$11,914 in July, \$9,774 in August, and \$12,146 in September, makes a total amount of relief extended to date \$112,007.

INSTANT RESPONSE

The immediate and magnificent response of Surface Lines employees to the appeal for contributions to the fund for the relief of the unemployed sustained the reputation established by these men and women through the years.

No call for funds for the homeless, the sick or the sufferers from flood or fire has ever been ignored by the warm-hearted and generous members of the Surface Lines family. With full appreciation of their civic duties and responsibilities they first made certain that there should be no suffering among unfortunates within their own circle, and then joined in the great movement to care for the unemployed and their families in Cook County.

Their splendid contribution of \$120,000 to the Governor's Joint Committee spread over the next twelve months was impressive evidence of their determination to make the relief plan a success. The management is proud of the fine spirit shown by the officers and members of 241 and all employees throughout the Surface Lines Departments.

The letter of Mr. Samuel Insull, Jr., Chairman of the Governor's Joint Committee, which appears elsewhere, expresses the gratification of those directly engaged in the great task of raising the relief fund of \$8,800,000.

GETTING THE "LOW DOWN"

During the last month Surface Lines trainmen have been addressed by Superintendent Evenson and Supervisor of Accident Prevention Pasche at a series of afternoon and evening meetings at the car stations. Both company officers had real messages to the men who are in closest touch with the public.

There have been meetings at the car stations in other years which brought the Superintendent and the men together, but this year's gatherings have been the most important ever held. Never have conditions demanded such free and frank discussion as now; and never before have the men had their responsibilities to the car riding public so clearly defined.

Vice-President Richardson's special bulletin to the employees announcing the series of meetings reviewed the gravity of the situation. He pointed out the enormous decrease in revenue due to a loss of riders, and emphasized the absolute necessity of a concerted "sales" campaign in which by service and personal effort car riding can be increased.

With Mr. Richardson's bulletin as a text, Superintendent Evenson and Mr. Pasche devoted themselves to a stimulation of the men's interest in their jobs, rousing their determination to give the riders the best that is in them.

The large attendance, the close attention of the audiences, and the discussion that followed promised much for the future.

A father's duty, is to give his children character.

Keep 'Em Rolling

Cottage Grove the Winner—Increase in Pull-Ins—Archer Moves Up from Tenth Place



The Cottage Grove Trouble Shooters

J. Gamen, C. Winzenholler, E. Eyer, L. Keane, R. Ferguson, A. Vitkus, M. Shernis, S. Baranoskas, A. Yasas, T. Casey, J. Griffin, J. Gudonis, P. Jacsiboga, N. Meyers, S. Petrosius, G. Girdzush, E. Timpe, S. Ukso, E. Danhour, M. McGroarty, T. Cronin, M. Kazlauskas, G. Chernak, J. Wozlik, A. Schvagdys, J. Gotautas, F. Simon, M. Kelly, J. Yurgait, C. Pitun, W. Schiller, J. Chrabaszcz, W. Gorska, J. Drigot, E. Lindgren, W. Johnston, F. Egitis, W. Proudfoot, C. Margetic, P. Barone, J. Bakshis, S. Zwinakis, A. Yuste, S. Londos, J. Banis, A. Patton, G. Kladis, S. Pappas, V. Verdis, F. Winslow, T. Tanis, M. J. Mahoney, L. Babcock, J. Lyons, D. Gleason, M. Jelinski, C. M. Chappell, I. Guntor, T. J. Lynch, K. Zilinskis, P. Fotopoulos, G. Lemka, W. Lamont, J. Howe, N. Newcomb, W. Demas, T. Daly, G. Stacey, A. Suma, J. Shaughnessy, A. Kalantzopoulos, D. Griffin, C. Richerme, G. Brand, J. Russell.

The number of pull-ins show a decided increase over the month of September, the average miles operated per pull-in for the system being 17,537, as compared with 18,135, or a decrease of 3.3 per cent.

Seven of the sixteen carhouses show increases in percentages, as will be noted below:

Rank	Carhouse	Zero Days	Miles Per		Pct. Inc. or Dec.
			Pull-in	October	
1	Cott. Grove	10	25,428		21.8*
2	Armitage	16	25,228		4.2
3	Archer	8	24,340		15.2
4	Elston	20	22,398		10.4*
5	77th Street.....	4	21,377		.6
6	Division	10	20,914		9.7*
7	North	6	20,827		22.6*
8	Burnside	13	20,470		4.2*
9	Lawndale	12	19,844		47.8*
10	Lincoln	14	19,742		11.0
11	69th Street.....	1	19,604		.1*
12	Blue Island	15	19,036		35.3*
13	Devon	5	16,069		15.6
14	Limits	9	9,955		13.0
15	Noble	6	9,243		43.9
16	Kedzie	8,726		19.0*
		149	17,537		3.3*

*Decrease.

Cottage Grove moves up to the top from second place and Armitage comes in second from sixth place. The third highest carhouse, Archer, moved all the way up from tenth place.

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

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

"My dear wife, I have taken you safely over all the rough places in life, haven't I?"

"Yes, I don't believe you missed any of them."

“Back to the Farm” Night

Surface Lines Club Members Celebrate with a Harvest Home Party



A Group of Pumpkin Pickers and Corn Huskers at the Harvest Festival

“The good old days on the farm” were recalled Saturday evening, October 24, at a clubhouse gathering of many of our young folks. The occasion was the Harvest Home Festival, staged by the Surface Lines Club under the chairmanship of Harold Eberling of the West Shops. And what a party it was! First of all the committee had seen to it that the hall was properly decorated, and with the lights dimmed like a moon in Indian summer the corn stalks and pumpkins made an appropriate setting. Then there was Johnny Sheehan’s orchestra in linen dust-ers looking the part of a rube band. The guests had been requested to appear in blue overalls or gingham aprons, and just enough of them heeded the suggestion to give proper atmosphere to the happy gathering. In fact some of our girls wore the blue jumpers and looked “too cute.”

The crowd were there for fun and apparently all—to the number of about 400

—were satisfied. Occasionally, as the dancing stopped, the Rex Harmony quartette, dressed in hick costumes, livened the hall with peppy singing. A side attraction which drew the crowd from time to time was the table at which cider and doughnuts were being handed out. Altogether this first dance of the fall season was an event long to be remembered.

The next event on the calendar of the Surface Lines Club will be an illustrated lecture by Major James Sawders on the subject “With the Marines in Nicaragua,” on Wednesday evening, December 2nd. Major Sawders is said to be a forceful speaker and knows the Caribbean area as do few Americans. His talk of volcanoes and revolutions, therefore, should be most interesting. Hubert Smith, President of the Club, will introduce the speaker.

Already many inquiries are coming in about the annual Christmas Party and



The Harvest Hands Take a Little Fluid Refreshment From the Cider Barrel

Chairman S. D. Forsythe says his committee will do their best to fulfill all expectations. This event is set for the afternoon and evening of Saturday, December 19th, and a bulletin will give particulars about tickets.

While preparing to distribute presents among the children of our employes, the club is undertaking a new venture this year, namely, the collection of baskets to be distributed principally among the families of our needy employes. A date will be set for receipt of baskets at the clubhouse and also particulars as to the best selections to make for filling baskets. This event will also be handled by Mr. Forsythe.

Preparations are being made for a ping-pong tournament and it is suggested that those of our members who are interested in this sport get busy with some practice.

Salesman: "Can I interest you in an attachment for your typewriter?"

The Boss: "Nothing doing! I'm still paying alimony on the strength of the attachment I had for my last one."

ROUNDING UP WITNESSES

North Avenue Again Takes Lead—Elston-Noble and 77th Tie for Fifth Place

North Avenue, after staying in second place for some four or five months, again came into its own, taking the lead this month with the imposing average of 4.60, displacing Lawndale-Blue Island and sending them down to fourth place. Elston-Noble and 77th fought hard for fifth place, but ended in a draw, each having a score of 3.89, and thus placing them in a tie. Lincoln took a new lease on life and advanced from the lowest position of twelfth place and advanced to seventh position. This month with three divisions scoring 4.04 or better, and the rest scoring above 3.03, the average for the system, 3.73, is somewhat better than that of the previous month.

Detailed figures are as follows:

	Oct.	Sept.	Aug.	July
1. North Avenue	4.60	4.26(2)	4.07(2)	4.16(2)
2. Burnside	4.46	4.18(3)	4.10(1)	4.37(1)
3. Cottage Grove	4.04	4.13(4)	3.65(6)	3.46(7)
4. L'ndale-Blue Isl.	3.95	4.28(1)	3.79(5)	3.77(4)
5. 77th Street	3.89	4.06(5)	4.02(3)	4.01(3)
5. Elston-Noble	3.89	3.35(9)	3.87(4)	3.69(5)
6. Archer	3.65	3.75(6)	3.65(6)	3.64(6)
7. Lincoln	3.61	2.33(12)	3.18(9)	3.37(8)
8. Devon-Limits	3.42	3.00(10)	3.57(7)	3.28(9)
9. 69th Street	3.29	3.41(8)	3.20(8)	3.00(11)
10. Kedzie	3.13	3.71(7)	3.08(10)	2.99(12)
11. Armitage-Div.	3.03	2.85(11)	3.05(11)	3.03(10)
Av. for System	3.73	3.67	3.63	3.56



This Was One Night When the Women's Auxiliary Asserted Their Independence and Masculinity at Miss Juliet Peletrin's Home. Can You Identify Them? If Not, Turn to Page 24.

A "Sweet Sixteen" Party

Women's Auxiliary Celebrates Its Birthday With a "Past Presidents' Night"

No one could doubt the great interest the members of the Women's Auxiliary take in their Club if they had looked in at the party on Thursday evening, October 15, and felt the pleasant, sincere greeting of the Committee in charge.

This committee had planned well and far ahead for this party. Invitations had been sent out to all past Presidents and all but three honored us by their presence.

First came our beloved founder-president, Antoinette Lindrooth, who years ago had caught the vision of what Club affiliations would do for the girls of the Chicago Surface Lines, and through whose interest in their welfare gave us the opportunities of a club which, as she says, has fulfilled her highest expectations. A letter of felicitations and good wishes for the Club and its future was received from St. Paul, Minnesota, from Minnie Ulrich (now Mrs. E. T. Stelling), one of our earliest Presidents. A beautiful bouquet of roses from Mabel Magnu-

son (who was unable to attend the party), truly represented the sweetness and love with which this President gave of her time and ability when she was called to serve this high office.

All the past Presidents were introduced by Miss Margaret Harte, now President, and each one in turn was greeted with an acclaim of cheering.

After the regular monthly business meeting, at which reports from the various Committees were given by their respective Chairmen, an eloquent appeal was made by our President for the alleviation of a few of the needy families in our great city and it was unanimously decided that a "Pound Party" would be one of the features of our November meeting.

The program was then turned over to the Committee. Out from the semi-darkened stage, holding fast to the stage curtain, came a fairy elf (Miss Helen Baird), with a finger on her lips, a mysterious "Sh! Sh!" and a whispered:

"Do you know what the folks are saying? Wait,
I'll tell you: Happy Birthday!"
There are things that happen once a week,
The bills are monthly due,
But a birthday comes but once a year,
Isn't that some joy to you?

The sixteenth birthday gate swings wide—
May you find, just inside,
Your hopes fulfilled,
Your dreams come true.

Sixteen is a wonderful age,
So much to look forward to;
A time of wonderful hopes and dreams.
May every birthday bring you joy and all
the days between

Find you as happy as at wonderful sixteen,
So—Happy Birthday, one and all.

It was a "Sweet Sixteen" party in many ways—not the least of which was the "Sweet Sixteen Year" enthusiasm with which the separate groups entered into the spirit of the evening as they filed upon the stage to hunt for the "hidden treasure" of their particular birthday month. Nor were they disappointed because the "stage" held something for every month from the snowballs of January to the Christmas stockings of December. Peel after peel of laughter from the audience greeted the "stunts" performed by the various groups in their eager efforts to be the first to grasp the "treasure" hidden away in most unexpected places.

Announcement was made for each girl to find her birthday month table and seek her "fortune." One could readily judge from the clamor of exclamations that certain "fortunes" hit the mark, while others were cast aside with a shrug of the shoulders.

Then followed the fearsome, "Romance of a Shirtwaist Girl," and the "Tragic Tale of an Automobile," which taxed the powers of concentration in that happy, noisy crowd.

After the prizes were awarded, refreshments were served and the final triumph of an eventful evening centered in a wonderful birthday cake.

The committee of the evening deserve great credit for the delightful party, and was made up of the following girls: Frances Canny, Loretta Green, Elvira Potensa, Ruth Souttar, Virginia Tabb, Anna Glowacki, Chairman.

Agnes V. McCormick.

A "Snappy" Item

A "Snappy" party was given by the Executive Department of the Women's Auxiliary Thursday evening, September 17th. Silver dress snaps were offered as prizes for the jolly game of Snap.

From the Ned Wayburn studios came a little tap dancer, Miss Betty Oldes, whose graceful dancing and ravishing costumes were quite the hit of the evening. Miss Mary Voorhees, a talented musician, accompanied at the piano and kindly gave a solo during the change of costumes.

Mrs. Mary Vaughan, chairman, made a charming hostess, who with her Committee served ice cream refreshments and ginger snaps. Bonbon snappers gave a Mardi Gras fillip to the occasion.

Note: An invitation was officially extended to members of the Women's Auxiliary to visit the Ned Wayburn Studios on any of their days for visitors.

THANKSGIVING "POUND" PARTY

In keeping with the tradition of other years, as we approach the season of Thanksgiving we, who have been blessed with good health and employment, feel that it would be most fitting to reach out a hand to some one not so fortunate and share of our abundance.

To this end the Women's Auxiliary at their October meeting voted to include with their next meeting, November 19th, a "POUND" PARTY—each one to bring a "pound" of some good thing. This will be presented to some family, or families, who may need this token of helpfulness to strengthen their courage and enable them to hold on a little longer.

This notice is made through SURFACE SERVICE for those who might otherwise overlook it, and we feel sure that by helping some one who needs your help that your own Thanksgiving joys will be increased.

Margaret Harte, President.

AUTUMN TREASURES

I want my eyes to notice lovely things—

The things that glorify an autumn day:

The down upon a pair of mottled wings

That flutter over blossoms by my way—

Soft, fringy asters near a dusty road,

Bright morning glories twining on a tree,

The goldenrod that bends beneath its load—

A miser's wealth displayed that I may see.

The sumac's claret-colored velvet plumes

That proudly rise above their ferny leaves,

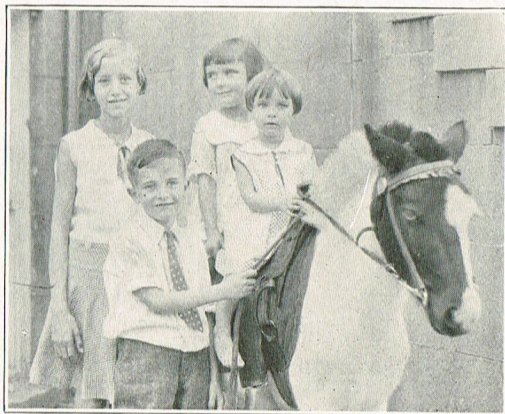
The Spanish needles with their sunny blooms,

The ripened grain that nestles in the sheaves.

Oh, autumn will reveal a treasure trove

To him who takes a precious day to rove!

—Susan C. Milner, in "The Poet's Scroll."



Anna, John, Jr., Dorothy and Eleanor, Children of Conductor John F. Semelman of Lawndale

He: "What makes the powder puff?"

She: "No one nose—my dear, no one nose."

"Who's Who" on the Surface Lines

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

Frank E. Roper is one of the pioneers of the street railway industry. Starting as a mere lad he worked for the Brush Electric Light Company of Cleveland, Ohio, and followed this by holding various jobs with other electric companies, until he was given a chance to help install the first electric street railways in the West—namely, the West Bottoms, Kansas City, and the Topeka, Kansas, lines.



Frank E. Roper

Desiring to make connections with a large street railway that would be changing to electric power he came to Chicago and went to work as an emergency line man for the Chicago Railways Company. Six months later the overhead installation of the downtown loop was begun and he was made foreman.

After the big job of rehabilitation, Mr. Roper was promoted to the position of Assistant Superintendent of Electric Transmission. This he held until the year 1919, when he was advanced to Superintendent of Electric Transmission, his present position. Mr. Roper is in charge of installation and repair of all trolley wires and cables over the entire system. This work requires three emergency crews, three construction crews and one cable crew.

Trolley wire breaks have been considerably reduced in recent years due to constant inspection, improved fixtures and better wire. His supervision has not only resulted in reducing the number of trolley breaks but also in increasing the life of the wire. The recent overhead installation for the trolley buses on the northwest side has called forth many favorable comments from engineers all over the country.

From the beginning of his career until the present Mr. Roper has always had an absorbing interest, if not a real fascination for electrical work, which has grown to such an extent that he has never allowed himself time to become interested in any sport or recreation.

Thirty-seven years ago there lived a young man working for the street car company in the city of Milwaukee who had the ambitious belief that if he came to Chicago or some other large city he could better his fortune. That young fellow was Howard Alton. He obtained

work with the Chicago City Railway in 1894 in the electrical department, making bonds for the track. The next step in his school of experience was car repairing at 69th and Emerald Avenue.

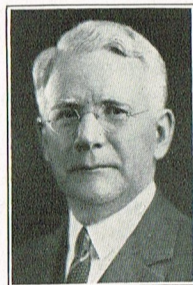
Then on May 1, 1896, he was advanced to foreman of car repairs at 61st and State Streets. After seven months at this depot he was transferred to Archer Avenue and then to 77th Street.



Howard Alton

In the year 1901 the company needed an assistant master mechanic and Howard received the promotion. Two years later he advanced to General Foreman of the 78th Street Car Shops and in 1920 was made General Foreman of the South Side Car Repairs as well. Car repairing today is quite different from what it was thirty years ago, according to Mr. Alton. This is because of improved rolling stock, finer equipment and new inventions. However, with the more rigid and thorough inspection demanded today, the work of car repairing is on a higher scientific plane than formerly.

If there is one man on the system who has brought more smiles and good cheer to Surface Lines employees than Harry K. Byrne has, then we want his name and address. Mr.



Henry K. Byrne

Byrne came with the Chicago City Railway Company during the World's Fair rush and started as a conductor at the Archer Avenue Depot (then all horse cars). Shortly after this he transferred to Cottage Grove Depot

where he worked as conductor and later as a night clerk.

In the year 1895 he resigned to try another line of business, but this did not measure up to his expectations and on April 24, 1897, he returned and received the appointment of clerk at 61st and State Street. Four years later he was made receiver at 39th and Wabash Avenue.

Now it appears that in the year 1903 the Treasurer's Office was in need of an experienced money clerk; Mr. Byrne was selected for the job. Two years later he was advanced to Assistant Paymaster, and in the year 1907 was promoted to Chief Paymaster, the position he now holds.

Out of an average of 3,000 or more employees that he pays every two weeks, Paymaster Byrne is able to recognize over 2,100 of these and call their names and badge numbers. This of course is a distinct advantage and expedites the disbursement of checks especially when a long line forms. However, he would prefer and always appreciates having each man call his own name, not relying on the accuracy of the paymaster's memory.

One of the results accruing through all the years that Mr. Byrne has been in contact with Chicago street railway men is (and he takes pleasure in emphasizing it) that he couldn't expect to receive a higher degree of courtesy from any body of men than he invariably does every two weeks. Chief Paymaster Byrne is very ably assisted by five other paymasters.

Departments and Divisions

Accounting

The employees of the Accounting Department were very sorry to hear of the deaths of Mr. Arthur Bresin's brother-in-law and Mr. Arthur Mueller's mother. All of us extend our heartfelt sympathy and condolence to these boys and the other members of the family during their bereavement.

A varied line of vacation trips have recently been enjoyed by the employees of the department. Miss Ann Kerruish visited Silver Lake, Wautoma, Wisconsin. Swimming, fishing, etc., went toward making her trip very enjoyable.

Milwaukee, Wisconsin, visiting relatives and friends is the way Mr. J. Fitzgerald passed his time.

Covering various points of interest in and around Benton Harbor, Michigan, helped to make J. Kubick and C. Pacelli vacations pleasant.

Embarking at Paducah, Kentucky, to navigate the "Father of Waters" and finding a most congenial company of the same mind Miss Emma Miller visited some very interesting places, Battle Field of Shiloh, General Grant's Headquarters at Savannah and the now famous "Muscle Shoals." It seems some of the women in the party wanted to be initiated in a snipe hunt, so they were, and anyone who

has participated in this sort of fun would appreciate the humor of the situation.

See "Chicago First" seems to be the slogan of Mr. C. Koller who reports a good time while visiting various points at home.

Miss Y. Small says she had a splendid automobile tour in and around the states of Missouri, Arkansas, Kansas, Oklahoma, Tennessee, Kentucky, Ohio and back into Illinois, returning with souvenirs from the lead mines in Kansas, and cotton picked by herself near Memphis, Tennessee.

Mr. J. R. Maus was observed leaving the office Thursday evening, September 24th, with a box of candy under his arm. What is up, Mr. Maus?

Electrical

Our sympathy is extended to J. Gilroy, operator at 82nd and Halsted Sub-station, in his hour of sadness occasioned by the death of his beloved sister.

Pat Griffin has joined the ranks of College Athletes. A rather conspicuous "W" adorns his sweater coat. Some folks think it stands for "W" h a t ?

Adolph Kutz, one of the star bowlers on the Electrical Team, is trying to make himself believe that if he rolls his second ball first he will eventually bowl a 300 score. Here's hoping he will. "Billy."

Engineering

Doris Mae, the six months old daughter of Charles Kuehl of Grand & Leavitt, has already acquired more golden locks than her daddy ever had.

Retzler, Pellicore, Ruzich, Tadavich and Nangel compose the Building Department Bowling Team, with Snellgrove subbing. The boys are tuning up for the battle with the Track Team on November 16th.

John Kamenjarin returned to work recently after having been confined to his home for several weeks.

John Jones of Grand & Leavitt never misses an opportunity to display his three-year-old boy, Milton. You have reasons to be proud of the lad, Johnnie.

The Track Department Bowling Team, captained by the veteran R. J. Rumatz, is up near the top in the Club House League. Rudy is a born leader, and we look for him to bring home the bacon or the cheese, or whatever they give for bowling prizes.

Andy Johnson and Frank Fielding attended the Bunco Party at the Club House on October 24. They are keen Bunco fans, and hope with a little more practice to become top notchers at this difficult game.

James Boyce, Motorman in the Utility Department, announces the arrival of a baby boy. Transit.

Shops and Equipment—North and West

West Shops: Stanley (Stas) Kajpust was married to Celia Parypinski at St. Hedwig's church on October 10. Congratulations! We enjoyed the candy and cigars.

Ed. O'Bid and Arthur McIntosh (the Irish and the Scotch) have returned from a vacation spent in Canada.

It must be the sign of something or other



O. Serrano of the West Shops and His Bride

when our timekeeper, who is not at all interested in the Fair Sex, buys two of the best seats obtainable, to see "Girl Crazy."

Charles Kamin, one of our old-time painters, passed away on September 7th. We extend our sincere sympathy to the bereaved family.

Gus Olson, who has been on the sick list for a long time, visited the men in the Paint Shop recently.

We offer our congratulations to O. Serrano, specialist, who was married on October 17. The cigars were appreciated.

Jane V. McCarthy.

South Shops and Carhouses

We were indeed sorry to learn of the death of Millard C. Matheny, beloved husband of Lydia Matheny, South Shops Office, who after a lingering illness passed away from this life on September 22, 1931. The funeral services were held at Lain's Chapel, 63rd Street and Harvard Avenue, Friday, September 25, 1931, at 2:00 P. M. by the Rev. G. Schuessler of the Redeemer English Lutheran Church. Interment at Mt. Hope Cemetery.

Our sincere sympathy is extended to Mrs. Matheny and immediate relatives in their deep sorrow and bereavement.

Dan Casey, 77th Street, is crooning what is known as "The Matrimonial Blues."

Any one interested in imported dogs see Henry Quinn, 77th Street.

M. Sayre, 77th Street, recently returned from a trip to Joliet, Ill.

J. Hanrahan is about to graduate from a four cylinder to a stream line straight eight. Quite classy, we say.

Imagine Wm. Doering, Burnside, trying to start his car with the ignition turned off and then wondering why the car wouldn't even budge.

Our sympathy is extended to F. Mathiesen,

Burnside, who recently took himself a "bride." No cigars as yet.

P. Streelman, Burnside, has at last bought his ideal—a Ford car. We hope the tires last, be-



"Honest Jimmy" Meehan of the 77th Repair Department

cause they're the only good items on any Ford.

Ed Timpe, Cottage Grove, says the baby wakes him up every morning.

J. Ferguson of Cottage Grove is having a terrible struggle with his Parisian moustache.

Doc Nolan, wreck wagon pilot at the Grove, has adopted a Scotch bloodhound for a mascot.

Nels Meyers, Cottage Grove, has acquired a blushing fever since the picnic. Assuredly he was a master sheik at that time.

Elsie R. Smith.

Around the Car Stations

Cottage Grove

Our standing in the Accident Prevention Contest shows a slight improvement this month. Keep up the good work. The season is now approaching for slippery rails. Motormen should examine the sand boxes and see if the sand flows freely and if it does not, have it attended to before leaving the depot. All defects should be reported when signing in the cars and the mechanical department under the supervision of Foreman J. Gamen will see that such defects are repaired and thus avoid many collisions.

We also show an improvement in our witness getting contest. As previously advised, pass out the cards liberally and get all the witnesses possible.

Our Superintendent, Mr. C. C. Cricks, and his assistant, Mr. H. Hooper, certainly appreciate this gain in these contests.

There are many of our trainmen wearing new uniforms, which make a great improvement in their personal appearance. Cottage Grove ranks second to none in neatness and would easily win a contest in personal appearance.

There are quite a few trainmen still on the

sick list, among whom are Conductor J. Kearney, Motorman John Foley, Al Huftile, Dave Johnson, A. G. Swanson. A visit to any of these would be appreciated.

We are pleased to see Motorman D. Crowley at work again after a short illness.

We welcome to our midst our new Night Clerk, G. T. Sands, whom we hope will like his new position and remain with us permanently.

Well, well, well, will wonders never cease! You have heard of the seven wonders of the world; here is the eighth wonder: Assistant Superintendent Harry Hooper has an automobile that requires a five-cent piece before it will percolate. It is on display in front of the depot every morning at 12:05 A. M. Come early and avoid the rush and see it before he sends it to the National Automobile Show.

J. H. Pickin.

77th St.

It is with deep regret as the magazine goes to press this month that we find our scribe, Charlie Gylling, confined to his home by illness. We sincerely hope that it will be of short duration and that he will be back on the job next month to give us the news.

On Tuesday, October 27, Mr. Evenson and Mr. Pasche held their Transportation conference and accident prevention talk. Both the afternoon and evening meetings were well attended. Mr. Evenson stressed the special bulletin sent out by Mr. Richardson and talked on salesmanship generally. Mr. Pasche urged the rank and file to put forth their best efforts to win the accident prevention prize for this year and stated that it was entirely within the reach of this division as it was at present less than one point behind the division at the top. Let us all keep our shoulder to the wheel, as it only takes a little push to bring home the bacon.

The following trainmen have taken unto themselves a helpmate: Conductor M. J. Quinn No. 2 and Conductor J. L. Wooten, both of whom we congratulate.

On Wednesday, October 28th, the club members and their lady friends were treated to a drama called a "Day at the Polls," which was presented in the club room by the Honorable Judge E. K. Jarecki and his caste. The hall was packed and a very enjoyable evening was had by all present.

Have you noticed the new public speaking system in our club room? By means of this system we will now be able to have talking pictures as well as musical numbers in the future, so watch for further announcements of good entertainment.

The stork paid a visit to the homes of the following trainmen: Conductors C. A. Beville, F. F. Yost and W. G. Harrison, also Motormen J. J. Garrity and G. S. Harris. We extend our congratulations.

New pool balls have been bought and the pool and billiard tables have been fixed and recovered for the fall and winter season and for the members who like reading, the following magazines have been ordered for the year: Asia, American, Ballyhoo, Baseball, Collier's, Literary Digest, Outdoor Life, Popular Mechanics,

Parents, Review of Reviews, True Story and the Illinois Legionnaire. In addition to these there is also a complete set of the "World Book" any volume of which can be had from the secretary.

The following trainmen are on the sick list: F. P. O'Neill, J. E. Birmingham No. 1, J. J. Donohue No. 2, W. J. Sullivan, T. Shaughnessy, E. C. Anderson, M. Morrison, J. O'Neill No. 3, J. W. Meegan, J. Maguire No. 1, Pat Leonard, E. B. Gillooley, E. J. O'Malley and F. Hackenbrock. Drop around and pay the boys a visit; they will be glad to see you.

During the past month the father of Conductor J. F. Bowler was called to his eternal reward. This division extends its sincere sympathy to the family of the deceased.

O. T. Duncan.

Archer

Conductor Clarence George Williams is wearing a large size hat nowadays. Yep, it's a boy and he arrived October 13. We predict Clarence will be busy from now on.

Conductor John L. Novak met with a serious auto accident on October 3, when his car was struck by another auto going in the opposite direction. Results, John's auto was overturned and he came out from under with a broken leg. Best wishes, John, for a speedy recovery.



Charles, the Son of Conductor J. J. Vodderer of Archer

Motorman George L. Kersten recently made an auto trip through the New England states, visiting his relatives. Reports a wonderful trip and says the old buzz wagon still hits on six.

Conductor George Oakes reports the death of his father, who died October 16th. Our sympathy is extended in your sad bereavement.

Miles P. Callahan, the Board member of this Division, recently received a set of golf clubs specially designed for Miles. The donor was



Roland Lee, Seven Months Old Son of Conductor J. T. Wack of Archer

Dick Cullen, an oldtime friend and co-worker. Mr. V. G. Walling of the Engineering Department commends Conductor Clarence W. Cramsie for escorting an aged lady to transfer corner at 63rd and Cicero Avenue.

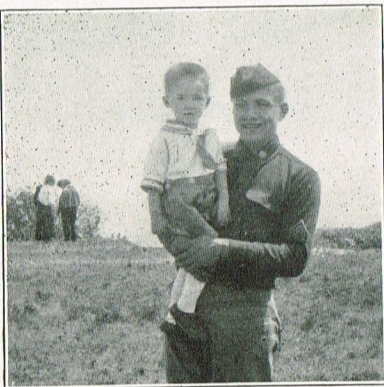
Work well done reaps its own reward. Chas. Vanek, night clerk, known to the boys as "Peg Leg," recently became master of a day position. His friends among the trainmen presented Charles with a beautiful fall bouquet, which bedecked his desk on the morning of his promotion, wishing him success. Vanek is under the impression that "what is to be, will be, whether it happens or not" and can be earned only as a reward for work well done.

Conductor Allen Ingles has always condemned the loud speaker on the outside of stores and has held them as illegal. It's different now; a baby boy came to the home of the Ingles October 10th and Allen is doing the broadcasting. Congratulations, Allen, and may the next be a girl. Dusty.

Blue Island Depot

We all extend our sympathy to Conductor Fred Reifsteck and his family in the loss of their mother.

Conductor M. Neydlik was presented with an 8-lb. baby girl on October 31. Congratulations, Mike.



Victor, the Brother, and Robert, the Two Year Old Son of Motorman F. Zilinski of Blue Island



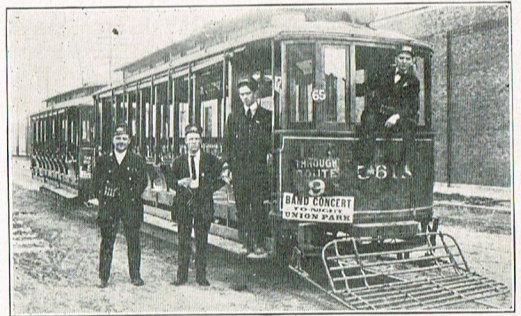
Phyllis, 15 Months Old Daughter of Conductor A. Cook of Blue Island

Conductor J. Smutny, badge No. 4244, and Motorman E. Brichta, badge No. 10513, of Run 13, Blue Island Avenue, on October 29th arrived at 14th Place and Blue Island south bound and found a truck broken down, blocking both tracks. They called the wreck wagon, then went back to Racine and rerouted over Racine to 18th to Blue Island, avoiding a delay to their run. Run No. 9, north bound, in charge of Conductor T. Daniels, badge No. 4682 and Motorman J. Sykora, badge No. 9299, arrived just as the wreck wagon arrived and were asked to call another wagon, which they did, then went back to 18th Street and rerouted the east bound cars until Supervisor arrived, thus saving a delay to service of one hour. The above crews are commended for their good work.

C. P. Starr.

North Avenue

On The Tribune's autumn Honor Roll of Outstanding Gardens of the area within 40 miles of the loop we find the name of one of our oldtimers, Conductor Charles Lemker. His home at 2929 N. Keating Avenue, has been visited by hundreds of people interested in rock garden and garden work during the past sum-



A Through Route 9 Train Taken at 69th and Ashland in 1910. Conductor L. Spiegel in Window and Motorman M. Kennedy on Step, of Noble

mer. Mr. Lemker received from The Tribune a gold certificate of merit in recognition of his work. It should be understood, says Charlie,

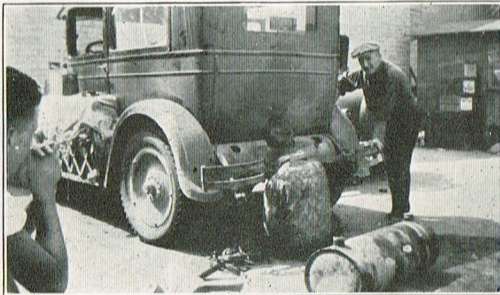
that Mrs. Lemker deserves a full share of the honor.

Our most eligible bachelor, Conductor Lester Smith, has finally succumbed to the wiles of the fair sex and became a staid married man. It happened August 23. Congratulations to you and your bride, Lester, old boy.

Due to conductors not writing their names in a clear and legible way on their trip sheets we sometimes have peculiar results. D. Sullivan turned up as "D. Suhloon" the other day. Operator E. Fait became "E. Tart." He is a sweet boy, at that. And then old tried and true Wm. Fell became William Tell, which is all right in Bill's case, as he is a straight shooter, all right. But get your name on that sheet so that the world can read it.

Another thing about the over and short list. The relief receivers are not familiar with all the men and it will require the co-operation of the conductors and operators to keep those correction lists cleaned up. Of course, the OVER side is more or less automatic, so to speak, but the short side is different again and it is a tough job for the regular receiver to locate the debtor at times. Take a look at the list before going out and take another before going home and get it straightened up.

Sympathy is expressed to Conductor William Wacholz in the loss in the passing on of his father. And to Motorman Lars Larson, who lost his wife suddenly October 5.



Bus Drivers Edward Carroll and Arnold Cola, and Motorman Anthony Falco of North Avenue at Glendale, California. Carroll Backed His Car Into a Concrete Post and Cola Is Making the Repairs

Motorman George Piper, he of the red cheeks and engaging smile, is papa to a girl who arrived October 15, weight 7 lbs., 3½ ounces. That is fine, George, and all the passengers on Chicago Avenue rejoice in your good luck. But George, have the babies come in even pounds in the future, as our typewriter does not take kindly to fractions.

Conductor Instone, who works about the heaviest run on North Avenue, is papa to a boy who arrived during the past month. Hope he doesn't have to put in any overtime floor work with the young man.

Conductor Ed Rogers and Conductor Albert Seipp passing one of the closed banks up north. Ed says to Al: "Look, the windows of the bank

are frosted." "Yeh," says Al, "due to the frozen assets." "Of course," says Al to me later, "Ed never whitewashed a chicken coop and he thought it was frost."

We ought to be able to get enough witnesses to give ourselves a first place for a Christmas present. North Avenue should be back in first place if we run true to our natural gait, but let's give a little extra push and try to set a new record.

Standing on the front platform of a car we heard a passenger ask a motorman why he had waited for a couple of intending passengers who were scurrying to catch his car when he could just as well have gotten away from them. "Yeh," said the motorman, "but you know, my family use the street cars, too, and I wouldn't want anybody to do that to them."

C. A. Knautz.

Lincoln

Conductor J. A. Anderson met with a peculiar accident October 10. While trying to put a nipple on a bottle the bottle broke, cutting his hand between the thumb and forefinger, which proved very serious and he had to undergo an operation which caused him to be off about a month.

Two new boys in the Lincoln office, a receiver, Walter Daly, and a relief clerk, Elmer Reidle. Here's hoping they like the new position and good luck to them.

A baby girl, 7¼ lbs., was born at the Swedish Covenant Hospital October 16 to Mr. and Mrs. L. C. Wagenknecht. Best wishes to mother and baby.

Motorman M. F. Moore was taken ill suddenly October 21 and has been at home since that time. He would be very glad to have any of the boys come up and see him.

Motorman J. Callaghan, who owns a little hunting lodge in Michigan, was surprised to find when he made a trip up there that some one had entered and stripped it bare. He managed to find a few dishes which had been thrown into the nearby lake.

Motorman L. L. Smith is sure a wizard as a duck hunter. Recently he went out hunting and when he got through shooting there weren't any more ducks left.

Conductor Tom Dillon went duck hunting near Morris, Illinois, but we haven't seen any ducks so far, which leads us to believe that perhaps Motorman Smith got there ahead of Tom and cleared out that place, also.

H. Spethman.

Limits

Our assistant superintendent, Mr. Simpson, sustained a very severe sprain of the shoulder recently, having fallen off a stepladder. He is now active again in his various duties around the station, which is a matter of delight to the trainmen.

Two of our celebrated and gifted Irish trainmen, Willie Kane and Ed Nolan, will entertain in the near future over radio station WCFL during the "Irish Hour." Willie Kane, with his clear tenor, will entertain with all the pathos, tragedy and romance of an Irish ballad, sung only as a true son of Erin's Isle can sing, and

his close friend and associate, Ed Nolan, will dance to the tune of the Irish bagpipes. We are looking forward with great pleasure to this coming event.

We are delighted to announce that Motorman Tommy McIntyre gained eight pounds at the John B. Murphy Hospital, his wife having presented him with an 8-lb. boy on October 12, 1931. Mrs. McIntyre is in the best of health and we are anxiously awaiting full details of the christening which will follow, no doubt, in the very near future.

Conductor Arthur Pinzke buried his wife October 24, 1931, from Crosby's undertaking establishment, 2905 Lincoln Avenue, where the Rev. Friehter officiated. Interment Acacia Park cemetery, Sisters of Germania Chapter of the Order of the Eastern Star and the ladies of Damen Choir Lyra also officiated. This good woman leaves three boys to comfort her husband, 15, 22 and 25 years of age. Dear old Art, we grieve for you in this hour of your greatest sorrow. It seems like only yesterday that, after you were pronounced husband and wife, you proudly led her down the church aisle. Now try to be just half the man she thought you were and when lights are low, beneath their mellow glow, as you gather 'round your sturdy sons, in fancy once again you feel her loving caress and her sweet good night kiss, and in memory you will live once more the happy hours of yesteryear. Art, we are with you to a man.

Motorman Oscar Lutz died Monday, October 26, 1931, at 10:40 P. M., of a cerebral hemorrhage and was laid to rest on Thursday, October 29th, in Rosehill Cemetery. Funeral services were held at his late residence, 641 Dole Avenue. Oscar was in the service of the company for about 15 years and was well known in German social circles, singing "vereins" and similar organizations. He was also a member of the Oddfellows for a number of years. We deeply regret the passing of our old friend and extend our sympathy to his widow.

E. G. Rodgers.

SOME NOVEMBER DATES

One Year Ago

November 1, 1930—New bus garage opened at North and Lamon.

November 2, 1930—Extension in 51st Street (South Parkway to Cottage Grove).

November 16, 1930—Extension in Montrose Avenue (Knox to Milwaukee).

November 25, 1930—Extension in 87th Street (State to Ingleside).

Six Years Ago

November 6, 1925—The following appointments effective: W. A. Bessette, Acting Division Superintendent, vice Robert Beldam, on sick leave—1st Division; O. F. Langohr, Acting Assistant Division Superintendent, vice W. A. Bessette—3rd Division.

November 18, 1925—First bus authority for Chicago Railways Company (Diversey).

November 1, 1925—A. J. Klatte appointed Electrical Engineer.

Seven Years Ago

November 12, 1924—The following appoint-

ments confirmed: O. F. Langohr, Assistant Division Superintendent, 3rd Division; P. L. Francois, Supervisor, 1st Division; S. McBroom, Supervisor, 2nd Division; F. W. Orton, Supervisor, 3rd Division; J. C. Becker, Supervisor, 3rd Division; Arthur Usen, Supervisor, 6th Division; T. Gibbons, Supervisor, 10th Division; J. Mathley, Supervisor, 12th Division; Thos. F. Eigelsbach, Chief Instructor.

Nine Years Ago

November 19, 1922—First hand-operated fare boxes used on Broadway.

Eleven Years Ago

November 16, 1920—The following appointments confirmed: E. L. Maguire, Division Superintendent, 6th Division; William Hall, Assistant Division Superintendent, 6th Division; M. B. Quinn, Division Superintendent, 2nd Division; Richard Walsh, Assistant Division Superintendent, 4th Division; J. P. Hollmeyer, Assistant Division Superintendent, 8th Division.

Thirteen Years Ago

November 5, 1918—Merger ordinance for Surface and "L" defeated at election.

November 21, 1918—Petition for Surface Lines seven cent fare filed.

November 22, 1918—Elevated fare increased to six cents.

Eighteen Years Ago

November 13, 1913—Surface Lines unification ordinance passed.

Twenty-three Years Ago

November 17, 1908—North Side "L" extension opened to North Water terminal.

Twenty-four Years Ago

November 24, 1907—Chicago City Railways Company first "Pay as You Enter" cars on Cottage Grove.

Twenty-six Years Ago

November 3, 1905—Englewood Branch "L" extension opened from Prairie to State.

Thirty-five Years Ago

November 8, 1896—Lake Street "L" extension opened from State to Wabash.

Thirty-eight Years Ago

November 6, 1893—Lake Street "L" extension opened from Market and Madison to Lake and California.

Forty-nine Years Ago

November, 1882—State Street cable opened 22nd to 39th.

Sixty-five Years Ago

November, 1866—Root Street line built—State to Halsted.

November, 1866—State Street line built—22nd to Root.

Seventy-three Years Ago

November 1, 1858—Ground broken at State and Randolph for first car line.

HERE THEY ARE

Here are the names in the Accounting Department picture: Left to right (standing)—Misses A. Marsden, R. Wohlford, J. Warren, P. Meagher, J. Peletrin, L. Peletrin, Mrs. A. Peletrin and Miss B. Peletrin. (Sitting)—Misses F. Canny, L. Rigoni, J. Dooley, L. Hoeft and E. Sullivan.