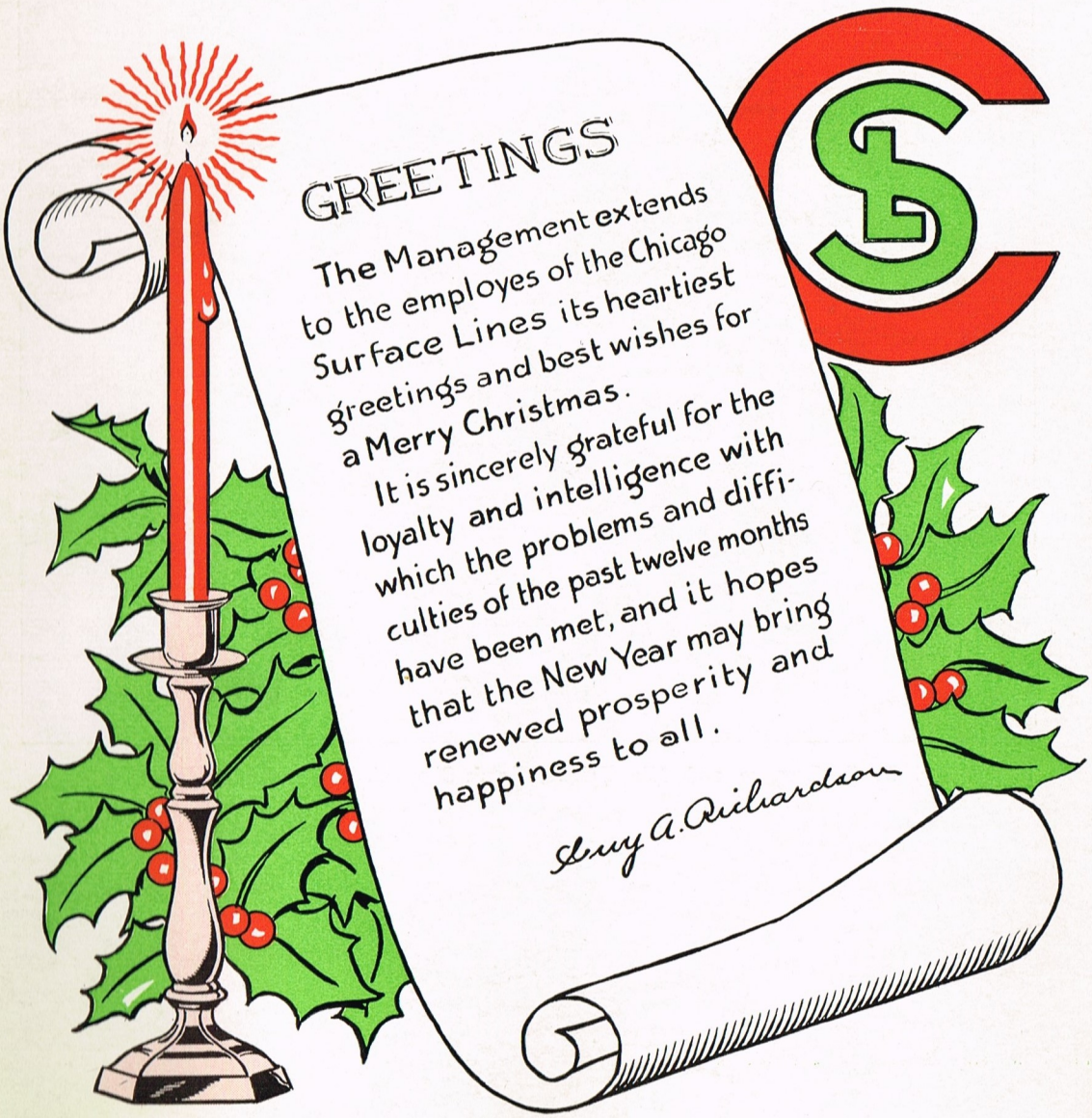
SURFACE SERVICE MAGAZINE

VOLUME 8 DECEMBER, 1931 Number 9





Mr. F. J. Sprague and His Friend, Frank Shepard, Manning a Trolley Bus

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 8 DECEMBER, 1931 No. 9

"Father of Electric Traction"

Frank J. Sprague, Famous Engineer, Honor Guest at Vice President Richardson's Dinner



Mr. Frank J. Sprague, the Famous Engineer, and Vice President Richardson Giving a Trolley Bus the Once Over

Electric transportation, developed into a great industry within the last twenty years, had its beginning less than fifty years ago. And its "Father" was Frank J. Sprague, an engineer of world-wide renown who bears the same relation to electric transportation that Thomas Edison did to electric illumination.

More than a score of the 600,000 who are actively employed as a result of Mr. Sprague's discoveries had an opportunity to meet the distinguished engineer on his recent visit to Chicago as the guest of Vice-President G. A. Richardson of the Surface Lines.

Mr. Sprague had come to Chicago for

the purpose, among other activities, of seeing the trolley bus section of the Surface Lines in operation, the trolley bus being the last word in electric transportation today. He visited the northwest section of the city where he had a chance to ride in one of the buses of the "Twin Coach" type, and watch the service provided into rather narrow and congested streets. The smoothness and flexibility of the new vehicles excited his enthusiasm and praise which he voiced that evening at Mr. Richardson's dinner at the Union League Club.

It was rather remarkable that among his companions at the table were H. D. Lundy, who was associated with him back in 1887 when he put his experimental trolley line in operation in Richmond, Va., and Frank Shepard who, with Mr. Lundy, installed the first multiple-unit control on the South Side Elevated in 1898.

The room in which the dinner was served was beautifully decorated with autumn flowers and foliage, but these were quite overshadowed by two works of art contributed by the club Chef—a single truck "Toonerville Trolley" in ice and a double truck model in ice of the modern trolley car. Mr. Sprague was delighted with both and observed that the small single truck was even more complete and better looking than his first car.

The affair was wholly informal and the feeling of intimacy, and the cordiality of his associates developed exactly what was sought—a mood of reminiscence that unloosed a fascinating line of stories of the early experiences of the guest of honor. Those were trying days but regarded after the passage of nearly half a century his humorous recital of his trials and tribulations was greeted with shouts of appreciative laughter.

Mr. Sprague referred among other things to the development of his multiple unit control, perhaps the most important and widely adopted feature of electric transportation, and commented on the fact that when the installation of this system was under way on the Boston elevated lines, one of the active members of the electrical crew doing the work was his host, Mr. Richardson, a youngster in his "teens" at that time. And it was then up to Mr. Richardson to recall some of the complications encountered when wires got out of place and the wheels of one care ran forward and another backward as occasionally happened.

At the dinner which was held on Friday, November 13th, there were twenty-three seated about the long oval table including, in addition to those already named, members of the Surface Lines executive staff and Bion J. Arnold, of the Board of Supervising Engineers, William Vandersluis, of the Illinois Central, R. H. Kilner of the Westinghouse Company, H. M. Lytle, B. J. Fallon, and H. A. Johnson, of the Rapid Transit Company, and F. R. Read of the Westinghouse Elevator section.

Mr. Sprague's busy life briefly surveyed presents many interesting high points:

Graduate of U. S. Naval Academy, 1878; member of jury, Crystal Palace Exposition, London, England, 1882, in charge of tests of dynamo-electric machines, gas engines and electric lights, carried on electrical studies and experiments on war vessels at Newport Torpedo Station and Brooklyn Navy Yard; resigned from Navy, 1883, to devote attention to electrical work; founded, 1884, Sprague Electric Railway & Motor Company, which using his constant speed electric motor, was first to engage in the general manufacture and introduction of industrial electric motors; developed pilot control of industrial and other motors; pioneer in railway electrification; equipped first modern railway in U. S., at Richmond, Virginia, 1887, later in Florence, Italy, Halle, Germany, and more than 100 in two years; inaugurated high speed and house automatic electric elevators and installed Central London equipment; invented method of operating two elevators on same rails in a common shaft; invented multiple-unit system of electric train control, which is now in general use, and also a system of regeneration used on mountain electric railways and on high speed electric elevators; promoted high tension, direct current electric railway system; developed system of automatic signal and brake train control to enforce obedience to signals, etc.; engaged for years in promoting underground rapid transit; President, Sprague Development Corporation, Sprague Safety Control & Signal Corporation, construction engineer, Sprague, Westinghouse and General Electric Companies; member Terminal Electrical Commission N. Y. C. & H. R. R. R. As consulting engineer of the S. P. Company made studies for electrification of the Sierra Nevada section of that system; selected as member of the United States Naval Consulting Board by American Institute of Electrical Engineers and the Inventors' Guild, and engaged during World War in development of fuses and air and depth bombs.

North Avenue Extension Celebrated

West Town Chamber of Commerce Sponsors an Interesting Program and Luncheon

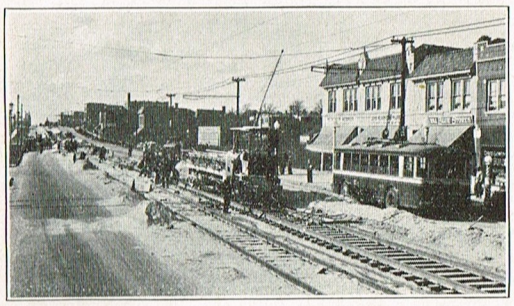


Cutting the Ribbon to Inaugurate the Opening of the North Avenue Extension

Everyone familiar with the former western terminal of the North Avenue car line at Austin Boulevard will easily recall the congested condition at this point due to the heavy automobile traffic turning east from the boulevard. Now with the line extended west of Narragansett avenue, much better and less hazardous switching facilities are obtained and many residents of Oak Park and Chicago are provided with convenient service.

The Engineering Department started the work October 26 and finished November 16, completing a little over one mile of single track in three weeks. This is regarded as excellent time, considering the handicap of heavy traffic on the street.

A celebration sponsored by the West



Pushing the Track Laying Work on North Avenue Looking West from Moody Avenue



Finished Concrete Looking East from Meade Avenue



Fred Fennema, a Veteran of Fifty-two Years' Service, His Son, Supervisor Frank, and His Grandson, Fred, on the Front End of a "Bobtail," Leading the Procession on North Avenue

Town Chamber of Commerce was held Saturday afternoon, November 28. Beginning at 12:15 P. M., a dinner was served to about one hundred and thirty guests at the North Austin M. E. Church. After the dinner the following speakers were heard: Chairman Charles Hadley, of the Illinois Commerce Commission, President Willis McFeely, of the Oak Park Board, President Thomas M. Chisholm, and Vice-President William F. McHugh, of the West Town Chamber of Commerce.

After the speeches the guests and members went to the Austin Avenue terminal, where a ribbon-cutting ceremony was staged. President Willis McFeely cut the ribbon. The model of the 1859 "Bobtail" horse car was on hand (to lend dignity to the occasion) and with this car filled with the wives of the officials and a freshly painted modern electric car filled with officials, the start was made for the new western terminal. The driver of the horses was Motorman Fred Fennema.

The following organizations participated: Chicago West Town Chamber of Commerce, Greater North Avenue Super-Highway Association, Rutherford-Galewood Improvement Association, North West Community Club of Oak Park, North West Federation of Improvement Clubs, North West Lions Club, North Austin Lions Club, North Austin Manor Neighborhood Club, North Austin Community Club, West Suburban Transportation Association, North Oak Park Improvement Club, and North Avenue West Business Men's.



Sitting—Left to Right—Thomas Roberts, Receiver West Town State Bank; Wm. F. McHugh, Vice Pres. Chicago West Town Chamber of Commerce; Willis McFeeley, Pres. Village of Oak Park, Ill.; Charles W. Hadley, Chairman, Illinois Commerce Commission; O. F. Cullerton, Pres. Rutherford-Galewood Association; Bernard F. Johnstone, Pres. Western Suburbs Transportation Assn.

Seventy-Seventh Maintains Lead

Burnside Is Second—How Will They Finish?—Checking Up Records

Cumulative—February 1st to November 30, 1931

First Place	Division No.	2,	Seventy-Seventh Street	90.963
Second Place	Division No.	2,	Burnside	90.744
Third Place	Division No.	10,	Elston-Noble	90.310
Fourth Place	Division No.	11,	Lincoln	90.131
Fifth Place	Division No.	8,	North Avenue	89.849
Sixth Place	Division No.	6,	Lawndale-Blue Island	89.827
Seventh Place	Division No.	4,	Sixty-Ninth Street	89.658
Eighth Place	Division No.	5,	Archer	89,622
Ninth Place	Division No.	1,	Cottage Grove	89.482
Tenth Place	Division No.	12,	Limits-Devon	87.979
Eleventh Place	Division No.	9,	Armitage-Division	87.926
Twelfth Place	Division No.	7,	Kedzie	85.975

Month of November, 1931

First Place	Division No.	3,	Seventy-Seventh Street	92.834
Second Place	Division No.	2,	Burnside	90.520
Third Place	Division No.	8,	North Avenue	89.950
Fourth Place	Division No.	9,	Armitage-Division	89.799
Fifth Place	Division No.	1,	Cottage Grove	89.771
Sixth Place	Division No.	4,	Sixty-Ninth Street	89.619
Seventh Place	Division No.	12,	Limits-Devon	89.310
Eighth Place	Division No.	10,	Elston-Noble	89.215
Ninth Place	Division No.	5,	Archer	89.076
Tenth Place	Division No.	11,	Lincoln	88.908
Eleventh Place	Division No.	6,	Lawndale-Blue Island	88.894
Twelfth Place	Division No.	7,	Kedzie	87.188

By WILLIAM PASCHE
Supervisor of Accident Prevention

We are now arranging to compile the "No Accident Honor Roll," the list of trainmen who have not had a chargeable accident for the fiscal year of 1931. It is our desire to make the list as correct and complete as possible. To do this it is necessary to ask that trainmen make inquiries of their Division Superintendents whether or not any report which they have written was classified as a chargeable accident. After the information has been obtained and it is found that an accident has been marked "chargeable" and which the trainmen thinks should not be so marked it is to his interest to make it known to the Supervisor of Accident Prevention for review of the case with the employe involved and make any correction in classification that the facts may warrant.

The list when compiled will be published in SURFACE SERVICE MAGAZINE early in the new year and it is important that everything necessary be done to work it as near correct and complete as possible. Everyone should interest himself in his work record to insure the correctness of the private list.

During the month of November, we note with regret, that alighting and boarding accidents increased over the same month last year. This was particularly disappointing coming immediately following the operating and accident prevention meetings which were held at each of the sixteen car stations at all of which both the Superintendent of Transportation and the Supervisor of Accident Prevention stressed the importance of the subject. Both were very careful to explain how real salesmanship on the part of both the motorman and conductor will reduce this class of accident. Surely it is possible to prevent some passengers

from walking off of moving street cars if the motorman will not open front exit doors too soon. Opening the doors before coming to a full stop invites passengers to alight while the car is moving.

Just recently while riding west on a North avenue car the motorman was so impatient when a lady was alighting from the front platform of a standing car, he said loud enough to be heard by the writer, "Hurry up grandma," and then, at the stop further west, he opened the door about 25 feet before the car came to a stop to permit me to alight. The method pursued by the motorman was neither courteous nor was it the kind of operation that prevents alighting accidents from the front platform.

With the conductor on the rear platform calling streets, looking out alongside of the car before giving the signal to go and by being generally alert, alighting or boarding accidents while the car is moving should be very few, if any, and certainly not the kind that could be prevented.

The importance of calling streets is being brought more and more to our attention as time goes on. Just recently we had occasion to review an alighting accident and the facts as substantiated by the written statements of witnesses were positive evidence that had the conductor called streets the passenger who fell alighting would not have hurried as she did when she discovered that she had been carried by her street. Calling streets clearly and distinctly is real salesmanship and should be practiced by all conductors.

Another Eye Saved

A. Staefanick, an employe of the Track Department, while working with a gang at Cottage Grove and 80th street, had his goggle lens so badly shattered by a flying piece of concrete that every piece of glass fell out of the goggle frame to the ground, luckily, however, causing no injury to the eye. This was but another impressive lesson of the importance of using the protective devices provided for the men whose work has hazardous possibilities.

Transportation in 1865

Chicago Sixty-Six Years Ago Gave Little Promise of Its Future Greatness—Lines of Early Days

How many of the present day employes can visualize the Chicago of 1865 and picture the street railway system as it then was compared to its present size? Our oldest employe dates back to 1875 in service. Chicago in 1865 was thirty years old and from the start of the first street car line in 1859 the system had grown to an extent of 29 miles. The city limits were Fullerton avenue on the north, Western avenue on the west, and 39th street on the south. This covered an area of 24 square miles with a population of about 200,000.

At that time the South State Street line operated from Randolph to 22nd street and thence to Cottage Grove avenue and as far south as 39th street. Also on Indiana avenue line from 22nd to 31st street. Archer Avenue line extended from State to Pitney Court just east of the river. There was a line in Wells Street from Randolph to Polk, and over the Polk Street bridge to Canal street.

On the west side, Madison street extended from downtown (State street) to Western, Randolph street from Wabash to Bryan Place and thence over to Lake street and as far as Western avenue, where a short line connected to Madison. There was another connection from Randolph to Madison at Ogden avenue. Other cars operated in Clinton street from Randolph to Roosevelt and in Jefferson from Harrison to 14th street. Also in Blue Island Avenue from Halsted to 13th, and in Halsted from Harrison to Milwaukee avenue. Milwaukee avenue extended from Desplaines street to Noble street.

On the north side there was a line in State street from Lake street to Michigan street (Austin avenue) and on Michigan to Clark; also in Clark street from the

river north to Diversey. Also in Evanston avenue (Broadway) to Graceland avenue (Irving Park) and in Graceland avenue west as far as Ashland avenue, (all this being outside of city). Chicago avenue had a line from Clark to Larrabee, and Division street from Clark to Clybourn and thence to Larrabee. Sedgwick street operated from Division to Center street. Larrabee street had a line from Clybourn to Center street. Records of the North Chicago City Railway Company for the year 1865 show that there were six runs on the Limits line (probably Clark street), five on Larrabee, two on Sedgwick, one on Chicago avenue and one on Graceland avenue (cemetery) line, the last named being then operated with a steam dummy. Average receipts of that company in that year were $321 per day and there were 23 trainmen working daily.

A question arises as to the 1865 location of operating headquarters for the three divisions. A rather indefinite record has been found that there was formerly a car barn and office at the northeast corner of Clark and Chestnut streets in 1860. Also a barn for the Evanston dummy in 1864 at Southport and Graceland avenues. Also a barn about the same time on the present site of the Limits Depot. For the west side there was a barn at least as early as 1862 on the north side of Madison at Ogden avenue, remaining until 1864 when this headquarters was transferred to Western and Washington. There was also a barn at Milwaukee and Augusta in 1863, the property having been held by the company until 1912. Also a barn in 1863 at Blue Island and 13th, and in 1865 on Jefferson near 15th Place. The oldest building shown for the Chicago City Railway Company was in 1881 in the vicinity of Dearborn and 20th streets.

Ten Years Later

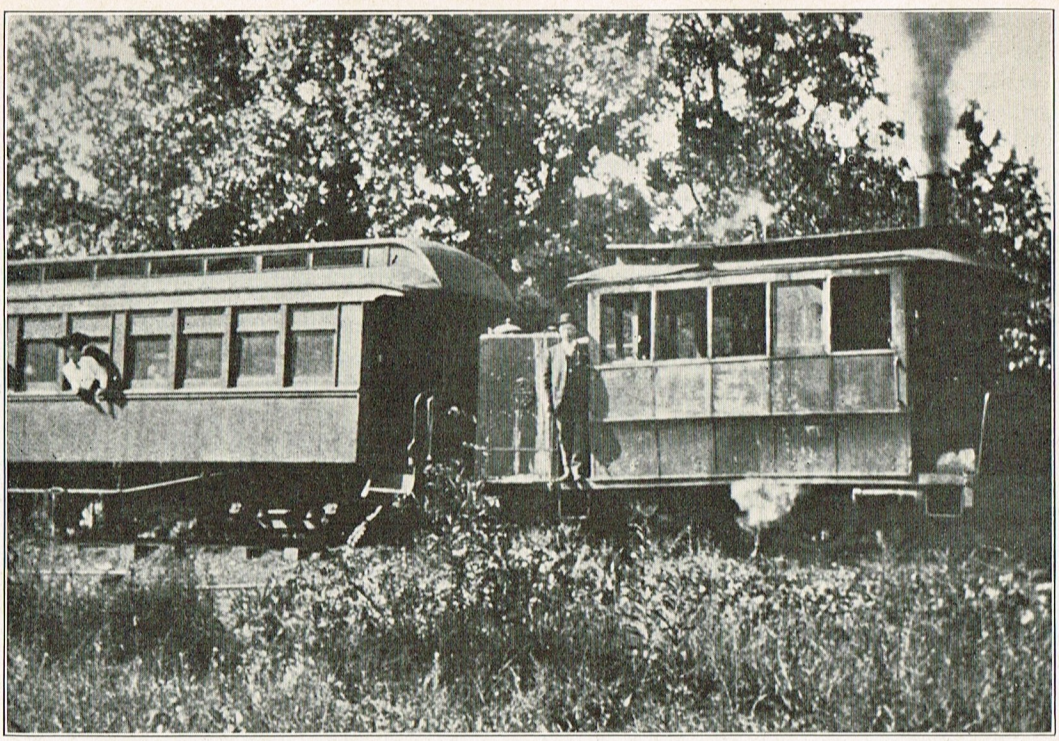
Ten years later (in 1875) the city limits had been extended north to Belmont avenue, but the western and southern boundaries remained without change. By 1875 the Wabash avenue line had been extended from Madison to 22nd street, State street from 22nd to Root, Cottage Grove from 39th to 55th and thence east to Harper avenue. There was also a line in Root street running from State to the Stock Yards at Halsted street, and Indiana avenue had been extended from 31st to 39th street. Clark street had been extended from the river south to Archer avenue. Blue Island avenue was extended from 13th to 17th streets, Van Buren from State to Hoyne, Grand avenue (Indiana street) from Halsted to Western, Milwaukee avenue from Noble street to Robey, and North avenue from Robey to California. In Wells street cars were operating from Lake to Division and Larrabee from Chicago avenue to Lincoln avenue, Clybourn from Larrabee to Cortland, Lincoln avenue from Center and Clark to Wrightwood. Tracks in North State and in Michigan street had been removed about 1869.

The editor will be interested in hearing from those who may know about early Chicago as to locations of some of the earliest car depots, particularly on the South Side.

Transportation in the '90's in West Suburbs

Did you know that a steam road formerly was operated along Crawford avenue from a point near Roosevelt to Randolph street and thence west through Oak Park and River Forest and northwest to Franklin Park? This was back in the early nineties, when the people of west suburbs could travel that way direct to the downtown Grand Central Station. The operating company was first known as the Chicago and Southwestern Railroad, then the Chicago, Harlem and Batavia, the Chicago and Great Western, the Chicago and Northern Pacific and the Wisconsin Central. In 1895 it was announced that these lines were to be electrified in the suburbs, but instead the Randolph Street tracks were torn up by indignant neighbors and the rest of the property was taken over by the Suburban Railroad Company and was detached from the steam railroad connections to the downtown district.

The Suburban Railroad was the first operator of the line which now goes to LaGrange, starting about 1897. Its tracks were in 22nd street to Harlem avenue and thence by a zigzag route through Riverside and LaGrange; also in Harrison street to Harlem avenue and in Laramie



This cut of the old time Steam Train in service to Oak Park forty years ago was furnished by President P. D. Castle of the Austin State Bank

avenue from Lake to 25th street. The Chicago Surface Lines now serve part of this district—in Laramie from Harrison to Lake and in Harrison from Cicero to Central. The rest of the lines, besides others in the west suburbs, are operated by the Chicago and West Towns Railway Company, whose predecessors were the County Traction Company and the Chicago Consolidated Traction Company. Prior to December, 1910, it was possible tor ide through most of that district on a single fare and transfer from any part of the north or west sides because the operating company—the Chicago Consolidated Traction—was considered to be part of the same ownership as the Chicago Railways Company. It is interesting to note that one of these early lines —Madison street, west of Crawford—would have preceded the Calumet Electric in furnishing the first overhead trolley service in Chicago except for a long delay in arrival of new cars.

Last Horse Car Lines

Local transportation in Chicago originated with horse drawn omnibuses in 1853. This was followed by the first horse drawn street cars in 1859; the first cable in 1882; the first electric railway in 1890. General substitution of electricity for horse power began in 1893 to provide service for the World's Fair. From that year until 1906 the city authorities fought against the use of overhead trolleys in the downtown district.

With the passing of the last cable lines, it was necessary to operate cars through the loop district by electricity. Prior to July 1, 1906, cars on the Adams Street line coming into the loop were changed from electricity to horse power at Fifth Avenue (Wells Street) from which point they were hauled by horses to State Street. The last horse cars in the loop were operated in Dearborn Street from Randolph to Polk on October 21, 1906, which date also marked the passing of the last cable cars.

It is recalled also that horse cars were operated after 1:30 a. m. in State Street from Madison to 39th Street until July 1, 1906. This was done so that the cable might be inspected during the early morning hours.

State Street an Out-of-Door Toyland

Merchants' Novel Transformation of Famous Thoroughfare in Harmony with the Christmas Spirit



As everybody knows it has been the practice of the State Street store managements each year to make a special display of toys at Christmas time. And the toy sections of each of these stores have been jammed to capacity with parents and children feasting their eyes on the wonders that have been supplied from the great Santa Claus factories.

This year because of the unusual conditions the State Street merchants got together a few months ago and decided that they would not stop with the displays within the stores as heretofore, but would attempt to develop a holiday spirit that would appeal to and be available for the great mass of children who might not find it possible to get into the toy sections of the stores. In other words instead of confining their displays to their respective establishments they would turn the famous shopping section of State street between Van Buren and Lake into an outdoor toy carnival which could be participated in by everybody, small and large. By a special arrangement with the Surface Lines and the Commonwealth Edison Company the plan contemplated the use of decorative electric light posts bearing the brilliant lamps that have made this section the best illuminated area in the world, as the framework upon which to build their holiday outdoor display.

An artist of international reputation was called upon to design a series of gigantic grotesque figures which, when cast in sections and mounted on eight-foot pedestals were clamped into position about the light posts. These highly-colored Giants of Toydom, after installation were concealed by huge sacks until December 5th when Mayor Cermak, in charge of the initial program, gave the signal for the "unveiling."

State street was filled with an expectant crowd in a holiday mood and these thousands on foot were given the privilege of a street freed from traffic of all kinds for the forty-five minutes between ten and ten forty-five a. m., set aside for the inaugural ceremonies.

Photographer Chouinard whose camera has been responsible for many wonderful studies that have appeared from time to time in the SURFACE SERVICE MAGAZINE,



was able to secure a number of long shots and closeups which give some idea of the character of the display and the extent of the crowds.

Something that no photographer could show adequately was what this Saturday morning jollification did to the service. With no Surface Lines cars permitted on State street and with diverted automobile



and truck traffic clogging Wabash avenue and Dearborn street, even an active imagination fails to picture the results. With the entire supervisory force concentrated in the downtown territory and with special details of extra traffic police detailed by Commissioner Allman the traffic snarl was not unraveled for hours afterward. The occasion was great fun for the public participating and enjoying the street-wide pedestrian exclusiveness but those other thousands who had business requiring travel through the loop suffered from the enforced irregularity and slowness of transportation. Let us hope that due allowances were made and that the Surface Lines will not be held responsible for conditions over which it had no control.

BAGGING A BANDIT

Conductor Oscar Behrends of North Avenue Nails a Gunman Who Tried a Stickup

Prompt and courageous action on the part of Conductor Oscar Behrends and Motorman Ed Durkin of North Avenue depot put an end to depredations of a stick-up man who had been robbing and terrorizing conductors for some four weeks.

This man boarded a south-bound Crawford Ave. car at Augusta Blvd. at 10:41 P. M., Thursday, Nov. 19. He pushed a gun into the conductor's abdomen, told him to "stick 'em up," and grabbed the changer, at the same time telling Behrends to hand over the "rest of the dough." Instead of complying Behrends grabbed for the gun, but missed, whereupon the bandit stepped back on the platform and commanded the conductor to stop the car. Behrends gave the motorman a signal prearranged for just such an occasion. Motorman Durkin threw over the air and the bandit, sensing something was amiss, forced the conductor and two passengers on the rear platform to turn around. He pressed the gun against Oscar's shoulder blade and told him he was "going to blow him," at the same time demanding that the car be brought to a stop. Behrends gave the emergency stop signal and the bandit hopped off and went west on Iowa street. But not alone. He had the gun with him and Conductor Behrends and an officer who had been on the front platform were right after him.

The bandit, not anticipating pursuit, was proceeding at a fast walk only when the officer called upon him to halt, whereupon he broke into a run. The officer fired three shots, none of which were effective. While the officer was firing Behrends was chasing the culprit and was almost up with him when he hopped a fence, but his trousers caught and he was thrown on the other side. Behrends hopped right over the fence, too, pounced on the bandit, grabbed his arm, forcing it up behind his back and held on, yelling to the officer to come and take the gun. The officer disarmed the prostrate gunman and placed him under arrest. This holdup artist has been identified by other of our men who have been his victims and has confessed to many such stickups.

But he ran up against the wrong man when he picked on Oscar, who has long been noted as a hunter and sportsman who has bagged much game. Conductor Behrends entered service May 26, 1924, and Motorman Durkin entered service December 31, 1925.

And did they forget that important North Avenue business of getting witnesses? They did not! They brought in six good ones.

C. A. Knautz.

Keeping 'Em Rolling

Lawndale Gets Back into Lead with 69th Street Second— Other Changes



Lawndale's Winning Group

H. Keller, A. Martikonis, T. Donahue, V. Boyle, J. Vani, C. Verbiski, J. Guy, M. Platakis, A. Milewski, W. Huth, N. Foley, S. Kluza, D. Kay, F. Gustautas, J. Urbutis, J. Wonogas, J. Girwoin, I. Aldonis, F. Wilicka, A. Lebduski, A. Klostaris, M. Tamosaitis, E. Kuklinski, C. Norweck, P. Virginis, C. Chapulis, T. Spudas, J. Kubinski, A. Koazlowski, K. Sounor, V. Rotzoll, J. Nodus, J. Chiappetta, J. Straukas, T. Collins, P. Rumsas, A. Brazauski, F. Petraitis, F. Carlson, W. Walters, J. Knistaut, S. Vaickowski, A. Dabulski, F. Macyauskas, F. Butkus, J. Konik, D. Reddin, A. Bukauskis, J. Wass, T. Lehane, L. Kramer, F. McColgan, J. Lobacz, D. Riordan, L. Solner, O. Finlay, T. Young, W. Szymkus, S. Jarosz, S. Copac, J. O'Connor, A. Lomasz, G. Thanas, J. De Marco, J. McMahon, A. Petrauski, J. Woods, H. Butcher, J. Schurer.

A very good showing was made by the leading carhouse in November operating 37,570 miles per pull-in due to equipment failure. Lawndale also led for the month of September and came up to the top from ninth position in October.

The individual records appear below:

Rank	Carhouse	Zero Days	Miles Per Pull-in November	Pct. Inc. or Dec.
1	Lawndale	20	37,570	89.3
2	69th Street	8	32,282	64.7
3	77th Street	4	28,226	32.0
4	Armitage	13	24,938	1.1*
5	Lincoln	11	22,143	12.2
6	Archer	6	21,658	11.0*
7	Division	11	19,039	9.0*
8	Burnside	11	18,752	8.4*
9	North	4	18,372	11.8*
10	Blue Island	12	18,338	3.7*
11	Cottage Grove	5	17,880	25.8*
12	Noble	12	16,211	75.4
13	Elston	15	14,632	34.7*
14	Limits	8	12,562	26.2
15	Kedzie	3	11,546	32.3
16	Devon	3	11,142	30.7*
		146	18,637	6.3

*Decrease.

The second highest carhouse, 69th Street, moved up from eleventh position and Lincoln came up from tenth to fifth position.

The average miles operated per pull-in for the system shows an increase of 6.3% over the preceding month, and seven of the sixteen carhouses have increased their percentages.

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

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

Henry: "What is puppy love?"
Eddie: "The beginning of a dog's life."

SURFACE SERVICE MAGAZINE

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Volume 8 **December, 1931** **No. 9**

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

EMPLOYES RELIEF FUND

Annual Report Year Ending November 30, 1931

The Surface Lines Employes Relief Committee, consisting of Messrs. William Quinlan, C. H. Evenson, Joseph J. Kehoe, and F. M. Hamilton, held fifty-two sessions during the year just closed, giving careful consideration to 498 applications for relief, and in many cases the Committee as a whole interviewed applicants.

Of the 498 applications considered, the Committee approved 293 for relief in various amounts and forms; and 205 applications were rejected because of insufficient evidence to show urgent need of relief.

In addition to the above, the Surface Lines Relief Committee forwarded the first payment of $10,000 to the Joint Emergency Relief of Cook County.

Every penny collected from the Surface Lines employes for this fund has been or will be expended on relief, there being no overhead expense whatsoever—100% Relief. The Company has borne and will bear the cost of administering this fund.

The following is a statement as of November 30, 1931:

Receipts	$136,354.10
Disbursements	122,278.73
Balance on Hand	$ 14,075.37

CHRISTMAS PEACE

"I have always thought of Christmas time . . . as a good time; a kind, forgiving, charitable, pleasant time; the only time when men and women seem by one consent to open their shut-up hearts freely . . . and I say, God Bless It!"

—Charles Dickens.

Once more in the course of a year we are upon the eve of the Christmas Season. The joy and goodwill which symbolize this holiday period are reflected in such ancient ceremonials as the singing of Christmas carols, the burning of the Yule-log, putting up gaily decorated pine trees, mistletoes and holly in homes, sending greeting cards to friends, and the exchange of gifts.

Greatest of all, perhaps, is the common spirit of good fellowship and helpfulness which seems to be in every heart during this gala season; it tears down barriers of pettiness and hate and builds up a feeling of cooperation. Yet it is a spirit that too often disappears before the Christmas fires have been banked.

There is really no reason why the spirit of Christmas—call it helpfulness, cooperation, or what you will—should not live throughout the year. And this vital force does live in many ways. One of these is through our group insurance, for at this time of year, when peace and happiness should abound, there is a feeling of satisfaction in knowing that this protection is provided. May this sense of security make your Christmas and New Year happier.—*Metropolitan.*

He—The Ladies of the Helping Hand Sociey enjoyed a swap social Friday evening.

She—You don't say!

He—Yes. Everybody brought something they didn't need. Many of the ladies were accompanied by their husbands.

A Chicago man ate a big mess of garlic in an unsuccessful attempt to prevent the flu. Now he has flu, indigestion and halitosis.

"Thank you, sir, but—well, that's the first time I ever had a tip before shaving a gentleman.

"That isn't a tip, man. That's hush money."

Lady Caller: "Is the manager in?"

Office Boy: "No, he just went out to lunch with his wife."

Lady Caller: "I see. When he gets back with the stenographer, tell him his wife called."

Why Turn Patrons Away?

Too Many Complaints of Failure to Pick Up Waiting Passengers—Poor Judgment

On November 30, 1931, the cumulative standing of the sixteen depots in the Fifth Courtesy Contest is as follows:

		Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
1	Lawndale	17	5	17	1	40	11
2	Blue Isl.	16	9	21	6	52	8
3	Burnside	21	8	13	5	47	27
4	Lincoln	31	12	21	8	72	13
5	77th	81	32	62	19	194	57
6	North	100	31	100	26	257	34
7	Elston	23	9	16	9	57	14
8	Noble	17	11	20	3	51	7
9	69th	57	30	62	24	173	37
10	Kedzie	65	32	63	21	181	46
11	Archer	62	39	72	16	189	24
12	Devon	73	25	43	20	161	31
13	Limits	29	16	30	4	79	7
14	Cot. Grove	58	22	32	14	126	48
15	Division	44	19	37	13	113	7
16	Armitage	48	22	22	8	100	10
	Total	742	322	631	197	1892	381

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
September	98	48	64	28	238	56
October	114	55	92	46	307	59
November	84	43	81	17	225	57
Total	742	322	631	197	1892	381

By C. H. Evenson
Superintendent of Transportation

In spite of all that has been said in meetings at the car stations and in this column, the number of complaints of passing up still indicates that some motormen do not yet fully realize how harmful this is to our business. During the next few months there will be a great deal of cold and inclement weather and it is doubly aggravating to passengers at this time to be passed up by cars for which they are waiting.

There are occasions, of course, where good operation requires a motorman to allow the car following him to pick up waiting passengers, but none of the complaints of passing up are of this kind. Unless there is a car immediately following a crowded car, stops should always be made for intending passengers.

It is inconceivable that any motorman under ordinary operating conditions will deliberately pass up persons waiting in the street. Doubtless most of these incidents occur through lack of alertness on the part of the motorman. In a congested street where there is no safety zone, people waiting for the car are frequently delayed by traffic from getting out to the car line, but the alert motorman will readily observe this situation and bring his car to a stop, holding it for the second or two that is necessary for the passengers to get on board. The stopping of the car results in the slowing up of traffic, which makes it possible for people to cross from the curb, and scarcely any time is lost in making stops of this kind.

Without doubt, much business is lost to the Surface Lines through carelessness of motormen in failing to give passengers an opportunity to board. Those who are going only a short distance will often walk rather than wait for another car; and in many sections of the city people are not dependent entirely upon Surface Lines transportation. Failing to get service from our cars, they will find some other means of going to their destinations.

Some improvement in improper punching of transfers is indicated by the decreased number of complaints, but there is still too much of it. An improperly punched transfer is a sign of inefficiency on the part of the trainman responsible for it, which the passenger cannot reconcile with our claims of good service.

There are also too many complaints of discourtesy. Most of these have to do with the manner in which trainmen inform passengers that their transfers are invalid. The trainman must remember that not everyone understands the transfer regulations in Chicago.

During the last thirty-day period for

which reports are available, sixty-nine complaints were received from passengers who stated that they had been denied transfer privileges to which they were entitled. In each case, the passenger was wrong and the trainman who had denied him the privilege was right, but if the trainmen had taken a little time and shown a little more courtesy and patience in explaining the regulations, few of these letters would have been written. The fact that the passengers still felt that they had been discriminated against indicates that the conductors were remiss in making a clear enough explanation.

The proper treatment of passengers who present invalid transfers requires tact, and the trainman who has no complaints against him in connection with transfers has reason to feel that he is doing a good job.

Compliments From Car Riders

Letters of Praise for Courteous and Considerate Surface Lines Employes

A Bouquet for Supervisor Van Dee

Chicago, Dec. 5. Superintendent of Transportation. Dear Sir: For some time I have been wanting to write the Chicago Surface Lines in regard to the way my aged wife, who is up in the seventies is being taken care of. She has occasion to pass the intersection of Lincoln Avenue, Irving Park Boulevard and North Damen Avenue quite frequently; in the daytime going to the stores and in the evening to the movies. The Supervisor, who I just heard goes by the name of Van, rushes to her aid and helps her across the street in such a manner that I can't help but congratulate you for having a man who looks out for the old, and I might add that at different times taking care of the children as well. My wife has always told me that a policeman escorts her across the intersection, but upon investigating found it to be a supervisor who she thought was a policeman due to the similarity of the uniforms.

Assuring you that both my wife and myself appreciate this kind courtesy on the part of the gentleman in question, and you can surely be complimented upon having a man like this who does things courteously and cheerfully.

Yours very truly,
Jacob H. Fowner,
1917 Larchmont Avenue.

Mr. Strader's "Clear Calling" Club

Further nominations for his "Clear Calling Conductors Club," started by Mr. M. M. Strader last month, has the following conductors named as members: Conductor John J. Harrington, Badge No. 11678 of Kedzie; Conductor William P. Kelly, Badge No. 5560 of Kedzie; Conductor Raymond S. Matern, Badge No. 5700 of Devon; Conductor John E. Gurney, Badge No. 5438; Conductor Archie Ness, Badge No. 8760, of Seventy-seventh; Conductor William B. Westlake, Badge No. 9792, of North Avenue, and Conductor Francis S. Dutkiewicz, Badge No. 14208, of Armitage.

The courtesy of Motorman Frank Krska, Badge No. 3957 of Blue Island, has won for him a commendatory letter from Miss June Vondrak, 6240 S. Kedzie Ave.

Miss S. J. Thomas, 11220 Wallace Street, wishes to thank and commend Conductor Andrew Anderson, Badge No. 3646, and Motorman William J. Hawken, Badge No. 6473, both of Cottage Grove, for their honesty in turning in a brief case which she had inadvertently left while a passenger on their car.

Mr. Martin Klein, 673 N. Clark Street, wishes to thank Conductor Edward T. Quinlan, Badge No. 3200, of 77th, for his kindness in paying his fare when he found that he was without sufficient funds.

Motorman Alfred Stockell, Badge No. 2383, of 77th, is commended for his alertness and quick action in avoiding an accident by Miss Mary D. Stroup, 742 Belmont Avenue.

Mr. M. M. Hart, 17-19 E. Austin Avenue, inadvertently paid Conductor John Paradise, Badge No. 1956, of 77th, sixteen cents for his fare. He entered the car and was followed by the conductor who explained to him that he had given him too much money and refunded the excess fare.

The neatness and courtesy of Conductor C. R. Dessecker, Badge No. 1614, of 77th, won for him a letter of commendation from Miss Anne Wagner, 215 E. Chicago Avenue.

Mr. Clifford Eslick commends Conductor Paul P. Sullivan, Badge No. 1490, of North Avenue, for his courtesy and the cheerful service he renders.

The politeness and courtesy of Conductor Arnold J. Hansen, Badge No. 398 of North Avenue, has made him the recipient of a commendatory letter from Miss Burke, 1517 N. Rockwell Street.

Mr. J. J. McCarthy, 64 W. Randolph Street, reports that while paying his fare to Conductor R. C. Schultz, Badge No. 338 of Kedzie, he dropped some money on the platform which this conductor graciously searched for, found and returned to him and for this he wishes to commend him.

The smoothness with which Motorman August Nelson, Badge No. 11453 of Burnside operated his car and his thoughtfulness in waiting for a lady who was running for his car was made the subject of a commendatory letter

from Miss Juliet Van Volkenburg, 4920 Blackstone Avenue.

Mr. George E. Dietrich, 2013-231 S. La Salle Street, wishes to thank Conductor Raymond J. McGrath, Badge No. 11318 of 77th, for his thoughtfulness and courtesy in paying his car fare when he found that he was without funds.

Conductor Harley L. Holsted, Badge No. 11202 of Devon is described as extremely polite, courteous and willing to help, by Samuel H. Fleischer, 1314-32 W. Randolph Street, who wishes to compliment him.

Miss Myrtle G. Hoag, 5836 Stony Island Avenue, wishes to commend and thank Conductor Joseph P. Carney, Badge No. 10746, of Burnside for turning in her glasses which she had lost while a passenger on his car.

The cool-headed thinking and quick action of Motorman Ira A. Van Buskirk, Badge No. 10461, of Devon averted what appeared to be an unavoidable accident with a reckless automobile driver. Mr. Joseph B. Rogers, 1219 No. La Salle Street, observed the incident and wishes to congratulate the management in having such a skillful operator in the person of this motorman.

Miss Kate O. Guenther, 7646 Green Street, commends Conductor Michael H. Tierney, Badge No. 9880, of 77th as being very business-like, courteous and helpful to all his passengers.

Miss Cornelia Bayme, 3534 Narragansett Avenue, wishes to compliment Bus Operator Henry J. Campbell, Badge No. 9786, of North Avenue for unusual courtesies extended to two elderly passengers on his bus.

Conductor Benjamin P. Mathy, Badge No. 9718, of North Avenue is complimented by a writer as being a gentleman who deserves a lot of praise for his good work and courteous manner.

Mr. A. T. Thorson, 2239 N. Lawler Avenue, heartily commends Conductor Harry W. Andersohn, Badge No. 8890, of Cottage Grove, for his courtesy and kindness to his passengers.

Conductor George A. Leicht, Badge No. 8746, of Limits is praised by Miss Ella Smith, 1242 Nelson Street, for the assistance which he rendered to her mother when she was almost pushed off of his car, due to a capacity crowd.

Mr. E. P. Door, R. R. 1, Plainfield, Illinois, wishes to thank and commend Conductor Arthur H. Piper, Badge No. 8654, of Blue Island for his kindness in assisting him to board his car, helping him entering and finding and escorting him to a seat. As Mr. Door is crippled he states that he is doubly grateful.

Mr. H. H. Pollack, 33 N. La Salle Street, thanks Conductor Paul Krause, Badge No. 8048, of North Avenue, for his thoughtfulness in paying his fare when he found he had nothing but a five dollar bill and which the conductor could not change.

The courtesy of Conductor David Sax, Badge No. 7578, of Kedzie attracted the favorable attention of Mr. William Hardy, 4448 N. Damen Avenue, who compliments him very highly.

Mr. F. Barnett, 8534 Euclid Avenue, wishes to thank and commend Conductor Joseph L. Burke, Badge No. 7694, of Cottage Grove, for his honesty in turning in a leather case containing wrist watches which had been lost on his car.

Conductor C. Olbrecht, Badge No. 6336, of Division is complimented for calling the names of streets in a clear, distinct voice and also for his courtesy by Mr. C. A. Thompson, 5536 N. Sawyer Avenue.

Miss Esther Eichholz, 10711 Avenue N, compliments Conductor Lawrence O'Reilly, Badge No. 14176, for his cheerful "Good Morning" to every passenger and Motorman John F. Smith, Badge No. 4069, for his cheery smile for all passengers on the car.

Conductor Edward G. Kuehl, Badge No. 10288, of Noble is commended for service rendered to one of his passengers.

Conductor Edward S. Holford, Badge No. 5236 of 77th, is thanked and complimented on his honesty by Mrs. Charles Schroeder, who lost a parcel on his car and when she called the Lost and Found Department she was told that this conductor had turned it in, for which she was very thankful.

Mr. W. A. Dean, 837 Sherman Avenue, Evanston, wishes to thank Conductor Charles E. Vandeveer, Badge No. 4860 of Elston, for his honesty in turning in a bill fold which he had lost while a passenger on this conductor's car.

Mr. G. Felland, 4730 Woodlawn Avenue, wishes to thank Conductor James J. Wivinis, Badge No. 14520, of Archer, for paying his fare when he found that he had nothing less than a five dollar bill and which this conductor could not change.

Conductor George H. Edward, Badge No. 13036, of Lawndale, is commended for keeping his temper and acting as a gentleman when verbally lashed by a woman passenger who tried to ride on an invalid transfer. Mr. J. F. Piesen, 1636 W. 14th Place, witnessed the incident and states that this conductor was entirely in the right and he wished to commend him.

Courtesy and kindness extended to a blind passenger has made Conductor James Curry, Badge No. 1280, of 77th, the recipient of a letter of commendation from Mr. M. Todd, 125 N. Austin Boulevard.

Motorman Edwin J. Lindquist, Badge No. 12713, of North Avenue, is commended for the smooth operation of his car by Mr. C. F. Guthrie, 2115 S. 49th Court.

Miss Veronica Dooley, 4211 W. Washington Boulevard, wishes to compliment and commend Conductor Reginald Anderson, Badge No. 12142, of Noble, for his kindly though firm manner in handling an intoxicated passenger.

Miss Anna Shumski, 1046 N. Newton Street, thanks and commends Conductor Edward C. Bloom, Badge No. 12594, of Blue Island, for turning in her purse which she had inadvertently left while a passenger on his car.

Mr. Otto L. Haak, 5415 S. Spaulding Avenue, praises Conductor Walter J. Gorey, Badge No. 11840, of Kedzie, for his courtesy in assisting an elderly lady to board his car.

Miss Ruth Bannon, R.N., 2748 Hampden Court, commends and thanks Conductor John M. Mueller, Badge No. 11688, of Division, for his honesty in turning in her purse which she had lost while a passenger on his car.

Miss Marie Anderson, 7747 S. Seeley Avenue, wishes to thank Conductor Fred W. Rapp,

Badge No. 14190 of 77th, for his kindness in taking her to a hospital and notifying her family when she was struck by an automobile when alighting from a street car.

Miss Alice Leech, 6335 Kimbark Avenue, wishes to commend Conductor George H. Gustafson, Badge No. 2470 of Kedzie for turning in her umbrella which she had left on his car.

The courtesy and thoughtfulness of both Conductor Elmer Hideen, Badge No. 10842, and Motorman Andrew McGann, Badge No. 2505, of 77th won for them a letter of commendation from Mr. M. Shoerlob, 2308 N. Clark Street.

Mrs. Carrie Montgomery, 4536 Indiana Avenue, wishes to heartily thank and commend Conductor Thomas J. Nicholson, Badge No. 4620, of Devon for taking her son to the hospital when he was involved in an accident.

Information supplied by Motorman Thomas J. Taylor, Badge No. 9929, of Kedzie enabled the two daughters of Mrs. Neal Holdt, 5355 Cottage Grove Avenue, to reach their home when they found that they were riding the wrong way and had become lost.

Mrs. D. J. Murry, 1528 Hood Avenue, wishes to thank and commend Conductor Joseph A. McCarthy, Badge No. 10998, of Devon for his honesty in turning in a diamond which had fallen out of her ring when she was a passenger on his car.

Miss Nancy Ray, 4328 N. Hermitage Avenue, wishes to commend Conductor S. K. Bejrowski, Badge No. 11340, for his extreme courtesy and kindness.

Mr. H. DeLave, 6651 S. Oakley Avenue, was very much impressed by the courtesy, neatness and salesmanship of Conductor Joseph N. Coury, Badge No. 6170, of Kedzie, and made this the subject of a commendatory letter in this conductor's behalf.

Mrs. Hattie Fortes, 3543 Carroll Avenue, also wishes to compliment Conductor Joseph N. Coury for his kindness in assisting two old women to board his car and escorting them inside and finding them seats.

The good nature of Conductor Thomas Geary, Badge No. 5640, of 77th won for him a letter of commendation from Mr. Charles Foley, 6215 S. Morgan Street.

THIS MAN REALLY KNOWS

Absolute knowledge I have none,
But my aunt's washerwoman's sister's son,
Heard a policeman on his beat,
Say to a laborer on the street,
That he had a letter just last week,
Written in the finest Greek,
From a Chinese Coolie in Timbucktoo,
Who said the natives in Cuba knew,
Of a colored man in Texas Town,
Who got it straight from a circus clown,
That a man in Klondike heard the news,
From a gang of South American Jews,
About somebody in Borneo
Who heard a man who claimed to know,
Of a swell society madamoiselle
Whose mother-in-law knows certainly well,
That her seventh husband's sister's niece,
Has stated in a printed piece,
That she has a son who has a friend,
Who knows when this depression is going to end.

—Author Unknown.

THE IDEAL MOTORMAN

Characteristics of the Operator Who Discharges His Duties With Credit to Himself and His Company

1. He has a good mental governor to operate his car properly and safely.

2. He goes through thick and thin no matter what the conditions are.

3. His job requires skill, talent and his mind must be on his work. He always tries to do safe driving and practices traffic courtesy. He seldom loses his temper as he belives it only increases a chance for an accident.

4. He is a human answering machine, answering questions which would seem absurd to you. No matter what the question may be he answers them to the best of his ability. He is the most watchful person that travels the road where countless of absent minded drivers, track and street hogs roam the street, who are trying to pass the car from left and right and endanger the life of the pedestrian and who seldom arrive at their destination without a mishap.

5. He is a father to every family that leaves his car. He is an adept at assisting children, feeble people, cranks, smokers, and cripples on the front platform; even for those who can not talk and leave the car with a grouch on their face and never smile for his kindly deed.

6. The motorman is a philosopher and guide to the public. Thoughtfulness, courtesy, comfort, promptness and safety for his passengers because courtesy is the principle in business and also in safety first.

7. Like some great fortune teller or medium he can read our minds as we pass through the door which he opens and closes for us. He can tell if we are sad or happy or in trouble, or where we wish to get off.

8. If you were to take him aside after his day's work is complete he could narrate to you many stories of joy and sorrow which he has heard during his working hours.

9. He can handle any kind of crowd better than a major handles his trained army of soldiers. He gives his best and takes the worst in a good natured humor.

10. He sails along on the car line, always on time, ringing his gong for dreamers or jaywalkers which is not sufficient for them. With his eagle eyes he spies his arch enemy, the absent minded driver.

11. The more passengers that enter his car, the greater his responsibilities are. Children, the deaf, dumb, blind, and cripples would not be able to travel the city streets if it was not for his carefulness.

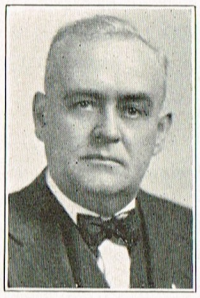
12. He holds greater responsibilities in his hands than any other operator whose car is operated by gas or electricity. He does it every day in the year, in the swelter of the summer and the stormy winter. Step aside, please, and let them off. He always smiles at the world and the world smiles back to him.

—Submitted by Henry J. Frantz, Sr., Lincoln Station.

Surface Lines "Who's Who"

More About Men Whose Services Contribute to Company Efficiency

Benjamin Phillips (a nephew of the late Ben Phillips, formerly Superintendent of Transportation for the Chicago Railways Co.) was a motorman in Scranton, Pa., previous to 1902.



Benj. Phillips

During the early part of 1902 he resigned and started west for Seattle, stopping off at Chicago to look up his uncle whom he had not heard from in twenty years. So, instead of going to Seattle he started to work as a car repairer at Devon Depot March 10, 1902. Then after five years he was promoted first to Night Foreman and then to Day Foreman at Devon Repair Department.

Three years later the Chicago Railways Company needing a Foreman to supervise all car repairing at the car houses, Mr. Phillips was appointed. After the consolidation of the North, West and South Side companies Mr. Phillips was made Asst. Foreman of Car Houses.

Since the year 1920 he has been General Car House Foreman, Shops and Equipment, North and West.

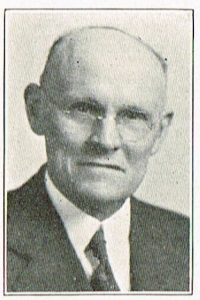
In looking back twenty-five years, Mr. Phillips finds that car repair work in the mechanical department today is on a much higher plane than formerly. He believes the principal reasons for this are: A more intelligent grade of men today; better equipment; higher grade armatures; better rail and road bed, thereby reducing the number of causes for pull-ins. The present method of keeping a close record of the nature of the individual car repairs has materially helped to develop the present efficiency of the department.

Henry R. Richter, previous to July 11, 1900, was employed with the Siemens and Halske Company, where he obtained the foundation of his electrical experience.

Entering the service of the West Chicago Street Railway in 1900, his first job was work on the generator at the Cicero Power House. Five months later he was appointed Chief Electrician for the West Chicago Street Railroad Company.

Shortly after this the North and West side street car companies consolidated and Mr. Richter was made Chief Electrician.

About this time the Yerkes Electric Fountain in Lincoln Park was being run two nights a

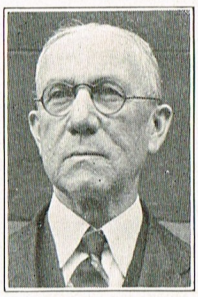


Henry R. Richter

week. Mr. Richter superintended its operation and repairs until it was closed.

Later when the Chicago Union Traction was formed, Mr. Richter was appointed Chief Electrician. In those days the company generated its power at its own power plants. During the rehabilitation, he was made Superintendent of Electrical Installation and had charge of installing rotaries in the sub-stations. He holds the same position today—superintendent electrical installation, construction, repairs, and lighting at the car depots.

Mr. Richter recently developed and installed an automatic cut-out for lamps wired in series.



Patrick Hayes

When one light goes out, this cut-out prevents all the other lights from going out. This is a particular advantage at the depots. Nitrogen lamps now last longer through its use. His headquarters are at Grand Ave. and Leavitt St.

Patrick Hayes received his early start in life in Champaign, Illinois. In the course of time, it so happened that he believed that he was heading to become a tobacco merchant; but the cigar business took a turn not to his liking and in March, 1900, he entered the employ of the

Chicago City Railway Company in the Claim Department.

His first real job was to break up the misuse (barter and exchange) of transfers. With the assistance of eight plain clothes men and an equal number of street railway employes, all the principals were rounded up in eighteen months and the wholesale traffic in transfers was broken up.

From then on Mr. Hayes' experience covered almost every part of the Claim Department work, including arrest cases in police and criminal courts. With the organization of the Surface Lines and continuously to date, he has had charge of inquest cases. During his experience he has come in contact with the following coroners: John Traeger, Peter Hoffman, Oscar Wolf, Dr. Bundesen and Frank Walsh, for all of whom he has a high regard as fair-minded public officials.

Mr. Hayes gives the following as the regular procedure of an inquest where the company is at all involved: He takes the train crew to the inquest, where the deputy coroner impanels the jury. The jury must see the body. The family history of the deceased is taken, then the different witnesses, followed by the train crew, are put on the stand. After the testimony has been heard, the jury retires and renders a verdict.

Mr. Hayes stresses his appreciation of the co-operation he invariably receives not only from the division superintendents, but also from the trainmen.

MARINES IN NICARAGUA

Maj. Sawders Provides an Interesting Evening at the Club House

A delightful visit by picture and story with the American marines in Nicaragua was the treat afforded to members of the Surface Lines club and their guests on the evening of December 2, in a lecture by Major James Sawders, well known traveler and newspaper man. Major Sawders has spent much time since the World War in exploring the countries south of the Rio Grande, and the story which he told as well as the manner of his delivery held his audience spellbound for an hour and a half. The speaker was introduced by the club president, Hubert A. Smith, and the motion and still pictures were handled by Billy Schenck.

Much of the area of Nicaragua, largest of the Central American republics, was covered by the speaker, many of his views being given from an aeroplane. He told of the early attempts to build the Nicaragua canal, and predicted that many of his audience would live to hear of the completion of this great channel between the Atlantic and the Pacific which would shorten by two days the trips which now are made via the Panama Canal. He presented many interesting pictures of marines, and explained the purpose of their occupation of that land of revolutions where they had succeeded in establishing order and stable government. His views from the air of smoking volcanoes and the great Nicaragua lake, as well as his pictures of the capital city, Managua, before and after the destructive earthquake of last April, were most interesting.

Christmas Parties and Basket Nights

Definite word has been received that Santa Claus will appear at the Surface Lines clubhouse, Saturday afternoon and evening, December 19th, for the annual Christmas party. Chairman Stanley Forsythe is now busy working on his list of children to whom invitations are to be sent and also lining up his program of entertainment for the big occasion. Bulletins with full particulars will be posted in due time.

Another event which is expected to bring even more happiness is the distribution of Christmas baskets to families of needy employes. This also will be under the direction of Mr. Forsythe who has appointed a committee to solicit contribution of baskets on December 21 and 22 so that they may be distributed to many homes before Christmas Day. A letter with complete details will be sent to each club member and it is hoped that all will joint in bringing cheer to their less fortunate fellow employes.

The club season of the present fiscal year will be brought to a close with another dance on Saturday evening, January 23rd, with W. C. Wheeler as chairman.

By Special Permission

Friday evening, November 27, fourteen club members of the Accounting Department—mostly all married men—secured permission from their wives to have the evening off (to evade the usual turkey hash dinner following the Thanksgiving holiday).

Mr. Bert Hall sported his collegiate coat that night and escorted the party to a high-class restaurant on Clark street, where a hearty Dutch treat dinner was enjoyed by all.

The "Stacks," captained by O. Stach, with H. Dahl, H. Sprenger, B. Hall, A. Johnson, A. Malmquist and L. Francouer, won from the "Pellicores," captained by G. Pellicore, with W. Kubale, A. Jann, E. Mark, F. Robinett, C. Meyer and T. Coan, by the score of 2515 to 2386 pins.

A Delightful and Successful Affair

The reception given by the Women's Auxiliary to the Men's Club on the evening of November 14th was one of the most successful of its kind. The guests were received at the door by the President and her Reception Committee and they truly looked adorable, as the saying now goes, with their corsages specially made to harmonize with the colors planned for the Decorations.

The color scheme was blue and silver; a huge mirrored bell hung in the center of the hall and a string of colored lights and silver stars and a moon over the stage gave a brilliance of splendor to the occasion. Under the balcony a foyer was provided with easy chairs and davenports, also floor lamps and small tables; the latter holding bouquets of white chrysanthemums and little blue flowers to match the general effect. The palms on the stage and in this specially designed foyer were most artistically arranged.

Harry Kelly and his Band (formerly of the Stevens Hotel) one of Cope Harvey's furnished the excellent music for the dancers.

Thelma and Roland (brother and sister in real life), entertainers, danced beautifully to the delight of every one present and were generous with their numbers, a dreamy waltz, tap dancing and a novelty dance, each in different costumes.

The Grand March, led by our President and her escort, was gracefully done and favors were distributed by the Committee; rose wands in various colors to the ladies and canes to the men.

Pineapple and orange frappe was served to the guests.

Over five hundred members and guests attended, the largest number ever present at the Reception. The President and her committee are to be congratulated. The Reception Committee included the following girls: Nina Ebeling, Ann Kerruish, Ruth Ford, Esther Sandstrom O'Brien, Eleanor Steinbrecher, Mary Wiley, Dora Mae Wilson Fields, Helen Baird, Margaret Harte.

VIRGINIA TABB.

Financial Department "Surprize" Party

A glimpse into the Club House on Thursday evening, November 17, left one wondering if the Women's Auxiliary had started competition with the A and P chains, or if that marvelous display of "goodies" which overflowed the benches and baskets was just a sample of what the women of this Company can do when they cooperate wholeheartedly. Well, anyhow, it was wonderful the way they responded to our President's invitation to a "Pound Party," and no wonder there were shining eyes and hearts lifted in gratitude in anticipation of the joy their gifts were to bring to some deserving families on Thanksgiving Day. Not a girl present but felt exhilarated by that generous donation and entered into the spirit of the occasion with zest.

After the regular monthly business meeting, two short plays were presented by girls from the Y W C A, under the direction of Miss Carolyn Barr, which were heartily encored and a vote of thanks given to those who so cleverly impersonated the various characters. The splendid acting brought anew into the minds of our own Dramatic Group an added incentive to continue their past accomplishments along this line, with the knowledge that the Club is back of them 100% in their efforts to present something that will reflect credit not only to the Women's Auxiliary and Surface Lines Club but to the whole Company as well.

Following the program the most refreshments were served—real home-made spaghetti being ehe piéce de résistance—delicious coffee and sweets.

The party was sponsored by the Financial Department, and from the clever poster—"SURPRIZE"—designed by the Chairman, Miss Helen Baird), to the last, lingering "Good-Night," nothing was left undone to round out a successful party, by the following committee: Nina Berg Ebeling, Lois Hitzeman, Ann Kerruish, Anna Nimkovage, Evelyn Scheffner, Ethyl Swanson.

A. McC.



Billy McConnell, Two Year Old Son of Receiver W. J. McConnell of 77th Street.

Departments and Divisions

Accounting

Under the captaincy of O. F. Stack and G. Pellicore plenty of keen competition was offered at the Club House Bowling Alleys on Friday evening, November 27, 1931, when two teams consisting of several Neophytes bowled for the department championship. The other contestants, which resulted in a difference of 129 pins, were H. Sprenger, A. Jann, A. E. Johnson, R. Robinett, T. F. Coan, C. W. Meyer, A. W. Malmquist, E. J. Mark, B. A. Hall, L. J. Francoeur, H. Dahl and W. Kubula.

Mrs. Virginia Tabb found Chicago and its adjacent territory, dressed in all its autumnal glory, a restful place to spend her vacation.

In connection with voluntary contribution by Financial Department employes, four destitute families, whose names were furnished by the American Legion, were recipients of a nice Thanksgiving basket with all the "trimmings."

That a girl can keep a secret was recently proved in the Accounting Division. This girl whom we all knew as Miss Agnes Azzarello, has been Mrs. Donald Howell for the past three months. We all join in the hope that Mrs. Howell's wedded life will be as happy as she would have it.

A large number of girls from the department are entered in the Annual Women's Bowling Tournament which started at the Club House on Thursday, October 29, 1931, and terminates Thursday, January 14, 1932. Good luck to you, girls.

Help Help! In order that our section of the magazine may be interesting it is urged that each person submit items that will prove of general value. T. F. Coan.

Engineering

A number of employes of the Track Department attended the reception given by the Women's Auxiliary at the Surface Lines Club House on November 14, 1931, and helped to make a wonderful success of the affair.

A. Becker and P. Carpino of Grand and Leavitt developed sore necks from attempting to follow the six-day bicycle riders around the bowl.

John Duzich has at last gained perfect control of his ball, and is now bowling a wonderful game with the Building Department Team in the Club House League. His wide curve is a picture as it floats down the alley, and he frequently gets one strike in succession. John Retzler, captain of said bowling team, takes a drink of water, for luck, every time he makes a strike.

The heartfelt sympathy of their fellow workers in the Track Department is extended to Mike Dineen and John Nette, whose fathers died recently.

Victor Walling, one of the young engineers in the Track Department, broke some of the smaller bones in his right foot recently, while trying to make a home run or a touchdown or whatever they make in ping pong. He is able to get around on crutches and we hope for his speedy recovery. Transit.

Material and Supplies

George Mikota's son, George, alias "Little Oscar," is growing rapidly as he just passed the six months' mark with four new teeth as a note of distinction.

Our deepest regrets and sympathy are extended to Mr. F. Rothman, who couldn't stand the abuse he received from the boys around the shops, because he decided to change his looks slightly. Farewell, dear, dear mustache.

Anyone knowing the whereabouts of an old alarm clock kindly notify Mr. O. Hoger, as he is looking for parts for his electric train. Why, Mr. Hoger! Oh, it must be for his son. Our error.

Our all-round sportsman, Charlie Jung, is becoming very well known as a basketball player. If we remember correctly, he shot at least 14 or 15 baskets in his last game. Are we right, Chuck?

Carl Waldman really is a Beau Brummel with the ladies. We noticed that he didn't have enough time to dance with all of them at the last dance we held at the club house. What is this strange power you have with the women, Carl?

If there is anyone who wants some good old fashioned plain sewing done for Christmas gifts, just see Ross Carley. He does beautiful sewing. We have samples of this handiwork.

We think we know who got the box of candy that Mr. Maus had with him as reported last month. ? ? ?

A certain young blond by the name of Elizabeth D. Johnson seems to have her eye on the law. That star sure scratches.

R. E. Buckley.

Electrical

Our deepest sympathy is extended to Wm. Dorgan of 63rd and Wentworth substation in the loss of his beloved mother.

Tom Ostergaard of the meter testing division is recovering from his recent accident and is expected on the job soon.

John Rietz, bonding foreman, has always taken great pride in his touring car, the Columbia (the gem of the ocean) when in a rain storm. John soon expects to turn it over to the historical society for safekeeping.

Roy Rogers of the meter testing division tells an interesting story about a needle and thread and a ripped sleeve in his coat. Have him tell it to you, but have him prove it.

Jim Smith of 20th and Dearborn sub, has joined the shock proof ranks, which many of our station operators have, and that is having his teeth set in a rubber plate, so as to become immune to electric shock while eating his currant jelly sandwich. Billy.

Shops and Equipment

West Shops: To the family of Frank Biel we extend our sincere sympathy. Mr. Biel, who had been employed for the past two years as a carpenter, passed away November 23rd, after a short illness.

For the first time since the war Dan O'Brien was on the job last Armistice Day. Wasn't it Dan who said he would never work on Armistice Day? We just wonder WHO changed his mind.

Conrad Stoffass of the Paint Shop, has been suffering since November 9th with "shingles." We hope for his speedy recovery.

Mr. I. Poellauer, specialist in the machine shop for the past twenty-five years, passed away December 5th. Our sincere sympathy is extended to the bereaved family.

Lincoln: The boys at Lincoln extend their sincere sympathy to Mr. A. Nell, whose wife passed away recently.

Mr. J. J. Murray is the proud daddy of a baby girl. Congratulations!

Jane V. McCarthy.

OBITUARY

Edwin Mead Beeler

We learned with regret through a recent issue of "Late News and Facts," a Beeler organization publication, that Mr. Edwin Mead Beeler, brother of John A. Beeler, the well known transportation engineer, passed away on Sunday, Oct. 18. Many of us who came in contact with "Ed" Beeler when he was in Chicago doing some special research work for the Surface Lines developed a high regard for this quiet, genial and efficient man.

SOME DECEMBER DATES

One Year Ago

December 1, 1930—Relief plan for employes (1% of compensation) effective for five months.

December 28, 1930—The southern terminal of the South Damen Avenue line extended from 63rd to 69th Street.

December 29, 1930—The northern terminal of the Lincoln Avenue line extended from Berwyn Avenue to California Avenue.

Two Years Ago

December 17, 1929—This date snow began falling and continued to do so for twenty-four hours, unabated, and at the end of that time 14.8 inches of snow had fallen. Driven by a 66-mile gale, which swept it into drifts on the tracks and due to vehicular traffic packing the snow into the rails, over 400 derailments occurred. Approximately 5,000 men fought to keep the lines open and succeeded fairly well in doing so in the face of such odds.

Three Years Ago

December 26, 1928—Robey Street changed by city ordinance to Damen Avenue.

Five Years Ago

December 15, 1926—Chicago Railways Company receivership.

Six Years Ago

December 1, 1925—Following appointments confirmed: P. Radtke, Day Foreman Devon Carhouse; W. Goddard, Day Foreman Elston Carhouse.

Seven Years Ago

December 10, 1924—Bulletin: "Effective this date, all tickets issued by the City of Chicago, Department of Finance, will be discontinued and will not thereafter be accepted for fare."

Eight Years Ago

December 1, 1923—W. C. Wheeler appointed Engineer of Equipment of the Shops and Equipment Department.

December 16, 1923—All lines equipped with meters.

December 15, 1923—New color for cars—red and cream.

Nine Years Ago

December 13, 1922—Effective this date, the following appointments confirmed: T. H. Eigelsbach, Acting Dist. Div. Supt. 6th Division; H. H. Burt, Acting Asst. Div. Supt. 8th Division. Following supervisors also appointed: C. W. Eckhart, 6th Division; J. A. Reed, 8th Division; F. Schafer, 6th Division; W. Winters, 6th Division; P. J. Moran, 9th Division; E. Balfanz, 10th Division; A. Walter, 10th Division; E. Trilk, 11th Division; R. Nelson, 11th Division.

Twelve Years Ago

December 1, 1919—Change of fare on Surface Lines—seven cents.

December 27, 1919—Change of fare on Surface Lines—six cents.

Fifteen Years Ago

December 16, 1916—Western Avenue extension from Howard Avenue to Devon Avenue.

Eighteen Years Ago

December 22, 1913—Surface Lines unification ordinance accepted.

Nineteen Years Ago

December 1, 1912—T. R. No. 23—new line—began.

Twenty Years Ago

December 12, 1911—T. R. No. 24 discontinued.

December 13, 1911—T. R. No. 13 began.

December 13, 1911—T. R. No. 8 began.

Twenty-one Years Ago

December 10, 1910—Ordinance accepted for Chicago Railways Company to take over Consolidated.

Twenty-two Years Ago

December 27, 1909—T. R. No. 15 began.

Twenty-four Years Ago

December 14, 1907—Ravenswood branch "L" extended from Western Avenue to Kimball.

December 16, 1907—Douglas Park branch "L" extended from Kenton to Cicero.

Twenty-five Years Ago

December 24, 1906—Englewood branch "L" extended from Harvard to Halsted.

Twenty-six Years Ago

December 10, 1905—Englewood branch extended from State to Wentworth.

Thirty Years Ago

December, 1901—Halsted Street line electrified, 18th to South branch.

Thirty-seventh Years Ago

December 25, 1894—Elston Avenue line opened—Montrose to Milwaukee.

December 26, 1894—Clark Street line electrified—Lawrence to Devon.

Forty-three Years Ago

December 28, 1888—Lake Street "L" ordinance passed.

Sixty-six Years Ago

December 27, 1865—State Street bridge opened for street cars.

December, 1865—State Street line built—Lake to Michigan St.

Around the Car Stations

Cottage Grove

The meeting held at this depot last month was attended by about 85 per cent of our trainmen. Mr. C. H. Evenson, Superintendent of Transportation, who spoke on the letter sent to the trainmen by Mr. Richardson on the service the men are required to render to the riding public. It was both instructive and straight to the point. Service and courtesy should be kept in mind at all times when on duty.

The time is now approaching when we will have the Christmas shoppers. Let us all try and give our customers the best service there is in us. By having patience and helping the women and children, we will get more letters of commendation. Bear in mind every letter of commendation we get offsets one discourtesy complaint. A few more of these commendable letters will put us in second place on the list, then it will be easy to get first place.

Mr. W. Pasche, Supervisor of Accident Prevention, followed Mr. Evenson with a talk on safe operation of cars and giving proper service. He emphasized the importance of eliminating rough starting and stopping by motormen and the failure of conductors in looking alongside of the cars for prospective passengers before giving the bell to go. These remarks should be well digested inwardly and followed out, then we can get away from the bottom of the Courtesy Contest.

In the Witness Contest we have improved wonderfully. Keep up the good work by getting all the witnesses possible.

We point with pride to the Efficiency Emblem in front of our depot. Our mechanical department, in charge of Mr. J. Gamen, is highly commended for bringing the emblem so often.

Who was the mechanic in our depot who claimed he was an expert locksmith who tried to fix an automobile lock and found 1,427 parts in the lock and could not put them together again?

Our Chief Clerk Percy Atkinson when backing his Buick out of the garage unfortunately broke the handle of his car door. Give yourself plenty of room next time, Percy.

We were sorry to hear that Conductor A. McGinnis met with an accident. We wish him a complete and speedy recovery.

We were also sorry to hear of Conductor John Brennan being struck by an automobile when returning from Motorman John Hogan's wake. We wish him also a speedy recovery.

Another one of our old timers has passed away. Motorman John Hogan, who was our executive board member some years ago, had been ill for several years. The sympathy of the trainmen is extended to his son, Conductor Ed. Hogan, and the other members of his family.

The wife of Conductor P. McPolin recently passed away leaving the father and two small children to mourn their loss. The trainmen wish to extend their deepest sympathy to Conductor McPolin and other relatives in their bereavement.

J. H. Pickin.

77th Street

At this time we are in first place in the Accident Prevention Contest., leading our closest rival by a nose, not the length of a Roman nose either. It took us a long time to put our division in a noticeable place and now that we are there, it behooves us to double our efforts to remain there. Men, the prize offered to the winner in this contest is only secondary. Think of the honor that it will bring to us, if our division is the winner. What an enviable record. Let us try with all our might, forethought and patience to avert possible accidents and be ever cautious of having them. Surely, if we do this there won't be any question about our coming out on top, the winner.

Our scribe, Charles Gylling, is now convalescing at his home after a siege at the hospital. The following trainmen are also confined to their homes through illness, John Coyne, L. Hoffman, K. Moran and John Maguire. Why not pay them a visit? We never know when we might get sick and there isn't one of us who wouldn't appreciate a visit from our friends.

Well, Donnelly, Bond and Flynn, how were your scores at the links last month? Bet you fellows could have made a lesser score if the holes were larger and the pellets smaller. Don't be discouraged, fellows, you have good clubs and play on real courses. What you need most of all is perseverance, and plenty of it.

Have you noticed Conductor J. J. Joyce these days? Rather a proud fellow, and why not? The grand old stork delivered a bouncing baby girl at his home November 9th, mother and baby are doing well. The stork also paid a visit to the following trainmen, Conductor J. J. Trafton where he left a boy, and Motorman R. J. McCarthy where he left a girl. Congratulations, boys, and good luck to you and yours.

Motorman E. Gillooley, after four weeks on the sick list is back on the job again.

Last month Motormen Peter Stump and Harry Barry went to their eternal rest. The deceased were very likeable men and respected by all who knew them. The following relatives of trainmen at this division were also called to the Great Beyond this past month: Wife of Motorman T. Doyle No. 1, father of Motorman G. H. Heckelman and father of Conductor C. F. Kleutgen. To the bereaved relatives of the above this division extends its sincere sympathy in their hour of bereavement.

John T. Flynn.

Blue Island

We all extend our sympathy to the following in their recent bereavement: J. Klouzer in the loss of his mother-in-law and J. Koss in the loss of his mother.

Conductor Claude Hayes of the Blue Island Ave. line is to be congratulated for his prompt action when in the pouring rain at 5:08 P. M., November 17th at Blue Island Ave. and Ashland Ave. the harp of trolley pole fell in the



Jacob, 8-month-old son of Motorman J. Kelner of Lawndale

street, Hayes took off his coat and climbed on top of car and put trolley under hook and reversed the front pole, thus saving a big delay in the rush hour.

Mr. Evenson and Mr. Pasche held their Transportation and Accident Prevention talk at this depot on Monday, November 16th. Both afternoon and evening meeting was well attended, the largest attendance of any meeting held at this depot. Both talks were very interesting and Mr. Maguire and Mr. Eigelsbach urged the trainmen to put in all their efforts in the remaining two months of the Accident Prevention Contest and win the prize. To date it looks good. Keep it up, boys. C. P. Starr.

North Avenue

Our relief clerk, Earl Peterson, is now a married man. Congratulations to you and your bride, Earl. Some of your co-workers who are of rather retiring dispositions and would ot for the world accept any offer of thanks or display of gratitude helped to arrange the decorations in that cozy little flat, so don't embarrass them by trying to express your appreciation.

Motorman Charles Birk passed away November 14. He was with us a little less than seven years and during that time made many friends. We mourn his passing.

Sympathy is expressed to Conductor Edward Graf in the loss of his mother. Also to Conductor Frank Coleman, who lost his mother.

Motorman Frank Braman announces the arrival of a son weighing 9¼ lbs. Nov. 29. Conductor Pete Messin is papa to a young lady who arrived Dec. 1.

Conductor W. Jones, who had more than twenty years seniority, passed away during the latter part of November after a lingering illness. He leaves many friends among his fellow workers who wish to extend their sympathy to his grief-stricken family.

And still the battle rages over the merits or demerits of pajamas. Shelton, Teska and Graco loudly espouse the cause of pajamas, while Butler, Stanke and Bergermeister argue for the good old fashioned night gown. We may have to take a vote on it at that. C. A. Knautz.

Lincoln

Conductor E. C. Kaczmasck is the proud and happy father of a baby boy weighing 5½ lbs., born Nov. 19 at Louis Maternity Hospital. Best wishes to the mother and baby.

The Nielson brothers from our station went on a recent hunting trip and report having had a successful time.

N. Fisseneck and wife celebrated their twenty-fifth wedding anniversary Saturday, November 7. The house was gaily decorated and the guests numbering over one hundred, twenty-two of which came from Michigan, enjoyed a wonderful time with music and dancing.

Mr. and Mrs. Eugene Coash of 1442 Diversey Parkway celebrated their silver wedding anniversary Saturday, Nov. 14, some 70 guests helping in the celebration. A hot turkey dinner with all the trimmings was served at 8 o'clock, after which every one danced it off to the tunes of a three-piece orchestra. The wedding was announced over WCFL Radio Station through the efforts of several members of the Lincoln station and Mr. and Mrs. Coash and daughter wish to express their thanks for that kind remembrance. Every one had a good time so they say. Our sincere congratulations to both families and here's wishing they all enjoy good health and good luck to celebrate their golden weddings.

So far we haven't been able to blame the weather for slippery rails, but it seems something is to blame for us slipping down on the Accident Prevention Contest. We have been able before to get to the top and hold on, now we've got to all get together and do our best to work up again and win this contest.

H. Spethman.

Limits

Conductors Ed. Wilberschied and Henry Juron will bowl double or single, home and home, or a one match game bar none in the Surface Lines. Now we have heard rumors that there are some men who think they can bowl but you should see Ed and Henry. If you are looking for grief and sure defeat communicate with Chief Clerk, Mr. Albert Hill, of the Limits, their manager, and if you want to lay a few cocoanuts on the line let your conscience be your guide.

Your correspondent was fortunate enough recently to meet Motorman A. Barry, a widower, and his charming daughter, Katherine. The warmth of Katherine's smile reminds you of Byron: "God made man with an apprentice hand and women when he has learned the trade," after He had made Katherine He must have lost the cunning of His hand for there's not another Katherine in all this broad land. This little woman mothers Barry's four younger children. In fact, the boys who have been fortunate enough to meet her, who by the way are few because Barry guards her with a jealous eye, are wont to say: "Why a $5.00 daddy with a million dollar daughter?"

Diplomacy is sometimes described as the gentle art of stealing a man's watch and when caught in the act the explanation following is so convincing that the owner of the watch feels so ashamed of himself that he not only gives up

the watch but the chain too as a token of good will. Now for a little diplomacy in getting the car over the road. Young mothers getting off the car do not get angry at being called "sister" to their child; good will follows. Elderly ladies are conscious of the creeping of old age so to tell an elderly lady to take her time in getting off she will instinctively hurry to show you she is still young. To any mother the remark "Be careful of the little one when getting off" will bring a smile and increase care of the little one thus avoiding accident.

Our committeeman, Paddy O'Connor, while running with Fred (Wooden Shoe) Spiering, came in contact with a new confidence game. It seems a diminutive colored man will present a $2.00 bill and, after receiving the change therefrom, wait until he comes to a crowded corner and then demand the rest of his change, claiming to have presented a $10.00 bill. A large, broad-shouldered man then comes rushing back and asks: "What do you mean by taking advantage of this here boy?", trying to appeal to race prejudice. I may say at this point that 98 per cent of the colored folks of Chicago object to these things. Paddy simply said: "This lady saw me put the bill in my pocket; I will stop at the 27th Street station and if there is a $10.00 bill there this gentleman can have it. If not,——" They waited no more but hurriedly got off the car at once. This is generally played on the night cars or evening runs.

The cultured members of the colored race justly object to any discrimination against their women folks, taking the position that their seven cents has just as much purchasing power in transportation as any other person's so to say: "Watch your step, madam" is appreciated by all justice-loving, self-respecting colored people and builds up good business.

Henry Holtz has that smile that won't come off. Why? His wife presented him with a little ray of sunshine on Nov. 6, 1931, just another little 7½ lb. boy, at the Welles Park Hospital. Mother is doing fine and Henry is doing some strutting.

Motorman Emil Vidas, here about 20 years, is to be seen quite frequently riding on Sheridan Road with two wonderful grandchildren. Vidas has had a somewhat romantic career, leaving his native soil in Europe for South America, during which time he lost his father in an epidemic. He speaks Spanish fluently and without an accent. Came to America, entered the service of the Chicago Surface Lines and married. He has a military appearance and a strong personality. We congratulate him on the fact that he is a proud granddaddy.

E. G. Rodgers.

THE HEALTH INVENTORY

Importance of Regular "Check-up" Periods in Maintaining Health

In business and in the home, the term "inventory" signifies the checking up of present conditions, correcting defects and building up a reserve. But this process is likewise very applicable to human beings—the most delicate and intricate mechanism in the world. The important difference lies in the fact that the old parts cannot be replaced with new ones. This is all the more reason why frequent health inventories should be made in order to prevent illness and preserve health.

Naturally, the man best qualified to physically examine you is your family doctor, because he already knows a great deal about your past illnesses, your weaknesses, your habits, and your mental make-up. He can, therefore, best evaluate your physical condition and is in a better position to advise you regarding the correction of defects if discovered. If, for some reason, you have no family doctor available for this service, it is advisable to ask one of the many health agencies in your locality or the local medical society to refer you to a competent physician.

There are three important periods in the life of an individual, namely, infancy, adolescence, and again at about 40 years of age, when it is particularly desirable to seek medical counsel. This stock-taking however, should not be confined to these periods. Everybody should establish some fixed date or time of year for having a physical survey of their bodies made.

ROUNDING UP WITNESSES

Cottage Grove Steps Up and Takes Possession of First Place—Other Changes

A general shakeup occurred this month in this contest in which Cottage Grove advanced from third to first position, displacing North Avenue as the leader. Burnside, holder of second place last month, skidded to seventh place; 77th advanced from fifth to second position and Archer climbed from sixth to fourth place. With the exception of Armitage-Division, who are in last place, every division changed positions either advancing or dropping down. The average for the system, 3.63, is lower than that of last month and was caused somewhat by the failure of two divisions to score better than 2.97. The Department of Accident Investigation to whom this contest means so much, is sincerely wishing that Santa Claus will be good to them and see that every division scores at least 3.50 for the month of December, so why not get out and try to make that wish come true.

Detailed figures are as follows:

		Nov.	Oct.	Sept.	Aug.
1.	Cottage Grove..	4.25	4.04(3)	4.13(4)	3.65(6)
2.	77th Street	4.14	3.89(5)	4.06(5)	4.02(3)
3.	North Avenue..	4.10	4.60(1)	4.26(2)	4.07(2)
4.	Archer	4.01	3.65(6)	3.75(6)	3.65(6)
5.	L'ndale-Blue Isl.	3.99	3.95(4)	4.28(1)	3.79(5)
6.	Elston-Noble ...	3.95	3.89(5)	3.35(9)	3.87(4)
7.	Burnside	3.65	4.46(2)	4.18(3)	4.10(1)
8.	Kedzie	3.41	3.13(10)	3.71(7)	3.08(10)
9.	Devon-Limits ..	3.26	3.42(8)	3.00(10)	3.57(7)
10.	Lincoln	3.00	3.61(7)	2.33(12)	3.18(9)
11.	69th Street.....	2.97	3.29(9)	3.41(8)	3.20(8)
12.	Armitage-Div. ..	2.62	3.03(11)	2.85(11)	3.05(11)
	Av. for System..	3.63	3.73	3.67	3.63

A girl met an old flame, and decided to high hat him. "Sorry," she murmured, when the hostess introduced him to her, "I did not get your name." "I know you didn't." replied the old flame, "but that isn't your fault. You tried hard enough."

Physicians Turn to "The Doctor" for a Smile

Dr. A. A. Small of the Surface Lines Medical Staff presented the Editor with a page from one of the medical publications with the suggestion that in fairness the doctors should not have all the fun, and SURFACE SERVICE accordingly gives its non-professional readers a chance for a holiday smile.

"Thanks for the lift," said the woman, as she climbed from the plastic surgeon's chair.—Judge.

Physicians say one million women are overweight. These, of course, are round figures.—Arkansas Gazette.

The latest craze is to be found in the insane asylum.—Florida Times-Union.

"What you need is electric baths."
"Nothing doing, Doc. I had an uncle drown that way up in Sing Sing."

The birth-control problem isn't as much trouble as controlling those already born.—Pathfinder.

"What is your greatest wish, doctor, now that you have successfully passed for your degree?"
Young Doctor—"To put 'Dr.' before my own name and 'Dr.' after the name of other people."

An apple a day keeps the doctor away—unless you get the seeds in your appendix.—Iowa State Green Gander.

The way to a man's heart is through his stomach," says the surgeon.—Dartmouth Jack O'Lantern.

"The average young doctor sits like Patience on a monument waiting for clients," says a daily paper. That is better than having the monuments on the patients.—Everybody's Weekly.

Gangsters are said to be using a drug called marijuana, which kills all fear and pity in them. Why would it not be a good idea to use a little of it on some of the jurors who try them?—Louisville Times.

As we figure it out, it would require millions and millions of pounds to solve the housing problem, relieve unemployment, and discover cures for cancer and tuberculosis. And, of course, it's only for war you could raise a big sum of money like that.—Dublin Opinion.

"Doctor, I dream constantly of golf."
"Fine."
"Well, there's no harm in a man playing a little good golf in his sleep."

Tragedy in a Nutshell

Mule in a barnyard, lazy and sick. Boy with a pin on the end of a stick. Boy jabbed the mule—mule gave a lurch—(services Monday at the M. E. Church).—Bowling Green Exponent.

Handy Dose

Eight-year-old (reading magazine)—"What's a literary aspirant, Margie?"
Margie (slightly older)—"I guess it's what an author takes when he has a headache."—Exchange, quoted by the Boston Transcript.

Doctor: "But, madam, a woman of your age can't expect to grow younger!"
Patient: "I'm not asking that, doctor. All I want you to do is to keep me growing older a little bit slower."—Providence Journal.

A Cure for Insomnia

"And you say that Brownley was cured of a bad attack of insomnia by suggestion?"
"Yes—purely by suggestion! His wife suggested that since he could not sleep he might as well sit up and amuse the baby. It worked like a charm!"—Good Health.

The Law of Attraction

"Father, you were born in California, you say!
"Yes, my son."
"And mother was born in New York?"
"Yes."
"And I was born in Indiana?"
"Yes, my son."
"Well, father, don't it beat the Dutch how we all got together?"

The Beauty

Her face was lifted only twice, her skin bleached once, her hair dyed thrice; reducing by a new device she cut her figure to a slice, and now she rests—in Paradise.

Druggist: "How's your wife today?"
Customer: "Oh, she can't complain."
Druggist: "I didn't know she was as ill as that."

"Backache can easily be prevented," says an advertisement. All that a man has to do, when his wife looks meaningly at the lawn, is to creep into the tool-shed and remove a vital part of the mower."—The Humorist.

Bigbill, M. D.: I will take your temperature.
Invalid: Go ahead an' take it, doc; but I want this here understood, I'm goin' to keep the radio and the dawg.

Doctor: "The thing for you to do is to stop thinking about yourself. Lose yourself in your work. By the way, what is your occupation?"
Patient: "I'm a cement mixer."

The Holiday Spirit

NOW comes the yearly Christmas rush
With almost every trip a crush;
In ev'ry load are anxious mothers
With babes in arms, kid sisters, brothers,
All on their way to view the toys
St. Nick's prepared for girls and boys.
They'll walk about for miles and miles
Their happy faces wreathed in smiles
But when the shopping day is o'er
They may be tired and cross and sore,
Their tempers may be sadly tried
When ready for the homeward ride,
So that's the time for us to be
Considerate; our sympathy
And any help we give will tend
To make each passenger a friend
It's up to us to do our share
By courtesy, good temper, care,
By ev'ry kindly act in reason
To *live* the Spirit of the Season.

—*John E. Wilkie*

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