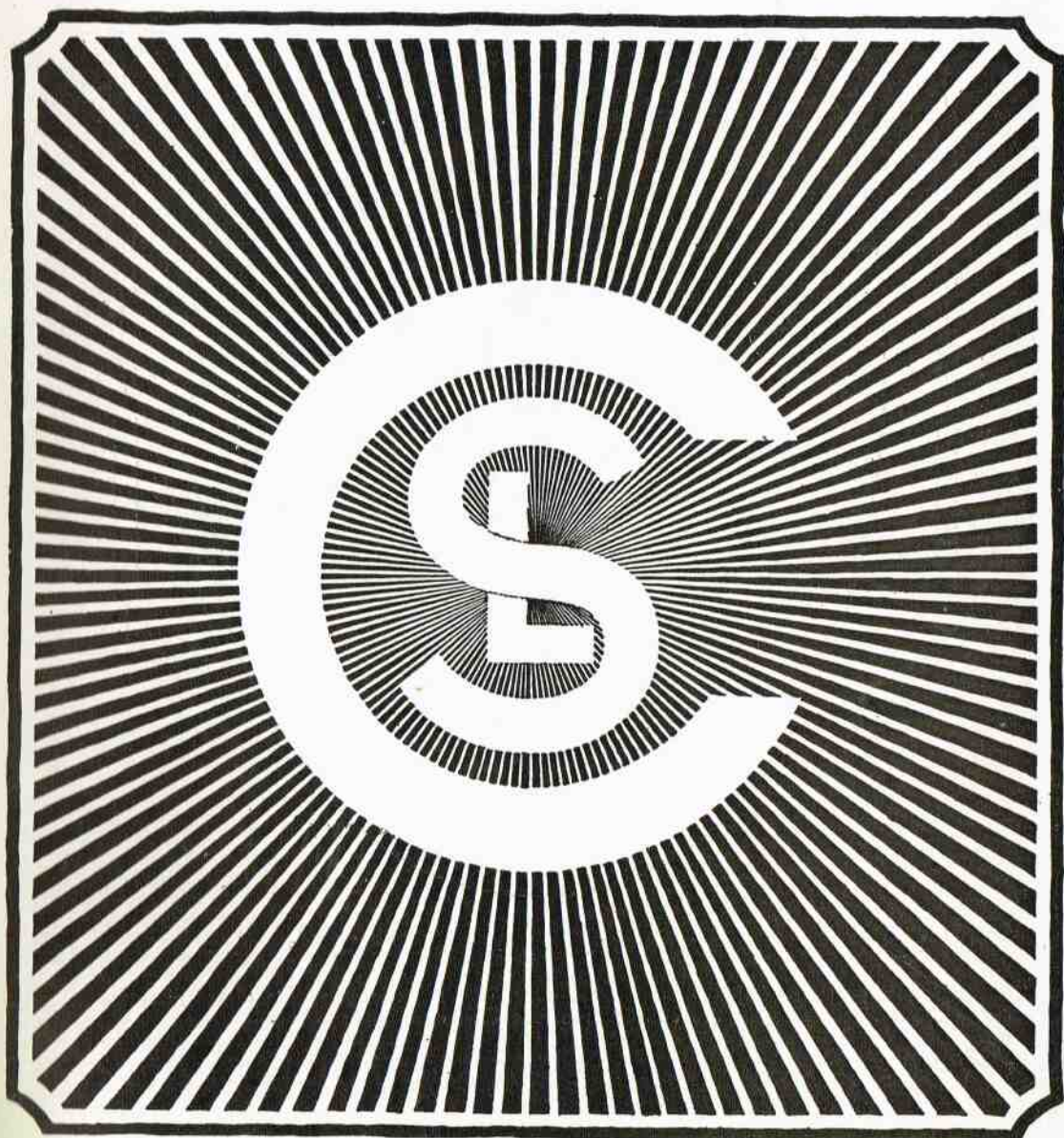


SURFACE SERVICE MAGAZINE

VOLUME 7

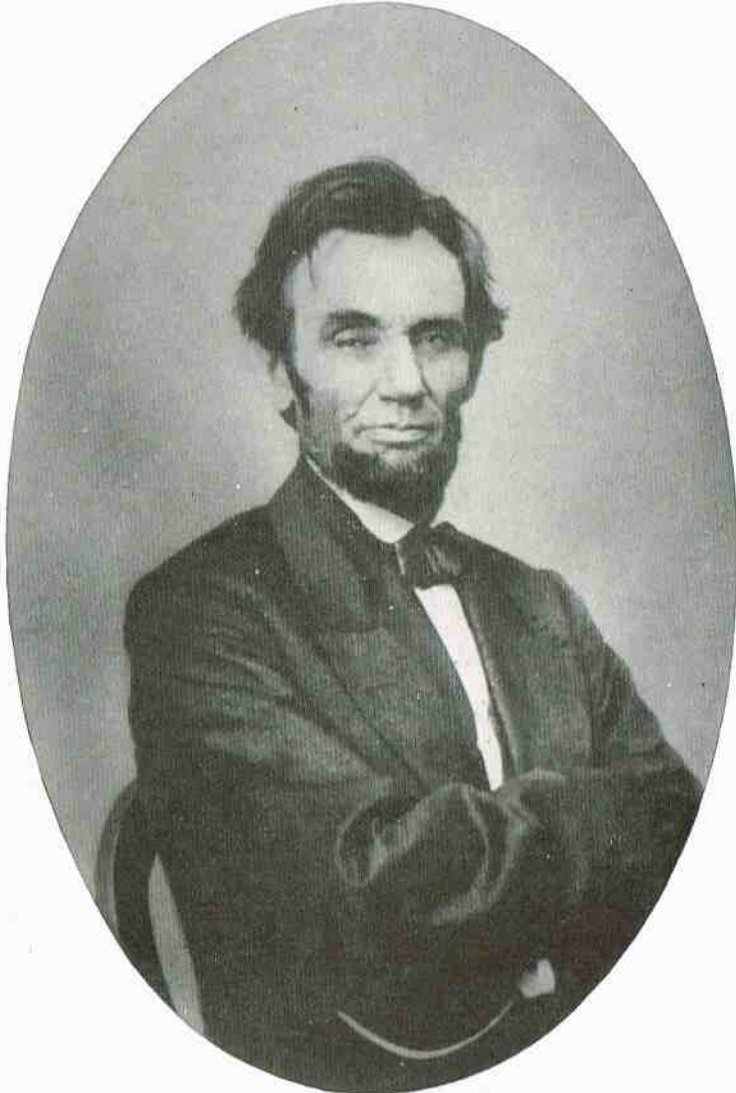
FEBRUARY, 1931

NUMBER 11





ABRAHAM LINCOLN



Feb. 12, 1809

April 15, 1865

This half tone portrait of the Great Emancipator, is a reproduction of a direct photographic print without retouching, in the collection of the Editor of SURFACE SERVICE.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 7

FEBRUARY, 1931

No. 11

Lincoln Owns The Silver Car

*Beautiful Sterling Trophy Won for Third Time—Elston-Noble
Second*

Cumulative—February, 1930, to January, 1931

| | | |
|----------------------|----------------------------------------------|-------|
| First Place | Division No. 11, Lincoln | 92.56 |
| Second Place | Division No. 10, Elston-Noble | 91.31 |
| Third Place | Division No. 4, Sixty-Ninth Street | 91.18 |
| Fourth Place | Division No. 1, Cottage Grove | 90.83 |
| Fifth Place | Division No. 2, Burnside | 90.75 |
| Sixth Place | Division No. 6, Lawndale-Blue Island | 90.62 |
| Seventh Place | Division No. 3, Seventy-Seventh Street | 90.49 |
| Eighth Place | Division No. 5, Archer | 89.94 |
| Ninth Place | Division No. 9, Division-Armitage | 88.90 |
| Tenth Place | Division No. 12, Limits-Devon | 88.65 |
| Eleventh Place | Division No. 8, North Avenue | 87.38 |
| Twelfth Place | Division No. 7, Kedzie | 86.85 |

January

| | | |
|----------------------|----------------------------------------------|-------|
| First Place | Division No. 5, Archer | 94.71 |
| Second Place | Division No. 11, Lincoln | 93.81 |
| Third Place | Division No. 3, Seventy-Seventh Street | 93.03 |
| Fourth Place | Division No. 2, Burnside | 92.75 |
| Fifth Place | Division No. 10, Elston-Noble | 92.29 |
| Sixth Place | Division No. 1, Cottage Grove | 91.54 |
| Seventh Place | Division No. 4, Sixty-Ninth Street | 91.31 |
| Eighth Place | Division No. 9, Division-Armitage | 91.12 |
| Ninth Place | Division No. 8, North Avenue | 90.60 |
| Tenth Place | Division No. 12, Limits-Devon | 89.93 |
| Eleventh Place | Division No. 6, Lawndale-Blue Island | 89.20 |
| Twelfth Place | Division No. 7, Kedzie | 87.34 |

By **WILLIAM PASCHE,**

Supervisor of Accident Prevention

Lincoln Depot, Division No. 11, is the winner of the 1930 Accident Prevention Contest. Lincoln was also the winner in 1927 and 1929 and now becomes the permanent holder of the sterling silver street car. The Accident Prevention Department congratulates Messrs. Hays and Zage and trainmen at Lincoln on their wonderful accomplishment.

In the January issue of *SURFACE SERVICE* there were published two pictures showing the correct and incorrect method of adjusting a trolley when it leaves the wire. This was the second time these pictures were published and our purpose

in doing so was an attempt to drive home as forcibly as possible the danger of adjusting trolleys from the ground.

Whenever possible, trolleys should be adjusted through the rear vestibule window. When this is impossible be sure you have looked for approaching vehicles before stepping from the car. When on the ground always be on the alert and on the lookout for possible wild drivers of automobiles. When it is necessary to adjust trolleys from the ground there is always danger of being struck by another vehicle. It is never necessary in the opinion of the writer to adjust trolleys from the ground at terminals.

On the evening of February 4th on Fullerton avenue at Central avenue one of our conductors did not heed our warn-



Types of Protective Warning Signs and Signs Used by the Track Department.

ings of the past and attempted to adjust the trolley standing between cars. In this instance the car was accidentally started and our conductor was slightly bruised from the crush between the two cars. How serious this accident may result to this conductor we do not know, but we do know from past experience that they are usually serious.

In the January issue we also asked for suggestions from trainmen on operating questions in connection with accident prevention work. A number of suggestions have been received, all very good which should help to clear up some of the points we have missed. One motorman tells of his experience while working as a student and immediately following when he worked by himself. During his student period the weather was good and he did not become acquainted with the so-called slick or slippery rail until about a month or six weeks later. Then his troubles began. He had a number of experiences which made him think and as a result he makes the very good suggestion that a plan be developed whereby a student breaking in during a period when operating conditions are extremely good will have an opportunity to experience the sensation of operating on a bad rail by creating this condition for him. A plan has been developed which should make this possible in the very near future.

At the time this article is written the indications are that the fiscal year just

closed the figures when compiled will show that we have had the lowest number of alighting and boarding accidents in the history of the Chicago Surface Lines excepting one year. This would indicate that conductors are looking out alongside of the car for prospective passengers have an opportunity to board go. Many of our conductors are on the lookout to make sure that all intending passengers have an opportunity to board safely, but we also know that there are some who do not look out alongside of the car for intending passengers before giving the signal to go. The point we are trying to make is that all conductors should make it a practice to look out for intending patrons and if this is done we will have but very few alighting and boarding accidents and those few will happen when the car is standing still for which no one can be blamed. Motorman also should keep the front door closed until the car has come to a stop. The practice of some motormen letting the car drift with open doors after having received the signal to stop for alighting passengers must be discontinued. It is a dangerous practice and is the cause of considerable complaint from our patrons. Motormen during the year just closed have scored decreases in all classes of accidents excepting thrown-in-car-by-sudden-start-or-stop. This is caused by not applying the power correctly when starting or by incorrectly applying the air when stopping.

Much Depends on Motorman

What He Can Do to Make Service Satisfactory—Teamwork With Conductor

On January 31, 1931, the cumulative standing of the sixteen depots in the fourth Courtesy Contest is as follows:

| | Disc. | P. U. | Trans. | Q. S. | Total | Comnd. |
|-------------------|-------|-------|--------|-------|-------|--------|
| 1 Blue Island... | 13 | 7 | 11 | 4 | 35 | 13 |
| 2 Lawndale ... | 24 | 12 | 20 | 6 | 62 | 8 |
| 3 69th | 60 | 27 | 29 | 19 | 135 | 69 |
| 4 Lincoln | 32 | 19 | 18 | 4 | 73 | 21 |
| 5 Limits | 24 | 8 | 25 | 2 | 59 | 15 |
| 6 North | 116 | 67 | 83 | 38 | 304 | 49 |
| 7 Archer | 76 | 34 | 57 | 30 | 197 | 47 |
| 8 Elston | 28 | 8 | 24 | 7 | 67 | 18 |
| 9 Armitage ... | 46 | 28 | 23 | 3 | 100 | 9 |
| 10 Kedzie | 96 | 48 | 51 | 27 | 222 | 24 |
| 11 Noble | 34 | 16 | 20 | 4 | 74 | 6 |
| 12 77th | 143 | 52 | 78 | 41 | 314 | 101 |
| 13 Cot. Grove... | 72 | 33 | 45 | 12 | 162 | 41 |
| 14 Devon | 106 | 46 | 55 | 26 | 233 | 71 |
| 15 Division | 57 | 30 | 44 | 19 | 150 | 13 |
| 16 Burnside | 58 | 26 | 43 | 13 | 140 | 18 |

Total985 461 626 255 2327 523

The total chargeable complaint analysis, by month, for the same period is as follows:

| | Disc. | P. U. | Trans. | Q. S. | Total | Comnd. |
|--------------------|-------|-------|--------|-------|-------|--------|
| May, 1930 | 166 | 50 | 125 | 37 | 378 | 69 |
| June, 1930 | 113 | 44 | 68 | 30 | 255 | 46 |
| July, 1930 | 92 | 31 | 86 | 20 | 229 | 63 |
| August, 1930 | 100 | 49 | 60 | 14 | 223 | 52 |
| September, 1930... | 93 | 42 | 47 | 29 | 211 | 41 |
| October, 1930... | 125 | 63 | 71 | 30 | 289 | 50 |
| November, 1930... | 105 | 74 | 59 | 34 | 372 | 75 |
| December, 1930... | 90 | 50 | 62 | 38 | 240 | 74 |
| January, 1931.... | 101 | 58 | 48 | 23 | 230 | 53 |

Total985 461 626 255 2327 523

By C. H. EVENSON
Superintendent of Transportation

In recent articles on courtesy a great deal has been said to conductors and not very much to motormen, but the motorman plays an important part in determining the attitude of the public toward Surface Lines service.

No matter how courteous the conductor may be, a motorman who jerks his passengers off their feet by improper starting or stopping, who is discourteous to passengers who want to alight or who refuses to stop for persons waiting to board the car creates situations which

result in complaints and justified criticisms. Good will can be obtained only by proper teamwork between the conductor and motorman in providing the best possible service.

One of the commonest complaints against the service is because of jerky starting and stopping. It is extremely uncomfortable for passengers when a car is jerked forward or stopped suddenly, throwing them forward or backward and even discommoding those who are seated.



Motorman H. B. Stahl of Burnside With His Sons, Tom, Harvey and Pete.

The motorman who handles his car in this way is inefficient as well as discourteous. He may think he is saving time by jerky operation, but he is not. Sudden application of power results in the

spinning of wheels, wasting power and damaging equipment. Smooth acceleration is always an indication of a good motorman.

It is the duty of the motorman, as well as the conductor, always to be on the alert for boarding and alighting passengers. Of course, the passenger should be sure that the motorman understands when he wants to get off. It is not always possible for the trainman to know that the person standing by the front door wants to alight at the next intersection, but if the motorman is alert, there will be fewer mistakes of this kind and therefore fewer complaints. Too often the motorman is not paying attention and does not get the signal from the passenger, even when it is properly given.

Both motorman and conductor should be sure that the car is not started up while persons are still getting off or wanting to get off. Nothing is more inconvenient or exasperating to a passenger than being carried past his destination.

Teamwork between the motorman and conductor also plays an important part in accommodating persons wishing to board the car. Not long ago a young motorman, anxious to do his full duty, held the car after he received the bell to go ahead because he saw a number of transfer passengers hurrying to get on the car. His conductor was highly incensed at his failure to go ahead when he gave the bell and criticized him severely. The matter was reported to the superintendent of transportation and the conductor was disciplined for trying to force the motorman to go ahead and leave passengers standing in the street.

The duty of the Surface Lines is to provide transportation and this cannot be done by running away from intending passengers. Neither can it be done by passing up persons waiting to board the car.

Proper spacing in the street is another rule that must be observed carefully by the motorman, both as a matter of efficiency and of courteous service. Cars should maintain schedules wherever possible, but when schedules are interrupted the motorman must exercise his judgment on proper spacing and not follow

too closely the car ahead. There is too much of an inclination to avoid effort by trailing the car ahead and letting the leader do all of the work.

An instance of this kind was observed recently on one of the trolley bus lines. The schedule had been interrupted and one bus was following immediately after the other, the leader picking up all of the passengers in the street. The trailing bus had nothing to do and had few passengers. The trailing operator was immediately instructed to pull around his leader and take the lead himself. He should have been far enough behind to maintain a proper spacing and then he would have been doing his share of the work.

All of this can be summed up in the statement that the purpose should be not to make it easier for the train crews, but to make conditions better for passengers.

During the last fiscal year there was a decrease of more than 9 per cent in the business of the Surface Lines and there is no present indication that business is going to be any better for several months to come. There never has been a time in the history of the Surface Lines when the need of courteous and efficient service on the part of the trainmen in order to encourage riding was so apparent as now. The public should be convinced by our actions that we are anxious to give the highest type of service. Riders should understand that even if they are going but a short distance, they can get street car or bus service—even on pull out and pull in trips—quickly and conveniently, that they will receive the most courteous treatment while using our equipment and that they will reach their destination with speed and comfort.

This can be accomplished only by perfect and efficient teamwork on the part of train crews.

Two can live as cheaply as one if they don't eat or sleep or wear clothes.

Jones picked up the daily paper and was astonished by seeing an announcement of his death in an accident. He immediately rang up a friend.

"Bill," said he, "have you seen the notice of my death in this morning's paper?"

"Yes," replied Bill, "where are you speaking from?"

High Points in Transportation History

Half Forgotten Early Ventures Before and Following Abandonment of Horse Cars

The Dummy Line

In a recent issue of SURFACE SERVICE there was a brief account of the origin of transportation service on Broadway by means of a steam dummy line. Recently there came to the attention of the editor an article written for the Daily News of March 2, 1909, by Martha Pickens Halsey, giving some interesting details of "Lake View's Dummy." Believing that this might be of interest to some of the

side and a wide aisle through the middle. It had to be turned around at the ends of the line and for this purpose turntables were constructed, the one at the southern terminus being on the east side of Clark street, right in the line of Diversey, as it was afterward extended in the direction of the lake.

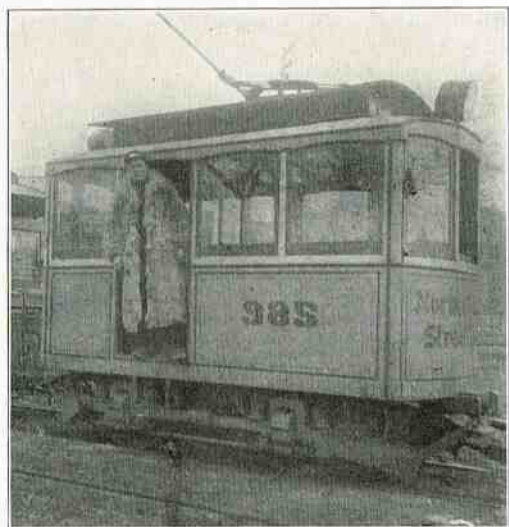
"The right about facing process was somewhat primitive and was always an interesting ceremony to the small boys, who watched it with intense interest. The engineer came down from his cab and the conductor joining him, they put their shoulders to the long wooden arm attached to the turntable and, with much hard straining, pushed the heavy car around for the return trip.

"The route of the 'dummy' was from the limits at Diversey street along the old Lake View road, turning at the bend near the entrance to the Kerfoot grounds and ending at Graceland cemetery. The car ran every hour from 7 in the morning until 7 in evening, except at noon, when it 'laid up for two hours for dinner.' When it was needed at night for an evening entertainment beyond the limits it was chartered for the purpose. This was in its early days. Afterward it ran regularly until midnight.

"Several families living beyond the bend where the dummy' turned were regular attendants at the Fullerton Avenue Presbyterian church. With them the 'run' for the 'dummy' was always an exciting and exhilarating part of the Sunday morning programme. It was the custom of the little engine to whistle just before leaving Graceland. This was the signal for the start. I recall with a smile of tender recollection the scene on such occasions in one large household where I was a frequent visitor.

"It was accommodating and always waited for the last one. If some one could reach it before it turned the bend all was well. With the news that others were coming it could easily be held. Then the last straggler helped up by the smiling conductor, amid laughter and friendly greetings, full and yet not overcrowded by its happy cargo, it would start for the other end of the line. This was church-going under difficulties, it may be said. Yet no one found it hard. It was really enjoyed, and was better than a tonic, its effect lasting throughout the day.

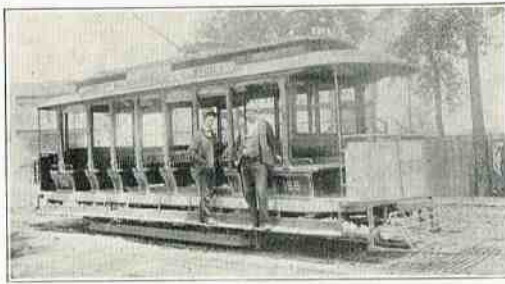
"Such a means of transportation when it was the only public one had its disadvantages. The long stopover at noon was very inconvenient. It was irritating to reach the limits too late and hear from some one, 'Dummy's gone,' or hurrying from another direction see it disappear in the distance and have to walk or wait two long hours. Still, it was such an improvement over the past very little complaint was made of its shortcomings. There was another side to the waiting, which was considered an advantage. It gave the opportunity for long friendly calls on families in the immediate vicinity, who were always glad to receive the belated passengers.



In 1892 This Electric Dummy Was Used in Pulling Cable Cars Out of the Old Laramie Car Station. The "Dummy" Operator Is C. A. Vinton, Father of Motorman C. E. Vinton at Cottage Grove.

old timers in our service, we submit herewith a few abstracts from the article in question. This account tells about the situation as to car service in 1864, at which time horse cars operated at fifteen minute intervals over a single track on Clark Street as far as Diversey.

"With the coming of the 'dummy' a new era began. The handsome new car waiting at the terminus of the horse-car line had to be considered and proper connections made, so greater regularity was insured. The 'dummy,' so called because the horse-scaring steam engine was inside the car, shut off at one end from the passengers, was fully as large as the new electric cars of today and was built with a seat on either



Conductor A. W. Bishop and Motorman P. Cook on Their Car at the End of the Elston Avenue Line July 28, 1900. Conductor Bishop Is Still in Service at Division Street Barn.

Origin of Transportation on Irving Park Boulevard

Recently the question arose as to when street car transportation originated on Irving Park Boulevard, formerly known as Graceland Avenue. The following letters give a brief bit of interesting history:

"There were no cars run west of Ashland Avenue until 1896 when the line was built and put into operation. First cars ran from Milwaukee to Dunning (Neenah) due to cars then owned by the Chicago Electric Transit Company being too high to pass through the C. & N. W. Ry. subway at Keeler Avenue. The cars were operated until cars could be built that could be used for this purpose. Two small horse cars belonging to the North Chicago Street Railway Company were built into one car and equipped with motors which made a fairly good car at the time.

"No horse cars were ever operated on Irving Park Boulevard west of Ashland Avenue but the old Evanston Holman Dean dummy was used east of Ashland Avenue."

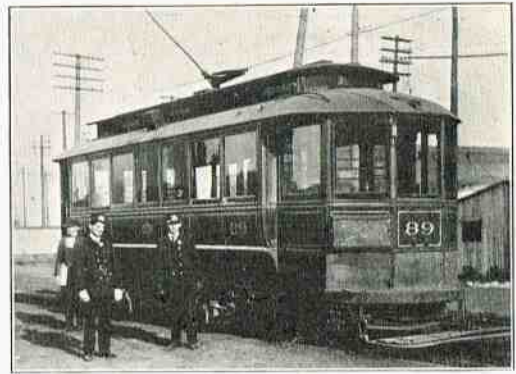
William Pohlman, Badge No. 7102,
Devon Depot.

Mr. Pohlman also reports that, "During the years 1888 to 1890, horse cars on Evanston Avenue, now Broadway, ran from Limits Depot to Alexander Street, now Kenmore Avenue, on Graceland Avenue. These horse cars made one trip on Graceland Avenue, morning and evening, to the Lake View High School at Ashland and Graceland. There were no cars on Graceland Avenue at that time."

Mr. Pohlman was conductor on this car and his driver was Joe Hooker, now deceased.

Early Electric Roads

Some interesting bits of history connected with the start of overhead trolley operation in Chicago are found in the



Motorman S. McBroom, Badge 1535, and Conductor O. Larsen, Badge 648, of Burnside, With the First Electric Car Operated Out of Burnside Station.

March, 1893, edition of the "Street Railway Journal." One paragraph says, "To witness the operation of the electric motor coach, a Chicagoan must at the present time travel as far as the terminus of the south side cable line or that of the west side line. The electric railway, however, will soon be found much nearer the center of the city. It will not be many months before the 35th Street line of the Chicago City Railway Company will be in operation."

The first electric railway in the Chicago district started October 2, 1890, when the Calumet Electric Street Railway Company began operating south from 64th Street in Stony Island Avenue and another line connecting with the State Street cable of the Chicago City Railway Company at 71st Street and continuing over that street and 95th and Michigan Avenue to 119th Street. Another branch operated from 67th Street to South Chicago Avenue and thence to South Chicago. Part of these tracks were used by the South Chicago City Railway Company.

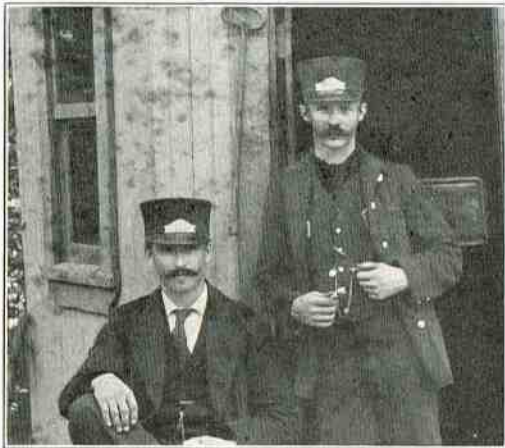
On February 12, 1891, the Cicero & Proviso Street Railway Company began operation in Madison Street west of Crawford Avenue, connecting with the cable cars of the West Chicago Street Railway Company. Twenty-seven miles of track were used including Madison from Crawford to Harlem and Lake Street from Cicero to Harlem with a connecting loop between the two east and west streets via Cicero Avenue and Harlem Avenue.

The Chicago City Railway Company began operation of electric lines in 61st, 63rd, 47th and 35th Streets in 1893.

The "Orphan" Tracks

Strangers coming into Chicago at the Dearborn Street Depot sometimes comment on the condition of street car tracks adjoining the station on both sides of Polk Street. Many old-time Chicagoans also have been heard to remark on the neglected condition of this road as compared with the general high standard of street car right of way throughout the city. It develops that these old tracks in Federal Street from Harrison to Polk, in Plymouth Court from Polk to 14th and in Dearborn Street from 14th to Archer, do not belong to any of the existing street railway companies and may be considered an "orphan."

When an attempt was made to have



Starters F. Miller and J. F. Smith at 71st and Cottage Grove in 1894. Miller is Now Out of Service but Smith is a Motorman at the Burnside Depot.

them removed and the streets repaired about ten years ago, the history of the former ownership was discussed and it developed that the ordinance for transportation in these thoroughfares was secured by the General Electric Railway Company in January, 1896. No attempt was made to build until October, 1898, when a force of workmen started to lay tracks on a Saturday at midnight, fear-

ing opposition from the Chicago and Western Indiana Railroad Company, which considered car tracks as a nuisance in the vicinity of their freight houses. The railroad company promptly moved freight cars across the proposed right of way in Plymouth Court between Taylor and Roosevelt, and in Dearborn Street between 15th and 16th Streets. In spite of this interference, the street car company succeeded in laying about threequarters of a mile of track and promptly put into service a storage battery car. Meanwhile the fight had been taken into the courts and there were various attacks and counter attacks in injunction proceedings. Beyond these facts, nothing else of interest has been developed but it appears that the General Electric Railway Company did not continue long with its operations.

ROUNDING UP WITNESSES

North Avenue Still on Top—Archer Jumps From 8th to 3rd Place

This month we have a new-comer up with the leaders. Archer, a depot that has been hanging around sixth and eighth place for quite some time, unexpectedly jumped from eighth to third place with a figure of 4.48. Even though this month has been rather warm and snowless, Elston-Noble found an opportunity to take out their toboggan and take a ride that carried them down from second to eighth place, with Lawndale-Blue Island replacing them in second position.

Cottage Grove moved up from seventh to fifth place with a figure of 4.19, Lincoln advanced from eleventh to ninth place, and Kedzie dropped from ninth to eleventh place. The average for the system this month is 4.07, somewhat lower than that of last month.

Detailed figures are as follows:

| | Jan. | Dec. | Nov. | Oct. |
|------------------------|------|----------|----------|----------|
| 1. North Avenue... | 5.01 | 5.45(1) | 4.82(2) | 4.75(1) |
| 2. Lawndale-Blue Isl. | 4.72 | 4.48(4) | 4.17(5) | 4.51(3) |
| 3. Archer | 4.48 | 4.02(8) | 3.73(6) | 4.02(6) |
| 4. 77th Street | 4.43 | 4.70(3) | 4.34(4) | 4.40(5) |
| 5. Cottage Grove | 4.19 | 4.07(7) | 3.64(7) | 3.88(7) |
| 6. 69th Street | 4.16 | 4.09(6) | 3.49(9) | 3.77(9) |
| 7. Burnside | 4.10 | 4.29(5) | 4.70(3) | 4.74(2) |
| 8. Elston-Noble | 4.03 | 4.80(2) | 5.13(1) | 4.50(4) |
| 9. Lincoln | 3.50 | 3.33(11) | 2.96(12) | 3.82(8) |
| 10. Devon-Limits | 3.38 | 3.55(10) | 3.59(8) | 3.41(11) |
| 11. Kedzie | 3.32 | 3.72(9) | 3.46(10) | 3.64(10) |
| 12. Armitage-Div. | 3.12 | 3.27(12) | 3.42(11) | 3.06(12) |
| Av. for System. | 4.07 | 4.21 | 3.96 | 4.04 |

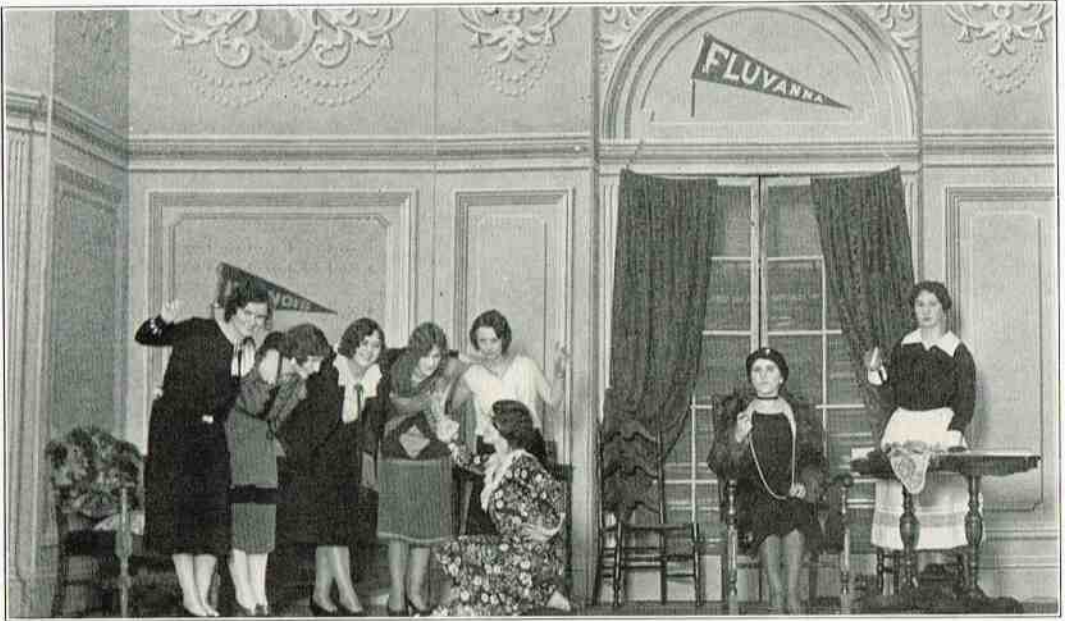
He sent his precious poem to the editor: "Let me know at once whether you can use it," he wrote, "as I have other irons in the fire."

In a few days the answer came back from the editor: "Remove irons, insert poem."

When a woman sets out to give a man a piece of her mind, she frequently gives him all of it.

Successful Dramatic Night

Women's Auxiliary Present a Comedy That Pleases a Large Audience—Club Stars



Scene from the Interesting Play, "It's a Ming."

It sounded like a Chinese evening. We certainly were to be wafted to Peking or Canton and entertained with Chinese tea. "It's a Ming," presented by the Women's Auxiliary Dramatic Committee at the Clubhouse on the evening of January 9th, sounded that way but—the program distinctly stated FLUVANNA COLLEGE for a stage setting much more like a girls' college play, which it turned out to be.

There was a very large attendance—indeed so many of our men with their wives and sweethearts were among those present that the Committee is getting ready to put up a sign over the hall door "Standing Room Only." Such a generous turnout pleased the girls immensely after their untiring efforts to make the affair a success.

Miss Rita Holoubek opened the program, introducing Miss Ethel Swanson, who gave two enjoyable piano numbers; Miss Marie Simonson, who played the ukulele and harmonica together, an unusual combination, and Miss Marie Kornke, who rendered a difficult violin selection.

Then the lifting of the curtain drew attention to the stage and the play was on. Back of the play itself was a purpose, best expressed in the following speech of welcome given by our able Chairman of the Dramatic Committee, Miss Margie McIntyre:

"Acting on behalf of the Dramatic Committee and the Women's Auxiliary, it gives me

great pleasure to welcome such a distinguished audience and also to thank you for allowing us to impose our talents upon you.

"For the information of both clubs I shall outline the short life of our Dramatic Committee. The by-laws of the Auxiliary have always contained such a Committee on its books but it had never been active. Last year, however, the President and her Board made an initial effort to form such a Committee, which eventually put on a play. It went over very well for a maiden attempt, but it was thought best to present it only before the Auxiliary and leave it for another season in which to branch out and invite the Men's Club. Therefore, having been well supported by the present Board, we present, for better or worse, IT'S A MING.

"The girls have worked very hard to give you an entertaining evening and we sincerely hope that you will enjoy it. We hope that in the near future the Men's Club will join us in an endeavor of this kind."

On With the Play!

As the curtains parted six charming college girls occupy the center of the stage at Fluvanna College discussing a White Elephant Auction held for the benefit of the College Endowment Fund. All are interested, save Minerva, who refuses to contribute. The sale is to be held that afternoon.

It comes out that Minerva (our Ann Ker-

rush), a determined lass, has carried on a secret correspondence with a strange young man and has sent the photograph of Millie (Margie McIntyre) to him as her, Minerva's, own likeness. This causes ruction between Millie and her "Charley Boy" and Margie's natural tears over the situation elicited much sympathy from the audience, as did the sweet tones of her lilting voice when Charley Boy returns in penitence.

The girls gather for the Auction. Among the choice pieces acquired is a vase sent to her niece, Agnes (Harriet Collins), by Aunt Lucinda, a stately fashionable lady, well acted by Olga Gesler. To get even with Minerva two of the girls through a ruse induce her to believe this vase to be exceedingly valuable and bid her up to \$5.00. Outside of the vase the piece de resistance is a pink plume that "adorned the head of royalty." Nora, the maid (Elbe Dedic, who made quite a hit), parts reluctantly with ten pennies for this treasure.

The action of the play now centers about the vase. Aunt Lucinda appears on a visit to her niece and her demands to see the present she gave are frequent. Minerva refusing to give it up or sell it, the girls enlist the aid of a reporter, Miss Jones (cleverly acted by Edith Riddle).

As the action unfolds from here on, the highlights were the acting of Miss Riddle as the pseudo Mingo Lil and the consequent unmasking of the real Mingo Lil (Miss Sprockette, ably impersonated by Isabel Lubway), who enters the story posing as a connoisseur of art in china and paintings. Incidentally Aunt Lucinda's check for \$300 is recovered, in gratitude for which she makes a donation to the College Endowment Fund of \$50.00, and all ends happily.

Much laughter was provoked by a touch of human interest not on the program—the spilling of a glass of water on Aunt Lucinda. As we had fallen in love with our maid, Nora, long before this for her cute walk and temperamental ways, we all enjoyed the surprise—except perhaps Aunt Lucinda.

Margaret (Helen Baird), Phyllis (Bernice Zwach) and Marcella (Ruth Berg) were three of the college girls whose lively spirits and well-spoken lines also contributed much to the success of the evening.

During the first intermission we were much interested to hear Miss Margaret Hart, who, I understand is a radio entertainer. She gave a delightful vocal number much enjoyed by her audience. Then appeared Miss Ruth Franz, who looked and danced delectably. A word about Miss Franz. She is the daughter of one of our Supervisors and so belongs to the family. Miss Franz danced again, displaying great agility, during the second intermission.

I hope you all admired the artistic program cover created and executed by our talented Miss Baird. We extend to her our sincere thanks, and to Miss Louise Murphy from the Columbia School, who coached the performers with helpful hints. Mention should be made of the courtesy of Wieboldt's Stores for their donation of the stage settings.

Helen Griffin.

"TALKIE" MAKES SOCIETY BOW

New C. S. L. Film Has Premier at Club House Party—Warmly Received

For the edification of the company's employes the premier showing of the new Surface Lines' talking picture, "Going from Here to There," was presented Saturday evening, January 24, to a capacity crowd at the club house auditorium and was well received.

The picture presents four reels of interesting local transportation scenes, some still quite primitive and others modern, from Europe, Asia, Africa and South America, including numerous scenes from the larger cities of our own country and particularly Chicago.

The voice is that of the popular radio manager of the WGN Station, Mr. Quin Ryan. Including research work, photography, recording and conforming, the completion of the picture took very close to one year.

This picture is now available, through Mr. William Pasche of the Local Transportation Information Bureau, Randolph 8200, Local 526, for adult audiences such as improvement clubs, parent-teacher associations, churches, lodges, industrial groups and high schools, where the audience will number one hundred or more.

After the presentation of "Going from Here to There," a talking comedy was shown, which created considerable laughter. Following this was a dance, and another good time at our club house was added to the long list of similar occasions.

Many favorable comments were heard on the music furnished by Johnny Maitland and his orchestra.

Mr. S. D. Forsythe and his committee are to be congratulated on the smooth manner in which the program was run off.

A gent alcoholically oversubscribed wandered into a movie. During the intermission, while the audience was being bored with announcements of future films, the drunk got to his feet and called out, "Is there a doctor in the house?"

A man down in the third row stood up, saying, "I'm a doctor."

The drunk leered amiably, "Hello, doctor," he said and sat down.

"Finally, a hole in one," shouted the golfer as he reached for his socks.

Pleasant Words for Kindly Deeds

Letters of Thanks and Commendation from Patrons Who Appreciate Personal Service

Mr. Daniel O'Sullivan, 1504 N. Menard Avenue, wishes to thank Operator Frank Hadley, Badge No. 13595 of North Avenue, for his courtesy and kindness in paying his fare when he found himself without funds.

The manner in which Conductor James B. Leibforth, Badge No. 13958 of 69th, assisted in having the wreckage of a car removed from the tracks, thereby saving time for his passengers, won for him a commendatory letter from Mr. Joseph Piere, 8135 South Shore Drive.

Mr. Kind, Standard Brands, Inc., commends Conductor Clarence B. Wallace, Badge No. 13922 of Devon, for his honesty in returning an extra dime which he had accidentally given the conductor when he paid his fare.

Miss Eva McCauley, 309 W. Washington Street, praises Conductor William Johnson, Badge No. 13084 of 77th, for his courtesy in assisting a crippled woman and a blind man to alight from his car.

Miss Ethel Goller, 4927 N. Keeler Avenue, reports Conductor Harold G. Johnson, Badge No. 12470 of Devon for unusual consideration. She states that a crippled woman who had to use crutches tried to board his car in the midst of a crowd also trying to board. When this conductor saw her he took time to get off the car, take the crutches from her, lifted her bodily into the car, and seated her comfortably near the entrance door, and after he had collected the fares of the other passengers went back and collected hers. When the car arrived at Western Avenue, which was this woman's transfer point, he had his motorman stop on the opposite side of Western Avenue and again lifted her up and carried her safely to the sidewalk and saw to it that she was placed on a Western Avenue car.

Cheerful co-operation and attending to his business won for Motorman William M. Thompson, Badge No. 12251 of Cottage Grove a letter of commendation from Mr. Lubzik.

Mrs. C. M. Carson, 1620 Fargo Avenue, wishes to thank Conductor William C. Wilson, Badge No. 11906 of 77th, for the return of her pocketbook which she had inadvertently left on his car.

Conductor John Miller, Badge No. 4360, and Motorman Frank J. Brown, Badge No. 11441, both of 77th, are complimented on their courteous manner and efficient method of dealing with the public by Mrs. W. Harvey, 2329½ Commonwealth Avenue.

Conductor Raymond Ebel, Badge No. 11410 of North Avenue, is thanked and commended by Mr. and Mrs. W. J. Kraus, 5320 Waveland Avenue, for holding his car long enough to enable them to catch it even though he had the signal and go light in his favor.

Motorman Michael Barrett, Badge No. 9159, and Conductor Edward J. Kenney, Badge No. 11252, both of 77th, are commended by Mrs. M. F. Cassidy, 7014 Calumet Avenue, for the

attention given to a victim of a hit-and-run automobile driver.

Conductor Wallace J. Batchelor, Badge No. 10826 of North Avenue, is praised by Mr. H. R. Rogers, Chicago Car Seal Company, 634 No. Western Avenue, for his courtesy to a blind passenger.

Holding his car long enough to enable several persons to board his car even though he had the signal to proceed, brought to Motorman Joseph Yenchu, Badge No. 9611 of Archer, a letter of commendation from Mr. H. L. Schultz.

Miss Barbara Struble, 4243 Broadway, thanks Conductor John B. Blais, Badge No. 9118 of 77th, for turning in her purse which she had left on his car.

The courtesy and kindness of Motorman Lawrence F. Sitkowitz, Badge No. 8635 of Archer, won him a commendatory letter from a person who signed himself "A Patron."

Mr. F. C. Fitzmaurice, 3171 Hudson Avenue, compliments Conductor P. Hartley, Badge No. 8568 of Devon, on his courtesy in assisting a lady passenger to alight from his car.

Conductor Peter Solberg, Badge No. 8504 of North Avenue, paid the fare of Miss Agnes Kanzlovich, 444 N. Elizabeth Street, when she found herself without funds, and for this act of courtesy she warmly thanks him.

Clear enunciation of street car stops won for Conductor Miles A. Crozier of 77th a letter of commendation from George H. Weiss, 444 St. James Place.

Mrs. K. Ehlers thanks and commends Bus Operator Charles H. Davis, Badge No. 7983 of North Avenue, for his honesty in returning a five dollar gold piece which she had given him by mistake when paying her fare.

Motorman Patrick Berkery, Badge No. 105, and Conductor William J. Jackson, Badge No. 7922, both of 69th, are heartily thanked by Mr. Fred Boyd, 5303 S. Carpenter Street, for their thoughtfulness in holding the car long enough to enable Mr. Boyd and his wife to board their car safely even though they had the "go" signal in their favor.

Conductor Samuel Rasmussen, Badge No. 6516 of Lincoln, is commended by Mr. and Mrs. H. Walton, 1834 N. Kimball Avenue, for his courtesy and pleasant manner in his contact with the public.

Conductor Ernest L. Frank, Badge No. 6476 of Burnside, very courteously helped an elderly woman passenger to board and alight from his car, and for this act of courtesy an appreciative letter was written by Mrs. James Cobb, 4815 Langley Avenue.

Conductor Hans C. Hering, Badge No. 6288 of North Avenue, is thanked for his courtesy in advancing sufficient money to pay the balance of Miss S. Kitzing's fare when she boarded his car and found that she was without funds.

Conductor John J. McGovern, Badge No.

6088 of Cottage Grove, is praised by Mr. Paul Shanoff, 4727 Lake Park Avenue, for his honesty in returning a five dollar gold piece that he accidentally gave this conductor when paying his fare.

Mr. A. E. Johnson, 2107 N. Mozart Street, commends Conductor Charles A. Wenzel, Badge No. 5988 of Devon, for his courtesy and kindness in assisting a crippled old lady passenger to alight from his car and escorting her safely to the sidewalk.

Mr. L. G. Schuch thanks Motorman Joseph Karl, Badge No. 5809 of Devon, for his courtesy and thoughtfulness in holding his car long enough to allow him to board it.

Mrs. A. M. Parker, 215 E. 59th Street, praises Conductor James McFarlane, Badge No. 3190, and Motorman William H. Behrend, Badge No. 5561 of 69th, for their honesty in turning her purse in which she had left on their car.

Miss M. Stromenger, 817 S. Wells Street, compliments Conductor Tony Kellmann, Badge No. 5546 of Archer on his courtesy and kindness in paying her fare when she boarded his car and found that she was without funds.

Mrs. M. Christie, 7400 Vincennes Avenue, thanks Motorman Ervin F. Reinke, Badge No. 4757 of 77th, for his thoughtfulness and kindness to her crippled daughter, when she is a passenger on his car.

Conductor Arthur J. Hansen, Badge No. 4560 of Archer, is commended for his friendly manner and jovial smile for all his passengers by Mr. C. J. Kneller, 6234 S. Hermitage Avenue.

Clear enunciation of street car stops won for Conductor William T. McDevitt, Badge No. 4202 of Devon, a letter of commendation from Frances Byrne, 5620 N. Mason Avenue.

Mr. Arthur G. Glassford, 154 W. North Avenue, compliments Motorman Harry J. Paulson, Badge No. 3469 of Devon for his kindness in stopping his car and waiting for him to board it, even though he was perfectly free to proceed.

Motorman Mederic G. Ouimette, Badge No. 3123 of 69th, is thanked by Miss M. R. Burgan, 230 N. Michigan Avenue, for his honesty in turning in a string of beads that she had left on his car.

Conductor John J. Haggert, Badge No. 3042 of 77th, assisted a blind passenger to alight from his car and to the sidewalk, and for this act of kindness he is commended by Mrs. J. Moran, 3725 Lyndale Street.

Mr. M. W. Shofield, 6513 Ellis Avenue, thanks and commends Conductor Andrew H. Minning, Badge No. 1558 of Cottage Grove, for his honesty in turning in a case which he left on his car.

Conductor Philip A. O'Malley, Badge No. 1534 of 77th, is commended for his honesty by Mrs. Edgar W. Reynolds, Edgewater Beach Hotel, 5300 Sheridan Road, who states that this conductor received a five dollar gold piece and two pennies in payment of a fare from a passenger and immediately called the attention of this man to his mistake.

Teacher: Can you name a collective noun?
Sweet William: Yes, ma'am—Ash can.

SOME FEBRUARY DATES

One Year Ago

Thomas Reidy, in the employ of the company for fifty-four years before his retirement, passed away at the home of his daughter at Eagle River, Wisconsin.

Three Years Ago

February 1, 1928, inauguration of a plan providing for life insurance and sick benefits for 17,000 men and women on our membership rolls.

Five Years Ago

Robert W. Simpson promoted to position of Assistant Division Superintendent at Limits-Devon. Has been connected with the Chicago companies since 1899.

Chief Instructor T. H. Eigelsbach promoted to Assistant Division Superintendent of Division 6 and J. M. Johnson, who has been with the Chicago companies since 1895, appointed Chief Instructor in the train service department.

Feb. 7, 1926—New progressive stop and go lights (McIlraith System) introduced in loop.

Eight Years Ago

Feb. 13, 1923—G. A. Richardson elected Vice-President and General Manager.

Eleven Years Ago

Feb. 4, 1920—Henry A. Blair elected President of Chicago Surface Lines.

Seventeen Years Ago

February 1, 1914—Surface Lines operation under the unification ordinance became effective.

Twenty-four Years Ago

February 11, 1907—New settlement ordinances passed for the Chicago Railways and Chicago City Railways Companies.

Thirty-two Years Ago

February 1, 1889—Lincoln Avenue Cable, Wrightwood to Center and Clark placed in operation.

Forty Years Ago

February 12, 1891—Madison Street line electrified west of Crawford.

Forty-eight Years Ago

February 12, 1883—Chicago Passenger Railway Company incorporated.

Seventy Years Ago

February 21, 1861—Chicago West Division Railway Company incorporated.

Seventy-two Years Ago

February 14, 1859—Chicago City Railway and North Chicago City Railway Companies incorporated.

Mother: "Mabel's young man has taken offense at something. Have you said something to him?"

Father: "Not a word. I haven't seen him since I mailed him the last electric light bill."

Hill: "So tomorrow is your wedding anniversary. What do you expect to get for your wife?"

Gill: "I don't know. I haven't had any offers."

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.
CHICAGO

Volume 7 February, 1931 No. 11

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

EMPLOYES' RELIEF FUND January, 1931

The Surface Lines Employes Relief Committee held four sessions during the month, at which 57 applications were considered, 40 being approved for weekly relief. In addition to these there were also 11 emergency cases on which the Committee approved immediate relief.

Checks to the amount of \$8,581.00 were distributed. This sum, together with \$6,267.00 distributed in December, brings the total amount of relief extended to date, to \$14,848.00.

LINCOLN

February again marks two important events identified with this historical name—one national in its aspect, the birthday of the Great Emancipator, and the other purely local, the winning by the Lincoln Station of the Surface Lines Accident Prevention Contest for the third time.

By this victory the men of Lincoln become the permanent possessors of the beautiful sterling silver car—the prize for which the twelve divisions have struggled for the last four years.

While Lincoln has been the victor in a most interesting competition, the real benefits of the contest have been enjoyed by the car riders and public generally whose safety on the streets and in the cars has been the principal concern of the army of trainmen enlisted under the Accident Prevention banner.

In striving to win a high place in the

contest just closed every man in the train service has devoted himself to the one purpose—prevent accidents; and that the efforts of these thousands of men have been successful is clearly shown by the carefully compiled statistics of the Accident Prevention Department.

More than eight thousand trainmen operated their cars during the last twelve months without an accident. Fatalities were reduced materially; there were fewer collisions, and personal injury cases of nearly every type showed a decrease as compared with the previous year. When all of the figures are compiled and analyzed, as they will be in the near future, there will be many interesting facts for comment and discussion in the columns of SURFACE SERVICE.

In the meantime Division Superintendent Hays and his Assistant, Mr. Zage, with the entire personnel at Lincoln will have the satisfaction of knowing that they have earned the congratulations and applause not only of their fellow employes in the Surface Lines but of the Chicago public in whose behalf and for whose protection this most interesting contest was inaugurated and is maintained.

The management, of course, is highly gratified, and there will be a formal celebration of the excellent results of the work of accident prevention at a great gathering at the Stevens Hotel next month when Lincoln will be awarded the trophy and the no-accident men on the Roll of Honor will be recognized.

MEN WANTED—YOUNG AND OLD

To Join the

Surface Lines Dramatic Club.

Actors, Leading Men, Villains, Comedians,
Minor Parts, Singers, Dancers and
Musicians

Even if you are a saxophone player there may still be hope for you. Tell your director how good or how bad you think you are. He will do the rest.

Join now and start rehearsing for our mammoth production scheduled for some time in April.

"Thar's Gold in Them Thar Hills, Nelly"
or

"Are Wives People?"

Join now! See your director. Join now!

CASHING PAY CHECKS

Experience Seems to Suggest That Wives Are Good Depositories

The disposition to be made of pay checks on pay days is a live topic of discussion among the trainmen. In some of the divisions the men make a practice of cashing in at a neighborhood bank and while generally speaking the banks are glad to do this as an accommodation some of them insist on making a small charge for their services.

How best to meet this particular check problem and avoid the payment of a commission has been carefully considered by hundreds of men, and they have concluded that the simplest and most satisfactory arrangement is to surrender the check permanently to the good wife or to the mother or sister who has to look out for the domestic economic problems. At any rate in thus turning over the check all questions of commissions are eliminated, for Mrs. Trainmen has no difficulty in turning the check into cash through the family grocer or butcher.

Incidentally it may be said that this solution of the check-cashing problem has been discovered and practiced by many wives without any suggestions from outsiders, and the number of help-mates who accompany their husbands on pay days to secure immediate possession of the precious pay check is constantly growing.

Moreover, the interest taken by the gentler half of the family in husband's work is sometimes carried to an embarrassing extreme. For instance, it is reported that some wives keep a very close tab on the dates set for the "picks" and find some way of getting a view of the posted runs. Their interest in many cases seems to be confined entirely to the column indicating the number of pay hours of the various runs and if they could have their way their husbands would pick the run with the largest number of pay hours without any particular reference to whether they be day, night straight or split, usually ignoring also the consideration of seniority which necessarily controls the choice of runs.

Division Superintendents necessarily have to be the confidants and advisors of

their men in various directions and not the least important of the problems have to do with domestic affairs. In one instance, a conductor cashed in on an endowment insurance policy for \$1,000, and it was agreed as between him and Friend Wife that half of this should be invested and the other half in cash be put in a safety deposit box to which each had a key. Mr. Trainmen with this fund available began taking things easy, but at the end of each month he was careful to add to his pay for the few days that he worked enough from the deposit box to make up a full month's normal pay which he dutifully turned over to his better half. All went well until one day Friend Wife made a chance inspection of the box and discovered to her amazement that there was only \$4.50 of the \$500 in the box. Following this disclosure and a scene over which a charitable veil may be drawn, a very sad and chastened trainman took his troubles to his Superintendent. As a result arrangements were made for extra work on every possible occasion that would enable the embarrassed husband in the course of months to earn enough in addition to his regular pay to make good the box fund. And Friend Wife now carries both keys.

Experience generally among trainmen as among other husbands seems to have demonstrated that any little attempt to hold out on Friend Wife merely spells disaster when the scheme finally blows up.



Hubert A. Smith, New President of the Surface Lines Club.

Irritable lady in crowded car: "Stop pushin', can't yer?"

Stout man: "I ain't pushin', I only sighed."

Women's Auxiliary Banquet

A Perfectly Gorgeous Time at the Drake—Miss Harte the New President

On Thursday, January 15th, the Women's Auxiliary held their annual banquet at the Drake Hotel.

A shy, retiring person might sit quietly and watch the arrival of the members of the Women's Auxiliary, and keenly enjoy the fashion parade, as it were, for everyone was attired in modish garb of the season for the gala occasion.

The doors of the French Room were opened and a group of happy girls entered into a most beautifully decorated room—yellow balloons rising from every chair, yellow favors, yellow lampshades—a profusion of yellow, making a picturesque background for the colorful frocks adorning the ladies.

Between courses entertainment was furnished by Miss Rita Holoubek of the Accounting Department, who performed a classic dance and a tap dance; Miss Helen Baird, also of the Accounting Department, read "The Youngest of the Family" and "A Woman." Mrs. Frieda Beagan, who was remembered by all for her glorious singing last year, again honored us with two numbers—"Because" and "Will You Remember" from "Maytime."

Community singing with the assistance of the orchestra also formed a part of the entertainment, which was made possible by a surprise contribution of verses composed by Mr. Wilkie rhymed to be sung to the airs of old time favorites. Mr. Wilkie's verses delighted the guests who all sang lustily the following words:

"Jobs"

(To the tune of "Smiles")

There are jobs that make us happy,
There are jobs that make us mad,
There are jobs we often yearn for,
If we had them we'd be mighty glad;
There's a job that has a great attraction,
That should last throughout a happy life,
It's a job where Cupid starts the action
And your job is your Boy Friend's wife.

"Vouchers"

(To the tune of "Let Me Call You Sweetheart")

Where's that special voucher
That I gave to you?
Mr. Eddy wants it—
Wants it P. D. Q.
He says Mr. Allen
Seems a bit upset.
What! You saw them mail it?
That's the best joke yet!

"Payrolls"

(To the tune of "School Days")

Payrolls, payrolls,
Every fifteen day rolls,
Always we welcome the chance to do
Part of the work with the payroll crew.
That is a job beyond a doubt,
Better by far than gadding about,
So call me for work on the payroll, dear—
But don't believe all that you hear.

The business meeting was called to order, tellers were named to count ballots, and the company became serious for a short interval. Miss Magnuson, looking lovely in a black lace gown, conducted the meeting; reports were read and then the announcement of our newly elected president, Miss Margaret Harte of the Accident Investigation Department, brought forth a chorus of rousing cheers. After a short speech of acceptance, Miss Harte graciously complied with a request and sang two numbers.

Adjournment of the meeting permitted the company to dance to the music of the orchestra. Balloons floating in the air, swaying in rhythm with the motion of the dancers, presented a pretty spectacle to the non-participants. As the last strains of "Good Night Ladies" became an echo, the guests very reluctantly said their many good-byes and turned toward their homes.

Sylvia Novotny.

CLUB SPARKS

Some Coming Events

At a meeting of the Club Board of Directors on February 4, a schedule of entertainment for the coming year was approved. The first event will be a mixed card party on Saturday evening, February 21, with Andrew Martin as chairman.

An interesting lecture will be given on Tuesday evening, March 10, by Carveth Wells on the subject of "My Six Years in the Malay Jungles." This is said to be a thrilling, fascinating and highly humorous account of personal experiences while surveying a railroad through the jungles of Malay. Mr. Wells tells of fish that climb trees, worms that sing, and pigmy deer that can be fried whole in a frying pan. The lecture is concluded with a display of beautiful Malay costumes and other handicraft. The lecturer will be introduced by Hubert Smith, president of the club.

Arrangements also are being made for a feature dance on Saturday evening, March 28, and the annual club banquet has been tentatively set for Tuesday evening, April 21.

THE TROLLEY BUS FIELD

A Sane View of Trolley Bus Adaptability in Large Cities

Walter Becker, the Automotive engineer of the Chicago Surface Lines, addressed the Central Electric Railway Association on the occasion of its winter meeting at Indianapolis, January 29th, on the subject of trolley buses.

"In ten years," said Mr. Becker, "both bus enthusiasts and buses have undergone marked transformation. The radical of 1920 whose overheated imagination saw the electric railway supplanted by gas buses has lived through a period of development and readjustment at the conclusion of which he finds that, as to mass transportation in the larger cities, the bus, by a process of assimilation, has become a part of—not a successor to—a highly developed modern electric railway transportation. And today's vehicle has little to identify it with the crude product of a decade ago."

He touched in an interesting way the important features connected with this very interesting and modern development in our field. And one of his conclusions was that experience would seem clearly to establish the fact that there is no universal standard by which we can measure the demand for or justification for a bus service within an electric railway system. He pointed out that there had been a rapid increase in the number of buses in the United States during the last decade, while at the same time there had been a decline in the number of electric railway passenger cars in service. However, the percentage relation of revenue passengers carried in a metropolitan area such as Chicago is conclusive evidence that the street car with its wide-spread combinations and advantages has in no sense been superseded. A comparison of the Chicago figures showed that in 1925 the revenue passengers carried here were 75.2% by the Surface Lines, 19.6% by Rapid Transit, and 5.2% by bus and five years later the percentages were 77.29, 17.22, and 5.49 respectively.

The present trolley bus operation by the Chicago Surface Lines was described in detail with many interesting statistical facts as to headway, schedule speed,

passenger flow per hour, passengers carried per bus mile and per bus per day, and concluded with the frank admission that while many difficulties had been encountered and eliminated, there was still room for improvement. And among the needs in the matter of equipment and practices these were among the essentials for completely satisfactory operation:

A satisfactory device to eliminate charged buses.

Touring range indicator.

Better wiring insulation.

Electric braking.

Electrically operated doors.

Armature shaft braking where dynamic braking is not thought necessary.

Special tires.

Puncture-proof inner tubes.

Blast-heating.

Trolley shoe frost cutters.

Trolley shoes and lubricated wire.

Electric or air operated retrievers.

Sanding device.

A definite and correct maintenance system.

Seeing the Trolley Bus in Proper Perspective

An editorial in the Electric Railway Journal under the above caption is equally timely. It follows:

Remarkable, indeed, has been the recent increase in popularity of the trolley bus. Three years ago it was looked upon as something of a curiosity, but scarcely to be considered as a practical solution to any large part of the transportation problem. Today it is in the minds of transportation men everywhere as a possible means of furnishing a type of service that is needed in many communities. Improvement in design is primarily responsible for this change. The trolley bus of today has vastly greater possibilities than that of three years ago. From 29 vehicles in service at the end of 1927 there has been an increase to 167 at the beginning of this year. Seldom has there been so great a change in so short a time. But the very magnitude of the change also constitutes a possible danger.

Conditions under which trolley buses are now being successfully operated vary widely. On Central Avenue, Chicago, the traffic carried is extremely heavy and

headways are close—in the rush hour as close as 1¼ minutes. On Plymouth Road, Detroit, the traffic is very light and headways are much greater. The trolley buses in Salt Lake City operate in territory more densely populated than the Detroit route but not so heavily as that in Chicago. New Orleans, Knoxville, Brooklyn and Rockford, where installations have recently been made, furnish examples of other conditions, as do also the older trolley bus systems in Baltimore, Rochester, Philadelphia and Co-hoes. From this, it is evident that the trolley bus is being operated under a very wide variety of conditions.

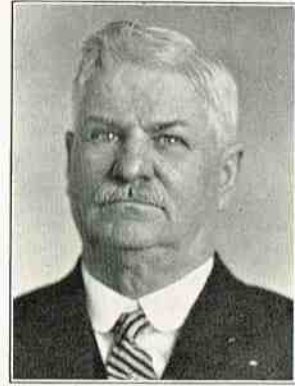
In this range of service for which the trolley bus is being used there is a possibility that it may be considered suitable for all transportation conditions. Opinion of those most experienced in trolley bus operation is emphatically against any such idea. It should be remembered that in past years many worth-while improvements have suffered from being used in many places where they were unsuited. The Birney car is an instance of this. While it unquestionably had a field, enthusiastic operators were not content to stop at adopting it for that field, but tried to use it for service far beyond its capabilities.

The trolley bus has its place. So also has the street car and the gasoline bus. When the latter first entered the transportation field, the electric railways were slow to adopt it. In some instances they have paid heavily for their tardiness. Naturally, they wish to avoid the repetition of such an experience. They may be tempted, therefore, to expand trolley bus operation beyond their proper field. To do that would hurt both themselves and a fine transportation vehicle. Undoubtedly, the trolley bus has a great future, but it will achieve its maximum able for all transportation conditions, to which it is suited.—*Electric Railway Journal*.

OBITUARY

DANIEL F. VAN ANTWERP

Daniel F. Van Antwerp who had been in continuous service of the Chicago Surface Lines and its predecessors for approximately forty-



The Late Dan Van Antwerp.

seven years, died on January 22, 1931, after a three months' illness.

Mr. Van Antwerp was born at Morris, Ill., and leaves surviving his widow, two sons and a daughter. Funeral services were conducted on Saturday, January 24th, at the chapel at 93rd Street and Commercial Avenue and he was buried at Cedar Park Cemetery.

Mr. Van Antwerp entered the service as an assistant veterinary surgeon at the Clybourn Avenue station February 9, 1884, and in his subsequent service in various capacities became acquainted officially with practically the entire system. He was a Division Superintendent at what was known as the Sedgewick station in 1888; was superintendent at the Graceland Avenue station in 1895; superintendent at Lincoln in 1898; superintendent at the old Edgewater station in 1901; assistant superintendent at the Elston Avenue station in 1902; assistant superintendent on the Calumet System at 93rd and Ewing in 1904, and was transferred back to Elston where he was appointed superintendent in 1917. In 1925 he was appointed Assistant Superintendent of Train Service Employment, remaining in that position up to the time of his final illness.

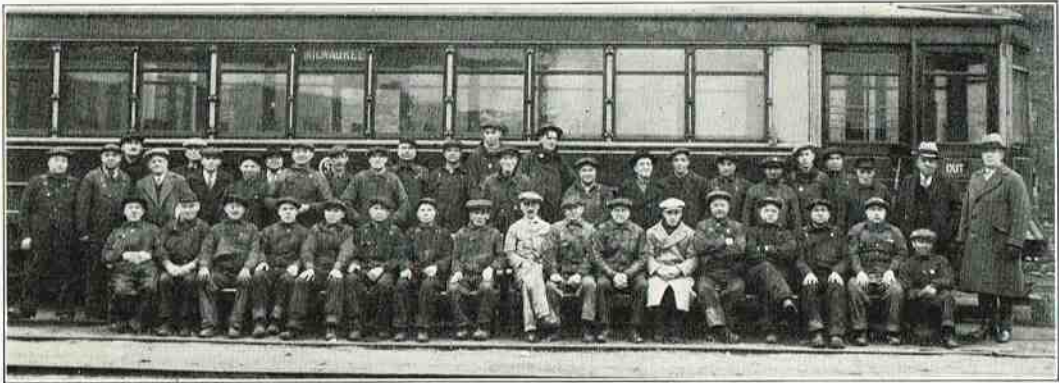
During these long years of service he was active in Masonic and civic affairs, became widely known and his passing was mourned by a host of friends.

John O'Hare

John O'Hare, badge No. 1913, died Jan. 28 of pneumonia. He was a motorman at 77th Street up to June 29, 1926, when he resigned stating at that time that he felt that he was getting too old to keep up with the younger generation and was troubled with rheumatism. He was always neat in appearance and a very dutiful man. His street car work started early in 1870 when he went to work as a driver on Madison Street until the Chicago fire, October 9, 1871, then he went to the City Railway operating a "Bob-tail" car on State Street remaining with the South Side Company till 1881 when he resigned and worked on the steam railroad for about four months, returning to the Chicago City Railway Co., July 27, 1882, and remaining till he resigned. He was a supervisor during the World's Fair in 1893 and was past 80 years of age at the time of his death.

Keeping 'Em Rolling

Armitage Leads with 26,092 Miles Per Pull-in—System Mileage 17,287



The Armitage Winners

H. Keller, D. Striker, E. Carlson, F. Wajerowski, J. Liska, G. Wygand, J. Paconnis, D. Buckley, J. Krempa, K. Fedukowicz, P. Lapavich, C. Pontoriero, B. Trokshel, P. Yankus, F. Van Vaerenbergh, R. Burns, A. Zilis, L. Rozic, F. Meka, J. Janice, A. Rienkus, L. Zimmy, J. Gerlicki, A. Bogusz, L. Stella, J. Nytko, J. Bartain, J. Martinkus, A. Van DePutte, J. Yuska, M. Mulvey, W. Zabinski, L. Cairo, J. Wambaja, J. Connon, P. Zielen, W. Ward, W. Skopis, M. Molinelli, M. Hoary, N. Pappas, J. Cairns, E. Berecek, J. Chudjicka, F. Puchlewicz, F. Minter, P. Gotsis, W. Sushko, T. McTernan, W. Walesausky, M. Dominico, A. Masraz, J. Thureson, V. Pavilates, T. Sykta, A. Rodio, J. Phillips, A. Waskelis, J. Norbutas, D. Bielak, J. Cysek, W. Bachara, J. Porter, J. Meka, P. Balkalis, V. Freda, H. Baker, D. Esposito, F. Eddington, A. Lund.

Armitage moved up from second place in December to the top of the list, operating their cars 26,092 miles per pull-in—due to failure of equipment.

The average miles operated per pull-in for the system shows an increase of 14.8% over the month of December, but the highest individual mileage is lower by about 8,000 miles than the previous month.

Several of the carhouses show increases in percentage, the greatest being made by 77th Street, who moved from 14th position last month to 4th this month, and made an increase of 88.7%.

The statement below shows the individual records:

| Rank | Carhouse | Zero Days | Miles Per Pull-in | Pct. Inc. or Dec. |
|------|---------------|-----------|-------------------|-------------------|
| 1 | Armitage | 15 | 26,092 | 15.1* |
| 2 | Lawndale | 15 | 24,970 | 9.6 |
| 3 | Division | 13 | 20,465 | 14.1* |
| 4 | 77th Street | 6 | 20,366 | 88.7 |
| 5 | Cottage Grove | 8 | 19,452 | 2.4 |
| 6 | Archer | 5 | 18,596 | 24.5 |
| 7 | Elston | 17 | 18,470 | 6.4 |
| 8 | Blue Island | 13 | 18,064 | 48.1* |
| 9 | 69th Street | 1 | 17,285 | 20.3 |
| 10 | North | 3 | 17,030 | 1.9* |
| 11 | Burnside | 8 | 15,713 | 28.1* |
| 12 | Kedzie | 8 | 15,555 | 26.7 |

| | | | | |
|----|---------|-----|--------|-------|
| 13 | Lincoln | 5 | 14,443 | 14.6* |
| 14 | Noble | 14 | 13,441 | 26.6 |
| 15 | Limits | 12 | 13,145 | 41.1* |
| 16 | Devon | 4 | 12,727 | 46.8 |
| | | 147 | 17,287 | 14.8 |

*Decrease.

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

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

Mrs. Kelley: "You think so much of your old golf game that you don't even remember when we were married."

J. J.: "Of course I do, my dear; it was the day I sank that thirty-foot putt."

Departments and Divisions

Accounting

We are glad to welcome Mrs. Mary Thomson back to the office, after being confined to her home following a brief illness.

Due to a certain amount of secrecy, it was not known until quite recently that Miss Olive Tidler of the Pay Roll Department and Mr. George Battersby were married during July, 1930. To the happy couple the department extends its best wishes.

It is with deep regret that we record the death of Mrs. Maus, wife of Mr. J. R. Maus, on January 17, 1931, after an illness of several months. To Mr. Maus and family we extend our most sincere sympathy.

We welcome Misses Mona Kerruish, Bernice Meyer and Mildred Prange and hope that they will enjoy their various occupations.

Misses A. Kerruish and N. Berg extend thanks to their many friends who made their election as Directors of the Accounting Department in the Women's Auxiliary possible.

Believe it or not there is a Santa Claus. If further proof of that statement is necessary Misses Y. Small, E. Schlau and M. Kornke will furnish it by proudly displaying the sparklers they received.

Upon the resignation of Miss Helen Ruberry on Thursday, January 15th her friends presented her with a few tokens of remembrance.

Mrs. Mittel, formerly Miss C. Spencer, was the surprised guest and also recipient of a suitable gift at a luncheon given by her friends on Friday, January 22, 1931. Mrs. Mittel bade farewell to the office on Saturday, January 3, 1931 to keep house. We wish her luck in her new work.

Miss A. Simek was the guest of honor at a bridal shower and luncheon given by her friends Thursday noon, January 22, 1931, in the office. Miss Simek who is engaged to be married on Saturday, February 14, 1931, received an electric toaster and radio lamp.

T. F. Coan.

Engineering

Thos. E. McCarthy has been appointed State Chairman of the Rifle Committee, American Legion. Tom, as we all know, is one of the best marksmen in the country with a shotgun.

George V. Rumatz, Night Timekeeper in the Southern Division, resigned to become a member of Chicago's police force. Best wishes.

Joe Westman, famed at Grand and Leavitt for his "Wild West" lore, has just returned from another "cotton-tail" hunting expedition. He claims to have bagged numerous specimens but as none of us have as yet been the recipients of "fresh meat," we will withhold further comment pending investigation of his story.

For pointers on beautifying your basement, see Nat Janke of Grand and Leavitt. Visitors to his domicile claim that Nat, without fail,

escorts everyone to the lower portion of his home where he stresses the scenic effect obtained by a few daubs of red and blue paint.

We congratulate F. Joe Koza on escaping personal injury when his car was struck and demolished by a train. When you drive a Knight at night watch out.

Howard Isaacson is worried about the manner in which miniature golf courses are spreading all over the city. He thinks we will soon be confronted with a serious problem of not having sites for filling stations.

Louis Schraag is confined at home with a very bad cold at this writing and we hope for a quick recovery as the girls sure do miss the sheik of Ogden Park.

Some of the "Boys" in the Track Department held an informal party out Chatham way. No casualties reported and a good time was had by all.

The sincere sympathy of the Department is extended to J. W. Hewitt whose son John, Jr. was painfully injured in an automobile accident. We earnestly hope for a speedy recovery.

Transit.

South Shops and Carhouses

T. Galdik, Burnside, has returned to work after having been laid up for several months, as a result of an operation on his stomach.

It has been rumored that Fred Walgren is in the market for a walking cane.

The boys at 77th Street are hoping for a speedy recovery for Martin Downes.

M. Gorman, Burnside, was again paid a visit by the stork. This time he left an 8 pound girl. Mamma and baby are doing well, but Mike—how about some cigars?

Walter Beber drove his Austin under a horse, thinking it was a viaduct.

C. Buckley, Burnside, has again parted with his Chevrolet and is now the proud owner of a Pierce-Arrow purchased a few weeks ago.

Charley Janikas, 77th Street, is also the proud daddy of a baby girl. Congratulations!

It is rumored that J. Fitzgerald, Burnside, calmly slipped away and was married at Crown Point. According to reports his wife is a wealthy heiress and a direct descendant of an English Royal family.

Mrs. Moir, of the South Shops office for the past twelve years, resigned on January 31st to become better acquainted with housework. We were sorry to see Mrs. Moir leave, but wish her the best of luck, health and happiness.

J. P. McCauley.

Shops and Equipment—North and West

West Shops: Paul (Pug) LaBay, our electrician helper, has taken up the manly art of self defense, and from all indications he will give a good account of himself in the "roped arena."

Jane V. McCarthy.

Electrical

A hair-raising contest has been on for the past several weeks between Bill Ternes and Fred Hectus, both striving to grow a real moustache. Bill has an edge on Fred due to the fact that some one sent him a bottle of hair tonic, Fred is unaware of this. Won't someone

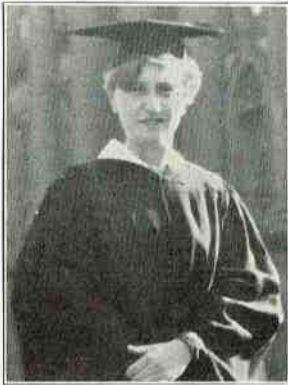
send Fred a bottle of the same tonic so as to even up the race?

Ray Callahan has been around talking about 40,000 shares of Gold Mine Stock possibilities. He is of the belief that about \$500 invested will retire the owner in about a year—Believe It or Not.

John Allen has been making several trips to the extreme south end of Chicago, recently. Be careful, John, don't develop a case of heart trouble.

Our sympathy is extended to Wm. C. Becker and family who mourn the loss of their beloved father and grandfather.

"Billy."



Miss Eleanor A. Schenck, daughter of "Billy." She graduated Jan. 29 from the Chicago Normal College and left Feb. 8 for the University of Illinois

FUEL ECONOMY

The Substitution of Oil for Coal at 600 Washington Boulevard Saved Money

Here is an interesting comparison of costs for labor and fuel at 600 West Washington Boulevard property, for the years 1927, 1929 and 1930. 1927 is used for comparison because 1928 was a mixed operation with oil and coal as fuel.

| | | |
|-------------------------------------|-------------|------------|
| | 1927 | |
| Fuel—Coal | \$2,037.25 | |
| Labor | 4,980.00 | |
| | | \$7,017.25 |
| | 1929 | |
| Fuel—Oil (36,407 gallons)... | \$1,694.88 | |
| Labor | 1,084.00 | |
| | | 2,778.88 |
| Total decrease 1929 under 1927..... | | \$4,238.37 |
| | 1930 | |
| Fuel | \$1,476.86 | |
| Labor | 1,022.50 | |
| | | 2,499.36 |
| Total decrease 1930 under 1927..... | | \$4,517.89 |

Around the Car Stations

Cottage Grove

We are waiting for the final results of the different contests and many appeals have been made to try and win one contest. So let us see what we can do this next year.

The new worm-drive sweeper and snow plow is now on view for your inspection and it is the latest idea and fully equipped for the operator's comfort when combating a snow storm. It has a 14-foot wing, which is illuminated at the ends and is raised and lowered by a 80 horsepower motor and the brooms are operated by a 800 horsepower motor. For comfort of the operators it has side wind shields and plenty of heat to keep the car warm.

Conductor B. B. Jones and his wife started early this month on a motor trip to Florida where Bert expects to catch some of the large fish abounding around the coast. We hope their trip will be pleasant and Mr. and Mrs. Jones will return in splendid health. Drop some of the boys a card.

The Surface Lines post of the American Legion is making their annual drive for new members. Trainmen who are eligible will do well to see Conductor Hjortsvang, who is on the membership committee for this depot and will gladly explain the many benefits derived and the cost. The Legion's club rooms are located at 40 S. Clark St., where the officers cordially welcome you.

Motorman Dick Robinson, who was successfully operated upon recently, is back at work again. The trainmen are pleased to know the operation was successful and hope it may prove permanent.

Motorman Andrew Swanson recently fell and injured his leg. We wish him complete and speedy recovery.

Motorman Dave Johnston is still sick and would appreciate a visit from some of the trainmen.

Conductor A. Anderson had the misfortune to break a bone in his ankle. We wish him a speedy recovery and hope he will be back to work again soon.

Receiver Geo. Kynaston was presented with a fine baby girl weighing 7 pounds, by Mrs. Knaston, at Garfield Park Hospital, on Jan. 7. Both mother and baby are getting along nicely and Grandpa Kynaston is very proud of his first granddaughter.

It is with deep regret we announce the death of Ex-Motorman M. C. Buckley, who worked with us for many years and was well known for his honest and straightforward ways and was much respected by his fellow workmen. To his widow and immediate family the trainmen extend their heartfelt sympathy.

It is with profound sorrow we report the death of John McMahon, another of our old-time motormen, who worked with us at this depot for many years, transferred to Burnside

depot several years ago and met his death at 87th St. and So. Chicago Ave., while operating the one-man car on 87th St. His car was struck by a large double header truck and he was taken to South Chicago hospital Jan. 27, where he died Jan. 31. John J. McMahon had been running a street car for 44 years and was a great lover of sports. The trainmen extend their deepest sympathy to his son, John J., Jr., in his bereavement.

The sympathy of the trainmen is also extended to Conductor F. W. Rouchke in the loss of his father.

J. H. Pickin.

Seventy-Seventh

Ex-Service Men Greetings! Surface Lines Post No. 146 cooperating with the National departments of the American Legion, beg to inform ex-service men, the annual drive for new members will continue through the entire month of February, 1931. Here are some conditions for thought. Are you satisfied in your present easy going condition? Are you protected if a reverse on conditions arrive? How do you intend to protect yourself if a condition arises? By the long and tedious red tape route or by a short cut around the corner with the aid of Post No. 146 of the American Legion? Are you obtaining the benefits you purchased with your war service? If not for further information and membership blanks, call on J. P. McCauley, Adjutant, Surface Lines Post No. 146, 7749 Vincennes Ave. (South Shops).

Motorman B. E. Ricketts is now convalescing at his home, having passed through an operation lately. We wish you a speedy recovery.

Conductor John A. Murray is now confined to St. Bernard's Hospital suffering from a throat ailment. While visiting in vicinity drop in and pay John a visit.

Yes sir, we nearly did it last month. Our average in witness contest was 4.70 per accident which looks like old times again. Here is a condition which often is injurious in obtaining witnesses when an accident occurs. A curb stone or street trial. While excited over an accident unconscious heated words often antagonizes witnesses. The best way to prove an accident is by witnesses, therefore the more obtained the stronger your defense. How many will join the 6 or more this coming month?

It is indeed a pleasure to state Motorman Andy McGann has returned to work after injuries sustained some time ago.

Our sick list this past month has been largely increased and here are the boys that did not recover as fast as we would like to hear: Motorman G. C. Rhein, Motorman B. Rogers, Motorman W. J. Lynch, Motorman L. R. Davis, Conductor I. N. Luther, Motorman Tim Larkin, Conductor A. Special, and Motorman Dan McNamara. This is a large list, pick out the ones you are going to visit and don't leave it all to George to do. To our sick boys we wish all a speedy recovery.

The past month, the following trainmen and relatives of trainmen have been called to the Great Beyond: Sister of Conductor and Motor-

man C. C. and W. C. Bohne and daughter of Motorman F. H. Kieffer, our oldest motorman, John O'Hare and repairman Frank Miller. To the bereaved relations this division extends its profound sympathy. C. A. Gylling.

Archer

Say boys, here's a secret. Our old bachelor friend, no less than Motorman R. J. Dillon slipped away a few weeks back and took upon himself a wife. R. J. kept this to himself until computing his income tax, when the news spread like wild fire. Congratulations R. J.

Our sympathy is extended to Conductor J. J. Mathews who was called upon January 10th, to part with his mother who died very suddenly.

The Maple Maulers. The pin getters from Archer Depot, bowling on the late Tuesday squad at Peterson's Tournament Alleys in the Central Manufacturing District League are fighting for the top rung. The standing of the teams on January 20th was:

| Team | W. | L. | H. G. | Ave. |
|----------------------|----|----|-------|------|
| Wilson Co. | 44 | 10 | 991 | 903 |
| Archer Depot | 41 | 13 | 1,009 | 885 |
| H. C. Lytton..... | 36 | 12 | 1,006 | 908 |
| Chi. Sur. Lines..... | 32 | 16 | 988 | 858 |

High team ave.—Archer Depot, 2,950.

High team game—Archer Depot, 1,009.

Individual averages—Archer Depot: 1. Kent, J., 198; 7. Rossman, R., 184; 9. Grannon, H., 184; 15. Krajicek, P., 179; 19. Haase, W., 176; 20. Hurley, E., 175.

The anchor man on the Archer Depot squad has a corner on the averages with first high game 279, first high series 697 and first high average 198.18. Dick Rossman put a 300 game in the bag in a match game on January 13th on Peterson's Alleys and is to receive a medal from the owner, Louis Peterson. You are all invited to see the boys knock 'em over.

Motorman William Kearney reports the death of his mother in Ireland on Christmas night, at the age of 73. The boys of Archer extend their sympathy on the sad occasion.

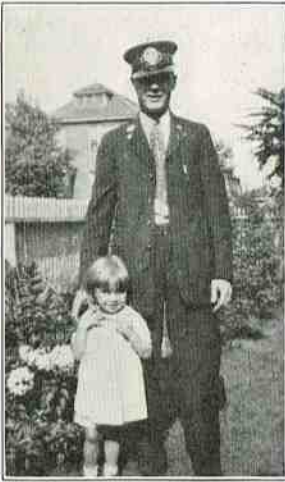
The stork has been doing some good work at the home of Conductor E. Stasek who reports the arrival of Mildred Frances, a 9-pound baby girl who arrived Tuesday, January 20. This makes Ed the proud father of two boys and one girl. Congratulations Ed and may the next be a girl.

The mother of Conductor S. L. Ejka died January 27th from heart disease, buried January 31 at Resurrection Cemetery. The boys extend their deepest sympathy in your hour of trouble.

One of Archer's good looking conductors, no less than our H. R. McElroy, has taken a furlough to try out a new position in the Municipal Court. We are expecting big things of you H. R. and we know you will serve our city government well and be a credit to the people.

Conductor J. Swiontkowski's father died January 11, after an illness of six weeks. The boys extend to you their heartfelt sympathy.

Eddie Krause, Archer's general utility man comes to the rescue and is a friend of stray dogs and cats. During the past month Eddie has been feeding a cat and two poor unfortunate dogs who have strayed in at Archer Depot.



Conductor Hetenyak of Archer and His Daughter Elaine, Two and a Half Years Old.

Eddie says he believes in helping the needy.

The many friends among the trainmen of Archer Depot extend their sympathy to Conductor B. E. Ekstrom in his recent bereavement, the loss of his dear mother who passed away January 8th, buried January 12th at Oak Hill cemetery.

During the month of February the Surface Lines Post No. 146, the American Legion, will engage in a Membership Drive. To all the Surface Lines World War veterans, here's your chance to annex yourself with a real Post. See Conductor J. P. Staska who is Archer's representative and Senior Vice-Commander of Post No. 146 for information on membership.

Motorman P. Kovarik has been smiling for the past six weeks. There is a good reason for it. Doherty Laura, a seven pound baby girl arrived at the Kovarik's home on New Year's day. Congratulations on your first attempt.

Motorman T. J. Canning reports the death of his brother who died at the age of 48 years after a short illness of pneumonia. Died January 16th, and buried at Holy Sepulchre cemetery.

Archer Depot has lost four good men, J. J. Stanton, H. H. Will, J. J. Powell and F. L. Cervenka. While we regret their leaving us we are glad to see them obtain the position they so long sought. After our past associations with them we know what they can do and are assured of their ability in helping our city administration in observing the law and getting rid of crime and gangsters. Congratulations boys and may you not stop until you have reached the position of Chief of Police.

Sixty-Ninth

Our sympathy is extended to Motorman H. A. Kiesling and family upon the occasion of the death of Mrs. Kiesling on January 23, 1931. We also extend sympathy to the following in their bereavement: Conductor J. Costello upon the death of his father and Conductor J. J.

Devlin on the occasion of the death of his father-in-law. Condolences to both Motormen John and Jack Magee upon the death of daughter and sister.

Division 4 has lost another one of its old timers in Motorman W. R. Gould who passed away on February 5, 1931, after a lingering illness. The sympathy of our division is expressed to the family of Mr. Gould who was a young looking old man and a very fine fellow.

Sympathy and condolences are also extended to Conductor T. Donnelly upon the occasion of his father's death and to Conductor P. J. Flynn upon the loss of his father-in-law, and to Conductor E. R. Laird upon the death of his father-in-law.

Eddie Volland, our chief night clerk, returned to the job Jan. 30th, after a 12 week's siege of sickness, two weeks of which were spent at the Englewood hospital. We're sure glad to have Eddie back and see him enjoying health again.

Art Nygren is also contributing to the prosperity of the medical profession. Just at present he is having his troubles in getting rid of a pair of tonsils for which he has no further use.

We are glad to see Motorman N. W. Sorenson back with us again after his long absence due to an injury.

J. G. Schwertfeger reports a 7 $\frac{3}{4}$ pound boy that arrived at their household on January 15, 1931. Congratulations.



Anna May and Buddie Four and Five Year Old Children of Motorman John Hartman of Limits.

Conductor J. R. Watson and Motorman C. W. Meier deserve an honorable mention for getting things going on January 24, 1931, at 63rd and Crawford when there might have been a delay but wasn't as they quickly grasped the situation and got their follower to take the car ahead and they took 118's car and went to Cicero and told crew where to locate car. Another act deserving of merit was performed when Conductor A. L. Leaverton and Motorman E. C. Schaeffer during a delay at the 47th street viaduct quickly backed their car to Halsted and re-routed to 51st and to Racine.

Night cars were kept on schedule on the night of January 9, 1931 by the following occur-

ence which is certainly deserving of credit: Haas and Conductor J. Mulcahy, when they saw run 440 car 5103 switching at 42nd at 3:06 A. M., Motorman M. O'Connell No. 2, Conductor J. Gamauf, exchanged cars, the former crew bringing the disabled car to depot keeping the night cars on their proper schedule.

Bill Henry is putting in practically every day at present and we understand he has confidentially informed some of the boys that in a couple of weeks he will be financially able to take a short furlough and join his beloved Cubs on their spring training trip at Catalina Islands, where he hopes to be of some assistance in explaining some of the finer points of the game to the manager and a few of the star players.
W. L. Pence.

Blue Island

The stork was very busy at Blue Island the last two months: F. Fortelka was presented with a 7½ lb. girl on December 7; E. Koutny with a 7½ lb. girl on December 20; C. Paszternak with an 8½ lb. boy on January 6; F. Schwartz with a 10½ lb. boy on January 19; J. Broderick with an 8 lb. boy on January 21; and M. Koss was presented with twins, Jan. 10, both girls weighing 5 lb. each but we extend our sympathy to him in the loss of one of the twins who died on January 27.



Edna Mae, Nine-Year-Old Daughter of Motorman E. Brichter of Blue Island.

The Surface Lines Post No. 146 of the American Legion will engage in their annual membership drive during the month of February. All those who are not already members and who wish to join, can make application



Dorothy, Four and a Half, and Evelyn, Three and a Half, Daughters of Motorman E. Havlicek of Blue Island.

with Conductor E. P. Taube of this Depot. Let's make Blue Island 100 percent in membership.

Jim Powers was seen going to the County Court House with a brief case the other day. We wonder if he is trying to be an attorney.



Supervisor R. Smith and Conductor Robert Quill of Blue Island, With 41 Bluebills and 4 Mallards, Their Bag for a Day and a Half at Lacon, Illinois.

Since Red Washack moved into the aristocratic neighborhood he feels out of place with

his old Ford car and was seen on Archer Ave. looking over some new Packards. Red says he intends to make a trip to Laura, Illinois, and is afraid the Ford will not take him there so does not want to take any chances.

C. P. Starr.

Kedzie

Attention Ex-Service Men. The Surface Lines Post No. 146, The American Legion will engage in the Legion's annual membership drive during the month of February. All ex-service men not as yet members are cordially invited to join. Application blanks may be obtained from Conductor H. P. Brady of this depot or from J. P. McCauley, Adjutant, South Shops, 78th and Vincennes.

Motorman Fred Kern died very suddenly January 13 of a paralytic stroke. Fred was well known among the boys for his jovial disposition. His many friends extend their sympathy to his son, a conductor at this depot and to the bereaved family.

It is also with sincere regret we report the death of Conductor John Knight who died January 13 after an illness of several months. His many friends extend their deepest sympathy to his wife in her bereavement.

Conductor C. Popp is the proud father of a baby boy born January 6. "Daddy" and baby reported as doing very nicely.

A number of the boys were called for the police force: J. F. Murphy, J. P. Fitzgerald, K. Koehler, M. Gibbons, J. J. Kirby and W. P. Whalen. Here is hoping you success in your new undertaking.

Motorman Chas. Richter tried to make two days in one the other day. He worked his run in the morning finishing at noon time then went home, had a nap and then reported in the evening for his run again. Well, mistakes will happen.

Conductor Ed Silvers met with a very painful accident while on duty and was taken to the St. Anthony Hospital. Here is hoping for a speedy recovery.

Good things come to those who wait, so Dorothy May arrived at the home of our Chief Clerk Sonders Dec. 26th. Owing to chest expansion Clint had to purchase a new outfit. Papa says he knows how to wash milk bottles. Nicholas.

North

And let us get into the new Accident Prevention Contest which starts this month and get in where we belong up in the lead. We have just as much right to that first place as any other division. Because we have been trailing for a time doesn't mean that we are content to do so. Our trainmen and operators are as good as any in the system and we are out to prove it. Consistent application of the rules of safety to operation will win for us the coveted position. We want a pennant!

Conductor J. Byrnes No. 1 passed away January 18. Everyone liked John and we certainly shall miss him. He had a seniority dating from July, 1910. Motorman Charles Wendt died January 27. Another old timer well liked by his fellow men. To the friends and relatives of these men we or North Avenue offer heartfelt sympathy.

Motorman L. Braguilla is papa to a six pound girl who arrived January 3. We thought that the conductors were going to be shut out in this department but Conductor Joe Henning saved the day with a nine pound boy who arrived January 31. However, the bus operators were shut out. Give 'em a chance though, they are all young fellows yet.

Sympathy is extended to Conductor Peter Osmund in the loss of his father.

During the month of February, in co-operation with the State and National departments, Surface Lines Post No. 146, The American Legion will engage in the Legion's Annual Membership Drive. See that popular conductor Art Vogel for application.

Conductor Harry Purdon is down in Florida soaking up the sunshine. Conductor Paul Simon and Conductor Frank Coleman are at Hot Springs. Conductor A. O. Connor has gone to South Dakota to find some real winter weather.

And now we know why they are called weather vanes for surely our north vane which has been christened "the mother-in-law" is vain. For no matter what the south one says then north one sticks by her own convictions and points to the north. Oh well, as long as she stays away from the northwest.

C. A. Knautz.

Noble

Conductor C. Nelson got married Saturday, January 24. We extend our best wishes for a happy married life and from now on don't ask for a bench.

Conductor Eddie Schultz has bought a new radio and has asked all his friends to come up some night to hear it.

Our popular car placer W. Magee, better known as Maggie was stricken with appendicitis but is getting along nicely and expects to return to work shortly. Conductor Lohse has also recovered from his operation and we hope to see him back on the job before long.

The American Legion has a membership drive on during the month of February and any Ex-Service man at this depot who does not belong to the Legion ought to join the Surface Lines Post. Applications can be secured from any member of the Surface Lines post at this depot.

We are in second place in the witness contest. If we would all put a little more effort in getting witnesses we would soon be in first place. On Jan. 16 Conductor C. Clark and Motorman H. Mick got 23 witnesses for one accident.

C. DeMoure.

Lincoln

Extra Conductor F. E. Mayes and wife are the proud parents of a 9½ pound baby boy born Jan. 26 at Columbus Hospital. Our starter C. W. Carpenter and wife were presented with a 7½ pound baby girl. Congratulations and best wishes to mothers and babies.

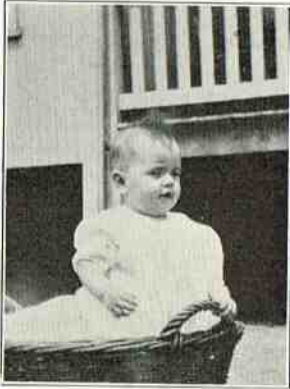
Conductor Geo. Hollen of Riverview line again had a big smile when he announced he again is grandpa of a baby girl born Wednesday, January 21. He is now grandpa for the sixth time.

To the ex-service men: During the month of February in co-operation with the State and

National Departments, Surface Lines Post No. 146, The American Legion will engage in the Legion annual membership drive. Applications may be obtained from M. E. Powers of post membership committee or any member of the post. Further information can be obtained from J. P. McCauley, adjutant, at the South Shops, 78th and Vincennes Ave.

The boys extend their sympathy to Conductor F. Smith who buried his mother after a short illness.

H. Spettman.



Mildred Jane Shippy, daughter of Conductor Fred Shippy, Division Depot.

Limits

The wife of Motorman John Sharkey presented him with a baby daughter at the John B. Murphy Hospital, date unknown. Mother and baby doing well. Congratulations.

Conductor M. Kempf reports that a 7-pound baby girl arrived at his home on Jan. 19 and that mother and daughter are getting along nicely. Congratulations.

Our old friend, night car Motorman Frank E. Palmer, lost his daughter, Mrs. Elsa Henrietta Kulkins, on Jan. 7, at the Chicago Fresh Air Hospital, Howard and Western. Funeral services were held Jan. 10 at the Ebenezer Lutheran Church, Foster and Ashland, and interment was in Rosehill Cemetery. We extend our heartfelt sympathy to this brother.

During the month of February, 1931, in co-operation with the State and National Departments, Surface Lines Post No. 146 of the American Legion will engage in the Legion's annual membership drive. Applications may be obtained from any member of the Post and further information may be had from Mr. J. P. McCauley, Adjutant, who can be reached at the South Side Shops, 78th St. and Vincennes Ave., or from our paymaster, Capt. U. G. Lee, Past Commander of the Post. The writer has had the pleasure of meeting quite a number of the members of this post at social affairs and can heartily recommend affiliation with this unit.

Motorman Jack Fisher and Freddie Trieder, the inseparable "Gold Dust Twins," who, under the able tutelage of extra Motorman J. J. Ryan, have become very proficient at chess, may be seen engrossed in their favorite pastime for hours at a time. Brother Ryan has organized

a chess tournament among the boys, there being but two other men who had any knowledge of the game at the time he organized it.

E. G. Rodgers.

Elston

Attention of ex-service men. Hello buddy! Why hold out any longer? Be a Legionnaire of one of the outstanding posts of Illinois. Let us make Elston Depot membership 100 per cent in the Surface Lines Post of the American Legion. See Brother Joseph Eckman for application blank for membership.

Have you noticed the smile on Conductor Paul Hauserman of late. There is a reason for it. Paul is now a grandfather. Congratulations, Paul.

We wish to extend our sympathies to Conductor J. Neumann in the loss of his father.

E.

SURFACE LINES POST

The American Legion

In co-operation with the State and National Departments, Surface Lines Post No. 146, The American Legion, will engage in an extensive membership campaign during the month of February, 1931. The Post Membership Committee will visit as many eligible ex-servicemen as possible, during the month in an effort to increase the membership in the Post.

If you are an ex-serviceman and not a member of another post, we would welcome your application in Surface Lines Post No. 146. Just send \$3, covering 1931 dues to J. P. McCauley, Adjutant, 7749 Vincennes Avenue, and he will see that your official membership card is forwarded promptly.

The following resolution was adopted by the Illinois Department Executive Committee of the American Legion:

Be It Resolved, That provision be made for the retirement and payment, to the extent of the full face value of the Adjusted Compensation Certificates issued to veterans of the World War, during the calendar year of 1931, with option to those who do not desire the cash to retain their certificate. And that word of this action be sent to the National Executive Committee with the request that they take immediate action.

The Annual Dance of the Post will take place during the latter part of April. More details later.

R. W. Ambler,
Commander.

Mother: "Dad, I wish you'd do something about Junior. He doesn't like to work and gets Tommy to do everything for him. I don't want him to grow up to be a lazy, good-for-nothing."

Dad: "Lazy? Heavens! The boy's got executive ability."

James: "How did you like Venice?"

Archibald: "I only stayed a few days. The place was flooded!"

Samples from the Jokesmith's Workshop

A Matrimonial Chart

(By means of which it is easy to judge how long any given couple has been married)

If he goes shopping and carries all her bundles for her without a word—two months.

If he listens intently to all the details of the meeting of the Thursday Afternoon Bridge Club—under six months.

If she tries so hard to persuade him to go out with the boys for an evening, and he won't go—three months.

If he goes—over three months.

If she believes she has married "the only man in the world"—four days.

If he finds all his buttons sewed on and his socks darned—seven months.

If she insists that he invite his mother down more often—three weeks.

If he calls her mother "an old dear" and her father "a brick"—three weeks.

If she asks him to tell her about "the office"—five months.

If he complains about the steak being too well done—one year.

If he would rather sit by the fire than go out—two weeks or twenty-five years.

If they play every hole in the links and come in smiling—you're all wrong, brother, they're not married at all!—Froth.

"We don't care what you think; we want to know what you know," shouted the lawyer. "Well, I may as well get off the stand then," said the witness. "I can't talk without thinking. I ain't no lawyer."

Teacher: "Give the principal part of the verb, 'swim.'"

Johnny: "Swim, swam, swum."

Teacher: "Good. Now give the principal parts of the verb 'dim.'"

Johnny: "Dim, a da—. Ah, quiet yer kid-din'."

Jensen: "What is the matter with the boss?"

Hensen: "He started for an important business conference and forgot his golf clubs."

Teacher—"If a number of cattle is called a herd, and a number of sheep is called a flock, what would a number of camels be called?"

Little Johnny—"A carton."

He Golfer: "Well, caddie, how do you like my game?"

Caddie: "I suppose it's all right, but I still prefer golf."

"Say, boy, I've got a girl that's only been kissed by two parties."

"Yeah, I know that kind, by the Republicans and the Democrats."

May was made before woman in order, perhaps, to give him time to think up some likely answers to her first questions.

How Times Have Changed!

Old-Time Mosquito (to young mosquito)—"And to think that when I was your age I could bite girls only on the face and hands."

Hot Stuff!

Says a Spokane, Wash., paper—
Three bathing contests will be hell in Spokane this summer.

The latest scandal from the flea circus is an unconfirmed report that the leading lady has run off with the poodle.

Mother: "Mabel's young man has taken offence at something. Have you said anything to him?"

Father: "Not a word. I haven't seen him since I mailed him the last electric light bill."

Inspector: "Got away, has he? Did you guard all the exits?"

County Constable: "Yes, but we think he must have left by one of the entrances."

Then there is the Scotch motorist who waits for a hot day before he'll buy gas because he heard that things expand with the heat.

Solos: Miss S. _____ will sing her farewell solo, "Thanks Be to God!"—Church Notice in Australian Paper.

Teacher: "What is the difference between a flea and an elephant?"

Tommy: "Well, an elephant can have fleas, but a flea can't have elephants."

Ethyl: "Last night Bobbie asked me to marry him and make him the happiest man in the world."

Methyl: "Which are you going to do?"

Telephone Operator: "It costs seventy-five cents to talk to Bloomfield."

Scotchman: "Can't you make a special rate for just listening? I want to call up my wife."

Consolation

"I wonder whether Jack will love me when I'm old," wondered the wife to her very dearest friend.

"You'll know pretty soon now, dearie," assured the other.

The Radio Bug

"Do you carry B-eliminators?"

"No, sir, but we have roach powder and some fly swatters."—Life.

Worried Mother (as daughter opens front door at 3 a. m.): "Now, where in the world have you been at this hour?"

Daughter (slightly windblown): "Oh, Jim got fresh and my parachute got caught on a northbound mail plane."

Regional Training Conference

First Session of Leaders Holds Promise of Important Results for Public and Companies



Six employees of the Chicago Surface Lines were among the twenty-eight representatives of railway companies attending the meeting in the rooms of the Electric Association in Chicago, January 12th to January 16th, in the first Regional Training Course for Conference Leaders. This Course was organized by the American Electric Railway Association for utility company employees in the Chicago District, and representatives of fifteen companies took part in the discussions. Under the leadership of E. G. Cox, of the Chicago, North Shore & Milwaukee Railroad Company, it is planned to have other Regional Courses in various parts of the country for the purpose of training Conference Leaders to improve their work in the development of customer contact, foremanship principles and accident prevention. The representatives of the Surface Lines were J. B. O'Connell, Transportation; S. D. Forsythe, Electrical; W. C. Wheeler, Shops; J. E. Hatch, Buildings; William Doherty, Utility; and Fred Tieman, Track Department.

"Hadh't you better go and tell your father?" said the motorist to the farmer's boy, who stood looking at the load of hay upset in the lane by a collision.

"He knows," replied the boy.
"Knows? How can he know?"
"He's under the hay."

"Madame, is your husband home?" inquired a book agent. "I'd like to have him look at this book, 'What to Do in Case of an Accident.'"

"Just wait till I look and see," replied Mrs. Peck grimly, "and if he ain't home he's going to need that book."