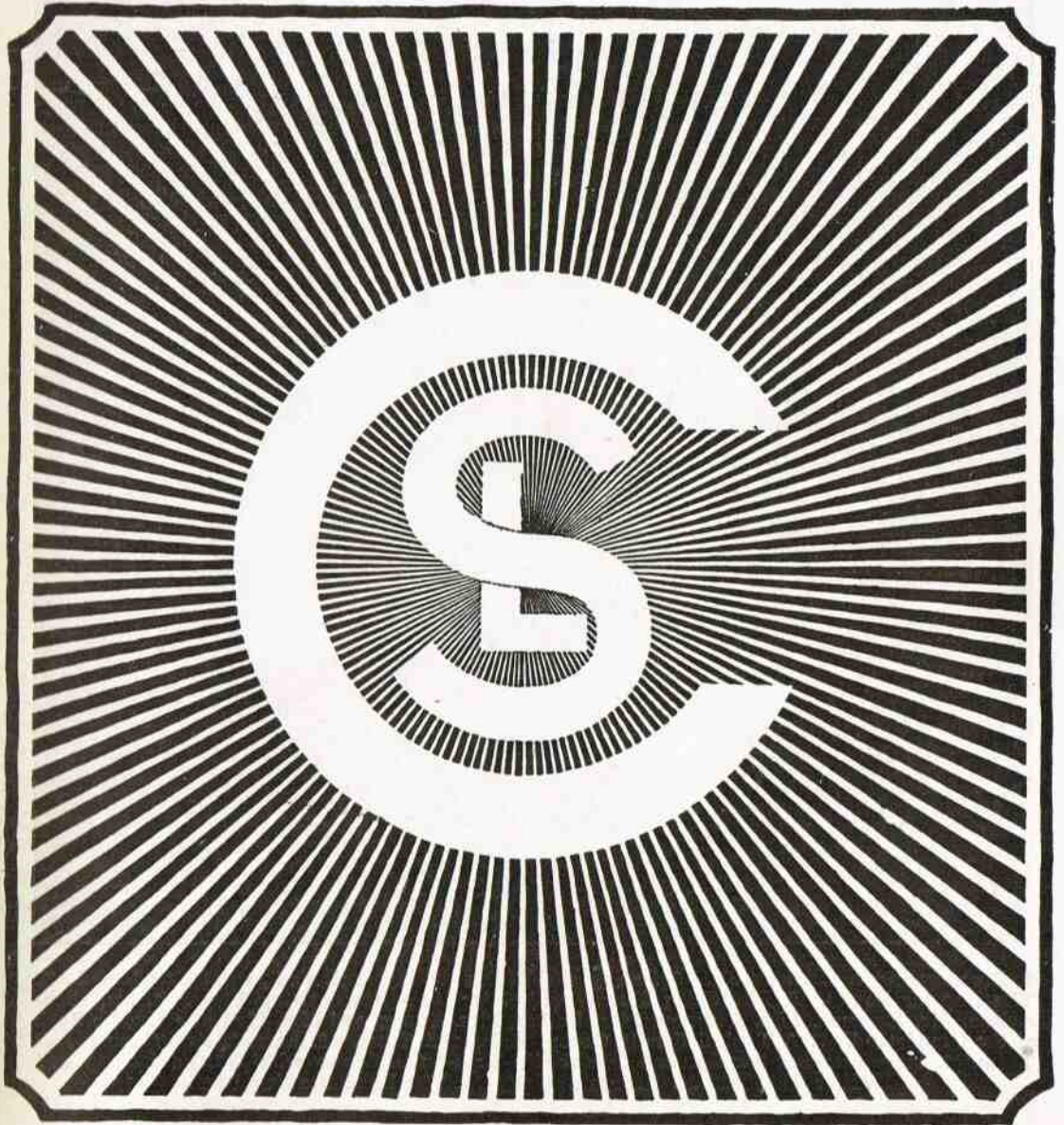


# SURFACE SERVICE MAGAZINE

VOLUME 8

AUGUST, 1931

NUMBER 5



# PICNIC SNAP SHOTS



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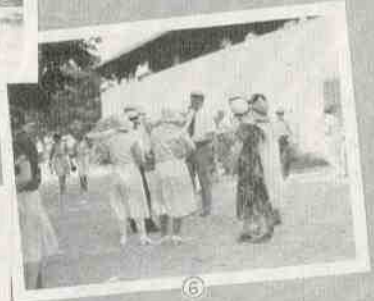
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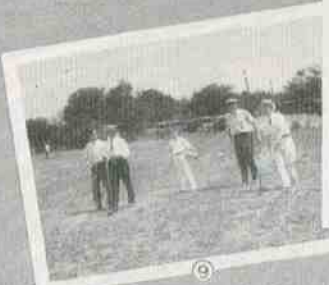
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1. Broadcasting a Cornet Solo. 2 Setting the Tables. 3. A Handstand in the Grandstand. 4. The Popular Ponies. 5. Electrician Murray with His Radio Broadcasting Plant. 6. Mr. Richardson, Mr. Evenson, Mrs. Evenson, Mrs. Becker, Mrs. Kinney and Mrs. Hall in a Huddle Back of the Grandstand. 7. A Typical Family Group Under the Trees. 8. Lawndale's Winning Ball Team. 9. Superintendent Evenson and One of His Sons in a Group with George Dunlap and Walter Becker. 10. Barnyard Golf. 11. The Band Blowing Itself.



# Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

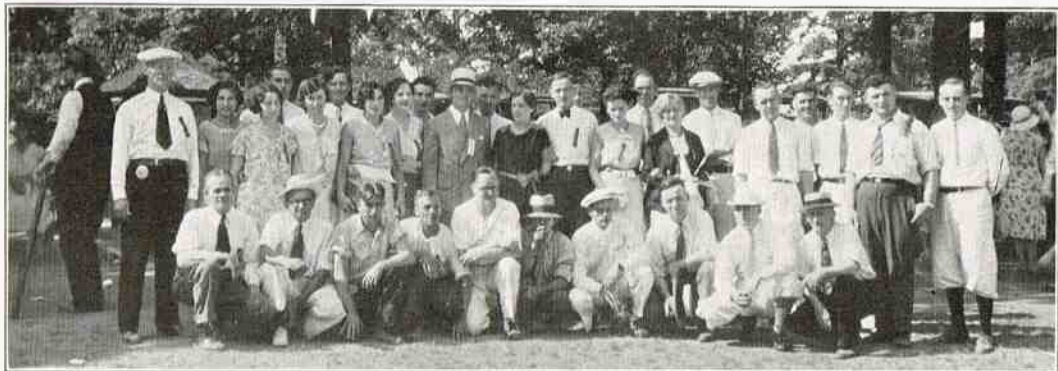
VOL. 8

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## The Day at Dellwood Park

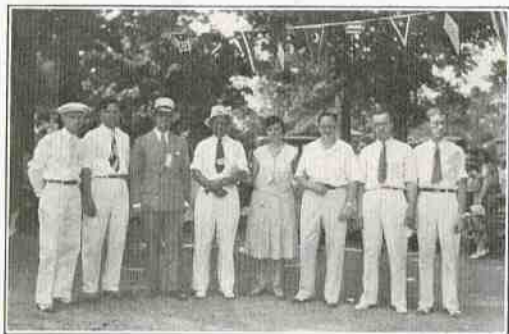
*Careful Preparation and Fine Weather Resulted in Another Outing Triumph for "the Family"*



This Hardworking Group Arrived Early and Made the Day a Success

The fifteenth annual outing given by the Surface Lines Club and Women's Auxiliary was held at Dellwood Park, Saturday, July 25. The weather was clear and typical of midsummer. The management having declared the day a holiday, many family groups were on the grounds as early as nine o'clock. Every

weather. One exceedingly interesting event was the dog, monkey, pony and bucking mule circus, which brought thirty-five minutes of shrieks of laughter and joy to nearly one thousand children. With the breakdown of the circus truck on the road and a runaway bucking mule, Louis Bohlin was kept fully occupied.



The Committee Chairmen

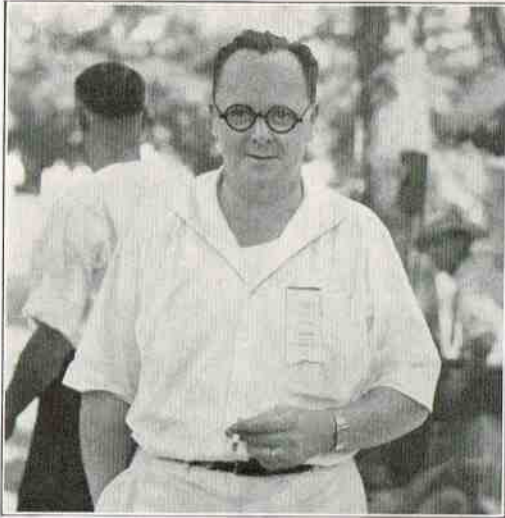
department was represented, including all classes of employes from Vice President Richardson to the newest office boy.

As the result of careful planning, the committee presented a program consistent with the time available and the



These were the Attractions That Made Headquarters Popular

One ideal picnic sport is pitching horseshoes. This year's contest came off in a most well-behaved manner away down the athletic field, where Johnnie Hewitt reported the following winners:



Chairman "Andy" Martin

1st, Roland Rogers, Electrical; 2nd, C. Le Brun, South Shops; 3rd, S. Keyser, South Shops; 4th, L. Schram, Archer Depot.

The baseball game between North Avenue Depot and Lawndale Depot developed into quite a spirited contest. The Lawndale team won by a score of 18 to 6. The pitcher for Lawndale was L. Fremgen; catcher, A. Piper. The pitchers



Stars in the Dog Circus

for North Avenue were M. Lyons and E. De Lave with G. Dahl catching.

The headquarters committee, in charge of Marie Krausmann and William Schenk, was kept busy providing the children with coupons good for free prize bags, ice cream, lemonade, pony, merry-go-round and roller-coaster rides.

Paul Murray had charge of broadcasting the events and managed not only to inform his vast audience, but also to entertain them. Several mothers were grateful for Paul's lullabies.



E. J. McIlraith, Vice President Richardson and J. E. Wilkie Leaving the Registration Tent.

The Red Cross tent was in charge of Dr. G. R. Curl, assisted by Nurse Dora A. Wilson. Several times during the day the committee was glad that their services were available.

Among the numerous patients presenting themselves for treatment was the professional clown, who complained that while performing the various stunts that



Doctor Curl and His Nurse Assistant at the First Aid Tent

go to make up the program of his day's entertainment he had fallen and twisted the funny bone of his elbow.

The use and care of the club property were well supervised by Herbert and Otto Hoger.

Several comments were made on the excellent condition of the grounds and the committee appreciated the many courtesies extended by Mr. J. P. MacCulloch.

The children's races were efficiently





F. Zylstra of North Avenue with Eugene and the Kid Clown

handled by Ernie Hoskins, who reports the following winners:

Boys under 4 ft. tall—1st, Jos. Gorman; 2nd, Maurice Doyle; 3rd, Earl Kowske.

Girls under 4 ft. tall—1st, Dorothy Tobin; 2nd, Helen Dezelick; 3rd, Inez Bollinger.

Boys between 4 and 4½ ft. tall—1st, Robert Whelan; 2nd, Bud Stiegler; 3rd, Robert Neises.

Girls between 4 and 4½ ft. tall—1st, Elsie Shulke; 2nd, Anna Marie Murry; 3rd, Loraine Oberlillig.

Boys between 4½ and 5 ft. tall—1st, Edward Roosetto; 2nd, Robert Johnson; 3rd, Edward Meyers.

Girls between 4½ and 5 ft. tall—1st, Frances Prekarski; 2nd, Hilda Nebelsick; 3rd, Margaret Koehler.

Boys 5 ft. and over—1st, Geo. Smith; 2nd, Joe Walt; 3rd, John Wall.

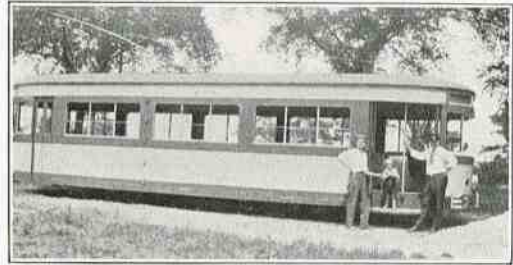
Girls 5 ft. and over—1st, Mary Bolatino; 2nd, Margaret Bollinger; 3rd, Betty Becker.

Miss Margaret Hart, president of the Women's Auxiliary, and Mr. Hubert Smith, president of the Surface Lines Club, both praised highly the work of Andy Martin, general chairman, and his committees.

Chairman Martin expressed his appreciation in these words: "Without the

hearty co-operation of a wonderful hard-working committee, we could not have handled so big a proposition—especially, considering the hot weather. Many thanks."

And so the 1931 Surface Lines picnic



The New Lightweight Aluminum Single Truck Car Designed by Mr. J. R. Blackhall Exhibited at the Picnic.

has come and gone, taking its place with similar happy events and leaving a memory trail of many enjoyable moments.

### C. S. L. SHOPS WIN AGAIN

#### Receive Safety Council Award in Inter Plant Contest for Second Time

The Shops Department of the Surface Lines is mightily pleased over the honors won in the local inter-plant contest in accident prevention. Mr. Adams received the following letter of congratulation from Vice President Richardson:

July 16, 1931. Dear Mr. Adams: Where competition is as keen as that in the important Interplant Accident Prevention Contest conducted by the Chicago Safety Council, a group that wins accomplishes something more than a mere victory. In winning it gives a demonstration of earnest and constant efforts that in itself is a high tribute to the character of the men—unmistakable evidence that they are determined to save their fellow workers from injury or death.

To have led in the contest once is a subject for congratulation. To have scored a second time is a distinguished honor of which we may all be proud.

Please convey to the men who have been awarded the group prize for May, following their success in February, assurances of the gratification the management derives from their second victory.

With congratulations to you and each individual of the group, believe me

Very truly yours,

G. A. Richardson,  
Vice-President.

## Extension Celebrations

*Enthusiastic Welcome Provided By Residents Along Irving Park Boulevard and South Western Avenue*



Cutting the Ribbon for the Irving Park Extension

Previous to July 26th Irving Park bus line, which starts at the end of the Irving Park Boulevard street car line at Dunning, ran as far west as Harlem Avenue. Now, that line runs close to Pacific Avenue, about a mile farther west.

On Saturday evening, July 25, at 7 P. M., a celebration took place which included the cutting of a ribbon by Mr. O. W. Holmes, who is now assistant corporation counsel but formerly was the attorney representing the Northwest Federation of Improvement Clubs.

As the first bus started west, escorted by motorcycle police, a parade nearly a mile long of decorated automobiles and trucks carrying the representatives of the local improvement clubs joined in arousing the inhabitants by horns, sirens and bells. At every cross-street out to the Irving Park and Acacia cemeteries, which are at the western terminal, large groups of residents were lined up to cheer the starting of a big improvement and convenience for their neighborhood.



One of the Irving Park Enthusiasts

At a speaker's stand erected at Harlem Avenue and over which Mr. George E.





Ready to Open Up Western Avenue

Thompson presided, the following persons were introduced to a very orderly audience of about 700:

O. W. Holmes; Wm. Pasche, representing the Surface Lines management; R. P. Weil; Jas. Wisher, Senator Frank Hückin; H. O. Hammer, E. D. Jackson; B. J. Majewski; George L. Petersen; Jas. Giles; Chas. Foster; Geo. Trinkaus and Chas. A. Brunhoefer.



A Decorative Feature of the Western Avenue Opening

#### Making the Longest Line Longer

At precisely three o'clock Saturday afternoon, July 25, a freshly painted

Western Avenue street car crossed south of 79th Street and took aboard the city and company officials along with the neighborhood leaders who had come out to celebrate the extension to 95th Street. With the street car in the lead, a parade of decorated automobiles and trucks headed for 95th Street with clanging bells and honking horns. The neighborhood along the way soon realized that some unusual event was taking place.

At 96th Street a ribbon was cut by Alderman O. E. Northrup and then the crowd moved over to the carnival grounds at 96th Street. On account of the intense heat all speeches were passed up and just a photograph taken.

The nurses of the Little Company of Mary Hospital, located at 95th and California Avenues, occupied a picturesque place in the parade.

With this extension, the Western Avenue line becomes the longest on the system.

Grocer: "Here's your fly-paper. Anything else?"

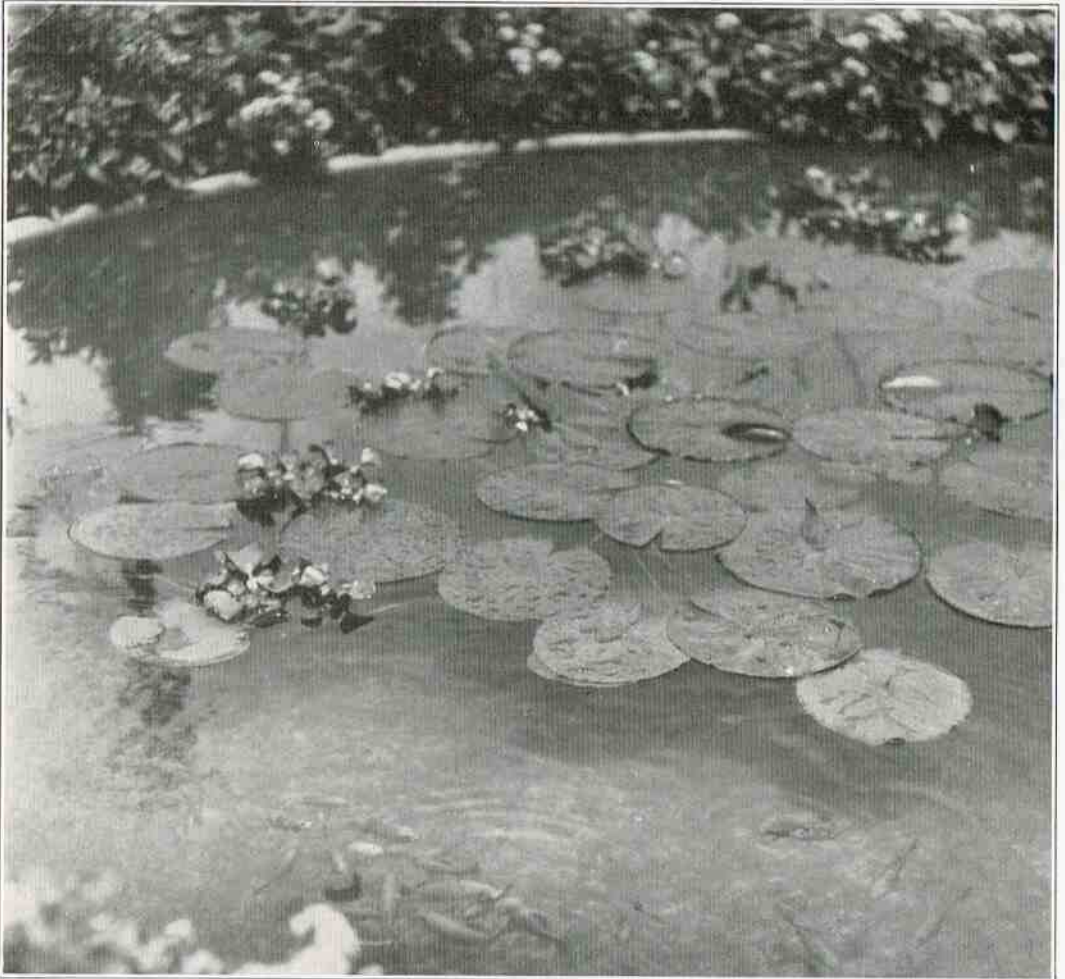
Rastus: "Yas, suh. I want 'bout six raisins."

Grocer: "Six? Do you mean six pounds?"

Rastus: "No, suh. Six am plenty. I jus want 'em foh decoys."

## Surface Lines Gardening

*Expert Flower Growers Produce Creditable Results in Spite of Weather*



**Noble Is Particularly Proud of Its Attractive Lily Pond**

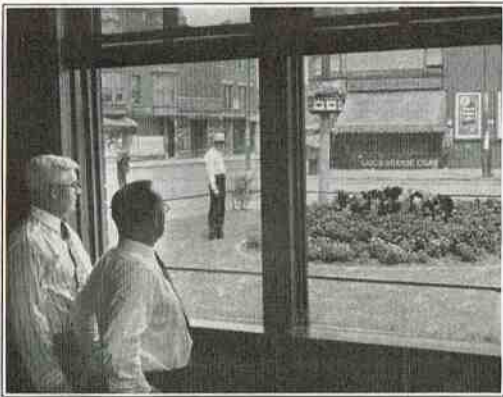
"Only God can make a tree!", said the poet Joyce Kilmer, and the truth of his sentiment is echoed from day to day in the hearts of nature lovers. It is equally true that only God can make a flower, but there is no limitation to the number of those who can make a garden and thereby make the world richer for its existence.

The garden contest committee of the Chicago Surface Lines recently concluded their round of visits to the car stations and other places where employes have

been doing their bit to add to the beauty of neighborhoods. It was a pleasant task which members of the committee had to perform, as indicated by the photographs of some of the beauty spots which caught their eyes, and they are now debating among themselves as to which of the many choice locations are entitled to prize ribbons. These will be announced later.

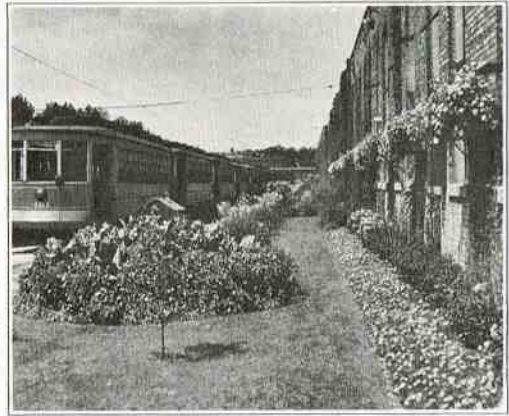
Many were the tales of woe to which they had to listen. It appears that "Old Man Weather" had done much to upset





A Pleasant Outlook from the Kedzie Offices

the best plans of the gardeners. It was a "battle of the posies" against too much cold in the spring and too much heat in summer. One station, however, was favored by nature. It appears that the track department had deposited in the back yard at Burnside an unsightly pile of stones. Some one threw on some dirt. Some one else scattered a few seed. The



Devon's Floral Vista

blocks by garden beds there was a flaming mass of color at both ends of the depot front to show that this property could be made something other than utilitarian. Then, too, the fence on two sides of the grounds was newly painted to add still further to property improvement.



A Centerpiece at Burnside

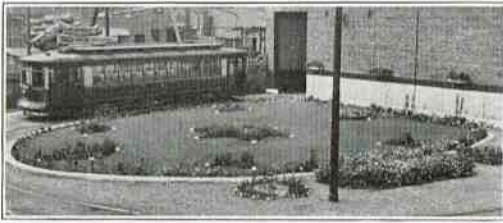
result this summer is a most attractive rock garden covered with many-colored portulaca, which has attracted favorable comments from many passengers on the nearby Illinois Central railroad trains.

Another addition to the beauty spots on our system this year is the "front yard" of Kedzie depot. The best this station was able to produce in former years to gladden the eyes of passersby on the cars was a long stretch of special work and cobble stones. The men at Kedzie finally had their way, and with the replacement of some of these stone

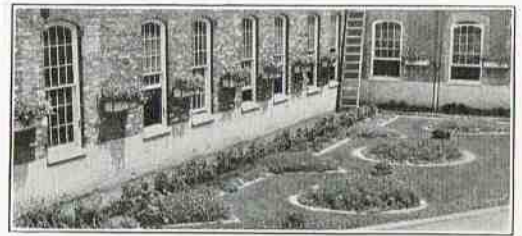


Seventy-seventh's Concealed Beauty

Devon Avenue also shows a better "front" this summer due to the prohibition of auto parking in the car loop and the development of an attractive lawn and flower beds. The gardener at this location has taken full advantage of the southern exposure in the yard and presents an unusually beautiful display of garden beds, window boxes, vines and shrubbery for the full length of the property. Noble Street depot was adversely affected by weather conditions to a greater degree than most locations, and as a result the floral display there was



Lawndale's Bright Spot



An Attractive Corner at Armitage

not up to the usual high standard. This is partly compensated by a new installation of a lily pool with brightly flashing gold fish.

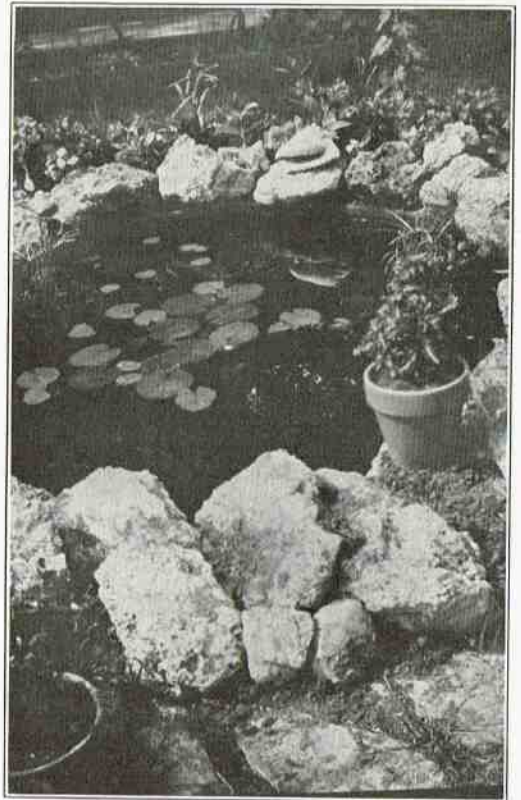
Seventy-seventh Street features some attractive floral designs, and its parkway is of such excellence that it is to be regretted its effect is lost on the public because of isolation. The display at North Avenue depot also suffered from weather conditions, but much attention is drawn to its parkway with a striking exhibition of yellow day lilies (*hemerocallis*). An old garden effect has been achieved at Lawndale where the freshness of all blooms is quite outstanding. A similar improvement has been made at Armitage depot where the garden beds have a particular appeal.

Tom Blakely deserves special credit for making his cannas and other posies look so attractive in the district at Halsted and Thirty-ninth Streets where one does not look for nature to show its beauty. The terminals at Madison and Austin, Milwaukee and Imlay and at Archer and Cicero, with their appealing lawns and garden plots, have done much to improve these neighborhoods. Similar help is given at those of our depots which are restricted to window box displays, the brilliant petunias this year adding a special touch of brightness. Those substations which are making an effort to keep lawns presentable also are to be commended.

Considered as a whole, the Surface Lines properties are a credit to the various communities, and those who labored to make their displays attractive deserve congratulations.

Members of the committee have again expressed a thought which occurs to them on each inspection trip—namely, a regret that the public is denied a view of the many beauty spots which have been

built up by our amateur gardeners. Would we not have better standing as neighborhood builders if cyclone fences replaced some of the present wooden structures and thus revealed to the public the floral attractions at Devon, Noble and some other depots? Perhaps this will be a development of the near future.



Rock Garden of Motorman Bader of Archer

Judge: "You admit you drove over this man with a loaded truck?"

Driver: "Yes, your honor."

Judge: "And what have you to say in your defense?"

Driver: "I didn't know it was loaded."



## SOME AUGUST DATES

**Four Years Ago**

August 11, 1927—Chicago Surface Lines gas bus operation started in Diversey Avenue between Crawford Avenue and Laramie Avenue.

**Seven Years Ago**

August 13, 1924—First safety zones effective in downtown district.

August 29, 1924—C. C. Cricks appointed Assistant Division Superintendent of the First Division.

**Eight Years Ago**

August 8, 1923—Bulletin: "As a mark of respect to the memory of the late President of the United State, Warren G. Harding, the general offices and shops of the Chicago Surface Lines will be closed on Friday, August 10th, and all non-essential work will be discontinued."

**Nine Years Ago**

August 1, 1922—Six day strike on Surface and "L."

**Eleven Years Ago**

August 4, 1920—Eight and three-fourths cent car fare effective on Elevated.

**Twelve Years Ago**

August 8, 1919—Seven cent fare effective on Surface Lines. Elevated fare increased to 8 cents.

**Thirteen Years Ago**

August 1, 1918—War Labor Board wage award effective. August 25, 1918—Skip Stop Ordinance effective.

**Sixteen Years Ago**

August 1, 1915—Douglas Park branch "L" extended from 56th to 62nd.

**Nineteen Years Ago**

August 16, 1912—Through routes amended. Douglas Park branch "L" extended from 52nd to 56th.

**Twenty-one Years Ago**

August 16, 1910—Douglas Park branch extended from Cicero to 52nd.

**Twenty-three Years Ago**

August 12, 1908—T. R. 23 (Ogden-Madison-Wells) begun.

**Twenty-five Years Ago**

August 19, 1906—Madison Street and Milwaukee Avenue cable lines changed to trolley.

**Twenty-nine Years Ago**

August 17, 1902—Met. "L" opened Garfield Park branch from Cicero to Laramie.

**Thirty-five Years Ago**

August, 1896—Met. "L" began operating Douglas Park branch from Marshfield to 18th street.

**Thirty-nine Years Ago**

August 15, 1892—South Side "L" extended from 39th to 47th street.

August 29, 1892—South Side "L" extended from 47th to 51st street.

**Forty-one Years Ago**

August 12, 1890—Washington Street cable extended to loop.

**Sixty-three Years Ago**

August 16, 1869—Ordinance passed for La Salle tunnel. Begun October 5th.

**Seventy-two Years Ago**

August 8, 1859—Madison Street opened—Halsted to Robey (Damen).

August 7, 1859—Clark Street opened—N. Water to Chicago Ave.

August 7, 1859—22nd Street opened—State to Cottage Grove.

**Seventy-three Years Ago**

August 16, 1858—Ordinance to Parmalee et al for line on State Street, Lake to 31st; Cottage Grove to 31st; Archer to 31st; Madison to Western, first to go into effect.

Population of Chicago, 95,000.

**TALENT IN THE TRACK DEPARTMENT**

The track and roadway department enjoys the distinction of including on its rolls men of marked musical ability. Nearly every entertainment program presents some one whose



Michael McManamon

fine voice or skill on a musical instrument adds pleasure to the evening. And now we have an organist and pianist in the person of Michael McManamon. He studied piano and pipe organ in Ireland with teachers who graduated from the Royal Academy of Music, London, England, and received private organ instructions from the Hon. Alex Chestnutt, President of the famous Manor Organ Factory at Waterford, Ireland. From 1924 to 1926 McManamon was deputy organist in St. Patrick's Church, Newport, County Mayo. In this country he studied under Mr. Heckman, director of the Heckman School of Music, Cleveland, Ohio, who had been a pupil of the world-famous Kayser, who taught the King of Saxony. With the advent of the talkies and canned music McManamon had to abandon his vocation, and is now employed in track department.

**FINANCIALLY SPEAKING**

According to scientific analysis, the ingredients of a man are as follows:

Fat enough for seven bars of soap.

Iron enough for a medium sized nail.

Sugar enough to fill a shaker.

Lime enough to whitewash a chicken-coop.

Phosphorous enough to make 2200 match tips.

Potassium enough to explode a toy cannon.

Sulphur enough to rid a dog of fleas.

Water enough for one Saturday night bath.

The whole collection is worth ninety-eight cents, and that in a day when things are higher than they used to be.

# SURFACE SERVICE MAGAZINE

Published Monthly by

**Chicago Surface Lines**

231 South La Salle St.

CHICAGO

Volume 8

August, 1931

No. 5

## EMPLOYEES RELIEF FUND

July, 1931

The Surface Lines Employees Relief Committee held four sessions during the month, at which 14 applications were considered, 8 being approved for weekly relief. In addition to these there were two emergency cases, on which the Committee approved immediate relief.

Checks to the amount of \$11,914 were distributed. This sum, together with \$6,267 distributed in December, \$8,581 in January, \$9,652 in February, \$10,647 in March, \$13,216 in April, \$9,564 in May, and \$10,232 in July, makes a total amount of relief extended to date, of \$80,073.

## A CONUNDRUM

A correspondent propounds this conundrum: "Why do some of your motormen jerk the everlasting daylights out of their passengers in starting and stopping?" And then he proceeds to suggest an answer by asking questions: "Are they sore at the passengers whose fares help to pay their wages; or is it merely a lack of skill in the use of the mechanical appliances?"

His suggestion that the motorman is "sore" may be dismissed as altogether unlikely. Transportation officials who are intimately identified with the training of motormen incline to the belief that the rough operation he describes is due to a failure on the part of the operator to apply the skill he has acquired through instruction and experience **every time** he makes a start or stop.

The careful and intelligent training he receives on the school car, the tests applied during observation by traveling instructors make it certain that when he is finally given an "O. K." and is entrusted with the operation of a car he knows how to use his controller and handle the air-brake mechanism to make a smooth start and a "velvet" stop.

The real trouble, in the opinion of those who are seeking to eliminate this particular cause of complaint, is that while the operator knows how, he doesn't use his knowledge because he is thinking of something else.

The driver of an automobile who is experienced, who knows his machine and appreciates the importance of observing the traffic regulations, and who is sincere in his determination to operate safely, occasionally discovers with a mental jolt that he has run past a stop light and caused traffic complications and narrow escapes if nothing else. He realizes that his mind was on something else when he failed to observe the stop.

The motorman who knows how to operate smoothly and yet doesn't do so undoubtedly has permitted his mind to wander—isn't concentrating on the job of starting or stopping, and as a result is causing a lot of unnecessary discomfort and irritation to his passengers.

Mr. Pasche in his efforts to reduce accidents—particularly those in the boarding and alighting and "thrown in car" classes, emphasizes the importance of being alert in the interest of safety. Alertness demands concentration of thought on what he is doing. And the motorman who really thinks about what he is doing will use the skill he possesses in starting and stopping for the comfort and safety of his passengers.

When they all do that, there will be no more conundrums submitted by victims of jerky operation.

Daughter (entertaining swain in the small hours): "Has father gone to bed yet?"

Mother: "No. He's in the cellar reading."

Daughter: "Whatever is he reading in the cellar?"

Mother: "The electric light meter."

Father: "When I was young, I thought nothing of a ten-mile walk."

Jimmie: "I don't think so much of it myself."



# Courtesy Begins at Home

## Depot Employees Have a Duty Toward Trainmen— Standing in Contest

Cumulative Standing in Courtesy Campaign  
May 1, 1931, to July 31, 1931

	Disc.	P. U.	Trans.	S.	Total	Commd.
1. Lawndale ...	9	..	12	..	21	..
2. 69th .....	20	11	25	8	64	22
3. North .....	41	15	44	10	110	14
4. 77th .....	41	11	24	9	85	28
5. Lincoln ...	15	8	12	..	35	8
6. Blue Island.	10	5	14	2	31	3
7. Archer .....	26	16	27	8	77	14
8. Devon .....	30	5	19	9	63	12
9. Kedzie .....	26	13	32	6	77	20
10. Burnside ...	13	6	10	1	30	9
11. Noble .....	9	6	9	1	25	3
12. Division ...	17	8	14	6	45	2
13. Elston .....	12	5	7	8	32	10
14. Armitage ...	21	11	7	5	44	5
15. Cottage Gr..	30	9	18	7	64	12
16. Limits .....	18	9	16	1	44	3
Total .....	338	138	290	81	847	168

By C. H. EVENSON

Superintendent of Transportation

Courtesy begins at home.

It is unfair to expect trainmen to exercise the proper degree of courtesy and efficiency in their work unless they are treated courteously by the men in clerical and executive positions with whom they come in contact. No trainman begins his day's work in the proper frame of mind if has been spoken to gruffly or uncivilly by the man at the window before he takes his run.

A great deal has been said in these columns to platform men about their treatment of passengers. It is not amiss to devote some attention to the attitude of the employees at the depots toward platform men.

Gruff, uncivil or snappy answers to questions asked by a trainman at the office window will start his day wrong. A surly "I don't know" to a civil inquiry of a trainman is as inexcusable in a clerk as it is in a trainman in replying to a passenger's question. It is the duty of the man at the window to know the answer, or if he does not know it, to refer the trainman to someone who does.

At the present time, an unusually large number of questions arise in the minds of

the men regarding their daily work, their regular days off, their proper places on the list and other similar matters of intense personal interest to them. They have a right to the information and they have a right to expect gentlemanly treatment.

When a man asks for a day off and for any reason it cannot be granted to him, he is entitled to an explanation. A grouchy "Naw, you can't get off" leaves him angry and dissatisfied with his job, and no man can give good service when he is in that frame of mind. If there are just enough men to fill the runs for that day and he cannot be spared, a courteous explanation of the fact undoubtedly will be accepted by him in the proper spirit.

In an organization such as the Surface Lines there is no place for temperament. The man in a superior position should set an example in courtesy in his contact with those subject to his orders.

The standard for trainmen is courteous and efficient service, but we cannot expect them to take this standard very seriously unless they find their immediate superiors courteous.

At a fire you will see the fire captain leading their men into the burning building and sharing with them the hazards and difficulties of their work. That is the spirit required in any public service organization. Those in clerical, executive and supervisory capacities need not expect of the men a higher quality of service than that prevailing at the car station windows and in car station offices.

We are all equally responsible for the proper standards of behavior and it is the duty of each man, no matter what his capacity, to see that his own conduct is as good as that he expects of others.

Gumbo: "I'm the happiest man alive. I've got the finest wife in the country."

Mudd: "Yeah, that does make a man happy, having his wife in the country."

"My wife is suffering from fallen arches. Do you know what is good for them?"

"Rubber heels."

"What shall I rub them with?"

# Rough Operation a Menace

*Carelessness With Controller or Air Causes Accidents  
and Discomfort*

## Cumulative February to July

First Place .....	Division No. 2, Burnside .....	90.80
Second Place .....	Division No. 11, Lincoln .....	90.58
Third Place .....	Division No. 3, Seventy-Seventh Street.....	90.49
Fourth Place .....	Division No. 10, Elston-Noble .....	90.02
Fifth Place .....	Division No. 6, Lawndale-Blue Island.....	90.00
Sixth Place .....	Division No. 8, North Avenue .....	89.55
Seventh Place .....	Division No. 5, Archer Avenue .....	89.46
Eighth Place .....	Division No. 4, Sixty-Ninth Street .....	89.14
Ninth Place .....	Division No. 1, Cottage Grove .....	89.07
Tenth Place .....	Division No. 12, Limits-Devon .....	86.99
Eleventh Place .....	Division No. 9, Armitage-Division .....	86.19
Twelfth Place .....	Division No. 7, Kedzie .....	85.94

## Month of July

First Place .....	Division No. 1, Cottage Grave .....	92.20
Second Place .....	Division No. 6, Lawndale-Blue Island .....	91.77
Third Place .....	Division No. 3, Seventy-Seventh Street.....	91.66
Fourth Place .....	Division No. 4, Sixty-Ninth Street .....	91.38
Fifth Place .....	Division No. 2, Burnside .....	90.47
Sixth Place .....	Division No. 8, North Avenue .....	89.80
Seventh Place .....	Division No. 11, Lincoln .....	89.73
Eighth Place .....	Division No. 10, Elston-Noble .....	88.78
Ninth Place .....	Division No. 9, Armitage-Division .....	88.61
Tenth Place .....	Division No. 5, Archer .....	88.51
Eleventh Place .....	Division No. 7, Kedzie .....	88.32
Twelfth Place .....	Division No. 12, Limits-Devon .....	88.04

By **WILLIAM PASCHE**  
Supervisor of Accident Prevention

Motormen continue to score splendid decreases in collisions with vehicles and this makes it very hard to understand why thrown-in car accidents by sudden starting or stopping continue to increase. Letters complaining about rough operation continue to reach the General Office and are the cause for much concern on the part of the management. To bring to the attention of our motormen and operators more forcibly the importance of smooth operation of street cars and buses, and to indicate what our patrons think of rough operation we are taking the liberty of publishing one typical communication:

Gentlemen:

Please refer this letter to the proper department for the good of the service. I ride the cars quite a bit during the day and it occurred

to me that this would be good time for you to put on a few of your inspectors on a very important complaint:

"Jerking of cars by motormen."

It is a wonder more old people and some young people do not get hurt after they get on the car. It seems unnecessary at any time to start with a jerk. You would think the motorman was on the outs with his conductor or mad about the job. Why not warn all your men and when they do this jerking unnecessarily make them report to a school of instruction? They've got a good job and should be more interested in their customers.

This letter clearly shows just what our patrons think we should do to the rough operating motormen. If it should be necessary to establish a school of instruction on how to stop and start street cars properly, of course, it follows that those attending these classes would be compelled to do so on their own time.

The writer's own experience riding on some of our cars leaves him very much inclined to believe that such a class for



operators who insist on applying the power and reaching the post to the full power-on position with just two movements of the controller handle may be required. On August 4, the writer boarded an eastbound Madison Street car and after walking through the car to the front was violently thrown to the longitudinal seat by the sudden starting of the car.

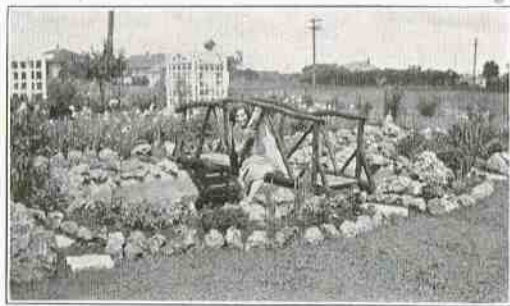
For the remainder of the trip attention was paid to the methods of this motorman whenever a start or stop was made. In each instance in stopping the car the air was applied hard, that is, one application of air and held there with no effort to bring the car to a smooth stop. In starting, the controller was pulled from the post to the third or fourth point and then to the full power-on position. It is needless to say that in each instance the jerkiness of the car was such to cause much discomfort to the ten or fifteen standing passengers, and even those who were seated.

It is essential that both the conductor and motorman be constantly on the alert at transfer points. Passengers hurrying from one car to another must be given a chance to board safely. On August 6th the writer alighted from a westbound Madison street car for the purpose of boarding a northbound Cicero avenue car. A lady crossed the street ahead of him and was hurrying to board the Cicero avenue car. At no time after leaving the Madison street car walking fast toward the Cicero car was the lady off of the street. She passed the front end of the car about ten feet from the motorman and was about half way back toward the rear step when the conductor gave the signal to go without looking out along side of the car. On receiving the signal to go the motorman started up but seeing the writer he stopped to allow him to board. When spoken to the motorman said that he did not see the lady. If he did not see her he was not paying attention to the things which are so necessary to his job. It is omissions such as this that in many cases result in boarding accidents.

A careful analysis of alighting and boarding accidents indicates that conductors are not calling streets as they should, neither are they looking out

alongside of the car before giving the go-ahead signal. More than two-thirds of rear end accidents occur while passengers are boarding which indicates very clearly that the signal to go is being given without looking out alongside for the last intending passenger.

Further, the bell to go is being given even when the passengers are seen approaching the rear step, really inviting them to board while the car is in motion. Some conductors, when they are approaching an intersection look out alongside of the car for the purpose of counting how many people are waiting at the crossing who intend to board, after which they step back into position to collect fares. Then, without again moving to the edge of the platform to look for late comers, and from their position with their backs against the bulkhead, give the signal to go. It is all right to look out as the car is approaching an intersection—that is a part of the conductor's job and will help him to perform as he should, but to be safe he should step to the edge of the platform for a final look before giving the starting bell. This procedure will certainly reduce boarding accidents to a minimum.



The Rock Garden That Made Motorman E. E. Herda of Kedzie Famous

#### Obeying Orders

"Daughter, did I not see you sitting on a young man's lap when I passed the parlor door last evening?"

"Yes, and it was very embarrassing. I wish you had not told me to."

"Good heavens, I never told you to do anything of the kind."

"You did. You told me that if he got sentimental to sit on him."

## Moving a Surface Lines Sub-Station

*Twenty-Five Hundred Tons to Be Shifted as a Unit—A Real Job for the Engineers*

The widening of Western Avenue from Lawrence Avenue to 75th Street has presented one especially interesting problem to the engineers of the Chicago Surface Lines, in that the location of our Sub-Station at the southeast corner of Western Avenue and Washington Boulevard was to be changed to accommodate the new building line to be located 17 feet east of the present one. Numerous plans were considered before it was finally decided that moving the building as a whole without disturbing any of the electrical equipment in the substation was the most feasible from the total time and oper-

move or actually moving the building, and at the same time be in a working condition throughout the entire three month period. To do this, the cables were removed one at a time and flexible substitutes were installed from the nearest manhole to the station to several points just west of the basement windows and then up to the top of a temporary scaffolding and down again to enter the station through the same windows. Sufficient slack was provided in the cables so that as the station was moved the excess length could be paid out.

This same scaffolding serves both to support



ating standpoints. This plan is now in progress.

Inasmuch as the estimated time for moving with the plan adopted was approximately three months, it was necessary to arrange to keep the substation in an operating condition practically throughout the entire time allotted except the actual time scheduled for the station to be in motion which is seven to ten hours.

The first step in the plan was to arrange the underground lead-covered cables that extend from the inside of the station to the manholes just outside so that these cables would not be in the way of the contractor while preparing to

the 27 positive cables to remain during the work and also as a protected temporary sidewalk. The photograph showing the Western Avenue side of the station also gives a view of the temporary structure for the cables which serve to carry 600 volt direct energy to the trolley wires. A similar arrangement except for the sidewalk will be used for the 9,000 volt alternating current cables supplying energy to the station. The negative or return cables, which will enter one of the basement windows on the north or Washington Boulevard side, will be handled in a similar way.

The next step of this work is now being done



by the contractor and consists essentially of digging around the four sides of the building preparatory to temporarily supporting the foundations. The photograph showing the steam shovel also shows the 14 ft. deep excavation made on the east side of the building to permit the same to be rolled to its new position. The bottom of this excavation is approximately 7 feet below the building footings. Concrete will cover the entire floor of this excavation when completed.

The excavation on the three other sides will be of the same depth as the one in the photograph but will be only about 6 feet wide instead of 25 feet approximately which is the width of the one shown. Excavations will then be made under the footings of the building about every 25 feet and will measure 6 feet along the footing by 4 feet wide. Concrete made with quick setting cement will then be poured to a depth of one foot into each of these

will serve to remove the earth beneath the station, place concrete under the entire building and install supporting jacks and structures for moving.

Approximately ten feet west of the building footings, these tunnels will pass beneath a second set of footings two and a half feet below the level of the building footings. This second set have been serving as the footings for columns to support the steel floor on which rests three transformers, each weighing 24 tons, and 7 oil switches each weighing three-fourths of a ton.

At a short distance from the center of the building these tunnels will pass at right angles beneath two concrete foundations on ten and a half foot centers, the bottom of which are also two and one-half feet below the bottom of the building footings. These concrete foundations are both 63 feet long, 16 feet high and five and one-half feet wide at the bottom and two and one-half feet wide at the top and serve



openings. Twelve hours after this concrete has been poured, screw jacks will be placed between the footing and the concrete pad to support the walls and then additional pads will be placed adjacent to the first ones until all the walls are supported on jacks.

Following this work twelve tunnels practically equally spaced along the 90 foot length of the building will be extended under the sub-station floor from the excavation in the photograph to the opposite wall of the building 50 feet away. The bottom of these tunnels will be on the same level as those around the outside walls and also in the large excavation and

to support three rotary converters used for changing alternating current to direct current. The total weight of the concrete foundations and the three rotary converters is 680 tons.

These tunnels will then extend to the west wall where the pads already described have been installed. As each tunnel is installed, concrete is poured on its floor and jacks placed to support the load overhead.

On the completion of the tunnels in the proper sequence, the dirt between tunnels will be removed, concrete poured and the load of the building and equipment will be transferred to the jacks until all is supported properly on

the large concrete slab underneath the substation. Steel beams will then be laid on the concrete floor crosswise of the building over the width of the slab in the excavation in the view and the width of the substation to serve as a level foundation for steel rollers. On top of these steel rollers will be placed steel beams beneath the building parallel to the first ones and directly above and will serve to carry the substation and equipment.

The building will be moved by means of jacks pushing on the Western Avenue side, with jacks placed on the opposite side to hold the motion under control. After the building has been rolled eastward 17 feet, concrete piers will be cast in place between the footings and the concrete slab in the spaces not supported during moving. The steel work used for moving will be removed in the proper sequence, the

ground under the basement floor not removed will be tamped back and piers cast in the places occupied by the steel beams.

During the progress of the work constant check is being made on all parts of the building, with a surveyor's level to determine if there is any settling or raising. Special attention is given to the rotary converters, the moving part of which weighs 34 tons, is ten and one-half feet in diameter and clears the stationary part by only three-sixteenths of an inch. Any settling of the rotary converters would either cause the shaft to be out of level or the rotating part to touch the stationary fields of this machine.

The approximate total weight of the building and electrical apparatus is 2,500 tons. The estimated necessary amount of ground to be removed is 3,000 yards.

## Courtesy and Efficiency Praised

### *Letters from Appreciative and Grateful Car Riders*

Mrs. J. Menke, 6130 S. Troy Street, telephoned her commendation of Motorman Martin Butler, Badge No. 11277 of Kedzie for his extreme kindness and courtesy.

Miss Edith Woods, 4957 Washington Park Court, sincerely thanks Conductor James Wenham, Jr., Badge No. 1334 and Assistant Superintendent Harry Hooper, both of Cottage Grove who were instrumental in recovering her purse which she had lost on this conductor's car.

Conductor Lionel K. Cole, Badge No. 1462 of Devon paid the fare of Mr. Albert Hummel, 268 W. 24th Place, who boarded his car and found that he was without funds. Mr. Hummel thanks and commends this employe for his thoughtfulness and courtesy.

Mr. J. M. Johnson, Acting Division Superintendent, Division No. 10, reports that a truck loaded with a picnic party ran into the blind side of one of our cars brushing a boy from one of the planks used for a seat on the truck and he fell to the ground and was injured. Motorman Bottcher who was in no way at fault for the accident took charge of the injured boy and saw that he received medical attention. In the meantime, two conductors, E. Lawrence, Badge No. 1540 and William Faber, 9442, both of Armitage, passengers on the one-man car on their way to work, took full charge of the one man car, obtained witnesses in the car and on the street, took the car to the depot and sidetracked it, thereby opening up the line so that there was hardly any delay to any of the other cars. Mr. Johnson wishes to commend these two conductors very highly for their prompt action in this emergency.

Mr. P. J. Rosenblatt, 160 N. LaSalle Street, commends Conductor Silas A. Webster, Badge No. 1822 of 77th for his courtesy to him.

Mrs. A. M. Barreau, St. James Apt. Hotel, 444 St. James Place, describes Motorman William H. Koss, Badge No. 2231 of Devon as neat, courteous and efficient.

Mrs. Platt, 1642 W. Madison Street thanks

Conductor Louis H. Koepke, Badge No. 2432 of Kedzie for his kindness in paying her fare when she found that she had forgotten her purse.

Mr. H. MacFarland, 333 N. Michigan Avenue commends Conductor Basil F. Tracy, Badge No. 2662 of 77th for his courtesy and kindness towards his passengers.

Miss M. Milliken, 2945 Parnell Avenue praises Conductor F. J. Schmidt, Badge No. 3112 of 69th for turning in her purse to the Lost and Found Department which she had inadvertently left on his car.

Motorman John A. Stricker, Badge No. 3229 of Devon has a friendly warning to look out for autos for all those who alight from his car at the front end and also calls the street car stops. Mr. A. H. Love, 5605 N. Clark Street witnessed these commendable traits and compliments him.

Mrs. Robert Brown, 443 Oakdale Avenue, commends Conductor Joseph E. Lamb, Jr., Badge No. 3264 of Devon for his tact in handling an intoxicated passenger.

Miss Hazel Severson, 3800 N. Avers Avenue compliments Conductor Leroy D. Wegeher, Badge No. 3966 of Elston as being a courteous gentleman and an efficient conductor.

Miss Elizabeth Finn, 1120 N. Crawford Avenue commends Conductor Ralph L. Maxwell, Badge No. 4210 of North Avenue for his self-control when verbally abused by an unjustly irate woman passenger.

Mr. B. W. Sayles, 3219 W. 64th Street highly commends Motorman Francis E. Amidon, Badge No. 4689 of Kedzie for the smooth and careful operation of his car.

Mr. Jack F. Krueger, 4846 S. Karlov Avenue telephoned that a woman boarded the car in charge of Conductor Owen J. Morris, Badge No. 5210 of 77th and during an argument called the conductor names, pulled his tie and slapped his face. Conductor Morris acted the part of a gentleman and Mr. Krueger thinks that this conductor should be commended for keeping his temper under great provocation.



Mrs. Charlotte Mason thanks Conductor John Podgorski, Badge No. 5542 of Elston for his honesty in returning her purse which she had lost at one of the street car terminals.

Miss L. M. Crowe, 2834 Wabash Avenue thanks Conductor Frank Sullivan, Badge No. 5660 of Lincoln for paying her fare when she found that she was without funds.

Motorman John T. Johnson, Badge No. 6377 of 69th found and turned in a purse belonging to Miss E. Thomas. She commends him for his honesty and courtesy.

Mr. H. L. Deem, 26-1810 Wilson Avenue wishes to commend Conductor N. Fisseneck, Badge No. 6704, Clerk Robert H. Kent and Supervisor Andrew Van Dee, all of Lincoln who were instrumental in finding a valuable book which he had inadvertently left on one of our cars.

Mr. J. B. Vercoe, Rosehill Cemetery Co., commends Motorman Peter P. Schornack, Badge No. 7803 for his courtesy in stopping his car at places most convenient for his passengers to board and alight during a heavy rain storm.

Conductor Floyd E. Murray, Badge No. 8360 of Archer is thanked by a passenger for paying his fare when he boarded this conductor's car and found that he was without funds.

Miss Mae Moran, 2834 Warren Avenue reports that during a storm she was a passenger on the car in charge of Conductor James McArdle, Badge No. 9860 of Kedzie. This conductor came in and pulled all the windows down for the men and women. Some distance later something went wrong with the car and the conductor informed the passengers that they would have to take the following car, expressing his regret that this misfortune should occur at such an inopportune time. Miss Moran considers this very courteous of this conductor and wishes to commend him.

Conductor Michael T. Tierney, Badge No. 9880 of 77th is commended for his courtesy and kindness by Dan G. Long, Minister, Bethlehem Pres. Church, 52nd and Wells Streets.

Miss M. Baker, 1427 Farragut Avenue wishes to thank Conductor Patrick J. McCann, Badge No. 10246 of 77th for paying her fare and those of her two friends when they found they were without money.

Mr. F. Horstmeier, 1634 N. Mozart Street commends Conductor Rudolf Herold, Badge No. 10478 of Archer for his kindness to his passengers.

Mrs. B. Burns thanks and commends Conductor Owen McBade, Badge No. 10242 of Kedzie for paying her fare when she found that she had left her purse at home.

Miss Fern Ale, Comm. of Lincoln Park, N. Clark and Center St., commends Conductor Benjamin E. Hancock, Badge No. 11142 of Devon for his unusual courtesy and kindness.

Mrs. Virginia Rosen, Lima, Ohio, praises Conductor Joseph L. Wooten, Badge No. 11346 of 77th for his pleasant manner in handling his passengers and for calling street names in a loud, distinct voice.

Miss Irene J. Wood, 7404 Ingleside Avenue, thanks Conductor Elmer H. Thieben, of Burnside for the courtesy extended towards her mother and herself.

### Courtesy in a Cloudburst

July 20, 1931, Chicago Surface Lines, Gentlemen: I think that we are pretty fair judges of very good services when rendered the public, and in this connection desire to commend the extraordinary courtesies and services rendered by your efficient motorman on car No. 3156, leaving Howard and Clark Streets Sunday evening, July 19 at about 9:15 p. m. or just about a minute or two before a cloudburst. I understand his name is Erdmann. (Leo H. Erdmann, Badge No. 11373, Devon.—Ed.)

In the car were quite a number of passengers including several men, ladies and elderly ladies, myself and wife, all of whom were treated alike.

Your motorman stopped wherever the passengers requested. We saw him stop his car right in front of the doors of several of the passengers' homes.

We live at 10 W. Elm Street—State and Elm streets where the cars ordinarily do not stop. Passengers have to leave the cars at Division and State streets, a block away. Last evening when this car No. 3156 was at Division and State streets the rain was coming down in torrents. We did not have rain coats nor umbrellas and when we were about to alight, telling your motorman we desired to get off at Elm Street, he said, "Why sure, that's what I am here for." He stopped his car directly opposite the drug store, a few feet away, thus enabling us to go through the store to the main entrance of our apartment house without getting wet.

His actions reflected the efficiency of the management and I will say that your company should be congratulated for having such a man in its service.

Very truly yours,

Edward J. Brennan,  
10 W. Elm Street,  
Chicago, Illinois.

Mr. R. B. Deal, 115 S. Dearborn Street reports that Conductor Roy E. Wemette, 12676 of Devon noticed two pickpockets at work on his car and immediately notified the passengers on his car to keep their hands on their purses, whereupon the two pickpockets ran to the front of the car and jumped off. Mr. Deal wishes to compliment this conductor on his shrewd judgment.

Miss M. Laumann, 5242 S. Kilbourn Avenue thanks Conductor James M. Powers of Archer for his thoughtfulness in mailing to her a package of recommendations that she had inadvertently left on his car.

Miss Louise Kirkam, 7423 Rogers Avenue, commends Conductor Stephen Walth, Badge No. 2938 of Kedzie for information given to her as to how she could reach her destination.

Miss Henrietta Lynn, 6149 S. 75th Avenue, Argo, thanks Conductor Matthew J. Fogarty, Badge No. 4898 of 69th for turning in her gloves to the Lost and Found Department which he found on his car.

Miss Louise Kirkham, 7423 Rogers Avenue commends Motormen Patrick Brown, Badge No. 1131 of Kedzie and Motorman Frank Krska, Badge No. 3957 of Blue Island for courtesy rendered to her.

## "Who's Who" in the Surface Lines

### More Personalities About Various Men Whose Work Contributes to Company Success

The street railway business as an occupation has always looked good to "Bob" McKinney, Division Superintendent at Kedzie Depot. It looked particularly good to him in the year 1908 when he filed his application, was accepted and took up the duties of a conductor. This was on the old Indiana Street line, now the Grand Avenue line.



Robert J. McKinney

After nine years experience as a conductor he was promoted to supervisor at North Ave. Depot and stationed at Crawford and North Avenue. Four years later an assistant superintendent was needed for Division 9 (Armitage-Division) and he was appointed. Six months later he was made Division Superintendent of Div. 12 (Devon-Limits). A year and six months later he took charge of Noble-Elston Division. This he held for two years during which time he was present in an attempted holdup of the Noble Depot. For the past four years he has been Division Superintendent of Kedzie Depot. Since 1908 his service has been continuous excepting for a period of twenty-one months during the World War when he served in France and Belgium as a dispatch rider. Now you know where he got that military bearing.

Each year he and Mrs. McKinney look forward to spending their vacation gypsy fashion, motoring out six days where the fishing and camping is good, six days back and Bob is fit as a fiddle.



H. B. Storm

Upon graduating from the school of electrical engineering of the University of Purdue in

1924, Mr. Storm came to the Surface Lines and for nearly a year was employed in the various branches of the transportation department. He followed this with a three months' stay in the electrical department, working in the substations and with the overhead, underground and the electrolysis crews. After this came a three months' experience in both the shops and equipment and the material and stores departments. On October 1, 1925 he entered the purchasing department and in the year 1926 was appointed chief clerk and later was also made assistant purchasing agent.

Along with other office routine duties, he is responsible for all purchases of steel, lumber and plumbing supplies, as well as obtaining estimates and handling details of special purchases.

Mr. and Mrs. Storm with their boy and girl make their home in Elmhurst.

Just one look at Mr. Storm and tennis comes to your mind, and, sure enough, tennis is his favorite sport.

At the close of the World War, after serving in the mechanical branch of the U. S. Navy for twenty-two months Mr. Heath joined the



Clarence B. Heath

clerical force in the Time Study Department at the South Shops. During the next nine years he held several positions in the Shops Office under Mr. Don McGill.

In the year 1928, he was promoted to the Insurance Department and given charge of the indexed files and records. These files contain the employment data such as dates of service, department, division, payroll or badge number, beneficiaries for the company insurance and records pertaining to time lost on account of sickness for every employe of the Chicago Surface Lines.

Three different times he has represented the South Shops as their director in the Surface Lines Club and was elected President of the club for the year 1925.

Mr. Heath was among the organizers of the Surface Lines American Legion Post.

When the vacation season comes along he and Mrs. Heath are sure to be found as regular members of a summer resort colony up near Madison, Wisconsin. Here both indulge in their favorite sports, swimming and golf.



In calling the Chief Clerk of the Engineering Department on the phone, doubtless you have often wondered what the man with the big voice looks like. Well, here he is. And he doesn't weigh 200 pounds either.



George J. Schima

George J. Schima entered the service of the companies at the time of the unification, February 2, 1914, as a stenographer in the Chief Engineer's office. With the exception of time out during the World War while he was engaged in military service, he has been continuously employed in that department.

In addition to his other duties, he is chairman of the Engineering Department Accident Prevention Council, a departmental committee appointed by Mr. Harvey B. Fleming to look after the details of safety precautions and practices in that department.

He is a resident of Berwyn, that flourishing suburb just west of Cicero. On rare occasions he tackles the well-known game of golf and hopes some day to play under 125.

Notwithstanding the fact that it cannot be scientifically proven that one's native state leaves any marked effect on one's character or disposition, nevertheless the fact that W. C. Wheeler, Engineer of Equipment, was born in Gray's Summit, Missouri, is enlightening. After



W. C. Wheeler

all, the tendency to want to be shown the facts and not take anything for granted are good qualifications for an engineer wherever he was born.

After finishing his schooling in electrical engineering at the University of Missouri, Mr. Wheeler was employed several years by the General Electric Company at Schenectady, N. Y. On December 1, 1923, he joined the Surface Lines forces, under Mr. H. H. Adams. Mr. Wheeler not only knows the various parts of a street car, their wear and tear qualities,

but the relative merits of the most modern practical street car equipment.

He represents the Chicago Surface Lines on the Public Service Speakers' Bureau. He is also actively interested in the Surface Lines Club, being at present Vice President.

After having just recently moved to Glen Ellyn, his spare time is occupied. However, he finds time to use his automobile as a handy outlet for his engineering bent, as well as a means of pleasure for Mrs. Wheeler, the little daughter and the dog.

When the World War came along and the country had need of physicians and surgeons Dr. Fanning enlisted in the Medical Division. After the war, the country still had great need of physicians and surgeons to help in the rehabilitation of the wounded. He was appointed medical director of the New England Division of the War Risk Insurance Bureau. Later, on account of his health, he was transferred west. For five years he served on the surgical staff of the Speedway Hospital.



Doctor David J. Fanning

Dr. Fanning's present position is that of medical examiner for the insurance department.

During the year 1930 he served as president of the Surface Lines Club.

Dr. Fanning's golf reputation is so well known that we hesitate to repeat it. He won the Chicago Surface Lines Golf Tournament 1928, 1929, 1930 and 1931. He qualified in the 1926 National Amateur Tournament; reached second place in the 1925 Illinois State Amateur Tournament, besides having seven different golf club championships to his credit. In answer to the question, "What is the best score you ever made?" he said, "The best round of eighteen holes I have ever played was on the Engineer's Club course of Boston, Massachusetts, breaking the course record with a 66 score." (Explanation: He has played golf ever since he was five years old.)

Dr. Fanning resides in Riverside with his wife and two children.

He is a firm believer in the necessity of everybody taking some daily exercise in the open air, especially those working indoors.

Yokel—"What be you fishin' for?"

Pessimist—"Salmon!"

Yokel—"But there ain't no salmon 'ereabouts."

Pessimist—"There are no darned fish here at all, so I may as well fish for salmon as any other blinking thing!"

# Keeping 'Em Rolling

## South Division Wins Again, This Time Cottage Grove— System Average Up

### The Honor Roll at Cottage Grove

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

The winner this month is in the South Division, as it was last month. Cottage Grove, who has been in second place for the past two months, leads with 32,101 miles operated per pull-in due to equipment failures.

An improvement is shown in the number of pull-ins for July, eight of the sixteen carhouses showing increases in percentages. Noble, who moved from 15th position up to 6th, made an increase of 111.3 per cent over the month of June, and Kedzie, moving from 16th to 10th position, increased their percentage 118.9 per cent, the biggest of the month.

The individual records are shown below:

Rank	Carhouse	Zero Days	Miles per	
			Pull-in July	Pct. Inc. or Dec.
1	Cottage Grove	13	32,101	2.5
2	Elston	22	28,992	28.1
3	Armitage	16	25,129	20.1
4	69th Street	4	23,655	37.3
5	Burnside	11	22,910	10.2*
6	Noble	18	22,598	111.3
7	Division	12	21,460	1.8
8	Devon	6	20,082	11.9*
9	Archer	6	19,912	43.6*
10	Kedzie	12	19,700	118.9
11	Lawndale	15	19,346	36.5*
12	Lincoln	12	18,940	2.2
13	77th Street	3	17,967	7.9*
14	Blue Island	13	17,627	41.3*
15	North	3	15,356	8.3*
16	Limits	12	11,460	7.4*
		178	19,756	6.3

\*Decrease.

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

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

Lincoln	12	11	5	12	13	15
77th Street	13	10	10	1	10	2
Blue Island	14	4	9	13	11	7
North	15	13	11	4	14	9
Limits	16	14	1	15	12	16

### GOING AFTER WITNESSES

#### Burnside Spurts From Fifth Place to Take Lead, Displacing North Avenue

The trainmen at Burnside Depot this month took it upon themselves to put their depot at the top of the list and succeeded in doing so, displacing North Avenue as the leader and pushing them down to second place. Lincoln boosted itself from eleventh to eighth place, and Armitage-Division, after staying in the cellar for some four or five straight months, took a little interest in life and climbed to tenth place, sending Kedzie down from that position to occupy the lowest berth. With only three divisions scoring 4.00 or better the average for the system fell to the low figure of 3.56.

Detailed figures follow:

	July	June	May	Apr.
1. Burnside	4.37	4.06(5)	4.75(1)	4.15(2)
2. North Avenue	4.16	4.75(1)	4.38(2)	4.14(3)
3. 77th Street	4.01	4.23(4)	4.11(5)	4.10(4)
4. L'ndale-Blue Isl.	3.77	4.28(2)	4.31(4)	4.23(1)
5. Elston-Noble	3.69	4.24(3)	4.35(3)	3.92(5)
6. Archer	3.64	3.79(7)	3.62(7)	3.12(11)
7. Cottage Grove	3.46	3.91(6)	3.66(6)	3.27(8)
8. Lincoln	3.37	3.13(11)	3.05(10)	3.34(7)
9. Devon-Limits	3.28	3.42(9)	3.15(9)	3.35(6)
10. Armitage-Div.	3.03	2.97(12)	2.77(12)	2.72(12)
11. 69th Street	3.00	3.62(8)	2.93(11)	3.21(10)
12. Kedzie	2.99	3.18(10)	3.29(8)	3.24(9)
Av. for System	3.56	3.81	3.64	3.59

### INDIVIDUAL COURTESY

This is good enough and true enough to warrant repetition:

A corporation may spread itself over the whole world, and may employ a hundred thousand men; but the average person will usually form his judgment of it through his contact with one individual. If this person is rude or inefficient, it will take a lot of kindness and efficiency to overcome the bad impression. Every member of an organization who in any capacity comes in contact with the public is a salesman, and the impression he makes is an advertisement good or bad.



## Departments and Divisions

### Accounting

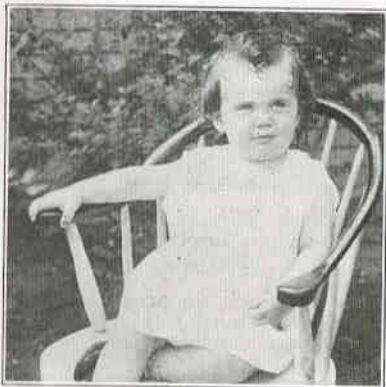
Twin Lakes, Wisconsin, seems to be attractive as a summer resort for it is there that Miss Anna Ninkavage spent one week of her vacation golfing and swimming.

It would be worth while to talk to Mrs. A. Glowacki of her trip to Lake Beniot, Spooner, Wis., because it sure was interesting. Camping, fishing, boating, etc., in that wild country.

Touring Mammoth Cave, Louisville and Bowling Green, Kentucky, with his wife and family, Mr. A. Bresin says a pleasant time was had by all.

After enjoying her vacation at Potters Lake, Wis., swimming, rowing, hiking and playing tennis, Miss Lillian Oesterreich returned Monday, July 13th, perfectly satisfied.

Bathing and fishing in Lake Pelican and Little St. Germain Lake in the Eagle River region of Wisconsin is where Mr. and Mrs. F. Bach spent their vacation and driving through the scenic pine woods.



Rita Jean, Seventeen-Months Old Daughter of Thomas F. Coan of the Accounting Department.

Hear Ye! Hear Ye! This is to announce that Mr. A. W. Malmquist did his civic duty as an honorable citizen of this state by serving as foreman of the July, 1931, grand jury.

A military wedding was that of Miss Clara Rostron and Mr. Verle E. Bannister on Thursday evening, August 6th, 1931, at Camp Grant, Ill., where Mr. Bannister is in camp. Miss Sarine Davis was maid of honor and Mrs. Caroline Mittel (formerly Caroline Spencer) was one of the bridesmaids. To the happy couple we offer our heartiest congratulations and best wishes. Before her marriage Miss Rostron was the guest of honor at a bridal shower and luncheon given by her friends on Saturday afternoon, July 18th, at the Jefferson Park Field House where she was recipient of many useful articles. T. F. Coan.

### Electrical

E. Johnson, of our Testing Division, has been seen rumbling about Chicago in a new

Chevrolet. Very soon he expects to venture beyond our city limits.

Our deepest sympathy is extended to the Jones family in the death of Ernie Sundstrom, who was a former employe of our department.

Clarence Mimick has returned to work after several motor jaunts to points heretofore unknown to mankind. We are anxiously awaiting the "real" story of his adventures.

Patrick Quigley spent his vacation down in his home town—La Porte, Indiana.

To Charles Sullivan and family we extend our sympathy in the loss of a beloved sister.

"Billy."

### Legal and Accident Investigation

Mrs. Florence Manske and Mrs. Bernice Manske took their husbands for an extended vacation tour which included southern Canada and the east.

Attorney George Griffin drove his wife and mother to many scenic and populous points in eastern U. S. A. on his vacation.

Mrs. Grace Schmude had an enjoyable auto trip with her husband to New York, Washington, Baltimore and other eastern cities.

Thomas Johnson and father, accompanied by Lin Chamberlin, took an extensive southern tour via auto to Birmingham, Ala., Tampa, Fla., and numerous other places along the route; 2,900 miles in twelve days; caught two five pound trout, shot alligators and devoured ripe peaches and watermelons.

Amongst those from our department who visited Clark's Lake near Sturgeon Bay, Wis., for some fine fishing were W. J. Eger, E. P. Hoskins, J. G. Nattinger and A. W. See.

### Shops & Equipment—North & West

**West Shops:** We were very sorry to hear of the sudden death of Tony Vihnanek's sister, and our sincere sympathy is extended to the bereaved family.

The following places of interest were visited by some of the men in our West Shops: Winnipeg, Can., is where Harold Ebeling spent two weeks; Hot Springs, Arkansas, made quite a "hit" with Ted Kuta, even if he didn't find any oil; Jimmie Maher spent his vacation in Fox Lake and Channel Lake, and says he came back single; Stanley Icen motored to New York; and Louis Pluta could find no better place than Chicago to spend his time.

Charles Duncan, armature winder, has returned from a vacation spent in Northern Minnesota. We enjoyed the fish too.

**Lincoln:** Mr. A. Bollinger, day foreman, is spending his vacation at Fox Lake. We will hear about the fish stories later.

Our assistant night foreman, W. Stevesand, plans to do some work around his home, also some fishing. The only thing that bothers him is where to go and how to get there.

Mr. Glover, assistant day foreman, is going to visit friends and relatives in and around New York.

**Kedzie:** A speedy recovery is hoped for the boys on the sick list. They are: C. Miller, Dave Hennessy, Pat Higgins, Harry Brown, G. Kumbler, and Martin Regan. Don't forget that a little visit will make them feel better.

Mr. Fred Wajerowski, assistant day fore-



man, has just returned from his vacation, which was spent on the beaches in and about Chicago. He has no fish stories to tell, which is unusual for men at Kedzie. Jane V. McCarthy.

#### South Shops & Carhouses

Henry McTigue, 77th Street, is the proud daddy of a baby girl. Congratulations!

Daniel Mahoney, Archer, is also in line for congratulations. A baby girl arrived at his home on July 15, 1931.

C. Buckley, Burnside, is the proud owner of a Willys Knight. We certainly hope that this one isn't stolen.

Frank Havel, 77th Street, is furloughing in Reno, Nevada.

We are advised that Frank Kazmerczak, Burnside, and family very much enjoyed their two week outing in northern Wisconsin, but returned soon enough to attend the picnic at Dellwood Park.

The foremen at Archer Depot all report having had a joyous time on their vacations.

F. Mathiesen, Burnside, now answers to the name Papa. However, the cigars have failed to make an appearance as yet.

Jack Hanrahan, 77th Street, purchased a car.

We were very sorry to learn of the death of Oscar Penter, Color Mixer, in the Painting Department, following an operation at St. Bernard's Hospital. Our deepest sympathy is extended to the bereaved family.

Joe Hecht vacationed at Shawano, Wisconsin, and reports the fishing as terrible.

W. Follett, Painting Department, was secretly married recently. Well, Bill! We don't care who you married, but don't forget the customary cigars. J. P. McCauley.

and their families in the recent bereavement: G. Andrews, the loss of his brother-in-law; R. Kennedy, the loss of his brother-in-law; F. Kuban, the loss of his father; J. Slavik, the loss of his mother-in-law, and H. Kapoun, the loss of his brother.



Mrs. E. Havlicek, Wife of Motorman Havlicek of Blue Island with Dorothy, Edward, Jr., and Evelyn.

Supervisor Winter is the proud granddad of a bouncing baby girl born July 16, named Alice Deets, daughter of Conductor and Mrs. Deets, of Lawndale Depot. C. P. Starr.

## Around the Car Stations

#### Cottage Grove

In the Accident Prevention contest we show a slight gain over the previous month's report. With a little more attention and carefulness we can show a still further gain in this contest.

The Courtesy contest it would take a Philadelphia lawyer to solve the problem why we always remain at the bottom of the list. Can anyone suggest a remedy for this? The door of the Superintendent's office is always open and Mr. Cricks or Mr. Hooper will be pleased to receive suggestions from any trainmen how to get in the lead in any of these contests.

Motorman D. Fitzpatrick and Motorman A. Soder have been sick for some time and would appreciate a visit from the trainmen. We wish you both a speedy recovery. J. H. Pickin.

#### Blue Island

Conductor J. Kviatkoski was presented with an 8 pound baby girl on July 8, 1931. Conductor P. O'Toole was presented with an 8 pound baby girl on July 8. Congratulations boys.

We extend our sympathy to the following

#### OBITUARY

##### Charles Hamilton

Charles Hamilton who had been in continuous service of the Chicago Surface Lines and its predecessors for forty-nine years died on August 2, 1931, after an illness of three weeks. Mr. Hamilton entered the service of the company, then the Chicago West Division Railway Company, in 1882 as a horse car driver at the Armitage Depot. Subsequently he became foreman at Noble Street Depot in 1893; Division Depot in 1902; Armitage Depot in 1908; North Avenue in 1911; appointed Assistant Superintendent of Transportation in 1912. After the consolidation in 1914 he was transferred back to North Avenue as Division Superintendent and remained there until 1918 when he was transferred to the General Office where he served up to the time of his death.

Mr. Hamilton was born July 31, 1852, and during his life gained a host of friends, every one of whom regrets his passing.