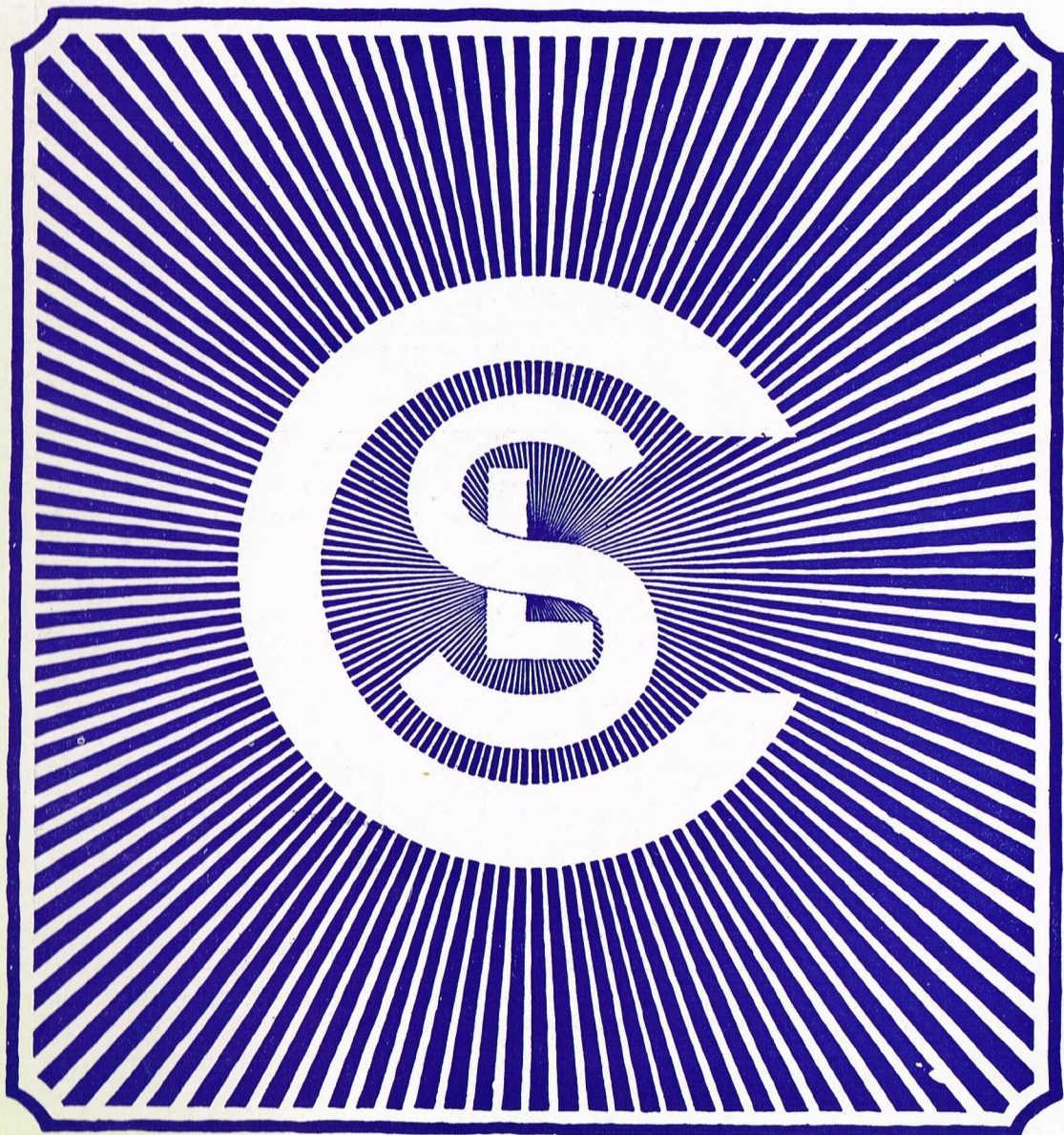


SURFACE SERVICE MAGAZINE

VOLUME 7

JANUARY, 1931

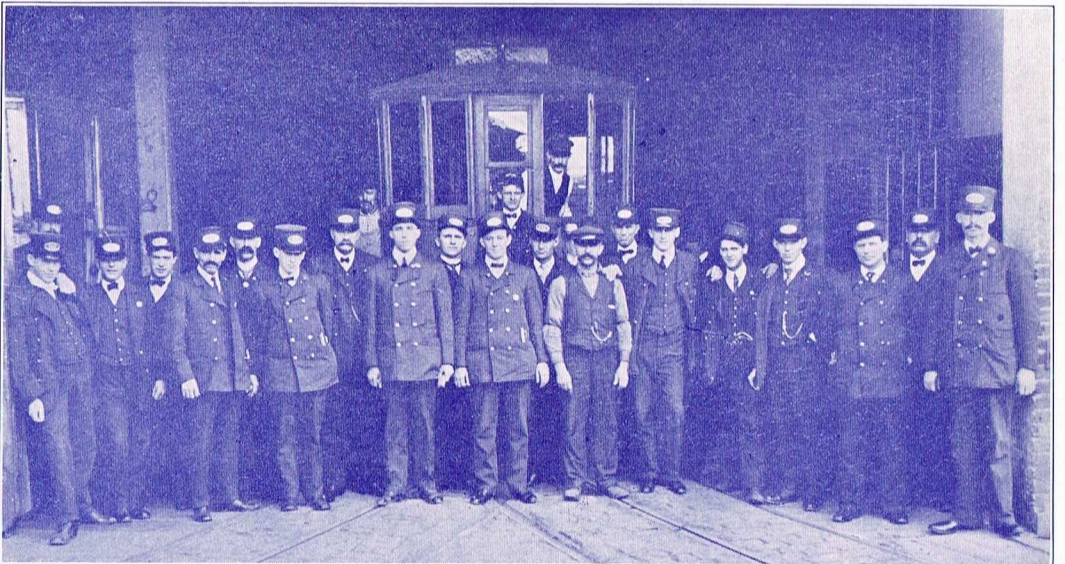
NUMBER 10



IN YEARS GONE BY



Employees Grouped at Burnside Power House Ready to Take Part in the Gold Standard Parade in March, 1896. The Original Photograph Is Owned by Charles E. Brockman, 40 E. 103rd Place, and Was Loaned to Supervisor Miller.



Twenty-Five Years Ago in Front of the Car House at 61st and State. W. Bailey Car Cleaner at 69th Street Standing in the Vestibule.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 7

JANUARY, 1931

No. 10

Thrills at the Finish

*Lincoln Leading at End of December in Silver Car Race—
Accidents Reduced*

Cumulative—February to December

First Place	Division No. 11, Lincoln	92.44
Second Place	Division No. 10, Elston-Noble	91.26
Third Place	Division No. 4, Sixty-Ninth Street	91.19
Fourth Place	Division No. 6, Lawndale-Blue Island	90.77
Fifth Place	Division No. 1, Cottage Grove	90.70
Sixth Place	Division No. 2, Burnside	90.59
Seventh Place	Division No. 3, Seventy-Seventh Street	90.25
Eighth Place	Division No. 5, Archer	89.48
Ninth Place	Division No. 9, Division-Armitage	88.65
Tenth Place	Division No. 12, Limits-Devon	88.51
Eleventh Place	Division No. 8, North Avenue	87.03
Twelfth Place	Division No. 7, Kedzie	86.80

December

First Place	Division No. 6, Lawndale-Blue Island	92.98
Second Place	Division No. 11, Lincoln	92.26
Third Place	Division No. 4, Sixty-Ninth Street	91.11
Fourth Place	Division No. 9, Division-Armitage	90.29
Fifth Place	Division No. 2, Burnside	89.63
Sixth Place	Division No. 8, North Avenue	89.48
Seventh Place	Division No. 10, Elston-Noble	89.42
Eighth Place	Division No. 3, Seventy-Seventh Street	89.15
Ninth Place	Division No. 7, Kedzie	88.76
Tenth Place	Division No. 12, Limits-Devon	88.07
Eleventh Place	Division No. 5, Archer	88.06
Twelfth Place	Division No. 1, Cottage Grove	87.73

By **WILLIAM PASCHE**

Supervisor of Accident Prevention

January is the final month of the Accident Prevention Contest and just a short period after the close of the month the No Accident Honor Roll will make its appearance. Will your name be among those who have not had a chargeable accident, or don't you know? If you don't know, inquire of your division superintendent as to whether or not you have had an accident which has been declared chargeable.

If your record shows that you have been charged with an accident which you think could not have been prevented, a request to have the case reviewed should

be made and insisted upon. This can be accomplished either through the division superintendent or by coming directly to the general office where we will be very pleased to go over the matter with you.

During the month of December there were a number of days on which the rail was slick or slippery. On such days the number of vehicle collisions was as great or greater than on similar days during 1929 when operating conditions were much more severe. It is true that a very satisfactory decrease was scored in the total number of vehicle collisions, but the point we are trying to bring out is that while we are doing fine work when the operating conditions are good, on days when conditions are not so good we do not show the same rate of improvement.

The writer is of the opinion that when rail and street conditions are such that make accidents more likely to occur the skill gained from experience should offset to some extent at least the conditions which seem to make accidents more numerous.

Information Wanted

In these articles we have written much in the past few years about sounding the gong, applying the power when starting, and the air when stopping and generally we have stressed very strongly on the importance of alertness. Have we missed the main point, Mr. Motorman, and have you the correct solution to this problem? If you have some thoughts or ideas on this subject won't you take the trouble to write us so that we may all have the benefit of your experience. Surely somewhere in this large body of motormen there are men who can tell a story on how they operated their cars safely. There are many motormen and operators who have very few accidents and among them are some who work a year or two without even the slightest kind of an accident. Consider this your invitation to tell us how you do it.

Alighting and boarding accidents during December do not show a decrease as compared with the same month in 1929. Calling streets where cars make service stops is a very important service to our patrons. It helps to keep the passenger at ease while riding on the car, and there is no worry or uneasiness on the part of the passenger when riding with a conductor who clearly and distinctly announces the streets. The rider who is at ease because of service rendered by the conductor is a satisfied customer and a safe one.

Before giving the signal to go look out alongside of the car for prospective passengers. This will not only reduce boarding accidents but will also eliminate quick starting complaints.

Men First for Safety

Chicago, January 1, 1931.

Editor, SURFACE SERVICE: Here are some suggestions which I think will prevent accidents:

Most young fellows out with the "Best Girl" always let her go ahead and alight first. This is wrong, dangerous and also

not good manners. The man should go first and help the lady off.

Then there is the mother with her child or children, shoving them ahead and out of the door, trying to get them off first, although they themselves do not know whether a truck or automobile is going to pass by or not. This thought came to my mind about a year ago in St. Louis when I observed a lady passenger with a child of about three years putting her off first. As the child was alighting her heel caught on the step and she fell to the street, directly in the path of an oncoming truck. Luckily, the truck was about to stop and no damage was done.

Hoping that this will be of interest to you, I am

Very truly yours,

E. M. O'Shea,
3540 Lake Park Ave.

(Thanks to Mr. O'Shea for his sensible suggestions.—Editor.)

SUPPLY BLOOD FOR INJURED COMRADE

Men of North Avenue Volunteer in Effort to Save Conductor Fitzgerald

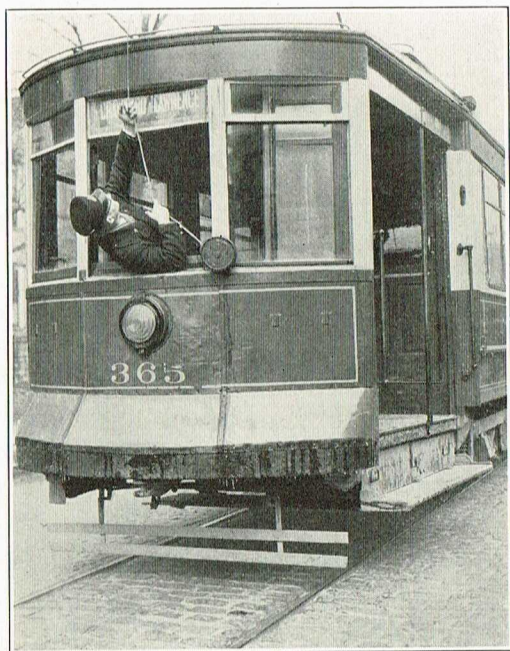
On the night of January 5th, Conductor David Fitzgerald, Badge No. 8004, was on duty on his Crawford Avenue run. At the intersection of Crawford and Wabansia the trolley jumped off the wire and he alighted from his car, went around to the back and while in the act of adjusting the trolley he was struck and pinned against his car by an automobile. Seriously crushed and bleeding profusely he was rushed to the Keystone Hospital, where Dr. Eastman, said it would be necessary for an immediate blood transfusion to save Fitzgerald. He placed his car at the disposal of Assistant Division Superintendent Solberg with the request that volunteers be secured.

Solberg notified the trainmen at the depot and immediately fourteen men offered themselves for a blood transfusion. These men were hustled into several automobiles and hurried to the hospital.

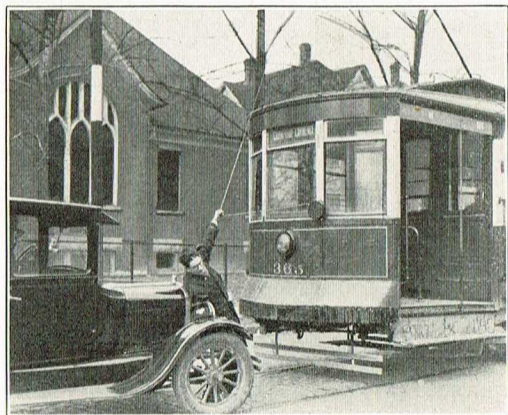
The first two men in line were Motorman Alfred Rodgers, Badge 12245 and Conductor Elmer Otto, Badge 12036, and a pint of blood was taken from each of them and pumped into the veins of the

injured man, but it was of no avail, for two hours later Fitzgerald succumbed to his injuries.

Some time ago, an article written by William Pasche, Supervisor of Accident Prevention, appeared in this magazine with illustrations, in which he stressed



the importance of leaning out of the rear window to adjust the trolley instead of getting off the car and standing in the street to adjust it.



Fitzgerald's death is a warning, and a serious one, to follow his advice and practice carefulness at all times.

The other twelve men, T. Walsh, 926; J. McCarthy, 4042; J. Fitzmaurice, 9649; James Morrow, 8144; E. Struwe, 855; E. Reidell, 12933; A. Halek, 13112; B. S. Hites, 6715; W. Fick, 12188; G. Jensenius, 5370; C. Voss, 760, and B. W. Bell, 5768, although their blood was not taken, stood in readiness for two hours, coats and shirts removed, in case they should be needed. But poor Fitzgerald was beyond help and drifted from unconsciousness to death.

EYES CAN BE SAVED

Report of a National Organization to Prevent Blindness Stresses Importance of Goggles

Most of the large loss of eyesight through industrial accidents is not unavoidable. This is the cardinal lesson of a report issued jointly by the National Society for the Prevention of Blindness and the National Safety Council.

From 583 plants, all members of the National Safety Council, and employing an aggregate of 578,396 workers, detailed information was procured about certain incidents that happened in 1926 and 1927. The 583 plants were engaged in the following businesses: 166, metal-producing or metal-fabricating; 66, chemical and allied industries; 53, building materials; 42, mining, quarrying, and smelting; 35, railroads and allied industries; 10, foundries and machine shops; 8, paint and oil; 8, glass and allied industries; 7, paper and allied industries; 6, locomotive-building and car-building; 4, rubber and allied industries; 3, building industries; 1, food-packing; and 149 in a miscellaneous list.

In these 583 plants during 1927 there were 2,650 workers who had one lens of their goggles or headmasks pierced or shattered, or spattered with molten metal or injurious chemicals; and 1,974 workers who had both lenses pierced, shattered, or spattered. Total, 4,624 cases. During 1926 there were 2,787 cases of such damage to one lens or both lenses. Total for the two years, 7,411 cases.

It is the opinion of accident-prevention experts that any such damage to lenses represents eyesight saved from serious damage, and possibly from total destruction. Thus in plants employing 578,396 workers there were 7,411 unquestionable preventions of serious damage to eyesight during 1926 and 1927. And all by means of simple goggles or headmasks! This compilation takes no account of the great loss of eyesight averted when goggles or headmasks were struck by objects which did not pierce, shatter, or spatter the lenses. The 7,411 preventions are unquestionable. The condition of the lenses provides the proof.

Him: "Pardon me, but you look like Helen Black."

Her: "Yeah? But I'd look worse in white."

Santa Claus an' Ever'thing

Children's Day at the Club House Unusually Attractive and Successful



Santa Claus Makes His Appearance from the Fireplace at the Children's Christmas Party.

Every kiddie likes to go to a party and have a lot of fun, but when they attend a party with Santa Claus, well—that's a real party.

The Annual Christmas Party, which is the biggest event of the year in the minds of the Surface Lines Club children was held at the Club House, Saturday afternoon and evening, December 20th. More than 600 children and adults filled the beautifully-decorated auditorium to its capacity on each occasion.

Early in the afternoon and in the evening smiling faces began to appear on

the scene and pretty soon the more attentive could hear the whisperings and chatterings of what Santa Claus was going to bring them for Christmas. As the curtain rose one could hear exclamations of "oohs and ahs." The first thing to be seen was a large artistically decorated Christmas tree which stood at the right-hand side of the stage. In the center was an old familiar fireplace with stockings hanging on it, an assurance that everything was ready for the coming of St. Nick.

The first attraction on the amusement



The Gorgeous Twenty-Five Foot Christmas Tree at the Club House.

program was a clown magician, who held all spell-bound with his sleight-of-hand tricks and his performance of miracles. He called for volunteers from the audience to assist him and no time was lost in getting all he wanted.

Next came the comedy juggler, whose clever stunts proved interesting to both grown-ups and little ones.

And now the parrot with Pauly to "pilot it." Animals always make a hit but this polly did more than this. Everybody learned things, among them the fact that some pollies can not only talk and sing, but can live to be a hundred years old—maybe.

No entertainment for the children would be complete without the old familiar Punch and Judy show. They were all interested and you should have heard them yell "Jiggers" when the alligator appeared to get Mr. Punch. They almost lifted the roof with their shrill little voices.

"Fighting Fires" was the title of "Our Gang" comedy and that's almost enough

said when it comes to telling how the children enjoyed the movie before Santa's arrival. It was lots of fun for the grown-ups, too, if the laughter to be heard meant anything.

A little silence and as the curtain rose the jingling of bells could be heard while down through the chimney and into the fireplace came old Santa with a thump. At first he seemed to be a little dazed but he soon took to his feet and announced that he had brought toys and candy for every boy and girl. With his assistants he began the distribution of gifts. Dolls are always appreciated by girls and what boy doesn't like a tractor or a tank?

Everyone enjoyed the party—every minute of it. They were thrilled and overjoyed with the work of good old Santa and all went home full of the good time they had had at the Christmas party.

The success of the party was due to the very excellent co-operation of the committee in charge, and Chairman L. E. Bohlin takes this opportunity to extend to each member of the committee sincere thanks for their efforts.

The committee in charge consisted of the following: J. Hewitt, Engineering; W. Schenck, Electrical; N. Deutsch, Accident Investigation; A. Martin, Purchasing; A. Bollinger, Lincoln Car House; G. E. Andrews, Transportation; A. A. Olson, Purchasing; J. Ruberry, Accounting; G. Mikota, M. & S.—South; J. Rooks—South Shops; Marie Simenson, Financial (Pianist); Marie Sullivan, Financial; Marie Krausman, Transportation; Mary Wiley, Executive; Florence Tremel, Accident Investigation.

Keep Going

Two frogs fell into a deep cream bowl.
One was an optimistic soul;

But the other took the gloomy view,

"We shall drown," he cried, without more ado.

So with a last despairing cry,

He flung up his legs and he said "Good Bye."

Quoth the other frog with a merry grin.

"I can't get out, but I won't give in.

"I'll just swim around till my strength is spent,

Then I will die the more content."

Bravely he swam till it would seem

His struggles began to churn the cream.

On top of the butter at last he stopped,

And out of the bowl he gaily hopped.

What of moral? 'Tis easily found;

If you can't hop out, keep swimming round.

—Centralion

A Grand and Glorious Night

Women's Auxiliary Reception to Club Members Closes Season Brilliantly

The Women's Auxiliary once again comes to the front of the stage with their Annual Reception and Dance and makes of it not only a huge success but an "event."

The Reception and Dance was tendered to the Surface Lines Club and friends by the Board of Directors, ably assisted by the members of the Program Committee. They selected December 6, which proved to be a most happy "date"—far enough away from the festivities of Thanksgiving and far enough ahead of the orgy of Christmas shopping.

The Club House and Hall seemed vibrant with the generous and kindly feeling of the members of the girl's club, and every one seemed particularly gay and carefree and bent on enjoying to the utmost the informal social gathering of friends and fellow workers.

Our five hundred or more guests were heartily welcomed—those who have come to our receptions year after year, and those who came for the first time. Some, like the Wilkies, the Sullivans, the Adamases, the Evensons, etc., we have grown to count upon and they never fail to bring a joy to the hostesses or add zest to the occasion. Others of our new friends, not so long with the company, venture forth rather timidly but soon mingle happily with the crowd. Then we meet some new wives—and some new husbands—brought by the "better half" and proudly introduced to the Surface Lines friends; and, again, we welcome an adorable little sub-deb who is thrilled to the very tips of her dainty fingers at the prospect of participating in a Grand March, or—as she naively expressed it—"The first time I ever marched in fours."

Our queenly president, Miss Mabel Magnuson, in a black lace gown with shoulder boquet of pink roses, was a picture of graciousness and hospitality as she stood at the door accompanied by her charming chairman, Miss Marie Krausman, whose sparkling eyes and radiant smile, conveyed a welcome greeting to all who came.

Konchar's Orchestra of six men pro-

vided the music, and many and fearful were the so-called dances. It was youth on tip toe, and we marvelled at the wonderful gyrations of the modern dance. Surely this IS the age of youth and expression in which no count is taken of "years."

Then came the Grand March and we had the pleasure of a little fairy as partner. As her hand, light as a feather, rested on our arm we sensed the rapturous excitement of the affair. Who cared if the line broke in a glorious riot to reach the favors of dainty Spanish fans with their bewitching opening for coquettish eyes? From far-off Spain to our own girls seems a long way but the spirit of romance that lies hidden in the lives of all women flamed high as sparkling eyes set fire in many a manly heart. The favors for the men were flower boutonnieres in various colors.

The Committee, with their "party" gowns and matching shoulder boquets—as well as the members of the Surface Lines Club who assisted, with their white rose buttonhole—made a pretty picture in the shaded yellow and gold decorations of the Hall. The palm and fern setting of the stage was flanked on the sides with baskets of yellow chrysanthemums. The colored lights lent glory to the surroundings.

The dance ended in a whirling, swirling shower of rainbow spirals that lovingly caressed the shoulders of the dancers and fell in a radiant shower at their feet.

Never, we think, has a more brilliant reception and dance been tendered by the Women's Auxiliary of the Surface Lines Club. Dances come and go in this merry old world of ours, but for beauty and sparkle, fun and frolic, and a satisfied and happy group of men and women, the reception and dance of 1930 will set a mark that will challenge an equal.

Agnes McCormick.

Sympathy is what one woman offers another in exchange for the details.

OPENING OF THE LINCOLN AVENUE EXTENSION



A Part of the Crowd Around the Old Time "Bobtail"

Amid the cheers of thousands of the residents living adjacent to Lincoln avenue north of Berwyn avenue, the first car was run, Sunday, December 28, over the new track as far as Mozart street.

Preceding the electric car was the model of the first horse car used in Chicago during the year 1859. The driver and owner of the team was Mr. John O'Shea, a well known business man of the northwest side, who was formerly a horse car driver on the Clybourn avenue line.

Upon reaching the end of the line, leading members of the community spoke from the platform of the model of the early car. The speakers included Thomas J. Bowler, President of the Sanitary District; Alderman Curtis Mellin, of the 50th Ward; F. C. Gossweiler, Chairman of the Arrangement Committee, and John B. O'Connell, Assistant Superintendent of the Chicago Surface Lines.

A troop of Boy Scouts turned out and added a touch of color to the procession.

ROUNDING UP WITNESSES

North Avenue Regains Lead—69th Advances from 9th to 6th Place

December again brings around the report of the number of witnesses secured by trainmen involved in accidents, a report much better than that of last month, and sure to gladden the hearts of those at the Accident Investigation Department to whom this contest means so much.

During November only five depots scored 4.00 or better, six scored 3.42 or better and one scored 2.96, an average for the system of 3.96, a report not to be boasted of. For December, however, the report is a little better with eight stations scoring 4.00 or better, four scoring

3.27 or better, making an average for the system of 4.21. North Avenue again took the lead with a figure of 5.45 with Elston-Noble taking second place with 4.80. Sixty-ninth Street advanced from ninth to sixth place with a figure of 4.09.

Detailed figures are as follows:

	Dec.	Nov.	Oct.	Sept.
1. North Avenue	5.45	4.82(2)	4.75(1)	5.00(2)
2. Elston-Noble	4.80	5.13(1)	4.50(4)	5.02(1)
3. 77th Street	4.70	4.34(4)	4.40(5)	4.92(5)
4. L'ndale-Blue Isl.	4.48	4.17(5)	4.51(3)	4.94(4)
5. Burnside	4.29	4.70(3)	4.74(2)	4.98(3)
6. 69th Street	4.09	3.49(9)	3.77(9)	4.03(7)
7. Cottage Grove	4.07	3.64(7)	3.88(7)	4.33(6)
8. Archer	4.02	3.73(6)	4.02(6)	4.00(8)
9. Kedzie	3.72	3.46(10)	3.64(10)	3.70(9)
10. Devon-Limits	3.55	3.59(8)	3.41(11)	4.00(8)
11. Lincoln	3.33	2.96(12)	3.82(8)	3.04(11)
12. Armitage-Div.	3.27	3.42(11)	3.06(12)	3.58(10)
Av. for system	4.21	3.96	4.04	4.33

Transfers and Discourtesy

Lack of Discretion and Judgment Too Often the Cause of Controversy and Resentment

On December 31, 1930, the cumulative standing of the sixteen depots in the Courtesy Contest is as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Commd.
1 Blue Island..	10	4	8	4	26	12
2 Lawndale ...	22	11	18	5	56	8
3 69th	52	25	28	16	121	65
4 Lincoln	27	17	16	4	64	18
5 Limits	23	7	25	2	57	15
6 North	105	57	71	34	267	43
7 Archer	70	33	54	27	184	41
8 Kedzie	80	38	49	24	191	22
9 Elston	28	8	22	7	65	17
10 Armitage ...	40	26	22	3	91	9
11 Noble	32	13	20	3	68	6
12 77th	125	42	73	39	279	87
13 Cot. Grove..	67	32	42	11	152	36
14 Division	54	26	39	16	135	13
15 Devon	97	40	54	24	215	62
16 Burnside	52	24	37	13	126	16
Total	884	403	578	232	2097	470

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

	Disc.	P. U.	Trans.	Q. S.	Total	Commd.
May	166	50	125	37	378	69
June	113	44	68	30	255	46
July	92	31	86	20	229	63
August	100	49	60	14	223	52
September	93	42	47	29	211	41
October	125	63	71	30	289	50
November	105	74	59	34	272	75
December	90	50	62	38	240	74
Total	884	403	578	232	2097	470

By C. H. EVENSON

Superintendent of Transportation

It is significant that almost all complaints relative to transfers also charge discourtesy on the part of trainmen.

The management, of course, makes due allowance for the fact that passengers are likely to resent any effort to enforce transfer rules and to regard the action of the trainman as discourteous even when it is not. There can be no doubt, however, that in a large number of instances complaints of discourtesy are justified by the circumstances.

The trainman must exercise a great

deal of diplomacy in enforcing transfer rules. He must also use good judgment in the strict application of the rules.

The requirement that transfers be issued only when fares are paid is for the purpose of preventing fraud on the part of passengers who, after taking their seats in the car, could otherwise come back and demand a transfer to which they were not entitled. The conductor cannot be expected to remember each passenger and know, after the fares have been collected, whether he paid a cash fare or gave a transfer, and the only way in which the issuance of transfers in violation of the regulations can be checked is by requiring that all transfers be issued when fares are paid.

Should Not Be Arbitrary

But it is not the intention of the company to be arbitrary where no question of fraud is involved. When the conductor actually knows that a passenger is entitled to a transfer he should not refuse to issue it on a belated request, but he should in such instances, explain to the passenger that this is prohibited by the rules and ask him to please remember in the future to request his transfer when he pays his fare.

Diplomacy and good judgment also are essential in deciding whether to accept or reject improperly punched transfers. The passenger is not always to blame in these instances and he is not always trying to "beat" the company. There are times when it may be advisable to accept the improperly punched transfer, after explaining the situation to the passenger. In rejecting these transfers much complaint will be avoided if the conductor will courteously explain why he cannot accept them.

The importance of transfers from a public relations standpoint is indicated by the fact that out of a total of 269 complaints 114 had to do with transfers.

Littering the Streets

Recently there has been some complaint on the part of people living near

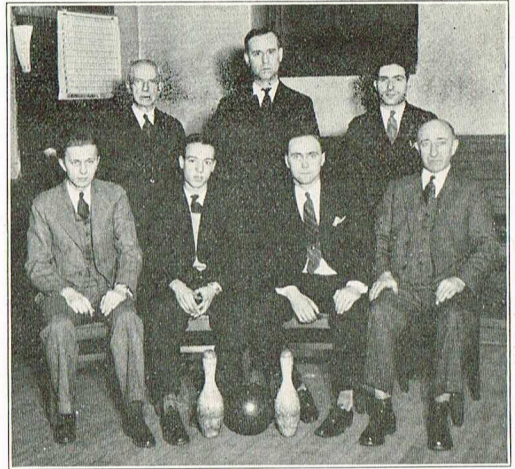
the ends of lines because conductors have thrown newspapers out of the cars onto the street. In each of these cases the conductors have been cautioned to be more careful regarding the appearance of communities through which our cars travel.

Newspapers should be gathered up and not strewn along the street. The Surface Lines management and men are proud of their housekeeping and we cannot afford to be classed among those who carelessly litter up the city.

CLUB HOUSE BOWLING LEAGUE

Score for Week Ending Dec. 17, 1930

Team	W.	L.	Total Pins	Ave. G.	H. Ave.	Pct.
Building	18	6	17,546	731	810	.772 .750
Carhouse	14	10	17,954	748	863	.844 .583
Schedule	14	10	17,196	717	826	.782 .583
S. Shops.....	14	10	16,962	707	871	.771 .583
Transportation ..	14	10	16,042	668	809	.736 .583
Depot Clerks ...	13	11	16,223	676	802	.732 .542
Accid. Invest. ...	12	12	16,958	707	783	.745 .500
Track	11	13	17,120	713	793	.756 .458
Electrical	10	14	16,534	681	832	.771 .417
Legal	9	15	14,561	693	861	.805 .375
W. Shops	8	16	16,526	689	798	.729 .333
Purchasing	7	17	16,458	686	830	.744 .292
High team game—S. Shops, 871.						
High team average—Carhouse, 844.						
High individual game—Rubey, S. Shops, 231.						
High individual average—Demzien, Carhouse, 200.						



Purchasing Department—Seated in Front Row, Ole Olson, Bill Pinasco, Ed Cummings, Frank Sears. Track Department—Standing, Johnny Hewitt, Dave Van Dreesse, Tony Vitalie.



Material and Supplies Team—Seated, L. Spolec, Art Hoenecke; Standing, John Hasto, Al Lynn, Tony Vihnanek.



Electrical Department Team—Seated, Billy Schenck, O. Nuesl; Standing, Jimmie Urquhart, Bill Ruesler, "Ugee" Lee.

The saddest story of the month was about the too-observant fellow who remarked to his girl, "Your stockings seem rather wrinkled, dearest."

"You brute," exclaimed the dear girl, "I have no stockings on."

When a woman refers to her late husband it doesn't follow that she is a widow.

Street Car History

Interesting Facts About the Early Days of Transportation

The Intramural Railway

Discussion of plans for the coming Century of Progress exposition in Chicago has led to the problem of transporting the millions of visitors who are expected for that event, and a committee is already at work on that situation. A similar problem, even harder to solve, faced those who were responsible for the World's Fair of 1893 and yet the situation was met and people somehow got to and from the exposition grounds via the street railways, elevated, Illinois Central and various lake steamers.

Chicago transportation in 1893 is remembered even better because of the accomplishment of handling successfully the great crowds within the exposition grounds. For this reason the name of the Intramural Railway will live for years to come. "Intramural" means "within the walls," and this became the popular name for the road constructed by the Western Dummy Railroad Company and operated by the Columbian Intramural Railway Company over four miles of double track inside the exposition grounds traversing the north, south and western boundaries. The "Intramural" was the first electrically operated elevated road and was built on wooden upright posts at an average height of about 20 feet above the ground. It was also the first use of third rail for supply of motive power, and because of its extensive advertising through the millions of persons who saw or rode on the structure it attracted world-wide attention and brought about many improvements in electric transportation. It was the forerunner of a change from steam to electric operation on the elevated railroads in Chicago.

Operation of this interesting railway began April 20, 1893. Trains consisting of one motor car and three trailers, seating 280 persons, were run on a four-minute schedule. Cars were 45 feet long, with cross seats and provided with doors opening at the ends of the seats so the passengers could be loaded and unloaded quickly. On important occasions, trains



Chicago City Railway Baseball Team Representing General Office Taken August 9th, 1908, When They Were Beaten at Washington Park by a Team from 39th and Wallace. This Old-Time Picture Is Owned by L. J. Francoeur in the front Row in Uniform.

of eight cars were operated, carrying about 800 persons. On one of the big days 63,000 passengers were carried. Even with a ten cent fare many persons rode by the hour in order to get a rest and to view the beautiful buildings and grounds from the elevated structure. Other means of transportation within the exposition grounds were push chairs and electric launches. Col. Bion J. Arnold, chairman of the Board of Supervising Engineers, was consulting engineer for the company and designing engineer for the power plant which was built at the exposition for the Intramural railway.

It is interesting to note that on Chicago day at the World's Fair, October 9, 1893, the street railways of the south, west and north sides carried a record-breaking crowd of 1,466,298 persons, many of whom rode on top of the cars with their legs hanging over the sides. The biggest day of all times for the Surface Lines, December 22, 1928, showed a total of 2,939,495 revenue passengers.

The Underground Trolley

Operation of street cars by underground trolley has been carried on for many years in New York City and Washington, D. C. Inauguration of this method of local transportation was hailed as a great improvement on the theory that it would not require overhead wires or trol-

ley poles and was therefore more pleasing to the esthetic sense. This method of operation, however, is very costly in construction and maintenance. An attempt to operate cars by this means was made in Chicago nearly forty years ago and although it was abandoned as impracticable after a few years the city authorities fought for a considerable period to have this system adopted generally. The fight to keep trolley poles and overhead wires out of the downtown district in Chicago is remembered by many and was only abandoned in 1906 when permission was given to cease operation of the cable cars and to have the cars brought into the loop district by the now universal method of overhead trolley.

There is at least one employee still in service who remembers many details of Chicago's experiment with the underground or conduit system. This is Herman Eilert, clerk at Lincoln Avenue Depot, who has been in the company's service since 1887. Another old-timer who remembers some of the features of this operation is Joseph Kriete, who was employed in 1885 and was active as clerk at Lincoln Avenue until a few years ago when he was compelled to quit work on account of ill health. He is now living at 2043 Grace Street. During the time when this experiment was being made Mr. Kriete had supervision of maintenance of the system.

A statement recently made by Mr. Eilert on this subject should be of interest. "In the fall of the year 1891," he says, "an underground trolley was installed on Racine Avenue from Fullerton Avenue to Webster Avenue, east on Webster Avenue to Halsted Street, north on Halsted Street to Fullerton Avenue, west on Fullerton Avenue to Racine Avenue.

"An electric car equipped with underground trolley was placed in service in the spring of 1892. Later one additional car was equipped and placed in service. These cars operating over the above mentioned streets were used to haul trailers from the Racine barns at Racine Avenue and Belden Avenue to Halsted Street and Webster Avenue where they were uncoupled and towed by horse to Lincoln Avenue cable cars.

"The electric car then went north on

Halsted Street to Fullerton Avenue, where it picked up trailer uncoupled from northbound Lincoln Avenue cable car, which it hauled to Racine Avenue barns.

"There were two wires in this underground trolley system. These wires were suspended from the upper part of an iron tube, about 18 inches in diameter, with a one-inch slot directly between the trails for the iron bar connected with the motor. This connecting bar from the motor made connection with the wires through two trolley wheels, at right and left angles on the end of bar, running underneath the wires.

"Very little trouble was experienced with the underground trolley in weather when the temperature was from twenty to seventy degrees. But when the hot weather arrived there was trouble. Due to the expansion of wires the trolley wheel would hit against the iron casting and knock the power off and the trolley would jump the wire. Then again in cold weather the wires would contract and break.

"However, there was never much delay to cars when trouble of this nature occurred, as the assistant to Foreman James Tierney, had, at all times, six teams standing ready in the barns, and when the call came that power was off there was a cry 'Fire' and each hustler in charge of a team jumped on one of the horses, and six teams galloped away in all directions looking for the stalled cars. Service was promptly resumed, without the aid of electricity, and seldom was there more than five minutes' delay to cars when these breakdowns occurred.

"In the late fall of 1894 a heavy snow storm filled up tubes and that was the end of the underground trolley system."

A piano manufacturer tried to get a testimonial from Will Rogers for his pianos. Rogers, who never endorses any product unless he really believes in it, wrote this letter to the piano firm:

"Dear Sirs:

"I guess your pianos are the best I ever leaned against. Yours truly, Will Rogers."

Suave Salesman: "It runs so smoothly you can't feel it, so quietly you can't hear it, has such perfect ignition you can't smell it, and as for speed—you can't see it."

Londoner: "My word! How do you know the bally thing is there?"

SURFACE SERVICE MAGAZINE

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No. 10

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

EMPLOYES' RELIEF FUND

December, 1930

The Surface Lines Employees' Relief Committee held five sessions during the month at which 190 applications for relief were considered, three of which were emergency cases. Immediate relief was provided to these three and regular weekly relief in 87 approved cases, the remainder to be the subject of further investigation. Checks to the amount of \$6,267 were distributed.

"FAMILY PRIDE"

The following letter carries a suggestion which makes it worth reading and considering:

Chicago, December 26. Editor SURFACE SERVICE: Some time ago I was a witness to an act of kindness and courtesy on the part of one of your conductors and wrote a little letter of appreciation to your Vice President. I received a pleasant note of acknowledgment and shortly thereafter a copy of your publication in which I found mention of the name of the employe and an allusion to my letter of commendation. You were good enough, at my request, to put me on your mailing list and each month since then I have had a glimpse, so to speak, of the family life and activities of your organization.

I wish everyone might have the opportunity of knowing what you are trying to do in an educational way in the interest of the people who ride your cars. Each month I read the contributions of your Mr. Evenson on the subject of personal service and courtesy, and he certainly has the right idea of how the public should be treated. He makes it so clear to your trainmen that they have a two-fold responsibility—one to your company and the other

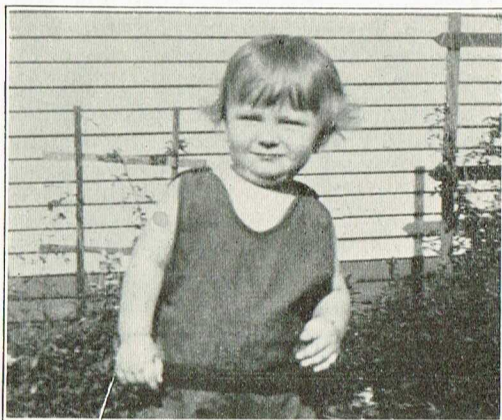
to the public that it would seem impossible for them to go wrong. And appreciating this as I do it is a distinct shock to me to read some of the virulent attacks in communications to newspapers, condemning everyone identified with your company. I know as every reasonable person must know that these letters are written by someone who has been offended by the act of some employe who has failed to profit by the sound advice of his superintendent.

It seems to me that perhaps there is something lacking in what might be called "family pride" in your organization. My good wife and I have raised six sons to manhood and from childhood they were taught that the reputation of the family rested on each one of them; that they should be proud and jealous of that reputation and should permit nothing to be done by any member to reflect upon the family's good name. The older boys feeling their responsibility kept close tab on their younger brothers and saw to it that the standard of honesty, unselfishness, fair-dealing—in other words square-shooting, was maintained. Any one of them who might forget his responsibility and transgress in some way was made to feel the weight of the displeasure of those who were determined to protect the family name.

The majority of your men are such fine chaps and have such a manifest pride in their work, that it would seem to me quite practicable for them to make the occasional bad actor so ashamed of himself and so uncomfortable in the knowledge that he was injuring the reputation of his fellow employes and his employers, that he would either mend his ways or get a job where rough-necked behavior was approved and "courtesy" was an unknown term.

Please pardon the length of this letter, but I am so much impressed by the sincerity of your efforts to give the best of service to your customers that I wish that "family pride" might be as strongly and successfully developed in the Surface Lines and with the same satisfactory results as in my own family circle.

With the compliments of the season believe me always your well wisher,
H. L. T.



Gloria June, the Fifteen and a Half Month Old Daughter of Conductor H. Van Spankeren of Limits.

Keeping 'Em Rolling

The December Winner Is Blue Island With 34,793 Miles Per Pull-in—Other Records



Blue Island's December Winners

The number of miles operated per pull-in due to equipment failure by the leading carhouse is 34,793. This is an increase of 24.3% over the month of November. This is the second time Blue Island has been in the lead this year, the last time being in March.

In the average miles operated per pull-in for the system a decrease of 8,087 miles is shown, or 34.9%, as compared with the preceding month, and only four out of the sixteen carhouses show increases over last month.

The individual records are shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-in December	Pct. Inc. or Dec. over Nov.
1	Blue Island	21	34,793	24.3
2	Armitage	18	30,727	36.0
3	Division	12	23,838	5.1*
4	Lawndale	15	22,790	9.1
5	Limits	18	22,307	60.7*
6	Burnside	12	21,842	3.6
7	Cottage Grove ...	7	19,003	55.3*
8	Elston	19	17,363	10.3*
9	North	2	17,106	17.9*
10	Lincoln	9	16,910	5.4*
11	Archer	4	14,938	56.7*
12	69th Street	3	14,370	46.8*
13	Kedzie	1	12,281	51.9*
14	77th Street	1	10,790	52.7*
15	Noble	10	10,621	43.8*
16	Devon	4	8,668	33.8*
		156	15,058	34.9*

*Decrease.

It is to be noted that Armitage Carhouse, holding second place, did not have a damaged car sent in to the shop for the entire year; all repairs were made at the carhouse.

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

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

One of Levinsky's customers was notorious for his slowness in meeting his liabilities. He simply would not pay for goods purchased. In desperation Levinsky sent the following letter:

"Sir—Who bought a lot of goods from me and did not pay?—You. But who promised to pay in 60 days?—You. Who didn't pay in six months?—You. Who is a scoundrel, a thief and a liar?—Yours truly, Al. Levinsky.

"This quarter is no good, it won't ring."

"What do you want for two bits—chimes?"

Kindly Deeds Win Kindly Words

Friendly Reaction of Car Riders to Acts of Courtesy and Consideration

Mr. W. Rankin, 612 N. Michigan Avenue, compliments Conductor James E. Roach, Badge No. 168 of Kedzie, on being a perfect gentleman and a credit to the organization.

Mrs. Carolyn H. Booth, 1539 Chase Avenue, wishes to thank Conductor George Bixter, Badge No. 454 of 77th, for his courtesy and thoughtfulness in paying her fare when she found that she had left home without funds.

Dr. K. H. Nelson, 938 Belmont Avenue, reports that he boarded the car in charge of Conductor John W. Cassidy, Badge No. 938 of 77th, and found that he was without change. This conductor generously paid his fare and for this act of kindness and courtesy he is heartily thanked by Dr. Nelson.

Conductor Charles T. Woehlke, Badge No. 9150, and Motorman Jerrie Madigan, Badge No. 951, both of 77th, are commended by Miss Meta Frevert, 3428 Elaine Place, for their quick acting in chasing and capturing a thief who had snatched her purse.

Conductor Augustine McGuinness, Badge No. 1000, Cottage Grove, is complimented by Mr. C. A. Allen, 434 S. Wabash Avenue, for his kindness in assisting a blind man to alight from his car and escorting him safely to the curb.

Mrs. C. A. Reyburn, 9405 Champlain Avenue, reports that she lost an endorsed check on one of our cars. When she discovered her loss she immediately called the Lost & Found Department and was told that her check had been found and turned in by Conductor Peter Bolger, Badge No. 1194 of Cottage Grove. Mrs. Reyburn wishes to thank and commend this conductor for his honesty.

Motorman Charles F. Henne, Badge No. 1407 of Devon, is praised for his good work and smooth operation of his car by Mr. F. C. Houser, 1431 Glendale Avenue.

Mr. R. Washington, 568 Forquer Street, compliments Conductor Harry J. Bennett, Badge No. 2052 of Kedzie, for his courtesy in assisting passengers to board and alight from his car.

Mr. J. Earl Bass, 6905 Prairie Avenue, reports that while a passenger on one of our cars he lost his wrist watch. Calling the Lost and Found Department he was informed that his watch had been turned in by Conductor Patrick J. Flynn, Badge No. 2144 of 69th, and for this act of honesty Mr. Bass wishes to thank and commend him.

The courtesy of both Conductor Arnold T. Lidquist, Badge No. 3592 of North, and Motorman George Calcagno, Badge No. 10789, also of North Avenue, in holding their car enabled a crippled man who was attempting to catch the car, to do so. Mr. B. M. Rosow of Clarke, Richie & Co., 100 N. LaSalle Street, considers this very kind of these men, especially so because of the cold weather.

Mrs. Lulu B. Hilly, 1515 Highland Avenue, praises Conductor Shirley O. Boyington, Badge



"Color Bearer," the Home Guard of Harry Johnson of the South Shops.

No. 3600 of Devon, for his gentlemanly conduct, and for his practice of announcing street car stops distinctly.

Conductor Henry McDermott, Badge No. 3676 of 69th, is commended by Mr. A. P. Miller, 6724 Stony Island Avenue, for stopping his car after it had already started to allow a lady to board.

"S. C. B." compliments Motorman William Dow, Badge No. 3941 of Devon, for his courtesy in assisting an old lady to alight from his car.

Mr. Harry Keeler, Principal, Lindblom High School, congratulates Conductor Edwin L. Kinney, Badge No. 4332 of Cottage Grove on his courtesy towards his passengers, both young and old.

The courtesy extended to a crippled old lady passenger by Motorman Thomas Honan, Badge No. 4489 of Division, won for him a letter of commendation from A. A. Scanlan, 6114 N. Artesian Avenue.

An Unusual Case

Mr. Edward Smykal, 3026 S. Trumbull Avenue, reports an unusual case of courtesy and generosity on the part of Conductor Max W. Steiner, Badge No. 5148, and Motorman John Steiner, Badge No. 5035, both of Blue Island.

He states that the motorman of this crew stopped the car, conductor alighted from it, went over to a man standing in front of a cigar store, who was trembling like a leaf, the temperature registering three degrees above zero, and brought him to the car and paid his fare. Later, the conductor gave this man money enough to get a hot meal and then gave him carfare to go where he wanted. Mr. Smykal states that this is the first time that he witnessed a case of such courtesy and generosity.

Mrs. B. J. Henderson, 1259 N. Long Avenue, commends Conductor Leo W. Bretzlaff, Badge No. 5120 of North Avenue, for his courtesy in assisting her to board his car when she was heavily laden with bundles.

Conductor Harold M. Schaeffner, Badge No. 5182 of Archer, is thanked by C. H. Besier, 201 S. Wabash Avenue, for his courtesy in paying his fare when he found that he was without funds.

Miss A. H. Silver, 452 Roslyn Place, compliments Conductor Raymond S. Matern, Badge No. 5700 of Devon for his courtesy and generosity in paying her and her sister's fare when they boarded his car and found that they had no money with them.

Mr. Ray Spychal commends Conductor Bernard E. Ekstrom, Badge No. 6116 of Archer, for the courtesy extended to him and other passengers on this conductor's car.

Motorman John Forgie, Badge No. 12131, thanks Conductor James Clinton, Badge No. 6196 of 69th, for turning in his badge and riding ticket which he had lost.

Mrs. F. Brazelton, 1354 E. 48th Street commends Conductor Michael J. Reilly, Badge No. 6260 of Devon, for courtesy extended to her.

Mrs. Carrie Taylor, 1315 S. Winchester Avenue, reports that she left her purse on one of our cars, and upon discovering her loss went back and asked the conductor if he had found it. He had, and she was given her purse, and for this she wishes to thank him.

Mrs. H. E. Karow, 3822 W. 60th Street, commends Conductor Patrick Daly, Badge No. 6574 of Devon, for calling street car stops distinctly.

Conductor Mossie E. Peterson, Badge No. 6632 of Devon, is commended by Mrs. Amanda Kjellen, 1455 Highland Avenue. Mrs. Kjellen considers him the most courteous, efficient motorman in the service.

Mrs. W. G. Kennedy, 1656 Farwell Street, praises Conductor Arthur S. Sandin, Badge No. 6778 of 77th for his courtesy in assisting a blind man to alight from his car.

Mrs. Brandt's Beads

As Mrs. David C. Brandt, 5519 Kenwood Avenue, was boarding the car in charge of Conductor Frank J. Flynn, Badge No. 7580 of Burnside, her string of highly prized beads broke, falling on the platform and street. This conductor held the car and helped her pick them up, and for this act of courtesy she thanks him.

Mr. H. E. Lenz, 2246 W. 49th Street, boarded the car in charge of Conductor Albert Flynn, Badge No. 7844 of Division, and found that he was short of change. This conductor paid his fare and Mr. Lenz expresses his deep appreciation.



Motorman J. A. Ferguson of 77th Street and His Prize-Winning Collie

Mr. Henry M. Scambler, 6237 Winthrop Avenue, commends Conductor John J. Murtagh, Badge No. 7994 of Devon, for his 100 per cent efficiency.

Mr. J. I. Ryan, Traffic Mgr., The Fair, commends Motorman James Hardin, Badge No. 8221, for his honesty in turning in to the Lost and Found Department a package which he found on the street, and which had fallen off a Fair truck. Chief Clerk W. L. Pence of 69th is also commended for the excellent service rendered to Mr. Ryan when he called in reference to this matter.

Three hours after Miss Kathryn Button, 822 N. Lockwood Avenue, left her purse on one of our cars, she recovered it, contents intact, through the honesty of Conductor Axel Windfeld, Badge No. 6854 of North Avenue, and for this she warmly thanks him.

Mr. F. C. Houser, 1431 Glendale Avenue, commends Conductor Maurice Roche, Badge No. 7004 of Limits, as being a most accommodating person.

Miss Jean G. Dupont, Rogers Park Hotel, compliments Conductor William J. Kane, Badge No. 7118, and Motorman George Parashos, Badge No. 8419, both of Limits, on their courtesy to and consideration for their passengers.

Extreme kindness and courtesy won for Conductor John D. Blakely, Badge No. 7532 of 77th, a letter of appreciation.

Quick action on the part of Conductor Albert H. Priebe, Badge No. 9968 of Elston, in stopping when a man who attempted to board the car while it was moving slipped and fell from the step, won for him a letter of appreciation from Mr. Otto Schilling, 2920 Warsaw Avenue.

Mr. E. King, 7022 S. Emerald Avenue, praises Conductor John B. Blais, Badge No. 9118 of 77th, for his courtesy and kindness in assisting an old lady to alight from his car.

Miss Jessie J. Purple, 1374 Greenleaf Avenue, thanks Conductor Carl L. Landeck, Badge No. 9430 of 77th, for turning in her purse to the Lost & Found Department, when she had inadvertently left it on his car.

The courtesy and kindness of Conductor Joseph A. McNamara, Badge No. 9744, and Motorman George F. Prokop, Badge No. 12683, both of Blue Island, are acknowledged by Mrs. P. W. Helder, 2331 Eastwood Avenue.



The Twins of R. Nebelsiek, Foreman Burnside Car House Enjoying Themselves on Their Grandfather's Farm at Kewaskum, Wisconsin.

Mr. D. George, 1500 Lake Shore Drive, commends Conductor Frank J. Geimer, Badge No. 10360 of Lincoln, for paying his fare when he could not change a bill of large denomination tendered for fare by Mr. George.

Conductor Charles F. Napravnik, Badge No. 10054 of Noble, is praised by Mrs. Anna Langnar, 1528 Prospect Avenue, Park Ridge, for his courtesy in stopping his car to enable a crippled man to board it.

Explicit directions as to how to reach her destination by Conductor Orville B. Moore, Badge No. 10566 of Armitage, won for him a letter of thanks from Mrs. J. S. Berges, 1744 Granville Street.

An Efficient Team

Conductor Charles A. Custer, Badge No. 4136 and Motorman Charles Anderson, Badge No. 11165 both of 77th are praised by Mrs. W. Harvey of 2329½ Commonwealth Avenue for their businesslike manner in discharging their duty. The motorman was particularly skilful in operating his car smoothly, avoiding jerks and sudden starts and stops.

Motorman Charles Rapp, Badge No. 11665 of Lincoln is commended and thanked for turning in a purse belonging to Mrs. J. Bornhoeft, 3633 N. Seeley Avenue, which she had left on his car.

Miss Ylona Birjdossy, 1001 N. Dearborn Street appreciates the courtesy of Conductor

John J. Wrenn, Badge No. 11238 in paying her fare when she found that she had forgotten her purse.

Mr. George Erickson, 640 N. LaVergne Avenue thanks Conductor John T. Cooke, Badge No. 11386 of 77th for his courtesy in paying his fare when he found that he had left his money at home.

Mr. M. H. Lobdell, 4119 Ellis Avenue praises Conductor Patrick McGoldrick, Badge No. 11462 of Cottage Grove for his manner of announcing street car stops distinctly.

Miss Dorothy Rosenwinkel, 5225 Warner Avenue, compliments Conductor Nels P. Nielsen, Badge No. 11538 of Armitage on his courtesy in assisting a passenger to alight from his car.

Mr. Philip J. Ryan, 122 S. Michigan Avenue commends Conductor Albert Rawlins, Badge No. 11764 of 77th for the kind, courteous and efficient treatment of his passengers.

Miss Gertrude Faegenson, 5719 S. Carpenter Street, praises Conductor Daniel J. Spikings, Badge No. 11884 of 77th for his courtesy in alighting from his car going over to the curb and escorting an old lady from the sidewalk to the car and assisting her to board it, and then taking her inside and finding her a seat.

Dr. Jos. B. Wind, 4759 Lincoln Avenue commends Conductor Leo E. Titsworth, Badge No. 12032 of Devon for his courtesy towards his passengers.

Conductor William P. Carroll, Badge No. 12096 of 69th is commended and thanked by Mrs. B. C. Holmes, 6617 St. Lawrence Avenue, for his honesty in turning in a purse which she had inadvertently left on his car.

Quick action on the part of Motorman Adolph Knadle, Badge No. 12107 of Devon averted an accident with a reckless driver of an automobile and for this Mrs. M. Curtis, 537 W. 63rd Street praises him.

Mrs. D. W. Caswell, 1631 E. 74th Place highly commends Conductor William J. Youts, Badge No. 12734 of 77th for his courtesy to his passengers, especially to mothers carrying babies, and those laden with bundles.

Mrs. Oga G. Elliott, 3851 N. Cicero Avenue reports that Conductor Charles R. Pirschel, Badge No. 13060 of Elston deserves thanks for the courtesy extended to her mother, sister and herself when they were passengers on his car.

Conductor Melvin J. Morris, Badge No. 13410 of Cottage Grove is complimented by Mr. Chas. G. Engstrom, 1433 Rascher Avenue, on his courtesy and kindness to his passengers.

Conductor John F. Henry, Badge No. 13524 of 69th is commended by Mrs. F. Sauczek, 7520 Maryland Avenue, for his honesty in turning in a valuable packages which she had left on his car.

Mrs. William G. Rosier and family, 5804 Barry Avenue, praises Conductor Arthur H. Sepke, Badge No. 14570, and Motorman Louis Laverato, Badge No. 10717, both of Division, for their helpfulness when Mr. Rosier was fatally stricken on their car. He passed away in the arms of Conductor Sepke.

Mrs. Jessie Conniff, appreciates the courtesy of Conductor Edward Klan, Badge No. 10754 of Lincoln in assisting her to board his car when she was heavily laden with packages.

Departments and Divisions

Accounting

Employees of the department extend their heartfelt sympathy and condolence to Miss Laura Hartmann in the loss of her brother.

Among the new employees of the company is Miss Bernice Uhlich of the File Room Division whom we wish to welcome at this time.

Miss Eva Paslof who had been employed in the Stores Accounting, left service December 13, 1930.

We regret to hear of the death of Mrs. G. H. Preston, Jr., for many years of the Pay Roll Department. Mrs. Preston, Jr., many will recall, was formerly Miss Mayme Graetz.

With the co-operative help of the employees of several departments, three destitute families located on the Northwest, South and West sides, respectively, were furnished Christmas baskets this year.

We hope the many useful gifts taken from the department's Christmas grab-bags are being used to good advantage. Everyone who helped to make these parties a success is to be congratulated for the wonderful time afforded.

T. F. Coan.

Engineering

Fred Acker is busy planting his garden in the frozen ground. He gets the exercise and that's about all anyone ever gets from a garden.

The Club House Bowling League is carrying on, and the Building Department team is at the top of the list at the present writing, with the Track team somewhat farther down the line, but still cherishing hopes to beat out the leaders.

Joe Koza intends to buy a flivver to tow and start his car with, during the cold weather.

Eugene Lawson of the Utility Department reports the arrival at the Belmont Hospital on December 17, 1930, of Richard Franklin Lawson I; weight 7½ pounds. Congratulations.

There is no ice or snow on the roads but Miss Milne says the coasting is wonderful in Wheaton.

Frank Kruzich, night trouble man at Clark and Division, recently returned from Jugo Slavia where he spent a three months' furlough. Frank made the sea voyage back on the Mauretania, the trip on which that steamship rescued the crew of 28 sailors from the sinking Ovidia, after a thrilling race of 260 miles.

Our heartfelt sympathy is extended to Mrs. J. E. Ryan and family in the loss of their fond husband and father who had been watchman at Grand and Leavitt of late years. Jim had recently rounded out a half century of continuous employment in various branches of the company and his sudden death came as a distinct shock to his numerous friends.

August Gecan, for many years a general foreman of Track Construction in the Northern Division, died on October 14th in Praputnjisk, Hreljin, Jugo Slavia, after an illness of several

months. August went home in January, 1930, on a three months' furlough, but because of failing health, never returned to this country. To his son, who is employed as a track man with this company, and to his wife and other members of his family, the heartfelt sympathy of his fellow employees is extended.

The sympathy of all their fellow workers is extended to Andy Flood, whose mother died on December 9th; and to Oscar Mueller whose father died recently.

Material and Supplies

We wish to express our sympathy to Art Hoenecke on account of the death of his mother.

It sure looks like a tough winter this year. J. Crimes just purchased a brand new pair of skid chains and a hot water heater for his car.

We are wondering if Lee Carr was alone when the turkey was raffled off Thanksgiving.



Rosemary and Beatrice, Daughters of Conductor John F. Conway of Devon.

We can now boast of a new stenographer—Miss Matilda Goldman, who succeeds Miss M. Reynolds, who left December 6, 1930. Here's wishing her luck.

Ed Hoyer has just returned from his vacation. He reports the swimming fine, but said the water was a little cool.

We are wondering just why it is that one of our Ass't. Stock Clerks is almost always singing "I'm So Blue Just Thinking of You." How about it, Chuck?

It has come to our attention that Frank Rothman is thinking of installing a radio in his Model T Ford. Why, Frank!

R. E. Buckley.

Schedule and Traffic

Now that J. DeGrazia, "Tom" Mix, E. R. Hendrickson, Ove. Nielsen, J. Handlon and

J. Howard are getting real well acquainted with their duties observing weather conditions, they ought to be able to provide themselves with the right kind of weather for making traffic surveys.

Geo. Bryan's wrist watch fell out of the window sometime ago, it is said he was not wearing it at the time.

W. H. Burkhart spent Christmas at his old home in Peoria. Burk, that is a good town to be in during the holidays.

L. M. Traiser and M. Mahoney also spent Christmas at their old homes.

Spring cannot come too soon for Miss Sandstrom since Santa Claus so thoughtfully brought her a complete set of golf clubs with everything that goes with them. Looks as though she would need a caddy when golfing time comes.

G. Weidenfeller.

Accident Investigation & Legal

Miss Marguerite Goacher took an extra long lunch hour one day and when she returned calmly announced that she would leave the employ of the Chicago Surface Lines on December 20th, and December 23rd she was united in marriage to Wm. Susen of Park Ridge. The couple left the same day on an extended trip through the west which included Colorado Springs, Colo., Phoenix, Arizona, Los Angeles and San Diego, California and other places. When she returns the weather may be California weather here.

Thomas Johnson of this department has added another Johnson to that long list in the city directory, viz.; Thomas Goodwin Johnson, Jr. who arrived on December 12th, weight seven pounds and three ounces. Tom, Junior will undoubtedly get his first fishing license next spring.

Walter Smith has again got the speed mania and has a new "Model T with Queen Anne body and all trimmings." Girls take note.

George L. Griffin of this department after attending the Christmas party was on his way home, south bound in the Outer Drive about 48th Street when a north bound automobile shot across in front of him wrecking George's automobile and injuring five occupants. One of the children in the vehicle receiving a broken arm. George got a slight concussion but was back on the job in a few days. It was bad enough but it might have been worse.

James O. Dwight, Assistant Attorney General, is acknowledging felicitations over the arrival of James O. Dwight, Jr. on December 29th, 1930.

Beckstone.

South Shops and Carhouses

The boys at Seventy-seventh Street hope to see Ernie James back on the job real soon.

G. Kokologienis, Burnside, is now recuperating at his home after having spent a week in the South Shore Hospital.

Santa Claus was indeed good to A. McKechnie, Burnside, as he is now the proud possessor of a bagpipe imported from Scotland.

Raymond Yurwich, Seventy-seventh Street, wants to go into the dog business.

We understand that A. Hooker, Seventy-seventh Street, is training his voice for chicken calling.

Tony Lambros, Burnside, came to work after Christmas wearing a Collegiate suit, a brown derby and a polka-dot tie. Santa Claus certainly did not forget him.

Talk about a hot time—you should see Jim Hopkins' heater.

Dan Casey, Seventy-seventh Street, now is listed as an author.

J. P. McCauley.

Shops and Equipment—North and West

West Shops: To Herman Gaida, car trimmer, we extend our sincere sympathy in the loss of his daughter.

Elston: We extend our sympathy to H. Cunningham and family in the loss of their beloved wife and mother.

W. Goddard and family wish to thank fellow-workers and friends for their kind expressions of sympathy in the loss of Mr. Goddard's mother.

P. Donnelly passed away December 27. Our sincere sympathy is extended to his widow and family.

North: The boys wish August DeKuhler a speedy recovery from his operation, and hope to see him back to work soon.

We wish to extend our sympathy to Charles Aumnar, whose wife passed away recently.

Another surprise! John Lyons is the proud daddy of a baby boy. Congratulations!

Blue Island: The most valuable of the Christmas gifts received by Tom McCrea and Louis Stathopoulos, were delivered by the stork, and both were boys. This being the first, Tom is a very proud daddy, and so is Louis, although this was his fifth. Congratulations!

George Madimenos, the glass man, is wishing all the trainmen of this depot a Happy New Year, with less accidents and broken glass than the year just passed, and to the motormen when reporting any defects in **windows**, not to forget the "n" in the word windows, to avoid confusion and misunderstanding that otherwise may arise.

Lincoln: There has been no improvement in the condition of Mr. A. Anderson, night foreman, who recently suffered a paralytic stroke.

Charles B. McAfee, a veteran in the service of the Company, passed away January 1. To his family, the fellow-workers of Mr. McAfee extend their sincere sympathy.

Andy Nelson, who has been ill for the past few weeks, would appreciate having his co-workers pay him a visit.

Jane V. McCarthy

Strange Facts About Letter "E"

Someone has decided that the letter "e" is the most unfortunate letter in the alphabet, because it is always out of cash, forever in debt, never out of danger, and in hell all the time. No little credit is due, however, in that it is never in war, and always in peace. And we are deeply indebted to this little letter, since it is the beginning of existence, the commencement of ease, and the end of trouble. Without it there would be no meat, no life, no heaven. It is the center of honesty, and although it starts off in error, it ends in making love perfect.



Lincoln Avenue Had a Christmas Tree Trimmed by the Employees of Which They Were Very Proud

Around the Car Stations

Cottage Grove

Christmas has passed and the New Year has ushered in, leaving another milestone on the pathway of time behind us. We are hoping to maintain in 1931 the slogan "Safety, Courtesy, Civility and Good Service" on the whole system of the Surface Lines. This should be a year of better business. There have been other periods of depression followed by a return to normalcy and history repeats itself so let us pledge ourselves to help make this year 1931 a memorable one. In our occupation there is more than just being conductors and motormen. Let us give real service and courtesy to our passengers. Doing our best in our individual undertaking is the best way to render that service. May the star of hope guide us through the pleasant ways of happiness, success and prosperity during the year 1931.

The appeal of Division Superintendent C. C. Cricks and his Assistant Superintendent H. Hooper for the regular men to lay off as much as they can afford to give the extra men as much work as possible, has met with more liberal response at this depot than any other throughout the whole system and the extra trainmen wish to thank all the regular trainmen for the work given them.

The retiring officers of the S. and A. Club wish to thank the members for the support given them during their term of office and express the hope that still better support be given the new officers. Your dues are payable to our genial Chief Clerk Percy Atkinson who will be glad to receive them at any time.

A number of trainmen are on the sick list and a visit to them would probably help to restore some of them to better health. Their addresses will be gladly furnished by any of the Clerks: Motormen G. Durkin, Fred Gheile, Dave Johnston, Andrew Swanson, Wm. Saunders, Thompson; conductors I. Jones and Ed. Hogan. The trainmen wish all these men a speedy and complete recovery.

The grim reaper again visited this depot and took away Conductor George E. Vaughn who was one of our night car conductors. The

trainmen wish to express their deep sympathy to his many relatives and friends.

The trainmen also wish to express their deep sympathy to Motorman M. Ronan and his immediate family on the death of his sister, and to Conductor Tom Fitzpatrick and family on the death of his sister Mrs. Hill.

J. H. Pickin.



Motorman Thomas Schaefer of Archer and His Wife Who Celebrated Their Golden Wedding, Saturday, December 27, 1930.

Burnside

Conductor Koprowitz said he was really sweet sixteen on Christmas day. Never mind Rudy the missus will be glad to see you when the ghost walks.

Ask Joe Blow how cold it was the other morning. The last time he and Steve worked together on the Hammond line he said it was two past nothing.

Casies Bayer and Luzovec for the past two years have been the manufacturers of toy airplanes. Early in the year the boys expect to start making passenger planes. In the early spring we expect to see the boys coming to work in their plane. Maybe Tom Doherty might rent a plane for his vacation.

Jake Potts says he is going to pick a run next time that the Supervisors do not know about. He says he always gets in on time.

Congratulations to our friend, Conductor T. Wooden who slipped away to Crown Point last month and became united in marriage. Up to the present time we have not learned her name. Perhaps in our next issue we will be able to give you a photograph of the couple.

W. D. F.

Seventy-Seventh

Here is a new racket which we wish to draw your attention to while it is still in its infancy. Motorman Louie Reimers while standing close to the traffic of the street was approached by an auto with one of its occupants extending his hand as about to shake hands. When the auto comes close enough this extended hand grabs the hat, badge and all and speeds away. All is not gold that glitters neither are all extended hands those of friend-

ship. Moral: Give passing autos plenty of room.

Well, this month we are pleased to announce the arrival of a dandy baby girl at the home of Conductor E. H. Schefcik. Congratulations E. J. old boy, may your tribe increase.

Now here is good news. In the witness contest we have moved up to fourth place with an average of 4.34 per accident. To win this contest it takes six or more.

Have you been up in the Club Room lately? The entire pool equipment has been overhauled and put in first class condition. A new floor has been laid improving the appearance of the room greatly. The purchase of three dozen cues makes our room one of the very best on the south side and it behooves us to keep it so. Any suggestions for the benefit of the club will be gladly received by the officers or directors or Chief Clerk O. T. Duncan.

Now here are some of our lately sick boys: Conductor J. Murray is confined to his home with a throat ailment; Motorman E. Panzer is convalescing at home after passing through an operation; Motorman Fred Kappen is at home recuperating after a serious operation; Motorman Budy Blell is still confined to his home and Motorman Andy McGann is still at Auburn Park Hospital. To our sick, we extend the greetings of the season and a wish for a more prosperous coming year.

Superintendent W. A. Bessette and his staff of assistants extend to the trainmen their best wishes for a most prosperous New Year and for a continuance of the friendly spirit and co-operation which has been so manifest in the past. His office is open at all times and he will be pleased if the trainmen will avail themselves of his advice or counsel.

Here is another from Mr. Meyers, Car House foreman. Mr. Meyers wishes to express the season's greetings and thank the boys for their whole-hearted co-operation which has made his work so pleasant. If the men will only sign in the car defects he will gladly take care of them immediately. In bad cases see him personally. What more could a fellow ask?

Feb. 1, 1931, a new contest in Accident Prevention will be inaugurated. Ending Nov. 30, 1929, we rated 87.46 and were in fifth place. Nov. 30, 1930 we rated 90.40 and were in seventh place. In submitting these figures we are trying to explain, that considering the wonderful showing we made, other divisions are passing us up. Our present average could have won last year's contest easily, while this year it means to us, seventh place. We recommend that if there are conditions which have a tendency to cause an accident, you should take them up before Sup't W. A. Bessette who will try and have them eliminated. Let us start the new year with a resolution that we are going to bring the Silver Car to our depot in the coming contest. Let us be a Silver Car Booster before the contest gets under way.

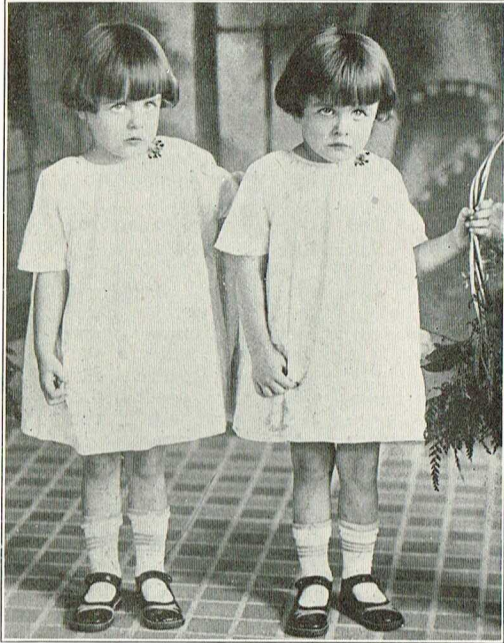
It is with deep regret, we inform you of the passing to the Great Beyond, the father of Conductor J. J. Kennedy and mother of Conductor T. Finn. To the bereaved relatives our division extends their profound sympathy.

C. A. Gylling.

Archer

The boys of Archer extend their sympathy to Motorman Chas. Todd on the death of his brother who died Wednesday December 17th.

Born to Motorman Leslie W. Deman and good wife, Monday, December 29, a bouncing seven pound baby boy answering to the name of Leslie Donald. Mother and son doing nicely.



Frances and Alice the Five-Year-Old Twin Daughters of Motorman Thomas Kalato of Archer.

Another one of Archer's good men has taken a furlough to help the City of Chicago in fighting fires. Conductor M. F. McGinty, after ten years of service has decided to enter the service of the City Fire Department. The boys extend their best wishes to you in your new line of work.

The boys of Archer regret to announce the passing of Conductor John Hilbert, another of our veterans, and the oldest man in service, having been employed in the train service October 22, 1886. He well merited his position and was well liked by his fellow employees. Mr. Hilbert died November 27. His memory will live long with us. To his family we extend our condolence in your hour of sorrow.

Another stork story and a real new year's present for Conductor W. F. McMillen and wife. As the clock was striking the hour, twins (two boys), Francis 8½ pounds and Earl 7½ pounds made their way in the McMillen home. This makes William the proud father of nine children, eight boys and one girl. Bill we congratulate you on your progress in wedded life.

Conductor Jos. A. Albinski reports the death of his grandmother who died January 1, at the age of 102 years.

Our sympathy is extended to Conductor J. J. Mathews who was called upon to part with his dear mother who died December 31.

Motorman George See reports the arrival of a baby girl at his home. Keep up the good work George and may the next be a girl.

The annual election of officers of the Employees Club of Archer Depot was held Wednesday, December 17. The following officers were elected: President, C. F. Stricker; vice president, P. H. Meckler; secretary, J. P. Durkin, and treasurer, P. Fisher.

Our sympathy is extended to Motorman W. H. Spear on the death of his mother who died December 11, 1930.

Father of Motorman C. J. Schultz died December 28. The boys extend their sympathy to you in your sad bereavement.

Motorman Thomas Schaefer and wife celebrated their golden wedding anniversary together with their daughter who also celebrated their silver wedding anniversary. The auspicious event took place Saturday evening, December 27 at South Side Masonic Temple, 64th and Green Street. Reverend G. Schuessler of the Redeemer Evangelical Lutheran Church who officiated twenty-five years ago at the wedding and silver wedding also officiated at the golden and silver jubilee. Supper followed a reception of 500 relatives and friends. Tom in his remarks to the group extended a cordial invitation to all to join him and his wife twenty-five years hence in their next anniversary.

Motorman E. R. Thiele was called upon to part with his father who died December 28 at the age of 63 years. Buried December 31 at Evergreen Cemetery. Dusty.

Sixty-ninth

Conductor C. G. Starkey and Motorman J. E. O'Rourke are commended by Mr. Walsh for cutting a 29-minute delay in half on December 22. Cars on Racine Avenue were blocked at the Pennsylvania R. R. and this crew upon arriving at the blockade immediately turned back and went south on the north-bound track to 63rd street crossover. This act brought forth words of appreciation from the crowd of people waiting at 63rd to go south.

Motorman John Bracken, one of our old-timers, passed away on December 20th. The sympathy of our division is extended to the bereaved family.

Motorman P. J. Carey is the proud father of an 8¾-lb. baby girl who arrived December 13. Another 8-lb. girl for Mr. and Mrs. W. H. Cornell was included in the stork's December quota arriving on the twenty-second. Congratulations!

Conductor P. Mahony and Motorman T. Sheahan displayed very good judgment on 63rd street on December 20. A collision with a truck occurred at 63rd and Calumet eastbound and a 10-minute delay resulted. The supervisor was west of the delay but this crew did not hesitate to switch in at Dorchester and cut the delay in half. Thanks, boys!

The following trainmen have recently been called for the police department: R. Michaels, P. J. Keating, M. J. McGowan, F. W. Murray, H. J. Vanboggett and T. J. Gavin. In addition to these men we are losing A. P. Kill and W.

T. Vestal to the fire department. We wish them all success in their new undertakings.

Motorman Arnold Klaesi, badge 739, should be given honorable mention. On January 5, while off duty at 63rd and Ashland he took very prompt action in calling for hose bridges before any cars arrived at the scene of a fire.

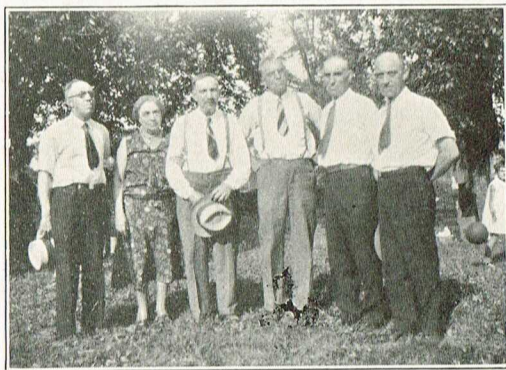
We had intended making the following our news feature story for this issue, but at Eddie's request we will touch lightly on the subject. Sh-h-h, don't let it out, but our ever popular clerk, Mr. Eddie Suma, celebrated the New Year by announcing his engagement to Miss Cecelia Marie Boland.

Mr. P. Bradley, injured on December 19, is improving nicely in the St. Bernard Hospital and would like to see as many of the boys as is possible. Mr. J. D. Ross is also in the St. Bernard and is improving nicely after an operation for appendicitis. Mr. John Newell is back home after having had an operation and will soon be back with us. Mr. M. Hennessy has sojourned to Los Angeles, California, where he will be enjoying himself until the warm weather returns here.

Our new switchboard, recently placed in operation, is proving itself a great convenience and time-saver.

One-man cars were placed in operation on Damen Avenue, including the new extension, on December 28, 1930. Supervisors Burns and Philpott and the operators of the cars are delivering our patrons a very satisfactory brand of service.

W. L. Pence.



Gathering of the Abbs Clan—Left to Right, B. M., Letter Carrier in Austin; Mrs. A. H. Hallemann, a Sister, of Oak Park; Motorman E. L., of Devon; Motorman A. E., of Blue Island; C. H. of Waterloo, Iowa, and A. J. of Austin.

North Avenue

When the north one is south the south one is north and when south one is north the north one is south. Something will have to be done about our two weather vanes or they will become as unreliable as Mr. Wrigley's clock.

Conductor Carl Helgesen, golfer and globe trotter was married May 26, 1930. He slipped one over on the boys and succeeded in keeping

the happy event secret until the present but has finally 'fessed up. Congratulations, Carl.

Conductor Arthur Dietz sends Christmas greetings to all the boys from Seattle, Wash., where he is slowly regaining his health.

Conductor Jas. Walsh who was hit by a machine while holding up a lever switch last summer was around the depot the other day. Hope to see you back on the job soon, Jim.

Conductor Alec Graham who is also recuperating from the effects of an accident was around wishing all the boys a Happy New Year. There is only one Alec.

Sympathy is expressed to Motorman Nels Madsen in the loss of his mother Dec. 18, also to Motorman John F. Buthman who lost his mother Dec. 27.

Motorman Charles Cleary is papa to a nine pound boy who arrived Dec. 14. Motorman McPherson has a daughter who arrived Dec. 15 weighing eight pounds. Bus operator Wally Hansen has a seven pound boy born Dec. 20. Wally is a Cub fan and don't know whether to name the lad Riggs, Kiki or Hack.

Clerk Martin Blah's wife found him down in the basement smoking rope ends a few days before the holidays. "Getting practiced up for those Christmas cigars," he explained.

Did you notice that we are out of the cellar in the Accident Prevention contest and that is only a start. We ranked seventh for November which shows that we are doing much better. Too long have we been "following the parade." Here is a place where we can "snipe" our leaders and our bosses will be well pleased.

Those pesky lads from Elston-Noble shoved us back into second place in witness getting again. We thought we had them pegged for second place for some time to come but we thought amiss and now we have to start out and regain our proper place again. Ten or more will do it.

Conductor Rocco Brindisi wants to know how to use those fancy sponges that the soap just fits into. He says that the soap persists in slipping out when he tries to use it in the bath. He says that he tried sticking tooth picks through the soap and sponge but that is out because they scratch. Adhesive tape simply won't hold. Will some of the enlightened brothers please give Rocco the lowdown on this.

C. A. Knautz.

Lincoln

One of our extra men was lucky enough to get a 12 day run when Conductor Nels Peterson on run 7 took a 12 day furlough and D. Johnson of run 160 also took a 14 day furlough which helped out another extra man we hope the regular men enjoyed their little rest during the holidays.

Motorman A. Sage's wife is certainly to be congratulated on Monday evening Dec. 15 while attending the Elston Theater, it was her good fortune to win a beautiful Majestic radio.

Conductor Joe Fichter tells us he is preparing to enter politics as an alderman of the 47th ward. Well, why not! Joe is well known and well liked and we wish him all the success in the world.

The extra men of the Lincoln Station surely

were filled with the Christmas spirit. One morning Motorman L. L. Smith went out and bought a tree and then with the help of Motorman Farrel, A. Gronomus, F. J. Krebs, L. Wagenknecht, H. Gebel and Conductor S. Mizeilko who all chipped in, and a few of the regular men, turned the tree into a beautiful sight with lights and ornaments. They also decorated the station room with paper trimmings and "A Happy New Year" below the balcony. All the boys spoke very highly of the work and were pleased to know that SURFACE SERVICE sent up a man to take a picture of the tree and decorations.

The boys extend their sympathy to Motorman F. Hinkle who buried his wife on Dec. 13 and who shortly after had to undergo an operation at the Franklin Blvd. Hospital but we hear he is recovering and hope to see him back soon.

Our sympathy is also extended to the family of Patrick Murphy who after a long illness was buried from his home 5870 N. Ridge Ave., Friday, Dec. 26 to St. Ita's Church and laid to rest in All Saints Cemetery.

H. Spethman.

Elston

Conductor A. Sulhoff announces an addition to the family; "another boy." Congratulations.

Motorman H. Kleyer was injured last New Year's Eve, being struck by an auto in front of the depot. We do not know how badly he was hurt but hope for a speedy recovery.

Now that we are starting a New Year let us try and make 1931 a Banner Year for Division No. 10 and show our heels to all the other divisions in the accident prevention, Witness and courtesy contests for the year 1931.

Acting Superintendent W. B. Whitney wishes to extend "A Happy and Prosperous New Year to all."

Limits

The wife of extra Motorman McLean died December 2nd. Funeral services were held at the chapel, 3834 Irving Park Blvd, December 5th at 2 p. m. Mrs. McLean had been in ill health for some time but her demise was rather sudden. We extend our sympathy to young McLean.

Our clerk, Mr. Poore, recently called the following four men in the order named for runs: Kirchburg, (pause) McLean—Struck—Oakley.

Mrs. Della Nielson, wife of Conductor Ernest Nielson, was returning home from a trip to Kankakee by automobile the latter part of November and when northbound on State St. at the intersection of Delaware a Pierce Arrow, west bound on Delaware and going at terrific speed, struck the machine in which Mrs. Nielson was riding. She was taken to the American Hospital, where it was found she had suffered severe internal injuries and as this goes to press she is still unable to leave her bed at the hospital. We trust she will soon be entirely recovered.

On Tuesday, Dec. 2, Motorman Chas. Holmberg was elected master of Companion Lodge No. 1126 A. F. & A. M., and on Dec. 9 was installed at a public installation. The chairman of the Entertainment Committee then presented Assistant Superintendent Robert Simpson, Chief Clerk Albert Hill, Assistant Clerk A. B. Poore

and Supervisor Fred Stickner, whereupon they were formally introduced to those assembled and personally greeted by the newly installed master. Then Conductor Otto Arndt, with an appropriate speech, presented Charley with a sterling silver, ivory handled trowel, properly engraved, as gift from some of the trainmen of the Limits. A suitable entertainment, followed by dancing, furnished an enjoyable time to all present. Charley Holmberg is the second trainman in 23 years from the Limits to have this honor conferred upon him and he received the congratulations of his many friends.

E. G. Rodgers.

CLUB SPARKS

Election Results

The annual election of Directors of the Surface Lines Club took place on Tuesday, January 6, with the following results from the various departments: Executive, J. V. Sullivan; Transportation, L. E. Bohlin; Legal, Hubert A. Smith; Insurance and Purchasing, A. D. Martin; Accident Investigation, C. J. Mersch; Accounting, Arthur Johnson; Engineering, John Hewitt; Electrical, S. D. Forsythe; Treasury, A. F. Andresen; West Shops, W. C. Wheeler; South Shops, John McCauley; M. & S.—West, Carl Ericson; M. & S.—South, Otto Hoger; Schedules, Robert Sedlack.

On January 7, the following officers were elected for the club year which begins February 1: President, Hubert Smith; First Vice-President, W. C. Wheeler; Second Vice-President, S. D. Forsythe; Secretary, Arthur Johnson; Assistant Secretary, John Hewitt; Treasurer, Robert Sedlack; Assistant Treasurer, A. F. Andresen.

This Ought to Draw a Crowd

The final party of the 1930 club year will be held at the clubhouse on Saturday evening, January 24, at which time there will be a first showing of the new Surface Lines' talkie entitled "GOING FROM HERE TO THERE." This will show interesting moving pictures of electric transportation in various parts of the world and the story will be vocalized by Quin Ryan, well known announcer of radio Station WGN. There will also be a comic movie entitled, "A Traffic Jam." Following this there will be dancing to

the entrancing strains of Johnny Maitland and his well known Aragon ballroom orchestra. It is expected that this will be one of the outstanding events of the club year. Tickets will be issued by departmental directors on request.

Women's Auxiliary

The regular monthly meeting of the Women's Auxiliary of the Surface Lines Club was held at the Clubhouse Thursday evening, November 20th, presided over by Miss Mabel Magnuson, president.

Following the brief business meeting, the program was taken over by the Executive, Insurance, Purchases, Schedule and Traffic, and Transportation Departments. Miss Mary Wiley, chairman, and her committee had arranged an evening at bridge and bunco, and every one enjoyed the rivalry for the prize at each table—a lovely handkerchief case and kerchief to match. Dainty refreshments were served after the prizes were given out.

A Pre-Christmas Affair

The Department of Accident Investigation entertained the Women's Auxiliary on Thursday, December 18th, Miss Elvira Potensa being chairman of the committee. Keeping the Christmas spirit, a delightful game called "Xmas" was introduced, the object of the game being to spell the letters "X-m-a-s" in their sequence by throwing dice on which these letters appeared. While we were thus occupied, a box of delicious candy was passed—a gift to the Accident Investigation girls for their party. After this pleasant pastime a procession was formed for the grab bag, each guest receiving some pretty little token. The guests were then invited to two beautifully decorated tables, the centerpiece of one table being a beautiful Christmas cake which was also a gift to the party. The committee served delicious refreshments of baked beans and rolls, coffee, homemade cakes, fruit and nuts. The evening's entertainment was enjoyed by all and everyone went away feeling a little more of the prevailing Christmas spirit.

A Smile

Nothing on earth can smile but man. Gems may flash reflected light, but what is a diamond-flash compared to an eye-flash and a mirth-flash? Flowers cannot smile; this is a charm that even they cannot claim. It is the prerogative of man; it is the color which love wears, and cheerfulness and joy—these three. It is the light in the windows of the face, by which the heart signifies it is at home waiting. A face that cannot smile is like a bud that cannot blossom, and dries up on the stalk. Laughter is day, and sobriety is night, and a smile is the twilight that hovers gently between both—more bewitching than either.—Henry Ward Beecher.

When I was a baby my mother paid a nurse to wheel me around, and I've been pushed for money ever since.

SURFACE LINES POST

The American Legion

DO YOU KNOW THIS MAN?

He served the colors honorably during the late war. Is now a respected citizen of his community. Was a member of your American Legion Post last year. As a legionnaire he identified himself with those great programs of Disabled Veterans Relief, Care of Widows and Orphans, National Defense and Better American Citizenship. His power for good is great. As a man and a veteran he will continue this good work as a Legionnaire. The American Legion now needs this man. He must be found for early re-enrollment. His 1931 dues are now due. He should pay them—now—proudly and voluntarily. Put this where he will continue to see it! If he is you, bring him in!

At the next regular meeting of the Post on January 16th, 1931, an initiation of new members will be held. If you have not been formally initiated into the Post, please be present at the Post Club Rooms—40 South Clark Street—2nd Floor, and report to the Sergeant-at-Arms at 8:00 P. M.

Comrade T. E. McCarthy, has been appointed State Chairman of the Rifle Committee, and is anxious that our Post rate very high in this activity. If you are interested in the Rifle Club, please get in touch with Comrade McCarthy.



Gladys, the Eighteen Month Old Daughter of Motorman M. J. Zengerle of Devon.

Mose: "Lightnin' neveh strikes twice in de same place."

Henry: "Ain't dat de truth? Dat place just naturally ain't dere no mo'."

Samples from the Jokesmith's Workshop

The Sign Language

Ginsberg: "Mistah Ottis, I vant you should make me a doughnut sign."

Painter: "Certainly, Mr. Ginsberg, but I thought you were a butcher, not a baker."

Ginsberg: "Sure, I am a butcheh; I vant it a sign: 'Doughnut Hendel de Feesh.'"

An Honest Engineer

The engineer was having his trouble getting over Oshkosh Hill and at the next station received a message from the superintendent reading: "Why the delay at Oshkosh Hill?" The answer was short but plain—"Out of sand." At the next telegraph office he received another message: "What were you doing on Oshkosh Hill without sand?" The reply was still short but full—"Slipping."

Another Momentous Question

She: "According to the latest fashion notes, skirts are going to be worn below the knees."

He: "I don't doubt it, but how are they going to keep them on?"

The Wife He Wanted

"Why are you so pensive?" asked the widower.

"I'm not pensive," she replied.

"But you haven't said a word for twenty minutes."

"Well, I haven't had anything to say."

"Don't you ever say anything when you have nothing to say?"

"No."

"Will you be my wife?"

A new five and ten-cent store had been opened by a man named Cohen. A woman came in one day and selected a toy for which she handed the proprietor a dime.

"Excuse lady," said Cohen, "but these toys are 15 cents."

"But I thought this was a five and ten-cent store," protested the customer.

"Vell, I leave it to you," came the reply. "How much is it—five and ten cents?"

Mistress (interviewing applicant for the position of cook): And can you cook French dishes?

Cook: Oh, yes, mum, I understand all those foreign dishes.

Mistress: Indeed. Tell me what you can do.

Cook: Well, mum, I can cook French beans, Brussel sprouts, Dutch cheese, German sausages, Jerusalem artichokes and Spanish onions.

"Has anybody ever been lost in crossing here?" asked a timid woman who had hired a boatman.

"No'm," was the reply. "Mah brotheh was drown'd heah las' week but they foun' him the nex' day."

From a Tombstone in Arkansas

"In memory of our father. He's gone to join his appendix, his ear drum, and his right leg, all prematurely removed by a surgeon who craved experience."

Merely a Suggestion.—A little chewing gum on the knee will hold the napkin in place while eating dinner.

Kipling may have been right when he said woman is "a rag, a bone and a hank of hair," but what's a man but "a jag, a drone and a tank of air?"

"Are you the plumber?" asked the lady of the house.

"Yes, ma'am, I'm the plumber, all right."

"Well," she replied, "I just wanted to caution you to exercise care when doing your work. All my floors are highly polished and in perfect condition."

"Oh, don't worry about me slipping, lady; I've got nails in my shoes."

A Racial Impossibility

In the smoking room of a hotel the guest from Scotland had been boring everybody with tales of the wonderful things he had done.

"Well," said a bored Englishman, after a time, "suppose you tell us of something you can't do, and, by jove, I'll undertake to do it myself."

"Thank ye," replied Sandy. "I canna pay ma bill."

"How long have you been working for that firm?"

"Ever since the boss threatened to fire me."

Midnight came and "wow, wow, wow" and another "wow" came from the baby. "Four bowls and I walk" groaned the baseball player daddy as he slid out of bed.

A colored gentleman entered a local store the other day to buy a pair of shoes, and when the clerk asked him what size he wanted, he replied, "Boss, ah weahs f'm seven and a half on up."

X-actly

X in the Roman notation is ten;
X is the mark of illiterate men;
X means a crossing, as drivers should note;
X in a circle may count as a vote;
X is a quantity wholly unknown;
X is a ruler removed from his throne;
X may be xenon, a curious gas;
X is a ray of a similar class;
X-mas is Christmas, a season of bliss;
X in a letter is good for one kiss;
X is for Xerxes, that monarch renowned;
X is the place where the body was found.

—Arthur Guiterman.

Another Big Evening

SATURDAY, JANUARY 24 ... 8:30 Sharp

1 - First showing of Surface Lines new talkie
entitled

“Going from Here to There”

A Travelogue of World Wide Local Transportation

Vocalized by Quin Ryan of W. G. N.

2 - “Traffic Jam”—A Comedy

3 - Dancing from 9:30 to 12 with
JOHNNY MAITLAND and
his Aragon Ballroom Orchestra

4 - Refreshments

At the Clubhouse—1126 No. Dearborn Street

Admission by Ticket Only—See Your Director

SURFACE LINES CLUB

S. D. FORSYTHE - - Chairman

