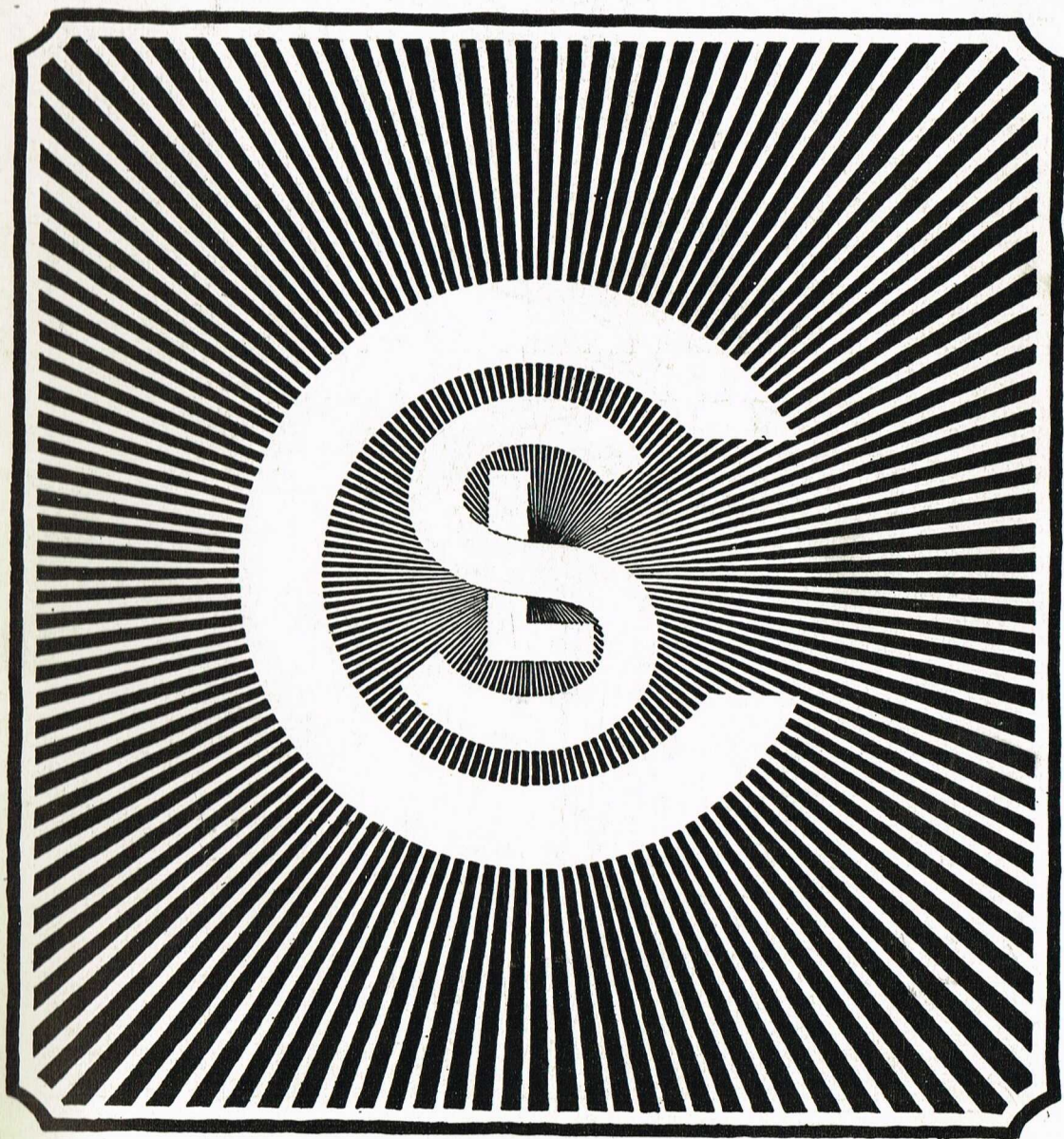


SURFACE SERVICE MAGAZINE

VOLUME 7

MARCH, 1931

NUMBER 12



TYPICAL SCENES AFTER THE GREAT STORM



Two Views on Grand Avenue Near the New Outer Drive Subway

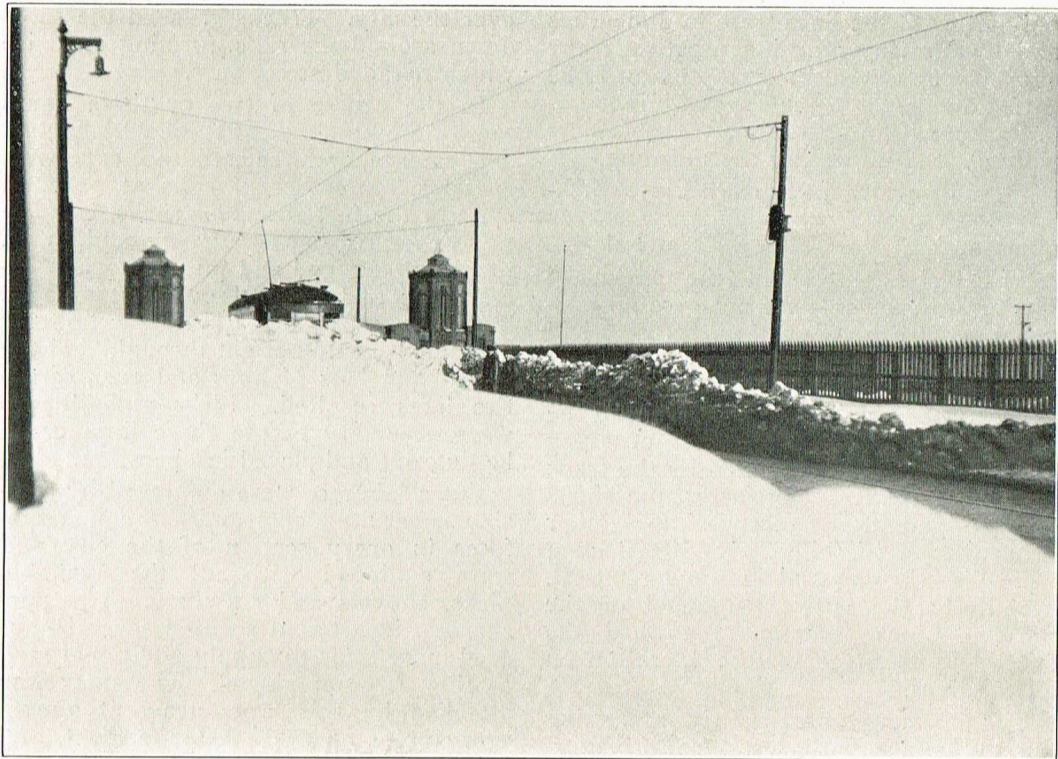
Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 7

MARCH, 1931

No. 12



Poets Have Sung About the "Beautiful Snow" But Trainmen Have More Appropriate Descriptive Language

Snow Battle Fought and Won

*Next to the Greatest Storm in Our History Conquered by
Surface Lines Forces*

Crowding the 19-inch snowfall of March 25-26, 1930, for first place as the greatest blizzard in the history of the Chicago Surface Lines, the storm of Saturday, March 7, gave Chicago an unusually busy weekend. In the rate of snowfall during a portion of the storm, it was worse than the blizzard of March a year ago and in total snowfall it was almost as bad, amounting to 16.4 inches, according to the United States Weather Bureau report.

The snow began at 9:45 A. M. on Saturday, and no one at that time anticipated

anything more than an ordinary snowfall. By 11 o'clock it began to look more serious and all of the snow equipment was ordered out by Superintendent Evenson. By 1 o'clock it was quite evident that the transportation department was up against a hard fight and the complete snow organization was set in motion. By 7 o'clock that evening there had been a total fall of 13.6 inches, and more than 10,000 men were working manfully in an effort to restore service to normal.

In spite of these efforts, however, portions of some of the main lines had been

lost and a great many of the crosstown lines were entirely out of commission.

All through the night on Saturday the battle raged, to such good effect that by Sunday morning more than 90 per cent service was restored. By Sunday evening only a few of the lines were in difficulties and by Monday morning practically the entire system, with the exception of Lake Street and some of the lines of minor importance, was in operation. These others were cleared up during the morning.

The storm cost the Surface Lines \$150,000 in loss of receipts and at least as much more in cost of snow removal.

This brief outline of the storm of March 7, however, does not give an adequate picture of the difficulties that had to be overcome in restoring normal service on the thousand miles of track of the system. It was a battle that required the greatest exertion on the part of every man in transportation, aided by the track department, emergency forces, the shops and equipment, the electrical and other departments. While only 10,000 men were directly engaged in snow removal, practically the entire personnel of the Surface Lines contributed toward the successful effort to restore operation on all the lines.

The storm was particularly interesting due to the fact that it was the first opportunity to try out the new snow removal program and the new snow removal equipment, on which approximately \$100,000 was spent last year. Under the new system, there was a better distribution of snow equipment and a better assignment of men for the use of it than ever before. This enabled the organization to function more efficiently.

The storm of March 25-26, 1930, began on Tuesday and normal conditions were not restored until the following Friday. This year, however, the lines were in as good condition on the day following the storm as they were on the fourth day following the storm last year.

As usual, the difficulties of the snow fighting force were due principally to the effect of other traffic on the street car lines. It was not until about 1 o'clock, when automobile traffic became heavier, that real trouble was encountered. An unusually large number of automobiles had been driven into the loop during the

morning prior to the beginning of the snowfall. Practically none of these cars were equipped with chains, and when they began the return trip in a heavy snowfall, they were immediately in trouble. They stalled on street car lines all over the city. Trucks crushed the snow down around the rails, forming solid ice which derailed street cars.

In the course of two or three hours there were hundreds of these derailments. The emergency force could not cope with so large a number of calls at once, in spite of the fact that 100 trucks, in addition to the regular emergency equipment, had been engaged and put to work. Derailments and broken-down automobiles blocked the tracks so that snow fighting equipment could not get through, and the loss of portions of lines and even of entire lines resulted. Picks and shovels were necessary before these lines could be dug out and placed in operation.

Extra laborers were employed by division superintendents and the emergency force in every section of the city and were equipped with all the available picks, shovels and crowbars. The purchasing department secured several hundred more tools to supply additional men as they were employed. The snow was attacked by this large army at almost every point on the 1,000-mile front, and it was due largely to these vigorous measures that normal service was restored so quickly.

Mr. Richardson, who throughout Saturday night and Sunday covered the entire system observing the progress of the battle on all lines, praises the spirit of the men and the way in which they worked.

"While the worst snow-storm in the history of the Chicago Surface Lines was on March 25-26, 1930," Mr. Richardson said, "the storm of Saturday, March 7th, was not far behind it in severity. It was without question a close second to any storm we have ever had. That service was restored to normal within so short a space of time was due to the splendid co-operation of all employes in the battle against tremendous odds. And their tireless struggle to keep the system going deserves the highest commendation. I am glad to have them know what I think of them.

"Although we were organized as never



After the Plows and Sweepers Got Through to the Pier

before to fight snow, the stalling of automobiles on the tracks where we had cleared the street and the occasional derailments of equipment inseparable from a storm situation like this, made the task of the snow-fighting groups exceedingly difficult. There was one period of about two hours between 3 and 5 o'clock on Saturday when the snowfall per hour by actual measurement was the heaviest we have known that it seemed to those of us who were watching things as if our ef-

forts were to be in vain. But the men worked with a determination and energy I have never seen surpassed and succeeded in overcoming the tremendous odds, fortunately encouraged by a slight decrease in the snowfall after 5 o'clock. The long hours they put in and the tireless efforts which resulted in practically normal service ready for the morning rush on Monday form a striking testimonial to their loyalty and devotion to the service."

SIGNING 'EM ON THE DOTTED LINE

North Avenue Still Reigns Supreme—Elston Advances From 8th to 5th Place

North Avenue trainmen had sharpened pencils and ready cards during February, thereby signing up 1,343 witnesses in 224 accidents, giving them an average of 6.00 witnesses per accident, enough to keep them away ahead of Lawndale-Blue Island who are second with an average of 4.81. Elston-Noble advanced from eighth to fifth place with a score of 4.21, and Archer, who pleasantly surprised and startled us last month by jumping from eighth to third place, found the going too hard and slid right down to where it had started from, namely, eighth place.

Due to the efforts of the first six divisions

who scored 4.11 or better during the month, the average for the system this month, 4.08, just nosed out that of last month, 4.07.

Detailed figures follow:

	Feb.	Jan.	Dec.	Nov.
1. North Avenue...	6.00	5.01(1)	5.45(1)	4.82(2)
2. L'ndale-Blue Isl.	4.81	4.72(2)	4.48(4)	4.17(5)
3. 77th Street	4.64	4.43(4)	4.70(3)	4.34(4)
4. Cottage Grove...	4.54	4.19(5)	4.07(7)	3.64(7)
5. Elston-Noble	4.21	4.03(8)	4.80(2)	5.13(1)
6. Burnside	4.11	4.10(7)	4.29(5)	4.70(3)
7. 69th Street	3.83	4.16(6)	4.09(6)	3.49(9)
8. Archer	3.62	4.48(3)	4.02(8)	3.73(6)
9. Kedzie	3.49	3.32(11)	3.72(9)	3.46(10)
10. Lincoln	3.40	3.50(9)	3.33(11)	2.96(12)
11. Devon-Limits	3.31	3.38(10)	3.55(10)	3.59(8)
12. Armitage-Div.	2.81	3.12(12)	3.27(12)	3.42(11)
Av. for System...	4.08	4.07	4.21	3.96

Why doesn't lightning strike the front end of a street car? Because the motorman is a poor conductor.

Burnside Leads '31 Contest

North Avenue Second, Lincoln Third—New Basis for Computing Standing

February

First Place	Division No. 2, Burnside	173.10
Second Place	Division No. 8, North Avenue	168.10
Third Place	Division No. 11, Lincoln	140.95
Fourth Place	Division No. 9, Division-Armitage	136.18
Fifth Place	Division No. 6, Lawndale-Blue Island	129.03
Sixth Place	Division No. 12, Limits-Devon	128.14
Seventh Place	Division No. 3, Seventy-seventh	123.88
Eighth Place	Division No. 5, Archer	120.69
Ninth Place	Division No. 10, Elston-Noble	116.92
Tenth Place	Division No. 1, Cottage Grove	116.57
Eleventh Place	Division No. 4, Sixty-ninth	113.20
Twelfth Place	Division No. 7, Kedzie	96.02

By **WILLIAM PASCHE,**

Supervisor of Accident Prevention

Standings of the various divisions in the 1931 accident prevention contest will be computed on the basis of improvement over the standard established by each division during the fiscal years of 1929 and 1930. The table shown above is the first under the new method.

The result of the first month in 1931 accident prevention contest shows a new leader who by very good work has made an improvement of 173.10% over the standard set during the fiscal years of 1929 and 1930. The new pace-maker is none other than Burnside, Division No. 2; close on their heels we find the winners of the 1926 contest North Avenue, Division No. 8 whose improvement is 168% in second place. In third position we find the permanent winners of the sterling silver street car, Lincoln Depot, Division No. 11, with an improvement of 140.20%. Fourth position is held by Armitage-Division Depots, Division No. 9, with an improvement of 136.18%. Fifth is Lawndale-Blue Island, Division No. 6, who improved 129.03%. These five leaders are closely followed by Limits-Devon, Division 12, 77th, Division 3, Archer, Division 5, Elston-Noble, Division 10, Cottage Grove, Division 1, 69th, Division 4, and Kedzie, Division 7, in the order named, all excepting Kedzie depot show improved work in the prevention of accidents.

The recent instructions issued by the Transportation Department that trolleys must be adjusted through the center vestibule windows at terminals will certainly reduce to a minimum accidents in which trainmen are crushed between two cars. There have been several such accidents during the past few months, generally of a serious nature. We know some cases that have resulted in death and others in permanent disability. The result from such an accident is usually a crippled trainman.

Since this order has been issued we have made several observations at terminals and it is a very pleasant duty to report that it is being very well observed by all trainmen. It is obvious that this order is in the interest of safety, the management merely trying to save employes from serious injury, yet there are trainmen who object to such a humane measure.

The objection generally is that short men have a hard time adjusting trolleys through the windows or that some of the mechanism is in the way. These objections ought not to interfere when you consider how much better it is to return home whole and healthy than dead or a cripple. Even though it takes extra effort on your part in doing your daily work, trolleys should at all times be adjusted through the vestibule windows at all places excepting when on a curve or at some other places where the construction

of necessity is such that it cannot be accomplished.

During the year just closed splendid decreases have been scored in all accidents with the exception of thrown-in-car-by-sudden-start-or-stop and just a few days prior to the writing of this article we were the recipients of a complaint in which the writer complains about being thrown against the controller on the rear platform by a jerky start on the part of the motorman while the passenger was paying his fare. Such a jerk as this is not good operation on the part of a motorman and can be eliminated by the motorman applying the power point by point. This can be accomplished by any motorman who understands his job. Rapidly applying the power point by point will result in smooth, fast acceleration without unnecessary jerking or discomfort to our patrons. Accidents which result in injury from jerky starting or stopping are very expensive and during the past year many thousands of dollars have been paid out for injuries which resulted from such faulty operation.

A "Punch" on the Jaw

A complaint recently reached this office about conductors who have their transfer punches fastened to a cord or strap which in turn is attached to the lapel of the coat. The writer of this complaint states that he was about to board a car when the conductor leaned out and the punch which was fastened to a strap swung out and struck the intending passenger on the jaw. The practice of having the punch swing as some conductors do is certainly a hazard and if continued will surely result in serious injury to some intending passenger. When the punch is not being used it should be in the conductor's pocket and this can be done even if it is fastened to a strap.

Polite Little Person—"I'm afraid you're in the wrong seat, sir."

Burly Individual (reassuringly)—"You've got nothing to be afraid of, mister, so long as you don't try to move me."

"Oh, Mr. Jones," cried the landlady, in a flutter. "I've seen a large rat in the pantry—what shall I do?"

The boarder looked up from his paper. "Shut the door," he returned, "and let it starve to death!"

INSIDE GLIMPSES

Our Humble Transfer Breaks Into the Movie Newsreel

Some of our friends have been agreeably surprised lately while attending the movies to see the Daily News newsreel and hear Graham McNamee tell of the necessary operations involved in the printing of 5,512,000 transfers, the daily supply of the Surface Lines.



When They Were Making the News Reel Showing How Transfers Are Printed and Handled

Among the pictures shown was the operation of the Meisel press which prints 768,000 transfers an hour. It was interesting to learn that it requires 804 tons of paper to print the annual supply of transfers.

Some times when unexpectedly confronted with the visualization of facts regarding a subject in which one is interested, the effect is considerably more astonishing than the printed word.

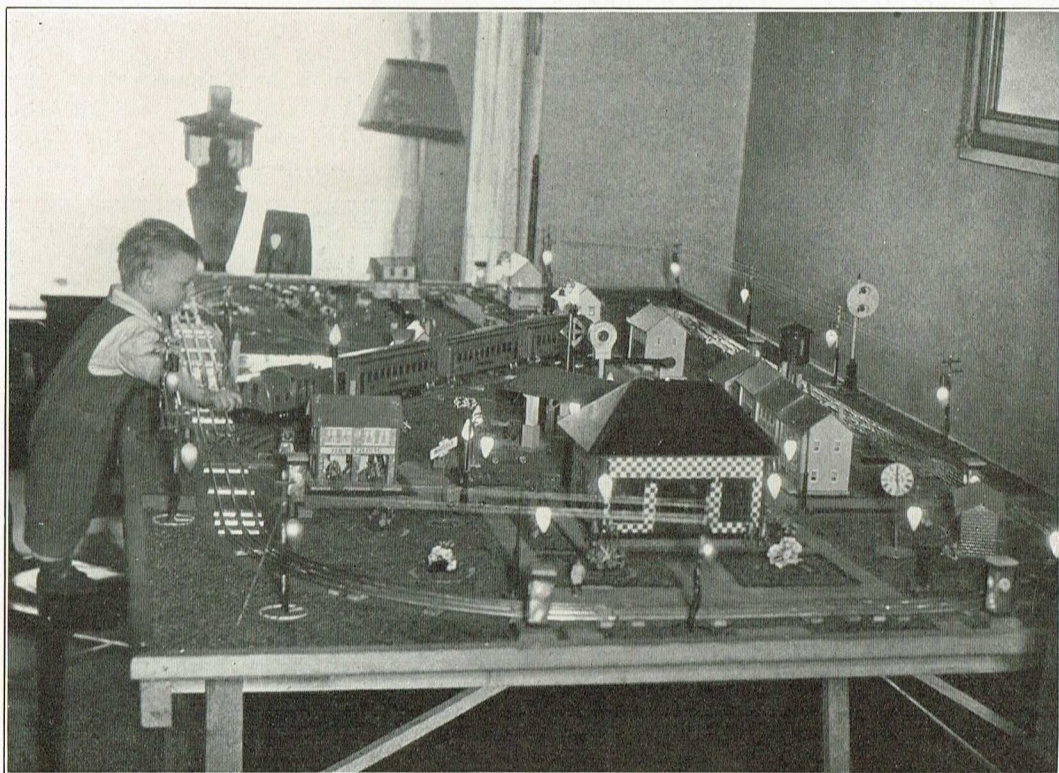
The staff photographer of the Daily News newsreel in the picture is Mr. Charles David.

Clerk: "I can't help being sleepy in the office. My baby is teething and cries every five minutes of the night and wakes me up."

Boss: "If that's so, you had better bring him to the office."

A Satisfying Hobby

*Conductor Zylstra Builds His Own Town and Electric Railway—
Clever Work*



View From Railroad Station Toward the "Country"

If you were a youngster and it was possible for you to pick your daddy it would be a fine thing to select one with the right kind of a hobby, and where you can't pick him it must be mighty satisfactory to a group of youngsters to find that their daddy not only has a hobby but just the kind of a hobby that appeals to a bunch of kids.

There is a group of four brothers up on the Northwest side whose father, F. Zylstra is a conductor at North Avenue and who likes to fuss with miniature towns.

The accompanying photographs give a very comprehensive idea of the most recent work of this mechanical genius whose four sons, Edwin, Clifford, Bernard and Eugene, share with him at Christmas time each year the fun of restoring this small but active city of modern improvements.

Edwin, the oldest, sold magazines to earn enough to purchase the rather expensive electric train shown in the pictures and he was helped materially by his brother Clifford, who is 17. Bernard, 16, worked with his father on the layout and in the picture little Eugene, 2 years old, is at the control.

The "grass" which covers the entire townsite which is six by twelve feet in dimensions was made from the strings of green decorative material used generally on Christmas trees. The strings were rolled flat side by side and sewn together to cover the "ground." The "gravel" walks and drives are of sand paper.

The buildings in the set include depot, fire department, water tank, gasoline station, drug store, five and ten cent store, florist shop, fruit and vegetable store, grocery and market, three bungalows



Looking From the "Farm" Toward Town

and two farm houses. Some of the other details include 30 sections of electric track (3rd rail) 4 switches, a bridge, 8 blinkers, 4 signal lights, 15 telegraph poles, one crossover, 150 feet of electric wiring to 71 indoor and outdoor lights, 5 highways, a lake (mirror) an airport, 4 airplanes, 20 autos, 15 people, one tractor

and the farm is stocked with cows, horses, chickens and ducks.

When the city is put together each holiday the Zylstra home at 1828 North Spaulding Avenue becomes the gathering point for boys between the ages of seven and seventy from all over the neighborhood.

She's an angel in truth, a demon in fiction, a woman's the greatest of all contradiction.

She's afraid of a scorpion; screams at a mouse; but she'll tackle a husband as big as a house.

She'll take him for better, she'll take him for worse, she'll split his head open and then be his nurse, and when he is better and can get out of bed, she'll pick up a teapot and throw at his head.

She's truthful, deceitful, keensighted, and blind; she's clever, she's simple, she's cruel, she's kind; she'll help a man up, she'll cast a man down; she'll make him her hero, she'll make him her clown.

You may think she's this (but you find out she's that) and she'll play like a kitten and scratch like a cat.

In the morning, she will, in the evening, she won't and you're always expecting she does . . . but she don't.

The 6th Annual
Accident Prevention
Banquet
Will Be Held Thursday, March 26
in the
Hotel Stevens Grand Ball Room
Presentation of the
Silver Car
To Division 11, Lincoln
Permanent Holders

Carelessness in Handling Transfers

Importance of Careful Inspection to Detect Worthless Transfers and Prevent Fraud

Cumulative standing of depots in courtesy campaign May 1, 1930, to February 28, 1931, based on total number of passengers carried per complaint:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
1 Blue Island..	15	7	16	4	42	14
2 Lawndale ...	29	13	22	7	71	10
3 69th	65	29	34	21	149	69
4 Limits	25	9	27	5	66	16
5 Lincoln	38	19	22	6	85	22
6 North	130	70	90	42	332	53
7 Archer	81	38	64	32	215	53
8 Kedzie	102	53	58	27	240	31
9 Elston	34	11	28	9	82	18
10 Armitage ...	53	31	29	6	119	9
11 77th	151	55	82	46	334	111
12 Noble	40	16	24	4	84	8
13 Devon	115	51	59	28	253	76
14 Division	61	34	47	21	163	14
15 Cot. Grove...	91	45	52	12	200	46
16 Burnside	63	28	43	14	148	19
Total	1093	509	697	284	2583	569

The total chargeable complaint analysis, by months for the same period follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
May, 1930	166	50	125	37	378	69
June, 1930	113	44	86	30	255	46
July, 1930	92	31	86	20	229	63
August, 1930....	100	49	60	14	223	52
September, 1930..	93	42	47	29	211	41
October, 1930...	125	63	71	30	289	50
November, 1930..	105	74	59	34	272	75
December, 1930..	90	50	62	38	240	74
January, 1931...	101	58	48	23	230	53
February, 1931..	108	48	71	29	256	46
Total	1093	509	697	284	2583	569

By C. H. Evenson,
Superintendent of Transportation

Recently a check was made by the inspection force to test the efficiency of conductors in passing on transfers presented to them. Inspectors on many lines of the system gave improperly punched or invalid transfers to conductors on boarding cars.

The test proved, as everyone in the transportation department has known for some time, that an alarmingly large number of invalid transfers are accepted by conductors every day in lieu of cash

fares. It is impossible to estimate the loss to the company daily as the result of carelessness in accepting transfers, but it must be large.

Every effort has been made to impress this fact upon trainmen and, doubtless, abuses have been decreased by greater alertness, but there are still heavy losses in revenue because some conductors do not exercise ordinary care in looking at the transfers as they are collected.

Means Loss of 7 Cents Each

Every invalid transfer accepted by a conductor represents seven cents in revenue. Consequently, every time a conductor refuses to accept an invalid transfer he saves the company that much loss. When it is considered that an average of 2,385,000 revenue passengers ride on the Surface Lines every weekday, it can be readily understood that the prevention of only a few transfer frauds or mistakes by each conductor would amount to a very large sum of money.

It is the duty of conductors to examine all transfers presented to them and when the transfer is invalid for any reason, it should be refused with an explanation to the passenger as to why a cash fare is necessary.

Naturally, increased efficiency on the part of trainmen in eliminating transfer abuses will result in a great many complaints. The trainman, however, need have no fear of any complaint because of his refusal to accept an invalid transfer, so long as he does it in a courteous manner.

Explain to Passengers

Of course, the passenger should be given the benefit of any reasonable doubt. If it is quite evident, or even probable, that the transfer was improperly punched by the conductor issuing it, the passenger should not be penalized. And in any event, the refusal to accept the transfer must not be coupled with discourtesy either in word or action. The passenger may be entirely innocent of any wrong intention and in no case should the con-

ductor assume that he is guilty of an attempt to defraud the company. The reason for rejecting the transfer should be explained briefly and courteously.

It is highly important, also, that conductors use care in punching transfers, thus avoiding embarrassment to passengers in presenting them at proper transfer points. It is very easy for a conductor in punching a number of transfers at one time to hold them in such a manner that part of them are punched wrong as to line or time. The passenger has a just cause for complaint if his transfer is questioned by the conductor on another line because it was not properly punched

before it was given to him.

It is desirable, of course, to avoid complaints and every division is striving to win first place by its courtesy record. To decrease complaints at the expense of fares to which the company is entitled, however, is not a sign of efficiency, but quite the contrary.

The Chicago Surface Lines affords its passengers the most liberal transfer privileges of any metropolitan street car system in the world. All the management asks is that these liberal transfer privileges be not abused, and it naturally holds its conductors accountable for seeing that they are not.

Pleasant Words for Kindly Deeds

Letters of Thanks and Commendation from Patrons Who Appreciate Personal Service

The courtesy of Conductor Floyd A. Brooks, Badge No. 644 of Kedzie, won a letter of commendation from Miss Helen Miller, 2943 N. Major Avenue, who states that this conductor is the politest she has ever met on any of our cars.

Mr. Joseph F. Miller, 3333 W. Polk Street, commends Conductor John Hamerton, Badge No. 1364 of Kedzie, for his courtesy in assisting women passengers to board and alight from his car, calling streets very clearly, and in general, showing that he catered to the comfort and convenience of his passengers.

Conductor Fred G. Gilson, Badge No. 2538 of Cottage Grove, assisted a crippled old lady to board and alight from his car, and Mrs. Marion Burnham, 820 Waveland Avenue, who witnessed this act of courtesy wishes to compliment him.

Mr. J. P. Currie, director of personnel, Wieboldt Stores, Inc., boarded the car in charge of Conductor William A. Miller, Badge No. 2648 of 77th, and found that he had nothing smaller than a \$10.00 bill. This conductor although he could not change this bill paid his fare out of his own pocket, and for this Mr. Currie wishes to commend him.

Miss Josephine Ricardo, 4115 Belle Plaine Avenue, thanks Conductor Martin J. Clements, Badge No. 3006 of North Avenue, for his honesty in turning in her purse which she had inadvertently left on his car.

Mr. A. M. Crane, 1423 Greenleaf Avenue, commends Conductor Anton Johnson, Badge No. 3346 of Devon, for his courtesy to his passengers.

Mr. F. S. Shreoder, 3200 W. Madison Street, praises Conductor Joseph T. Wach, Badge No. 3892 of Archer, for his explicit directions how he might reach his destination.

Mrs. Violet Lohr, 2225 S. Central Park Avenue, compliments Motorman John Mullarkey, Badge No. 4719 of Kedzie, for his courtesy and kindness to his passengers.

Motorman Ted A. Bochnik, Badge No. 4931, and Conductor Thomas Onorato, Badge No.

13470, both of North Avenue, are commended for their kindness and courtesy by Mr. Leo Hirsh, 110 W. Chicago Avenue.

Conductor Harry Anderson, Badge No. 5618 of Elston, assisted a blind passenger to alight from his car and escorted her safely to the sidewalk. Mr. Glenn W. Nance, 4585 Elston Avenue, observed this act of courtesy and acknowledged it.

Mrs. M. E. Kirby, 12038 Wallace Street, compliments Conductor John J. Birmingham, Badge No. 7278 of 77th, for his courtesy and genial manner towards his passengers.

Mr. Chas. M. Lipkat, 2804 Logan Boulevard, thanks and commends Conductor David Sax, Badge No. 7478 of Kedzie, for courtesies rendered by this conductor to him.

Mr. W. F. Schmalz, 6402 Yale Avenue, praises Conductor Thomas B. Quinn, Badge No. 8234 of 77th, for his courtesy and kindness to all of his passengers.

Conductor Miles A. Crozier, Badge No. 8356 of 77th, has the habit of calling street names out very distinctly. Miss Irene Krynski, 6972 Greenview Avenue, while a passenger on his car noticed this commendable trait and wishes to compliment him.

Conductor Roy V. Mack, Badge No. 8610 of Limits, is warmly thanked by Mrs. M. E. Kirby, 12038 Wallace Street, for the attention shown her when she fell and sprained her wrist.

Mr. E. R. Messier, 1437 Warner Avenue, commends Conductor Walter L. Black, Badge No. 8724 of 77th, for his efficient manner in handling his work.

Motorman John Moore, Badge No. 9107 of Devon, is thanked by Mr. E. Klopp, 4541 Barry Avenue, for giving him explicit directions as how to reach his destination.

Conductor Thomas G. Green, Badge No. 9554 of Archer, is commended for his courtesy rendered towards a blind passenger on his car.

Mr. E. L. McQuillan, 10033 Parnell Avenue, thanks Conductor Peter Kresse, Badge No.

9632 of 77th, for his courtesy in paying his wife's fare when she boarded his car and found that she was without money.

Motorman Louis V. Pernicka, Badge No. 9817 of Lawndale, by his alertness avoided striking a pedestrian who was crossing the street in the middle of the block. Mr. H. M. Bay, 1354 E. 48th Street, witnessed this act and compliments him on his skill.

Conductor Joseph A. Kotz, Badge No. 10076 of 77th, is thanked and commended for his honesty in turning in a purse belonging to Miss Marie Ullmer, 5721 Harper Avenue, who had inadvertently left it on his car.

Clear enunciation of street car stops by Conductor William Balling, Badge No. 10078 of 77th, won for him a letter of appreciation from Mr. Robert McMahon, 1845 South Clark Street.

Conductor George F. Kalal, Badge No. 10314 of Blue Island, is praised by Miss Harriet Ostrom, Garfield School, 1426 S. Newberry Street, for the efficient manner in which he handled the forty children who were passengers on his car when they were on their way to the Goodman theatre.

Mrs. M. Purvis, 312 W. 52nd Street, wishes to thank Conductor Stanley Krydyski, Badge No. 11691 of Archer, for holding his car long enough to enable them to board even though he had the right-of-way to go.

Miss Ann Kadlec, 2948 W. 59th Street, acknowledges her obligation to Motorman William J. Welcome, Badge No. 12255 of Archer, for holding his car long enough to enable her to board it even though he had been given the signal to proceed.

Mrs. Molly Levin, 3626 Roosevelt Road, wishes to thank and compliment Conductor Timothy Sullivan, Badge No. 13856 of Lawndale for his honesty in returning a five dollar gold piece which she had given him in place of a penny when paying her fare.

Mr. A. L. Darragh commends Conductor Richard F. Ott, Badge No. 14058 of Archer, for his courtesy to a woman with a baby and a small child who were passengers on his car.

Mr. George M. Morris, 1608 N. Sawyer Avenue, a trainman, reports that while placing a fuse in the car he was operating he was crushed by a truck. After finishing his run, and bringing the car back empty Supervisor A. B. Unsen came over to see what was wrong. Mr. Morris told him and he was immediately taken over for emergency treatment, and then removed to St. Luke's Hospital. Mr. Morris wishes to thank and commend this supervisor for his courtesy and kindness.

Conductor Michael J. Philbin, Badge No. 214, and Clerk Michael J. Callahan, both of Kedzie, are thanked by Miss Pearl Becker, Drake Hotel, for the return of her glove which she had lost while a passenger on Conductor Philbin's car.

"Was it much of a necking party?"

"Was it? Well, before the dance the hostess announced, 'Everybody chews his pardner.'"

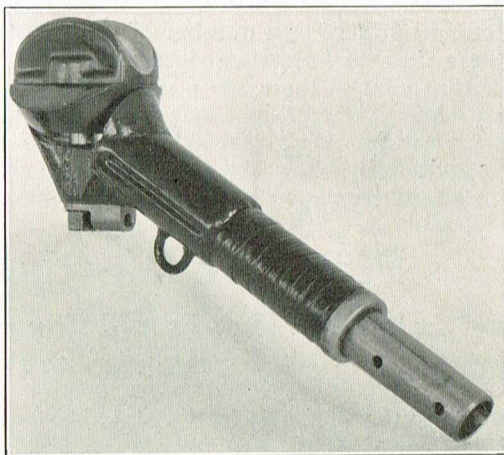
"What dey do to dat Jones boy fo' sellin' dat booze?"

"What dey do? Lawd, chile, dey done give him two years in de house of representatives!"

TROLLEY SHOES

Substitution of "Shoes" for Wheels Being Tried Out on Cars and Trolley Buses

Current collectors in the form of sliding shoes are being tested for both street cars and trolley buses on the Montrose Avenue car line and bus route; also the Central, Diversey and Elston bus routes are so equipped.



It is hoped that the shoes will decrease service interruptions, mechanical noises, arcing and radio interference; elimination of wheel troubles and added mileage with a reduction of wire wear and breaks and less frequent dewirements. The trolley wires must, however, be lubricated.

Favorable results with a high degree of satisfaction are expected.

Heavy Stranger (returning to theater between the acts): Did I tread on your toes as we went out?

Seated Man (grimly): You did, sir.

Heavy Stranger (to wife): That's right, Matilda, this is our place.

She was only a drill sergeant's daughter, but she knew when to call a halt.

Employer: "Surely, Miss Jenks, you know the King's English.

Surprised Typist: "Of course he is—isn't he, sir?"

"Tell me what you eat," said a soda counter philosopher, in a loud voice, "and I'll tell you what you are."

"Countermand my order for a shrimp salad," piped up a little man a few stools down.

Joe—I met my wife in a very funny way—I ran over her in my car and later married her. Brown—If everybody had to do that there wouldn't be so much reckless driving.

The laziest boy in the world handed in an exam paper in which he said the following:

"Please see Pete's paper for my answers."

NEW OFFICERS INSTALLED

Women's Auxiliary Honors Incoming and Outgoing Officials—Interesting Program

February 19, 1931, will linger long in memory as one of the most important occasions of the Woman's Auxiliary Club Year for on that night we celebrated the installation of the new officers and directors.



Directors and Officers—Left to Right, Front Row, Nina Berg; Esther Sandstorm, Secretary; Margaret Harte, President; Mary Wiley, Vice-President; Dorothy See Schlader, Treasurer. Back Row, Eleanor Steinbrecher, Margaret McQuillan, Ann Kerruish and Dora Wilson

The Club House and Hall were brilliantly lighted and the contrast between the damp February outdoors and the warmth and coziness indoors was a pleasing one. The members and their friends were in a happy, joyful mood, and the sound of music mingled with their laughter. It was an occasion to be played up to, and from all parts of our great system the girls came to celebrate the installation and congratulate the new President.

As the curtain rose on the flower be-decked stage the retiring President, Miss Mabel Magnuson, and her Board took their places. The meeting was called to order and the minutes of the last meeting read and approved. Miss Magnuson announced that the new Board would now be installed and as the old Board yielded up their places to the new Board, a quartette composed of Miss Harriet Collins, Miss Evelyn Primus, Miss Edith Riddle and Miss Shoentgen sang "Love's Old Sweet Song," accompanied on the piano by Miss Marie Simonsen.

As each new Director was called to the platform, she was given a hearty welcome. The Officers came next—Miss Mary Wiley, Vice-President; Miss Esther Sandstrom, Secretary; Mrs. Dorothy Schlader, Treasurer. Then came the new President, Miss Margaret Harte, who was greeted with "heart-e" applause as she sweetly and graciously accepted the rose covered gavel of her new office.

Miss Harte made a short speech in which she thanked the girls for her election as President. She promised to do all in her power to

merit their confidence in her ability to make it a successful year but that she needed the co-operation of every member of the Club, and then in her inimitable witty way, said that she would not bore us—(as if she could)—with a long speech now but we would probably hear a lot from her during the coming year. She ended with a little impromptu verse, like this:

"I'm glad to be the Captain and
I'm glad you're the crew, and
Now we'll get together a-n-d
See what we can do."

The new President and the retiring President were each presented with a beautiful basket of spring flowers—the gift of the Club. Many personal presents were given to Miss Magnuson, the retiring President, by her Board and by her department fellow-workers, in appreciation of her untiring efforts to fulfill the obligations of a President during the past year.

We shall miss Miss Magnuson but we know she has a worthy successor in Miss Harte, to whom we now tender the same love and loyalty that has ever been given to our new Presidents and we wish her every success in her new office.

After the business part of the evening was over the program was turned over to Miss Marie Krausman, Chairman Program Committee, who had planned the following entertainment:

Program

Tap Dance
...A. Engbrecht, L. Tamm, Edw. Engbrecht
Harp SoloMargaret Sweeney
Reading.....Gladys Blair
Vocal Solo.....Margaret Hartley
Military Dance
...A. Engbrecht, L. Tamm, Edw. Engbrecht
Reading.....Gladys Blair
Harp SoloMargaret Sweeney
Accompanist.....Marie Simonsen

The program speaks for itself and needless to say it was thoroughly enjoyed by all present. The artists were generous in their encores and their selections were in harmony with the brilliant occasion.

The following directors were installed: Misses Nina Berg, Mildred Habeger, Ann Kerruish, Lydia Matheny, Margaret McQuillan, Eleanor Steinbrecher, Dory Wilson.

Refreshments were served and the evening ended in a feeling of fellowship which carried a promise of other happy evenings to come.

"A Good Time Was Had"

One of the largest card parties ever held at the Club House took place on Saturday evening February 21, with 142 men and women present. A. D. Martin was in charge as Chairman, and there was plenty of fun as the games of Bridge, Five Hundred, Pinochle and Bunco progressed. There was also plenty of excitement when the prizes were distributed, these being more generous than usual. Refreshments were served and enjoyed by everyone.

Housewife—Would you like some cake?
Tramp—Yes.
Housewife—Yes, what?
Tramp—Yes, dear.

SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 7

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No. 12

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

EMPLOYEES' RELIEF FUND

February, 1931

The Surface Lines Employees' Relief Committee held four sessions during the month, at which 34 applications were considered, 16 being approved for weekly relief. In addition to these there were also 5 emergency cases on which the Committee approved immediate relief.

Checks to the amount of \$9,652 were distributed. This sum, together with \$6,267 distributed in December and \$8,581 in January, brings the total amount of relief extended to date to \$24,500.

HE KNOWS SNOW

The story of the two-day storm includes some observations by Vice-President Richardson that can be taken as a personal tribute to every man who participated in the great fight to maintain service. And when he expresses his estimate of the work of a snow-fighting force, he speaks from experience.

After years of operating an electric system in the Calumet District of Northern Michigan where snow is snow most of the time from October to April, he graduated with a wide knowledge of winter storm conditions. This, coupled with earlier experiences with New England drifts and blizzards qualified him to appreciate, as only an expert can, the quality and effectiveness of such work as he had under personal observation on Saturday and Sunday, March 7th and 8th.

He knows what is meant by a forty-

eight hour continuous battle against the raging elements and understands and regards highly the loyalty and tireless energy of the thousands of men in all departments who succeeded in maintaining a substantial part of the service during the height of the storm and gave to the public the benefit of completely restored transportation by Monday morning.

In addition to the satisfaction that the men derive from the warm praise bestowed by Mr. Richardson they can take pride in the knowledge that they have performed a valuable service to the car-riders whose appreciation, though unspoken, is very real.

LISTEN TO THIS

A resident of Park Ridge who has been a consistent user of the Milwaukee Avenue line in traveling to and from business has made a discovery which was so interesting to him that he passed it along to us for our information. Both the Schedule and Transportation Departments will be pleased to know that they are providing a service which competes successfully with that given by "crack" steamline trains.

Here is our correspondent's brief tribute:

Park Ridge, Ill., February 14, 1931.—Gentlemen: The Surface Lines, I guess, are the most unjustly abused of all the public utilities we have, but I wonder how many people know that if I drive to the terminal of the Milwaukee Avenue car line, go south to Damen and thence to Carroll, that the difference in time between that and the crack train of the Northwestern Railroad, with but one stop between here and Madison Street station and then back to Carroll is hardly five minutes and at a two-third greater cost?

Coming home nights I often drive with a friend from the office at Damen and Carroll to Cicero and Addison, no stops and a fast driver and on actual checking of time I often do not get up to Cicero and Milwaukee any faster than I would by taking the Damen Avenue car to Milwaukee and to Cicero.

That great Milwaukee Avenue car line is the salvation of the Northwest side and could traffic be made to keep from those tracks a great service would be done to thousands of people.

Yours very truly,

William Magee,
1108 S. Washington St.,
Park Ridge, Ill.

"I know a thing or two!"

"Really? What's the other one?"

Keeping 'Em Rolling

Burnside, on the South Side, in the Limelight—After a Move Up from Eleventh Place



Burnside Winners

R. Nebelsiek, F. Kazmerczak, T. R. Carson, P. Streelman, J. Vacca, F. Labanauski, D. Murphy, C. Koest, T. Uksas, J. Rackauski, J. Biton, P. Eckert, A. Rizzuto, T. Kasputes, A. McKechnie, J. Zallys, F. Mathiesen, M. Gorman, C. Buckley, J. Vertelko, J. Petika, P. Orban, L. Wingerd, J. Tinyo, P. Puzas, J. Secondino, S. Milchz, J. Musacchio, P. Markunas, L. Roches, A. Carson, W. Gracie, A. Galdik, J. Kristof, F. Urban, F. Kulovitz, W. Doering, J. Smith, R. Stasiunas, J. Heersma, B. Rekas, J. Fitzgerald, J. Byrne, T. Cannon, P. Gorman, M. Nicholas, J. Astrauskas, D. Fitzgerald, T. Pappas, W. Flaherty, W. Filson, J. Margetic, E. Johnson, H. Eyre, W. Guzik, G. Kokologianis, T. Lambros, M. Dywer, J. McGuire, W. Walker, M. Dugan, S. Samis, T. O'Connell, F. Albertine, G. King, J. Lynch, J. McMahon, P. Dineen.

The number of miles operated per pull-in for Burnside, the leading carhouse, is 33,382, an increase of 112.7 percent over the month of January, and they moved up to the top of the list from eleventh position last month. The greatest percent increase was made by Devon, 126.5 percent, and they changed positions from sixteenth to fourth.

The pull-in record shows a great improvement over several previous months, and the average of 24,318 miles per pull-in for the system is 40.7 percent better than the previous month.

Fourteen of the sixteen carhouses made over 20,000 miles per pull-in due to equipment failure, and only one carhouse shows a decrease in percentage.

The record of each carhouse is shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-in	Pct. Inc. or Dec.
1	Burnside	16	33,382	112.7
2	77th Street	7	30,596	50.2
3	Armitage	18	29,771	14.1
4	Devon	13	28,827	126.5
5	Archer	6	27,174	46.1
6	69th Street	4	26,706	54.5
7	Blue Island	15	26,563	47.0
8	Noble	18	23,515	74.9

9	North	4	23,415	37.5
10	Cottage Grove	9	23,127	18.9
11	Division	13	21,636	5.7
12	Lawndale	10	21,538	13.7*
13	Kedzie	9	20,880	34.2
14	Elston	16	20,191	9.3
15	Lincoln	7	18,038	24.9
16	Limits	12	14,709	11.9

*Decrease. 177 24,318 40.7

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

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

Veterans' Roll of Honor

*Employees Who Have Been in Service of the Chicago Surface Lines
and Constituent Companies 40 Years or More Number 293*

FINANCIAL DEPARTMENT

Mackey, D. F.	1872
Van Horn, L. G.	1874
Burke, J. P.	1875
Lundblad, A.	1881
Peterson, J. A.	1885
Cook, C. E.	1887
Andresen, A. F.	1888
Beatty, J. J.	1889
Flowright, E. G.	1889
Edman, W. B.	1890

ELECTRICAL DEPARTMENT

Donnegan, M.	1881
Nelson, P.	1887

LEGAL AND ACCIDENT INVESTIGATION

Bouland, Chas.	1878
Krieger, August	1881
Rood, Chas.	1881
Wilson, Andrew W.	1890

SHOPS AND EQUIPMENT

Gibson, J.	1880
Farrow, J. C.	1881
Olsen, G.	1881
Ristow, C.	1881
Anderson, J.	1882
Carlson, F.	1882
Hansen, H.	1882
Hildeman, R.	1882
Quinn, T.	1882
Johnson, C. V.	1882
Martin, F.	1884
Polowski, M.	1885
Gerber, J.	1886
Guy, J.	1886
Kaufman, J.	1886
Marsden, R. C.	1886
Orbett, C.	1886
Rohr, F.	1886
Kressler, M.	1887
LaPierre, E.	1887
Lund, A.	1887
Regan, M.	1888
Felske, E.	1889
Rowley, J.	1889
Gedt, J.	1889
Jespersen, H.	1890
Danielson, A.	1890
Bergman, P.	1890
Minter, F.	1891
Almquist, C.	1891
Carlson, J.	1891
Meyers, F. W.	1891

ENGINEERING DEPARTMENT

Agin, A.	1886
Blakely, Thos.	1890
Bouland, F.	1879
Brinker, F.	1885
Carlson, E.	1888
Coglionese, T.	1879
Colfer, J.	1884
Doyle, P.	1886
Dunn, J.	1889
Gibson, C.	1886
Harrington, W.	1890
Long, J.	1889
Manning, T.	1883
McCarthy, C.	1890
McQuinn, M.	1887
Milos, J.	1887
Nelson, T.	1885
O'Connell, M.	1885
O'Donnell, W.	1885
Polish, J.	1890
Smith, E.	1890
Stiglich, F.	1884
Urry, W.	1881

TRANSPORTATION DEPARTMENT

Ahern, E. W.	1888
Altermat, Adolph	1888

Anderson, Fred	1890
Barnes, Norman E.	1888
Barnicle, Joe	1886
Baumhardt, H.	1886
Bell, George	1880
Benson, August	1890
Berg, William	1888
Berthold, Otto	1885
Pohnhoff, August	1882
Boos, C.	1886
Bosnak, Sam M.	1889
Boyle, Michael C.	1889
Bradley, Patrick	1888
Brennan, John	1889
Briese, Gustav	1890
Broderick, Patrick	1889
Brown, Arthur E.	1883
Burke, Martin J.	1888
Burgee, J.	1885
Cadogan, Albert E.	1888
Carlin, Martin W.	1888
Carney, John	1890
Casey, Jeremiah	1887
Casey, Owen	1885
Cleary, John	1890
Clohesy, John	1882
Coleman, Patrick	1887
Collins, Wm.	1890
Coloney, John	1890
Connors, John	1890
Conron, Michael	1885
Covert, R. A.	1889
Craig, James	1890
Crawford, Wm. M.	1890
Croat, Michael M.	1887
Cronin, Benjamin	1885
Cronin, Peter	1886
Crowley, Dennis	1889
Cunningham, Richard C.	1889
Curtis, Caleb	1882
Dahlen, Gus	1890
Delea, John	1890
Doody, Timothy	1887
Dougherty, J.	1889
Downey, Martin	1890
Doyle, John J.	1890
Dudman, George	1885
Duffy, Patrick J.	1876
Durkin, Thos.	1889
Drury, Edward M.	1889
Eichhorn, H.	1886
Eilert, H.	1887
Enberg, August	1889
Enerson, John B.	1885
Enright, Dennis	1889
Fennema, Fred	1880
Fitzgerald, Edward	1890
Fleming, Jeffery	1889
Foley, Patrick H.	1882
Fossum, Henry	1888
Fox, John K.	1887
Frank, William J.	1883
Frawley, James W.	1886
Fried, A.	1888
Friedman, Joseph	1890
Fuller, Varion J.	1885
Fyffe, Robert	1890
Gallagher, Patrick	1890
Garvin, Patrick	1888
Geary, Maurice	1891
Goggin, T.	1888
Goodinson, W. H.	1888
Grady, John	1889
Griffin, James	1888
Gubbins, John	1890
Hamilton, C.	1882
Handley, John P.	1888
Hansen, Max	1886
Harrigan, James J.	1884
Harrington, M.	1884
Hauk, Louis	1890
Heelan, David	1881
Heffernan, Thos.	1875

Hellmers, William	1890	Reuter, Gus	1889
Hennessey, Michael	1884	Reynolds, Patrick	1887
Hennessey, David	1886	Ritter, George	1886
Holley, Patrick	1885	Roder, John	1890
Holmes, Wm. H.	1886	Rogers, George L.	1885
Holoway, Philip J.	1885	Rohr, Frederick C.	1886
Horan, Patrick	1887	Rotchford, J. S.	1888
Howe, John	1886	Roville, Fred	1889
Hughes, Frederick	1890	Roy, Augustine	1886
Hughes, George W.	1889	Runney, John A.	1885
Hultman, August	1889	Rump, William	1889
Hutchins, Richard	1889	Scanlon, Garret	1889
Irvine, Joseph C.	1883	Schaefer, Thomas	1887
Isenberg, Oscar	1889	Schreiber, Fred	1890
Jenkins, R. M.	1887	Schultz, Henry C.	1890
Johnson, John	1883	Schweiger, Wm.	1885
Johnson, John B.	1887	Sebastian, Nicholas	1890
Johnson, Olaf	1890	Shaw, John	1888
Johnston, David A.	1886	Sheridan, James	1889
Jones, Bert B.	1890	Smith, Herman L.	1885
Keaveny, James	1882	Smith, John H.	1888
Keeser, J. H.	1888	Smith, Nigh L.	1886
Kehoe, John	1890	Smith, Thomas	1885
Keller, William	1881	Snyder, William H.	1890
Kennedy, Terence	1883	Sorenson, Sam	1885
Kennedy, Thos. J.	1887	Stavely, John P.	1887
Kerigan, Mathew J.	1885	Storey, W. J.	1885
Kimson, John A.	1890	Storm, Fred	1890
King, James	1890	Strobeck, Charles A.	1890
King, Thomas	1881	Stump, Peter	1889
Kriete, J.	1885	Suhr, Herman	1890
Krygsman, Harry	1889	Sullivan, E. James	1886
Kuck, William	1891	Sutherland, James	1890
Lake, William	1887	Swanson, Andrew G.	1888
Lane, James	1890	Swanson, M.	1889
Lang, Paul	1886	Tabor, William L.	1887
Lantz, Edward M.	1890	Thomas, Walter S.	1885
Lawrence, Martin	1890	Tullen, Nels	1884
Linden, Joseph	1888	Walsh, Maurice	1890
Longtin, Samuel	1889	Walsh, Patrick	1889
Luehr, Fred	1889	Watson, Wm.	1885
Luttmer, Henry	1885	Watson, Wm.	1885
Lynk, Edwin J.	1890	Zechs, Peter	1885
Lysaght, Patrick	1890	Zimmerman, Geo.	1884
Lyster, George	1887		
Madsen, A.	1891		
Maguire, Edw. L.	1880		
Maher, William	1882		
Marshall, Thos.	1887		
Mathews, Lee M.	1887		
Mackian, Frank	1890		
Matthias, Gustav	1890		
McCann, Patrick	1882		
McCann, Patrick	1889		
McCarthy, James T.	1884		
McComb, James	1886		
McDonald, Anthony W.	1889		
McDowell, Charles N.	1890		
McGinty, Peter	1885		
McGuinness, A.	1880		
McGuinness, Peter	1890		
McKeil, Charles H.	1890		
McLane, J.	1885		
McLaughlin, M.	1881		
Meara, Patrick	1891		
Miles, Michael	1887		
Miller, Johann	1882		
Montgomery, James	1891		
Moore, Nicholas	1875		
Moriarty, John	1881		
Murphy, Patrick	1885		
Murray, Edward	1885		
Naughton, Thos.	1888		
Nelson, N.	1888		
Nelson, Peter	1887		
Newell, Thos.	1889		
Noble, Walter	1889		
O'Brien, Michael C.	1886		
O'Connell, J.	1891		
Olson, A.	1879		
Olson, August	1889		
Pattison, Robert	1888		
Paul, Walter	1889		
Peterson, Nels	1889		
Phelan, James R.	1889		
Pohlman, Wm. M.	1888		
Powell, Walter	1888		
Quan, John	1885		
Quilty, James J.	1883		
Quilty, William	1888		
Quinn, M. B.	1887		
Ray, Michael	1889		
Reilly, Michael J.	1889		



A. Peterson of South Shops Submitted This Photograph of City Railway Mechanical Department Picnic in 1895

Agreeable

A fat woman elbowed her way through the crowd, jabbing first one person and then another. Finally she gave one nearby man an unusually hard thump and asked, "I say, does it make any difference which car I take to Greenwood Cemetery?"

"Not to me, madam," he replied.

Mrs. Wallace: "Nora, was the butcher impudent again when you telephoned your order this morning?"

Nora: "Sure, but Oi fixed him this toime. Oi says, 'Who the hell do yes t'ink yer talking to? This is Mrs. Wallace.'"

SOME MARCH DATES

One Year Ago

Bulletin: The Chicago Surface Lines is extending the bus service by operating new routes on 103rd Street, Elston Avenue, Irving Park Boulevard, Narragansett Avenue, Central Avenue, Belmont Avenue and increasing the service on Diversey Avenue. Employees of the Chicago Surface Lines between the ages of 23 and 35 years wishing to become bus operators should make application directly to a Division Superintendent of Transportation and fill out an application furnished for that purpose.

Two Years Ago

March 16, 1929—M. Tucket appointed General Foreman at Pershing Road and Halsted Street Storeyard.

March 29, 1929—E. L. Brookman appointed Superintendent of Division No. 8.

March 29, 1929—A. O. Solberg promoted to Assistant Division Superintendent of Division No. 7.

March 29, 1929—New anti-parking ordinance for downtown effective.

Four Years Ago

March 10, 1927—R. J. McKinney, appointed Division Superintendent of Division No. 7.

March 10, 1927—W. M. Kroll appointed Division Superintendent of Division No. 10.

Five Years Ago

March 31, 1926—The Association of Commerce fixed \$25,000 as the quota for all utilities of Chicago for the relief of the sufferers in the tornado zone in southern Illinois. Surface Line employees subscribed \$15,000, of which \$9,904 was given by the trainmen and \$5,096 by employees of other departments. To this was added \$5,000 appropriated by the companies bringing the total to \$20,000. Thus the Surface Lines' contribution alone, was within \$5,000 of the allotment for all utilities. The appeal went out on March 23, and the response was so immediate it was possible to deliver the check to the Relief Committee on March 26.

Seven Years Ago

On account of smallpox in Chicago a general vaccination was ordered. In compliance with this order trainmen were vaccinated at the car stations without expense to them.

Eight Years Ago

March 30, 1923—Following appointments were confirmed: M. B. Quinn, Division Superintendent of Division 4; S. G. Irvine, Division Superintendent of Division 7; E. H. Altemeir, Assistant Division Superintendent of Division 2; A. O. Solberg, Supervisor, Division 8.

March 1, 1923—J. M. Johnson appointed Assistant Division Superintendent of Division 9.

Ten Years Ago

March 11, 1921—Run number tags bearing the number of each run issued at all car stations. Commencing March 13, 1921, each run will be identified by its run number tag on the front end of the car while that car is in service on the street.

Twelve Years Ago

Supervisor A. Madsen, Division 12, transferred to Division 6; Motorman F. J. Smith promoted to Supervisor, assigned to Division 12;

Conductor Wm. Pasche promoted to Supervisor, assigned to Division 8.

Seventeen Years Ago

March 14, 1914—Following appointments as Supervisors confirmed and assignments made: C. C. Cricks to Division 1; Richard Walsh to Division 4; Thos. Eigelsbach to Division 6; W. A. Hall to Division 6; Thos. Fahey to Division 7; B. W. Bolger to Division 8; W. B. Whitney to Division 10.

Twenty-three Years Ago

March 17, 1908—Through Route No. 22 begun.

Twenty-six Years Ago

March 11, 1905—Garfield Park "L" extended from Laramie to Desplaines.



This Was the Way We Used to Carry Picnics to Gardiner's Park, 123rd and Michigan Avenue, Thirty-one Years Ago. Picture Loaned by Charles E. Brockman, 140 East 103rd Place

Thirty-seven Years Ago

March, 1894—Van Buren Street cable (tunnel and loop) for Blue Island Line and Halsted Street.

Forty-two Years Ago

March, 1889—Van Buren tunnel construction begun, Madison and Rockwell power house built, Lincoln and Wrightwood barn built.

March 15, 1889—Madison Street barn built; California Avenue Line built, Chicago to Division; Halsted Street, Clark to Grace; Madison Street, Hamlin to 40th; Sheffield Avenue, Lincoln to Clark.

Forty-three Years Ago

March, 1888—La Salle—began—Illinois to Monroe (through tunnel). Clark Street cable, Limits to and around Monroe loop; Wells Street cable, Illinois to Wisconsin; City Railway mileage, 34 cable, 101 horse.

Clybourn Avenue line built, Fullerton to Belmont; 5th Avenue, 12th to Polk; Illinois Street, Clark to Wells; Monroe Street, La Salle to Dearborn; 12th Street, Wabash to State and 12th Street, Western to California.

Forty-five Years Ago

March 18, 1886—Incorporation of North Chicago Street Railroad Co.

Departments and Divisions

Accounting

On Wednesday evening, January 28, 1931, the home of Miss Blanche Kickler's brother was the scene of much merriment. More than 25 of Miss Kickler's friends were gathered there for a miscellaneous shower. She was the recipient of many beautiful gifts, refreshments were served and a good time was had by all. Miss Blanche Kickler and Mr. Joseph Rosenfelt have been married since October, 1930. To the happy couple we offer our heartiest congratulations and best wishes.

Nancy Lou Thompson is the name of the new baby at the home of Mr. and Mrs. Byron M. Thompson. Mrs. Thompson, many will recall, was formerly Harriet Hanley of the stenographic department. Our best wishes to the proud parents.

Miss Helen Baar, on Saturday, February 14, received a beautiful valentine in the form of an engagement ring. It won't be long now.

Miss Mabel Magnuson and Mrs. Naomi McAllister were among the prize winners in the mixed card party held at the Club House Saturday, February 21, 1931. Mrs. McAllister receiving first prize and Miss Magnuson second prize in bridge.

Congratulations are now in order for Miss Anne Simek and Mr. Henry Glowacki who were married on Saturday, February 14, 1931. After spending her honeymoon in Detroit, Mich., Mrs. Glowacki returned to work Monday, February 23, 1931.

In appreciation of her faithful and loyal service to the Women's Auxiliary as president, Miss Mabel Magnuson was presented with a bracelet and a set of boudoir lamps from the Accounting Department girls, crystal beads and a corsage of violets from her board of directors and a bouquet of flowers from the Club at the installation of the new officers held at the Club House on Thursday, February 19, 1931. T. F. Coan.

Engineering

R. J. Rumatz is the proud possessor of the high individual score to date in the Club House Bowling League. Rudy knocked over 232 pins one night, and promises to do better than that before the close of the season.

Dave McCauley of Racine and Center has joined the Dramatic Club now being organized, and expects to take a leading part in the play which is to be given at the Club House some time in April.

Con Oechel has purchased a set of store teeth and has once again mastered the art of masticating his food.

Irving Straubing was seen sauntering through the Loop recently with a fair young damsel on his arm. This may be a co-incidence but there may be something to the report that only the jewelry store windows attracted their undivided attention.

Art Janke so earnestly propounds the merits of Elmwood Park whenever he can find an

audience that we suspect him of attempting to incite a general migration to that fair village.

Jim Lindley's wife was stricken with pneumonia recently while on a visit to her parents. She is on the road to recovery now, and we hope for her speedy return to health and strength.

Anton Agin, Section Foreman, Western Division of the Track Department, died on February 24, 1931, from heart disease. "Tony," as he was known to all his friends, was stricken suddenly while at work on February 23, 1931, and passed peacefully to the great beyond 24 hours later. He was a veteran of 44 years of faithful service and his unfailing good nature and dry humor made him many warm friends among his fellow-workers. To his widow and children our heartfelt sympathy is extended.

We regret to announce the death of Andrew Wilson, laborer in the Utility Department, who passed away on February 14, 1931. He was in the employ of the companies for the past 35 years. Transit.

Shops & Equipment—North & West

West Shops: Special health hints by Charles (Tony) Vihnanek—Abstain from Hashman's apple pie.

Suspenders are in demand in the drafting room. Ralph Martz purchased three pair so as to be well fortified.

The latest report is that work will be rushed on the new Chicago Post Office. It is rumored that C. J. Stoker is responsible for the rush in this project, due to his immense business transactions in St. Valentine mail.

A new champion yarn spinner has been crowned in the Armature Room. Harry Hamilton has defeated all comers; Leif Halvorsen ran a close second.

Henry Rahmanop and Walter Maskwa of the Armature Room are on the sick list. We hope for their speedy recovery.

Peter Sincky of the Blacksmith shop is back to work, fully recovered from a severe burn he received several weeks ago. And a lucky man was he!

Lincoln: Mr. A. Anderson, night foreman, passed away February 27. He had been in the employ of the company since 1897. Our sympathy is extended to his family.

Andy Nelson, who had to have his leg amputated, is in a very weak condition. We hope he will soon recover. We also hope for the recovery of Stanley Lasko, who is on the sick list.

Walter Stevensand, Asst. Night Foreman, reports the addition of a member of the masculine sex to his family. Congratulations!

Limits: The boys at Limits express their deepest sympathy to James Craig, in the loss of his mother, and to Stock Clerk Joe Nardiello, whose uncle and aunt passed away recently.

Kedzie: We extend our sincere sympathy to the family of George Brocko, repairman, who passed away recently, after being ill several months.

A speedy recovery is hoped for Charles Muller, who has been on the sick list for some time. He is now convalescing at his home and wishes some of the boys would pay him a visit.

Jane V. McCarthy.

Card of Thanks

Chicago, Ill., March 4, 1931.—To the Shops, Carhouses and Bus Department of the North and West Division: Your kind expression of sympathy and beautiful floral offering in our recent bereavement is acknowledged with sincere gratitude and deep appreciation.

Mrs. Andrew N. Anderson and family.

South Shops and Carhouses

Charley Evett, 77th Street, is the proud owner of a new Ford.

Anyone desiring statistics or information in regard to the coming election is requested to get in touch with Pat Quinn, Machine Shop. He is the political wizard.

Mrs. Pearl Evans of the Motor Repair Department passed away on February 21, following a brief illness. Mrs. Evans was a veteran, having been in the employ of the company for 32 years.

The boys at Archer extend their sympathy to John Connor in the death of his son, Sylvester.

Benny Roberts, 77th Street, now wears a derby. Min Havel, please take notice.

F. Kulovitz, Burnside, has purchased a new 1931 Hudson coach which he will no doubt use while enjoying an extensive tour of Florida, during the coming summer. In the meantime, he is showing the boys what speed really is.

John Taylor, welder, is interested in the breeding of Goopy fish. We suggest that he get in touch with Paul Hoger, the Super-Goopy-Fish-Man, for some expert advice.

Dan Casey, 77th Street, is now a star in "Cradle Snatcher."

T. Kasputes, has been confined to his home for the past month, due to bronchitis and a few other ailments. The boys at Burnside wish him a speedy recovery.

We understand that Tony Ruchas, 77th Street, has secured a new brake whistle.

J. P. McCauley.

Material and Supplies

Jim Burton, one of our stock clerks, recently became interested in "jewelry," here's wishing you luck Jim.

Our shiek, Stanley Thompson, has joined the church choir, we wonder if he is training his voice.

Slim Hjortsberg seems worried, it appears that everytime he wears his riding habit, the girls just seem to flock around him and will not let him alone.

We miss Jim Frahm around the South Shops, he was transferred to 39th-Halsted. We wonder if the atmosphere is any better there than at the South Shops.

We understand that Frank Rothman's car will not run, so Frank is moving it around, piece by piece.

Signs of Spring—R. Carley is running around without his hat.

R. E. Buckley.

Electrical

Ed Sheridan has returned from a two months' trip to Florida. He probably found out that Tampa has nothing on Chicago's fine climate.

We are glad to hear that Joe Greeley is now out of the hospital and getting along nicely. Here's hoping he will soon be back at his

usual duties at Milwaukee and Cleaver sub-station.

Our sympathy is extended to the family of Gerald Carterion in their great loss. His remains were taken to Madison, Wis., for burial.

Geo. Schroeder, Earl Essington and L. McKeever of the downtown office were new additions to the "hair-raising" contest mentioned in the February Surface Service Magazine. All contestants to date, with the exception of Bill Ternes, have now removed what was to be a mustache some day. Bill wins the prize—a beautiful bottle of "guaranteed" hair tonic. Congratulations! "Billy."

Assistant Secretary's Office

We are sorry to lose our genial mail clerk, Charles Baer, who has been with us for the past five years. However, we wish him great success in his new position at the West Shops, Material and Stores Department.

We are happy to welcome Joseph Kilcourse, who has taken Charlie's place, and also to welcome our new stenographer, Miss Arlene Pray.

Accident Investigation and Legal

Mrs. Edna Horrom had a thrill on the evening of March 2, while walking on Magnolia Avenue near Wilson Avenue when a pair of hands grabbed at her head and as she instinctively raised her hands to protect herself, her purse was snatched and the snatcher disappeared. The following day she was advised by phone that some of the contents of her purse, including her keys, had been picked up in a vacant lot. She lost \$14 and the purse.

Lewis R. Altamus, who recently had considerable of his interior decorations removed at the West Suburban Hospital, is expected back on the job soon and says he is "raring to go."

Ora F. Gilbert, who has been laid up for some time, was operated on February 23 at the West Suburban Hospital and is still confined there. His friends unite in wishing him a speedy recovery.

Elvira Potensa underwent an operation at the Martha Washington Hospital on February 17, 1931, and is expected back soon.

Francis J. Schaf, has the sincere sympathy of his friends in this department because of the loss of his son, Francis J. Schaf, Jr., by pneumonia on February 5.

Blackstone.

OBITUARY

John McLain

John McLain, "The Grand Old Man," first Vice-President of Local No. 241, A. A. of S. & E. R. E. of A., was born in Brooklyn, N. Y., June 26, 1840. He started "street carrying" as a young man in New York, later coming to Chicago in the early 80's. Shortly after obtaining employment with the Chicago City Railway Co. as a horse car driver, later on as a gripman and had the distinction of being the oldest active street car man in the world, a total of 67 years' service. After a brief illness he died at Alexian Brothers Hospital, February 16, 1931. The interment was at Holy Sepulchre Cemetery where a host of friends and officials paid their last respects.

Around the Car Stations

Cottage Grove

In comparing accident prevention records we find that in 1929 Cottage Grove finished in eighth place with 84.32 and in 1930 we finished in fourth place with 90.83, a better percentage than the winner of 1929 contest, which was 88.79. It shows conclusively what accident prevention sermons will do. Let us all try again and see if we cannot break all previous records.

Conductor Burt B. Jones and his wife arrived safe in Fort Myers, Fla., after a motor trip of 1,400 miles, sends us word that oranges can be bought there for 5 cents per dozen and grape fruit for 10 cents per dozen. They are enjoying themselves sightseeing and fishing. Burt sends us the following epistle:

I took the trip to Florida, hurray!
Drove my car o'er hills and vales all day.
The mountain scenes were beautiful;
Camping grounds agreeable,
And roads were paved and crooked.

The climate is so soothing, hurray!
And mocking birds are singing, hurray!
The shuffle board is the game to play
In this winter's summer holiday
In Florida, "City of Palms."

So you miss me in Chicago today,
Enjoying my visit in the South to play.
Its no use for you to bray
Rig yourselves and get away
And come to Florida's clime.

Burt B. Jones.

We are all glad that Motorman Fred Hughes is so much improved in health after a most delightful motor trip this winter. With his youngest son and two friends, they took in all the most interesting places from Chicago over the Blue Ridge Mountains to Miami, Fla., visiting St. Augustine and scores of other historical places en route. Fred says there is nothing like traveling for education.

Our new officers of the S. & A. Club recently purchased a new regulation billiard table, which meets the approval of the members for it is being used quite a good deal. It also shows the members are delighted with their new officers thus far. Don't forget to pay your Club dues to our Chief Clerk, Percy Atkinson.

The trainmen welcome back to work again Motorman John Saunders who has been under two operations in Speedway Hospital. We trust he is fully recovered.

The following trainmen have been on the sick list for a long period: Motorman Thomas Durkin, Conductor P. J. Reynolds, Motorman John Foley, Motorman Charles Sargent and Motorman James Hayes. To all of these trainmen we wish you a complete and speedy recovery.

J. H. Pickin.

Seventy-Seventh

A very heated argument occurred some time ago between motorman Mike O'Connor and



Bert D. Jones of Cottage Grove and Wife at Fort Meyers, Fla., February 23

Conductor John Cassidy while rehearsing old times back in the "Old Dart." They went up one byway and down the other and places they stopped, too many to mention. Cassidy had the floor and had arrived at the cross roads where two beautiful trees grew on the right. Here Mike corrected and moved them to the left. They pulled them up and replanted them a dozen times over till the bark was wore off, when without warning Mike cleared for action and ran Cassidy out of the trainroom. Well, there's more than one way to win an argument.

We notice that some of the boys in the office have been smoking the last month. Here's the lowdown: Clerk John Barnes became a grandfather last month and treated the boys. Congratulations, John. They would never think it to look at you.

Conductor Ed. Dawson, while starting cars at 79th and Halsted Street, was run down by an auto, sustaining a fractured arm. We wish you a speedy recovery Ed. old top.

Conductor John Murray is now at home having been confined at St. Bernards Hospital. Boys, these are dreary day to lie around. How about a little visit?

To Lincoln Avenue, winner of the silver car, we take off our hats. As this contest is now history let us review our record: In 1928 we finished in eleventh place with 62.60 points; 1929, eighth place, 82.24 points; 1930, fourth place, 86.63 points; 1931, seventh place, 90.49 points. Here is what we have been expecting. Superintendent W. A. Bessette wishes to congratulate the boys on this wonderful showing and expects to see our depot bring home the bacon next year. He suggests a close co-operation between conductors and motormen, also stating rough stopping and starting are hitting us hard. Eliminate these and we will have clear sailing. Thanks, very much, now bring on the turkey.



Five Generations in Family of Conductor Henry Koehler, 69th Street: Mrs. Charlotte Graf, 89, Great-Great Grandmother; Mrs. Bertha Koehler, 66, Great Grandmother; Grandpa Henry Koehler, 47; Richard Koehler, 22, Father; and Patsy Virginia Koehler, 7 Months Old. Virginia's Maternal Grandfather Is Motorman Alfred Stockwell, 77th Street Depot.

This has been a banner month for us in the line of youngsters. The following trainmen report the arrival of additions to their families: Motorman Mike J. Hanley, a boy; Conductor J. J. Donohue No. 2, a girl, and Conductor W. H. Dorgan, a boy. Congratulations.

Here is a list of our sick for this past month and perhaps you will find time to call on someone: Conductor J. Eichberger, Conductor M. J. Ryan, Motorman T. W. Meyers, Motorman R. A. Blell, Motorman B. Rogers, Motorman W. J. Lynch, Motorman L. R. Davis, Motorman Tim Larkin and Conductor I. N. Luther. To the sick boys we wish speedy recovery to health.

Motorman Fred Kappen has returned to work again, having passed through a serious operation, also Motorman Joe Hennessy, who has been away on account of severe illness. Glad to see you around boys.

Not so bad in the witness contest last month—4.30 per accident, but we slipped into fourth place. Have you developed a plan of action or are you having a duplication of action and effort? Often a front door left open, while the motorman and conductor investigate an accident, induces witnesses to leave and others to come in. Later on when asked for their names are greeted with: "Oh, I was on the car behind," or "I was inside and did not see it," which as a rule becomes the byword of all. Witnesses are our friends, the more friends the more witnesses. Let's go for first place to see how it feels, remember it takes an average of 6 to put this over.

During the past month, a number of our

trainmen were called upon to part with loved ones, namely: son of Motorman A. Redican, son of Conductor E. K. Thompson, mother of Conductor V. G. and Motorman J. H. Campbell, father of Starter Oscar F. Langohr and two of our esteemed motormen, Edward Drury and W. Alfring. To the bereaved relatives our division extends its profound sympathy in their bereavement.

C. A. Gylling.



John, Jr., the Year-Old Son of Conductor J. J. Donahue of 77th.

Sixty-Ninth

February, 1931, marks the passing of four of Division 4's motormen who were long in service and each with a remarkably good record while in service. Sympathy is extended to the bereaved relatives of Motormen W. E. DeWitt, who passed away February 13; J. Quan on February 26; J. P. Roubak on February 25; and C. E. Lewis on February 26.

The wife of Conductor J. J. Pfrommer passed away on March 2, 1931, the sister of Conductor J. M. Pavletick passed away on February 16, the sister of Motorman F. C. DiGirolamo on February 22, and the father of Conductor P. Mahony passed away on March 1. Sympathy is also extended to the bereaved.

One of the fast trains of the B. & O. R. R. at 89th and Ashland struck an auto truck and tipped it over, blocking street car traffic both ways on February 26, 1931. The prompt action of crews on run No. 338, P. A. Johnson, No. 5093; L. Frank, No. 3320, changing cars with run No. 340, southbound; J. A. Burgeson, No. 3115; C. E. Burgeson, No. 1838—cut the delay in half and run 341, D. Hennessy, No. 2987, and P. F. Warren, No. 2456, switching at 87th street, kept the service about normal north of 89th street. The interest of the above mentioned crews in their effort to maintain service is very commendable.

Conductor J. H. Mudra, No. 236, is also deserving of creditable mention during an accident at 93rd and Ashland on February 7, 1931. He was on the car behind Hastie's car and co-operated quickly. Getting in a passing auto on

arrival at 87th street he began switching back cars, thereby cutting to a great extent an otherwise big gap.

Motorman D. A. Moore is the proud father of a 7-pound baby boy born on Tuesday, February 3, 1931. We offer congratulations.

Conductor E. F. Ricker was happily married on January 28, 1931, to Miss Lillian Tustin. We extend felicitations.

Motorman M. G. Ouimett and Conductor T. J. Feeley are home again after having had successful operations and we hope to see them back among us again shortly.

When run No. 551 was blocked 11 minutes at 61st and Calumet at 3:50 P. M., March 3, the crew of the following car, Motorman J. O'Dwyer, No. 3393, and Conductor C. J. Leonard, No. 3508, cut the delay in half by switching in at Cottage Grove and carrying a big street back West, greatly assisting Supervisors Harris and Philpott by restoring normal headways. They are to be highly commended.

Motorman James Ryan, No. 5, is badly in need of the services of a competent chauffeur as he recently purchased a baby Lincoln and it required the services of friend wife, the neighbors and a traffic officer to enable him to get the thing in the family garage which was evidently designed for an Austin instead of a Lincoln.

The handsome Eddie Suma is not the only one of our office force to be smitten with Cupid's dart. While Day Receiver Norman has made no announcement as yet, it has been discovered by our secret service department that he recently spent three of his hard earned dollars for a most elaborate valentine. He is also taking vocal lessons for what reason we have no idea. No one would object to his taking lessons, it is only the noises he inflicts on his associates that is objected to.

W. L. Pence.

Archer

Archer has lost another of its old timers. Motorman James Cooper, who entered the service May 14, 1902, died February 17, a loyal and faithful worker leaving a record that one can be proud of. Mr. Cooper had been failing in health for the last few years. Jim was held high in the esteem of all his co-workers for he had many friends in the train service and scores among his daily passengers. The boys of Archer extend their deepest sympathy to his beloved wife and family. Funeral services held February 20 from his late residence. The Independent Order of Odd Fellows, McKinley Park lodge, officiated.

Motorman D. Hruby complimented for his alertness. At an early hour Sunday morning, February 8, when cars were far apart, Dan was on his way to work when he witnessed a collision of autos on the Drainage Canal bridge, 34th and Kedzie Avenue. Knowing it would be a nasty delay, he made haste to the nearest telephone, calling the dispatcher recommending that two wreck wagons and the ambulance be sent to the place of accident. Indeed it was a nasty delay of twenty-six minutes to both north and south bound service. Such actions on the part of Motorman Hruby shows his interest not only to his employer but to the welfare of the traveling public.



Jackie, One-Year-Old Son of Conductor L. J. Winters of Archer.

Conductor D. J. Thomas made a flying trip to St. Louis with his son who recently graduated from high school, placing his son into a military academy. D. J. is always looking out for the interest of his family and the education of his children.

Our sympathy is extended to Conductor W. McMillan on the death of one of his twins who died February 6 after a short illness.

Say, boys, did you get it? First in line in the windup of the Accident Prevention contest. If we can do so in January, why not continue throughout the year?

Congratulations, J. W., on the arrival of John, Jr. Junior was born to Conductor J. W. Lannon and good wife Sunday, February 15. John has now the happy family of five children.

Our sympathy is extended to Motorman J. Sullivan No. 2 on the death of his daughter who died February 9. John was relieved from his duty on Monday, February 9, being called to the bedside of his daughter at the Mercy Hospital. She died shortly after he arrived.

Motorman George Zimmerman, commended for being on the alert in switching cars back from Racine to Cottage Grove Avenue on account of a forty minute delay caused by the 35th Street bridge being opened and could not be closed February 6 during the P. M. rush hour.

Conductor John Ross made a two week trip to Toronto, Canada, being called to the bedside of an invalid sister.

Another stork story: Dorothy Joanne, a bouncing baby girl, nine pounds, arrived at the home of Conductor Joseph Famera on the morning of Thursday, February 12, to help celebrate the birth of Abraham Lincoln. Joseph always wears a smile, but you should see him today! Mother and baby doing fine. Joseph says the stork is a mighty fine bird.

Conductor L. H. Whitehead stole a march on the boys and took off five days to visit the folks down on the farm, returning February 12 with his bride. Congratulations, L. H.

The stork has been doing wonderful work. Another annex to the Zuurbier family at the

bewitching hour of one A. M., Tuesday, February 17, a son, "George," eight pounds. This makes Andrew the proud daddy of five offsprings. Congratulations, Andrew.

Again our sympathy is extended to Motorman W. Maloney on the death of his sister who died February 26 and buried from Visitation Church February 28.

Congratulations now in order. What do you suppose, Motorman Frank Reif is the proud daddy of a nine pound baby boy, born February 18. It is hoped the babe will be a real honor to his dad and a joy to his mother. Frank, here's wishing you a speedy recovery.

Conductor John T. Wack is happy in joining "Daddy" class Friday, February 13, when a bouncing baby boy, Roland LeRoy, was born to John and his good wife. John believes in adding to the urban population.

The Bowlers—The Casey's known as the Chicago Surface Lines team and the Regulars known as the Archer Depot team met in a crucial series on Tuesday, February 24, and the Regulars took it on the chin in two games and the Caseys moved into third place in the Central Manufacturing District League.

Scores

Chicago Surface Lines

Grannon	170	246	185
Haase	183	195	147
Zelis	190	156	171
Krajicek	180	179	167
Schaeffner	152	189	186
Total	875	965	856—2,696

Archer Depot

Rossmann	232	200	164
Hurley	169	176	175
Kreith	159	145	150
Potraz	166	179	164
Kent	207	222	202
Total	933	922	955—2,710

Motorman Ed. Murray, one of Archer's old timers, is confined to his bed and is in a serious condition. The boys extend their best wishes for a speedy recovery.

Golfers—The newly organized golfers having adopted the name of "Archer Depot Golfers" met in the club room on February 25 and elected officers and approved a set of rules. The club at this time has 27 charter members and has elected as Captain, J. T. Wack; Assistant Captain, S. A. Kopton; Secretary and Treasurer, E. Seelbock; Directors, A. Bernard, S. Churylo, A. E. Hinz. The boys are going to try and make good their promise of last fall and take the majority of the prizes at the Surface Lines Tournament if one is held this year. You can't stymie us. Watch our drive.

Motorman George Zerbian announces another motorman in his family, reporting the arrival of Richard George, a ten pounder, born Wednesday morning, February 25 (payday). This makes George the proud father of two sons. Congratulations, George, and may the next two be girls just to satisfy the good wife.

Dusty.

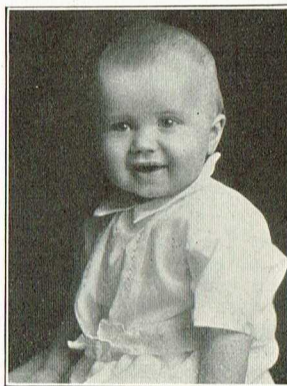
Blue Island

Motorman G. Zelinko was presented with an 8 pound girl on February 4; R. Sanders with a 9½ pound boy on February 22, and Jas Cavanaugh with a 9 pound girl on February 28.



Genevieve, Twelve-Year-Old Daughter of Conductor Charles Fish of Blue Island

We wish to extend our sympathy to the following and their families in their recent bereavements: J. Alm in the loss of his son-in-law; F. Walter, the loss of his mother-in-law; J. Kierstein, the loss of his wife; J. Marvin, the loss of his father-in-law; A. Barnett, the loss of his mother, and M. O'Brien, the loss of his grandson.



Elmer, Jr., the Nine-Month-Old Son of Motorman Hane of Blue Island

We also wish to extend our sympathy to the family of Motorman Fred Petersen who passed away on February 19 after a long illness of over a year. Fred entered the service about 10 years ago and was well liked which was proved by the large funeral he had.

C. P. Starr.

Kedzie

Our clerk, George Singer, says he is going to take swimming lessons and thought he was going to need them recently when the rear wheel of his auto came off as he was speeding over the Drainage Canal bridge. As luck would have it his auto did not turn over in the canal. While he did not get the chance

of swimming the pleasure was all his in trying to find the wheel which was found after a long search in the prairies. Says his auto is O. K. now again for he bought some new parts from Warshawski.

Conductor H. Michael took off February 26 for a trip on the good ship "Matrimony." We think that this, his second trip, and should be able to steer clear of rocks, etc. Here is wishing you and yours a world of happiness and success.

Sadness has come to the home of our clerk, Nick Grimaldi, who was called on to part with his dear beloved wife who died February 8. The sympathy of all the boys is extended to him and his three children in their bereavement.

Our deepest sympathy is also extended to Motorman Christ Anderson on the death of his wife who died February 16, and to Receiver J. Cassells on the death of his sister February 25.

Conductor M. Mulligan is again a proud daddy, this time of a nine pound baby boy, born January 26. This is number six for Mike. Congratulations.

Conductor P. Clark reports the arrival of an eight pound baby boy born February 18. Clark took several days off to celebrate the happy occasion.

Conductor John Reichart is also the proud daddy of an eight and one-half pound baby boy, John, Jr., by name, born January 25. This makes a girl and a boy for John. Congratulations.

A nine pound baby boy arrived at the home of Motorman C. Kristan February 9. Kristan is wearing the smile that won't come off. Here is wishing you a girl next time. If you have not already learned how to wash milk bottles, you will. By one who knows.

C. Sonders.

North

Motorman Albert Swanson died suddenly Sunday morning, March 1. His seniority dated from August 17, 1907. Al was one of the best snow fighters ever developed at this depot and every storm found him in the vanguard of our battlers. He was a high type of citizen being active in civic and social affairs of Austin, always striving for the best for his community. Funeral services were held Wednesday, March 4, under auspices of Altar Lodge No. 1118 A. F. & A. M. To the friends and relatives of our departed fellow workers all North Avenue men join in heartfelt condolences.

Motorman Charles Kjeldsen, who retired from active service about five years ago, passed away during the month of February.

Conductor George Gersch announces the arrival of a six pound girl, February 26. And that is the reason for the chestiness of Motorman R. Gersch the doting grandfather.

And here is our old friend, Motorman Harvey Johnston, doing something big for Elmwood Park. Born to Mr. and Mrs. Harvey Johnston, January 16, a daughter weighing nine pounds.

Operator Kotecki and Conductor E. Neil have returned from New Orleans where they gave the girls an eyeful at the Mardi Gras. Motorman Mike Kenneally is still at Hot Springs.

January standing in the Accident Prevention Contest found us in ninth place with less than



Gloria, Daughter of Conductor A. Iwonski of Armitage

a full point separating us from sixth place. Up and at 'em boys and we will go right up. We are good and we know it but it is up to us to demonstrate the fact.

Even on Washington's birthday that north weather vane insisted on prevaricating.

C. A. Knautz.

Elston

Motorman A. Schutz reports the arrival of a new member to his family, a girl. Congratulations.

Another year has passed in the Accident Prevention Contest and Elston Avenue and Noble finished second best. Well, let us get a start on this year's campaign and finish in first place. Now that our depot has been redecorated we have an appropriate place for the trophy.

We wish to extend our sympathies to Conductor H. Brietzka who lost his mother recently.

E.

Noble

We extend our sympathy to Conductor F. Hammer on the death of his wife also to Motorman E. McLaughlin on the death of his father.

Motorman W. Rooney performed a daring feat of heroism the other day. Reaching out he snatched from the track the form of a woman and found to his disgust (and disappointment) that he was claspings to his manly bosom a tailor's dummy.

Conductor E. Nuffer is the proud father of a fine baby girl. Congratulations.

One of our motorman who was drawing near a time point was asked by a passenger, evidently in a hurry, if that was as fast as he could go. The motorman's reply was: "No, but I can't leave the car."

If you chance to be crossing the street about 5 P. M. and you hear a sound as of stones rattling in a tin can don't be alarmed. That's just Foster coming to work. C. DeMoure.

Lincoln

Perhaps a future Lincoln was born February 12 when an eight pound baby boy was delivered to John Brunelli and his wife at John B. Murphy Hospital. Conductor L. A. Schatz and wife are the parents of a five and one-half pound baby girl born Saturday, February 21, at Columbus Hospital. Congratulations and best wishes to the mothers and babies of both families.

Conductor C. Oswald, who has been ill for some time, is regaining his health and was around to see some of the boys at the station. We all hope to see him back on duty soon.

Conductor F. O. Rocklitz, who was injured severely when he was caught between two cars at Fullerton and Central Park Avenue the evening of February 5, is rapidly recovering.

Conductor Adam Roeser after many years' illness passed away following an operation at Alexian Brothers Hospital, Monday, February 9. Funeral services were held at Brieskes' Chapel and St. Gregorys Church and laid to rest in All Saints' Cemetery.

Eugene Sullivan, another old timer who was with the company many years, passed away at his home, 4437 N. Rockwell Street, February 17. Andrew Anderson, night electrician, passed away and was buried from Halletman's Chapel to Elmwood Cemetery, Tuesday, March 3. Our sympathy to all the families also to S. Mizialko, who lost his mother, February 27.

The Lincoln Station should be congratulated upon winning for the third time the accident prevention contest which makes them the owners now of the Street Car trophy, the boys have made in five years a very good showing in the contest, being awarded first place three times and second place twice. Now that we have won this trophy, let us keep right on with the good work and also try and improve in the other contests. H. Spethman.

Limits

Wm. Padden stole away in the night, as it were, and was secretly married on Friday, February 13, 1931, and is now back to work. We congratulate the good brother.

Our starter, John M. Roeser, suffered the loss of his brother, Adam G. Roeser, an old Lincoln Avenue motorman of 28 years' experience, who died February 7 at Alexian Brothers Hospital after a second major operation. The boys of the Limits extend their heartfelt sympathy to our old friend and starter, John Roeser.

Word has just been received that Motorman J. Thull welcomed an eight and one-half pound baby boy into his home at 619 Willow Street on November 12, 1930. We extend tardy congratulations.

Extra Conductor Leonard Penny, it is alleged, took a post graduate correspondence course in "snooker pool" and has since that time been endeavoring to win a game. While the boys admire his perseverance they are prone to criticize his technique and some attribute his failure to a lack of mastery of what is known as "English on the ball." However, the good brother striveth on and we are anxiously looking forward to the day when we shall hear of his complete victory of at least one game. E. G. Rodgers.

SURFACE LINES POST

The American Legion

The American Legion, together with other ex-servicemen's organizations, in joint meeting with servicemen members of the Legislature outlined the following program for their Legislative Committee to present before the Legislature.

A. L. Castle has estimated that the Building Program at the Quincy Soldiers' and Sailors' Home would require approximately \$320,000 installing new kitchen and commissary, a new hospital and other necessary improvements to make this Home more comfortable.

Past Commander Hayes, on the Rehabilitation Committee reports that additions at Jacksonville totalling \$101,000 covering kitchen and other conveniences for our insane comrades, will be needed. Recommendation was also made that new Units be built at Moline and Alton, at a cost placed at approximately \$100,000 at each place.

George Middleton, Chairman of the Child Welfare Committee at the request of the Child Welfare Committee, has asked for an emergency appropriation of approximately \$301,000 at Normal, which our committee will push to a speedy passage. It was also recommended that an appropriation of \$10,000 be passed for the education of our war orphans, which request will be seriously considered by this committee.

On behalf of Al. Larson and other members of the State Fair Committee, it will be recommended that a total of \$7,500 be given as premiums for next year's State Fair.

Chairman Talcott, in his report, recommended that \$5,000 be appropriated for graves registration.

Phil W. Collins of the Chicago 1933 Convention Committee recommended on behalf of the Chamber of Commerce of Chicago, that \$50,000 be appropriated for the 1933 Convention, which legislation our Committee decided to support.

William Schlupp, whose Sub-Committee has been working on changes in the "Bogardus Act," made a report which makes necessary changes in this Act.

Howard Knotts, Chairman of the Aviation Committee, made recommendations for changes which are absolutely essential to this coming mode of transportation.

All of the above recommendations were greeted enthusiastically by the Servicemen Members of both branches of the Legislature and we feel certain that they will be passed unless caught in the confines of an economy program. Commander R. W. Ambler.

To him that talks, and talks and talks,
This motto should appeal:
The steam that toots the whistle
Has never turned a wheel.

Young Scotty: "Pa, give me fifty cents to go to the Centennial Pageant."
Scotty: "Next time, laddie, next time."

BUSY BOWLERS

Closeness of Race Keeps Up Interest in Club House League Schedule



Transportation—Left to Right, Bohlin, Moore, Simmons, Powers, Solberg

The Club House Bowling League is nearing the finish of its schedule, with the leading teams so closely bunched, that any one of the first six teams may be the ultimate winner. At this writing the Transportation team is holding the lead by a margin of one game over the Building Department team. The Car House, Schedule and Accident Investigation teams are tied



Building Department—Back Row, Nelson, Retzler and Schneider. Front, Isaacson and Pellicore.

for third place, on games won and lost, with the South Shops team one game behind the latter group. The second division teams are also closely grouped, and there may be many changes in the standing of the teams before the

end of the schedule. Lee Demzien of the Car House team is the individual leader with an average of 182 for 44 games, which is good enough for any league. He is also the holder of the high individual game and high individual



Schedules—Left to Right, W. Devereux, De Grazia, Martin, Fisher, Sedlack

average for three games. The closeness of the team race has kept the interest of the bowlers at top pitch all season, and we look forward to a greater interest, if possible, next year. At the end of the present schedule, a handicap



Car Houses—Back Row, Stevenson and Demzien. Front, Stole and O'Brien.

tournament in singles and doubles will be held, and it is to be hoped that one bowling in the league will enter. J. M. H.

Clara—"You may not believe it, but I said 'No' to seven different men during the summer."
Maude—"Oh, I don't doubt it. What were they selling?"

CLUB SPARKS

Good News

Our expert billiard players are at last to have proper recognition from the Surface Lines Club. The annual budget, which has just been approved, provides for the purchase of a standard size billiard table, which probably will be installed on the top floor of the clubhouse which is to be properly lighted and heated for the purpose. The two pool tables are to be recovered and the entire billiard and pool equipment will be put in good order.

New velour curtains are also to be provided for the stage in the dance hall.

Our bowling fans are not to be overlooked as arrangements have been made to provide ten sets of new pins and make several necessary repairs in the bowling alleys.

There is also some talk of installing a ping-pong table so as to provide proper facilities for the revival of this interesting game.

Coming Events

Plans are under way for the dance to be given at the clubhouse on Saturday evening, March 28. Earl Voyle's orchestra, in special costume, has been engaged for the occasion and those who have heard them at Vista del Lago know what a treat is in store for them. W. C. Wheeler will be in charge of this event.

Arrangements are also progressing for the annual banquet which is set tentatively for Tuesday, April 21, at some downtown hotel, with J. V. Sullivan as chairman.

Don't forget to hold open the date for the annual May party which is to be held on Saturday evening, May 16th, at the clubhouse with S. D. Forsythe as chairman.

Club House Bowling League Standing, Week Ending March 4, 1931

Team	Won	Lost	Total Pins	Average	High Game	High Av.
Transportation	31	20	36,362	713	842	811
Building	30	21	38,178	749	911	846
Car House	29	22	38,531	755	926	844
Schedule	29	22	37,893	743	898	849
Accident Invest.	29	22	37,667	738	860	844
S. Shops	28	23	37,439	734	871	832
Depot Clerks	25	26	31,675	704	842	797
Purchasing	24	27	36,654	719	879	839
Legal	23	28	34,398	717	861	807
Track	22	29	37,437	734	869	824
Electrical	20	31	35,450	709	832	792
W. Shops	16	35	37,078	727	843	802
High Team Game						
Car House	926					
Legal	900					
High Individual Game						
Demzien	235					
Rumatz	232					
Rubey	231					
High Team Average						
Schedule	849					
Building	846					
High Individ. Average						
Demzien, C. H.	200					
Vitalie, Track.	198%					
Collins, C. H.	197					

A BOUQUET FOR FATHER

By Julia Walsh

(Daughter of Motorman Michael Walsh, Seventy-seventh Station)

I've searched the magazines and papers for lo,
these many days,
But I haven't found an item that gives father
any praise;

I've looked them over carefully, I've read and
studied all,

But the sturdy representative of Adam's early
"fall"

Seems to have escaped the notice of the poet's
lucid powers,

And she "who bit the apple first" has gathered
all the flowers.

I would not rob "dear mother" of one single
bit of praise,

For faithful was she always during childhood's
anxious days;

All through youth who was the mother, ever
wise and true,

But I've quite a "bunch" of praise to hand to
good old father, too.

How he worked and strived—perhaps grum-
bled, whistled, sang and smiled;

Toiled until his back was doubled—for mother,
home and child.

I am not feeling "grouchy" because mother's
praise is sung,

For well do I remember her sweet kiss when
I was young;

But I also have a memory of a burly manly
form,

Whose heart was where it ought to be—whose
smile was broad and warm;

And I think it would be but just, e'en in this
latter day—

When we're picking flowers for mother, to give
father a "bouquet."

THE TIME TO LIVE

The time to be kind is now,

The place to be kind is here,

We needn't be told the way to be kind

For the way to be kind is clear.

But it's good to pause and remember

In the heat of our stress and drive:

The very best time to live

Is while we are still alive.

"The time to be happy is now,

The place to be happy is here,

The way to be happy is to make others
happy"—

Simple enough, I fear.

But the simple things we are apt to miss,

As we struggle and fret and strive,

Forgetting the very best time to live

Is while we are still alive.

An eternity lies behind us,

Another one lies ahead,

Here for a flash—and then who knows?

Ask of the silent dead.

Then why all the grab and the hate and greed,

In our pitiful earthly hive,

When the only time that we have to live

Is while we are still alive?

J. P. McEvoy.

