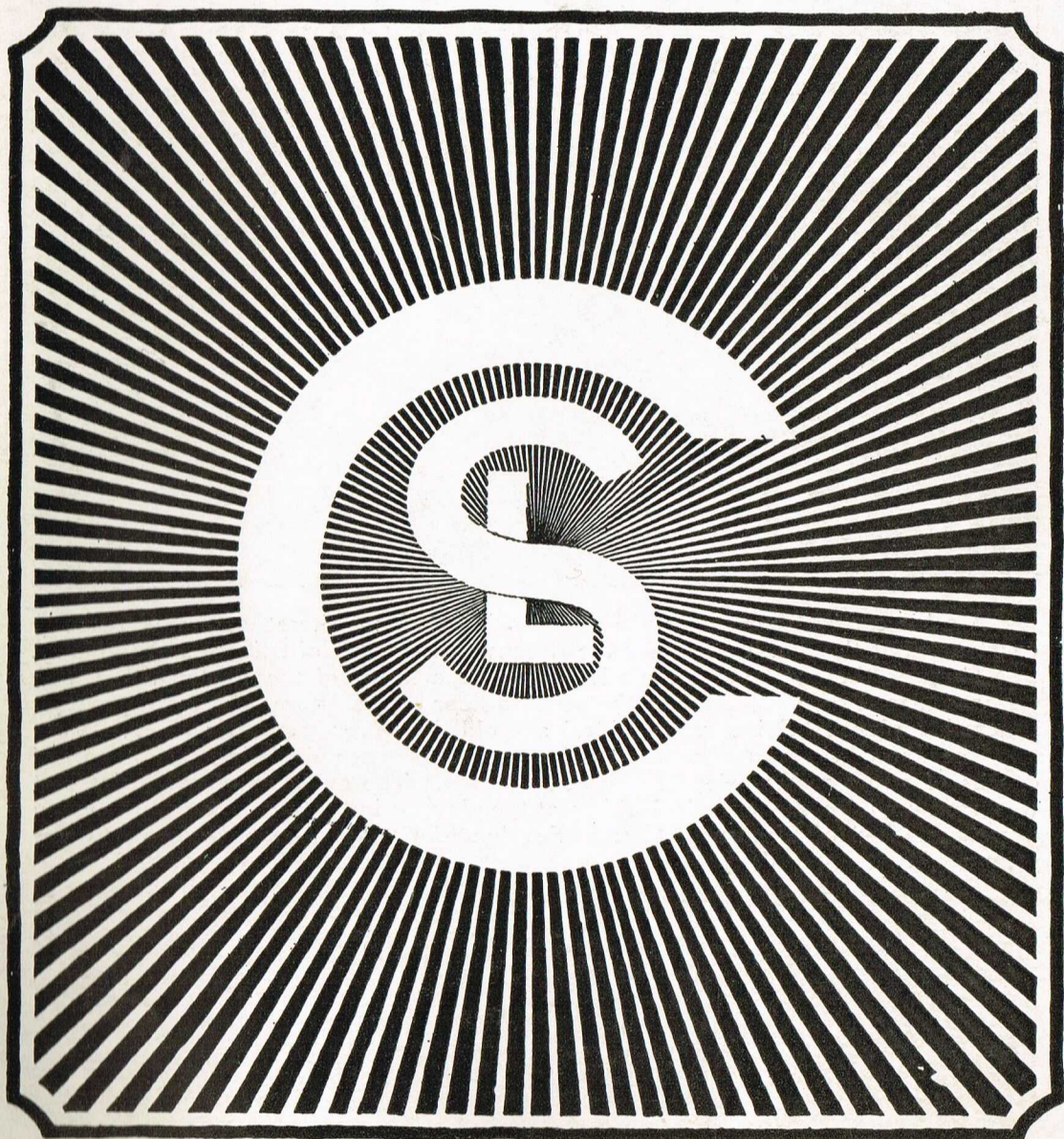


SURFACE SERVICE MAGAZINE

VOLUME 8

MAY, 1931

NUMBER 2





ALL LOADED UP AND NO PLACE TO GO



A cable car patterned after one of the original State Street cars was recently constructed at the South Shops for the Rosenwald Museum of Science and Industry.

Through the courtesy of the advertising department of the Boston Store, this car was placed on exhibition on the seventh floor of that store, where the younger generation played "Going for a Ride," and old timers renewed their youth.

The show windows also displayed enlarged pictures depicting the historical epochs of street railway development in Chicago. The evidence of public interest was measured by the crowds looking at the pictures in the windows and the many questions asked of Motorman Garrett Scanlon of Cottage Grove Depot, a former gripman in cable-car days.



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

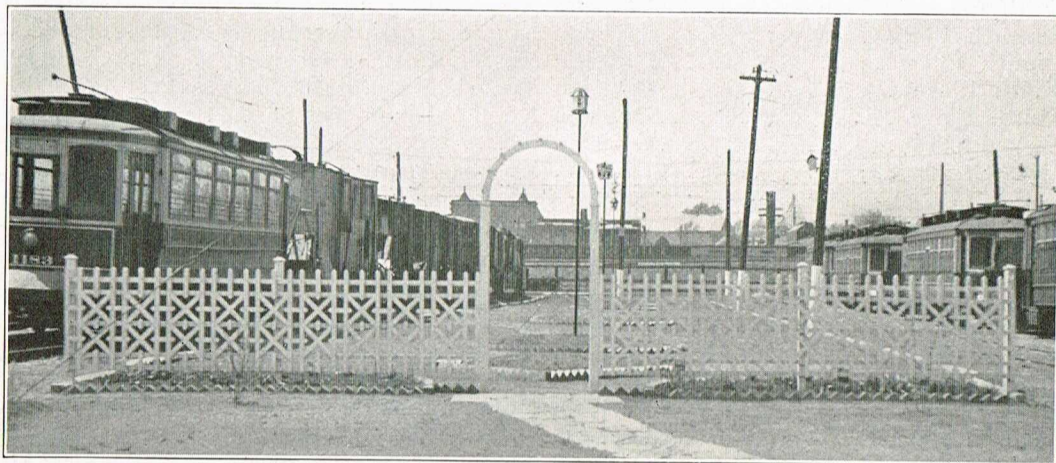
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First Floral Inspection Due

*Committee Will Make Its Initial Trip With Expert Adviser
as Honorary Member*



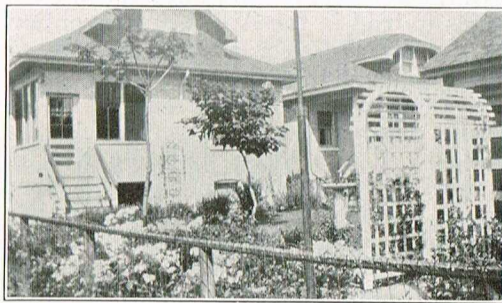
How Burnside Has Prepared for the Floral Contest

Herewith SURFACE SERVICE presents a view of the preliminary floral display work at Burnside station. This gives promise of an interesting showing as the season advances and is evidence that some of the flower lovers at the Farthest South station are determined to be in the running for the 1931 prizes.

The Floral Committee of which Mr. Hamilton is Chairman will make its initial inspection trip about the time this is being read, and the committee this year will be accompanied by a distinguished engineer, Mr. Sam Neiler, who when he is not planning and supervising vast electrical, ventilating and drainage systems devotes himself to his particular hobby—flowers. He has had many conferences with our committee and has shown a deep interest in the Surface Lines Garden Contest for the beautification of our properties.

To those who are directing or participating in this splendid civic movement for neighborhood improvement this evidence of outside expert interest should

prove a stimulation in the effort to develop displays which shall far surpass those of previous years. In subsequent issues photographs showing the progress at the various stations will add interest to the contest.



With Spring in the Air Conductor Gardner of Kedzie Will Attempt to Improve His Garden Layout of Last Year But It Will be a Hard Job

Jane, six years old, was out for a ride in the country. She saw a swamp where cat-tails were growing.

"Oh, daddy!" she exclaimed. "Look at the hot dog garden"

Burnside Holds Narrow Lead

Lincoln Right on Their Heels in the Accident Prevention Race

Cumulative—February to April

First Place	Division No. 2, Burnside	91.34
Second Place	Division No. 11, Lincoln	91.15
Third Place	Division No. 10, Elston-Noble	90.63
Fourth Place	Division No. 5, Archer	89.68
Fifth Place	Division No. 3, Seventy-seventh Street	89.59
Sixth Place	Division No. 6, Lawndale-Blue Island	89.41
Seventh Place	Division No. 8, North Avenue	88.95
Eighth Place	Division No. 1, Cottage Grove	88.89
Ninth Place	Division No. 4, Sixty-ninth Street	88.10
Tenth Place	Division No. 12, Limits-Devon	86.30
Eleventh Place	Division No. 7, Kedzie	84.59
Twelfth Place	Division No. 9, Armitage-Division	82.64

Month of April

First Place	Division No. 6, Lawndale-Blue Island	91.34
Second Place	Division No. 10, Elston-Noble	90.89
Third Place	Division No. 3, Seventy-seventh Street	90.66
Fourth Place	Division No. 11, Lincoln	90.21
Fifth Place	Division No. 5, Archer	90.08
Sixth Place	Division No. 2, Burnside	89.78
Seventh Place	Division No. 4, Sixty-ninth Street	88.30
Eighth Place	Division No. 1, Cottage Grove	87.51
Ninth Place	Division No. 9, Armitage-Division	87.58
Tenth Place	Division No. 7, Kedzie	85.50
Eleventh Place	Division No. 8, North Avenue	85.43
Twelfth Place	Division No. 12, Limits-Devon	85.13

By **WILLIAM PASCHE**

Supervisor of Accident Prevention

Burnside Depot, Division No. 2, continues to lead in the Accident Prevention Contest by the very narrow margin of nineteen one-hundredth of one per cent over Lincoln Depot, Division No. 11, in second place who are in turn closely followed by Elston-Noble, Division No. 10, in third position. Next in line is Archer Depot, making the best showing it has ever made with 77th in fifth place and Lawndale-Blue Island in sixth place, less than two points back of the leading division.

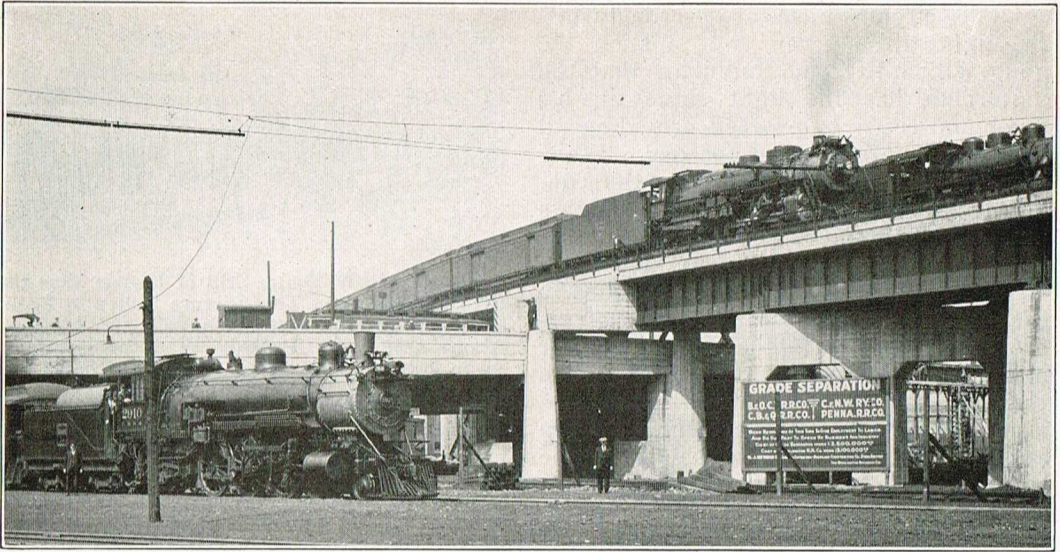
At this time all divisions but one are showing a decrease in the total number of accidents with Burnside, North Avenue and Lincoln showing the way.

Observations have disclosed the fact that at most terminals trainmen strictly adhere to the instructions given several

months ago that all trolleys must be adjusted through the vestibule windows—a safety measure adopted after several men had been crushed between cars earlier in the year.

While at most terminals one hundred per cent co-operation is given, there are some ends of lines where the trainmen do not seem to understand that the rule was issued for their own protection. In past years there have been a number of fatal accidents, trainmen adjusting trolleys from the street, being crushed between cars or struck by automobiles. When away from the terminals and the trolley leaves the wire replace it through the vestibule windows if at all possible. If on a curve or at other times when because of construction it can not be so adjusted be sure to look out for other traffic before leaving the car.

At this season of the year there is con-



New Three Way Grade Separation at 16th and Canal—Burlington at Grade, Surface Lines on Canal Street Over Burlington, and St. Charles Airline Over Canal.

siderable work under way in the streets both by our own company and others. Last year the number of Track Department workers struck by street cars was the lowest for many years. Keep the good work going this year by continuing to exercise the greatest care when passing through groups of workers in the streets. Sound your gong continually and proceed slowly. This year so far four track workers have been struck by passenger cars. During 1930 there were ten such accidents. With four already this year, greater care is necessary if we are to do as well as in 1930.

Watch the Doors

Alighting and boarding accidents in April this year show a slight increase over the same month a year ago. Many of these were alighting from the front platform where the motorman has full control of the door. It is impossible for a passenger to alight from the front platform while the car is moving if the motorman does not open the door until the car has come to a stop. There are many motormen who, when approaching a stopping point, have the vestibule door open when the car is twenty or twenty-five feet from the stopping place and we have observed in some instances passengers alighting from the front platform while the car is still in motion. This is espe-

cially hazardous when women and children are involved.

Alighting or boarding accidents from the rear step where the conductor is in charge should at no time occur while the car is moving excepting as we have said many times in the past when someone attempts to board between stops or out on the crossing. The signal to go should never be given until it is certain that passengers have safely alighted or boarded. Neither should the signal to go be given until you have looked out alongside the car for prospective passengers. At intersections controlled by traffic signals when the car has been brought to a stop to take on or discharge passengers should the light be red when the signal to go is given by the conductor the motorman should wait until a second signal to go is given.

It many times happens that the light turns to stop while we are standing at the crossing just about the time the go signal is received and this in most instances causes a wait of thirty seconds, which is ample time for a number of intending passengers to make their way from the front end to the rear or from the sidewalk to the step intending to board. These patrons were not in sight at the time the go signal was given. Waiting for the second signal will give such patrons a chance to board with safety.

Under circumstances as described when the light turns green two taps on the gong will notify the conductor that the motorman has the light signal in his favor and ready to proceed providing all have safely alighted or boarded. Waiting for the second signal from the conductor at crossings controlled by lights and looking out alongside of the car before giving the signal to go have been discussed in these articles many times in the past few years, yet in our observations we see frequent disregard of these instructions. We do know that when they are carried out there is very little, if any, likelihood of an accident. Do you know of any reason why it should not be strictly followed? If you do please let us have the answer.

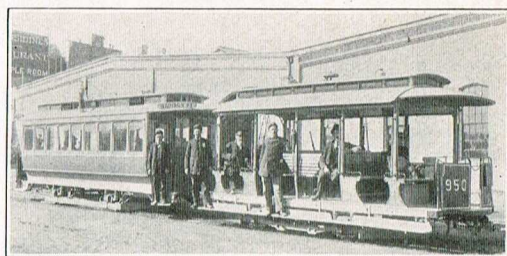
Rough Operation

Considerable progress has been made in reducing accidents of all types and classes with the exception of thrown in car by sudden start or stop. Just why we should continue to operate roughly enough to make our patrons uncomfortable and in some instances throwing them to the floor of the car is hard to understand. During bad weather when snow is on the streets it is easy to understand that wet car floors may make people slip and fall, but this was not the case during April. The streets were in good condition and we have reason to believe that the car floors were dry, yet there was a decided increase in thrown-in-car accidents. Is it a fact that motormen, one-man car operators and bus operators do not know how to apply the power when starting or the brakes when stopping? We do not think this is true, because in our daily trips to different points on the system we ride with many operators who make smooth starts and stops without a loss of time. We do know that it is very uncomfortable to ride in a car or bus which is being operated without any regard to how the power or brakes are applied. We also know that it is the direct cause of considerable expenditure in dollars by the Department of Accident Investigation.

One Unfortunate

"It was terrible," said Mrs. Murphy. "There were twenty-seven Swedes and an Irishman killed in the wreck."

"Indeed," said Mrs. Grogan. "The poor man."



Conductor F. E. Daum Still of Kedzie Was the Grip Conductor in This Picture Taken in Front of the Loop House at Springfield and Madison About 1890. Ed. Prowdy Was the Gripman, Swan Johnson (Deceased) was the Trailer Car Conductor

SOME MAY DATES

One Year Ago

May 1, 1930—W. C. Becker appointed Automotive Engineer to supervise and be responsible for the coordination of all trolley bus, gas and other automotive activities, reporting directly to the Vice President.

May 4, 1930—Bus on 103rd Street.

May 19, 1930—New traction ordinance passed by City Council.

Two Years Ago

May 6, 1929—Stanley D. Forsythe appointed Assistant Electrical Engineer.

Eight Years Ago

May 14, 1923—Telephone number of the C. S. L. changed from Randolph 0581 to Dearborn 8800.

May 16, 1923—Following appointments effective: Joshua Burgee, Assistant Superintendent of Transportation; J. M. Johnson, Assistant Division Superintendent, 6th Division; B. W. Bolger, Assistant Division Superintendent, 9th Division; William Pasche, Assistant Division Superintendent, 8th Division; L. E. Bohlin, Chief Clerk, General Office; H. T. Hooper, Supervisor, 1st Division.

Nine Years Ago

May 16, 1922—Special notice, as follows, must appear in each and every car: "By order of the U. S. District Court the 8c rate of fare is continued, and every passenger paying a cash fare or presenting a valid transfer is entitled to receive and retain a transfer as evidence of payment of cash fare."

May 24, 1922—The name of 20th has been changed by City Ordinance to Cullerton Avenue.

Ten Years Ago

May 25, 1921—W. A. Bessette, appointed Division Superintendent, 3rd Division; J. M. Johnson, Superintendent of Train Service Employment.

Thirteen years Ago

May 22, 1918—Assistant Division Superintendent J. M. Johnson transferred from Division Six to Division Nine.

Fourteen Years Ago

May 19, 1917—Effective, Sunday, May 20th, passenger service will be installed on the Devon extension between Clark Street and Western Avenue.

Fifteen Years Ago

May 1, 1916—Mr. F. J. Gatrell, acting General Claims Agent, appointed General Claims Agent.

May 4, 1916—Resumed operation of Van Buren tunnel.

Twenty-one Years Ago

May 14, 1910—Lake Street "L" extended from Harlem to Marengo.

Twenty-three Years Ago

May 6, 1908—N. W. "L"—Evanston extension opened from Wilson to Central, Evanston.

Twenty-four Years Ago

May 18, 1907—Ravenswood "L" opened from Clark to Western.

May 22, 1907—Douglas Park "L" extended from Crawford to Kenton.

Twenty-seven Years Ago

May 28, 1904—Judge Grosscup sustains 99-year act.

Thirty-one Years Ago

May 31, 1900—North Avenue line built and

electrified—40 to 46th Street. Population of Chicago 1,698,576.

Thirty-two Years Ago

May 15, 1899—Incorporation of Chicago Union Traction Co.

Forty Years Ago

May, 1891—Clybourn Avenue Cable—Clark and Division to Fullerton.

Fifty-one Years Ago

May 29, 1880—Chicago Avenue line built—Milwaukee to Wood. 12th Street line built—State to Canal. Population of Chicago, 503,298.

Seventy-two Years Ago

May 20, 1859—Madison Street opened—State to Halsted.

May 23, 1859—Ordinance to C. C. Ry. Co. and N. C. C. Ry. Co.

Seventy-eight Years Ago

May 9, 1853—Frank Parmalee starts first regular omnibus.

Pleasant Words for Kindly Deeds

Letters of Thanks and Commendation from Patrons Who Appreciate Personal Service

Miss Erna M. Keim, 5648 Artesian Avenue, commends Conductor Adolph K. Loschetter, Badge No. 1406 of Archer, for his courtesy and attention given to an elderly woman, unable to speak English who had lost her way while traveling around on the cars.

Mrs. Delia McGivens, 1624 N. Kedvale Avenue, thanks Conductor Edwin W. Fay, Badge No. 1608 of Cottage Grove, for his courtesy in paying her fare when she alighted at the wrong transfer point and was without funds.

Miss Eva Zutell, 3214 S. Halsted Street, compliments Motorman John Devlin, Badge No. 2435 of 77th, for his honesty in turning in her wrist watch to the Lost and Found Department which he had found on his car.

Conductor George L. Lennartz, Badge No. 2572 of Devon, has an admirable trait of calling every street car stop distinctly, and in addition is very courteous to his passengers, and Mr. W. H. Holly, 100 W. Monroe Street, warmly commends him.

Conductor Alexander H. Klein, Badge No. 2610, Devon Avenue, assisted a blind man to alight from his car and accompanied him to the curb. Mr. Z. W. Hirsch, 164 N. Wells Street, witnessed this act of courtesy and expressed his appreciation.

The courtesy and kindness on the part of Motorman Mathew Donnelly, Badge No. 4113, of Cottage Grove, to his passengers won for him a commendatory letter from G. W. Spoer, 1714 N. Park Avenue.

Mrs. Beatrice Ottenbacher, 4303 N. Melvina Avenue, wishes to thank and commend Conductor Louis B. Humer, Badge No. 4276, of Armitage, for his courtesy in assisting her to alight from his car when she was accompanied by her two small daughters.

Conductor Charles W. Beach, Badge No. 4460 of Devon, is complimented by Mr. Ernest



Catherine Teresa and Michael Joseph, Children of Conductor M. Philbin of Devon

Schrader, 1736 N. Washtenaw Avenue, for calling street car stops so distinctly.

Conductor Charles P. Riggs, Badge No. 4762, of Armitage, is commended for his courtesy to

his passengers by Mr. Chas. H. Lunde, 424 Armour Street.

Miss Genevieve Cook, 647 N. Waller Avenue, compliments Bus Operator Elmer V. Good, Badge No. 4890, of North Avenue, for his extremely courteous attention to his passengers.

Clear enunciation of street car stops on the part of Conductor John L. Brunelli, Badge No. 5344 of Lincoln, won for him a letter of commendation from Mr. E. J. Dowdall of 208 S. La Salle Street.

Mr. A. L. Morton thanks and commends Conductor Patrick J. Devaney, Badge No. 5962, of Devon, for his courtesy in paying his fare when he found himself without funds.

Mr. W. E. Benson, 1711 Foster Avenue, reports that his hat blew off and rolled directly in front of the car operated by Motorman John J. Hansen, Badge No. 6025 of Archer, who applied his brakes, stopped the car and avoided running over the hat. Mr. Benson considers this very thoughtful of this motorman and wishes to thank and commend him.

Mr. Juel Rooker, 251 E. Grand Avenue, reports that on April 13th a Consumers Coal Company truck driver was attempting to replace the hoist cable of his truck, the fingers of one of his hands became engaged, and but for the quick action of Motorman Wm. T. Colledge, Badge No. 6505, of Cottage Grove, in stopping his car and using his stool, stopped the body from lowering any farther, thus saving this man from losing his whole hand. Mr. George Baker, General Secretary, Consumers Company, 20 N. Wacker Drive, also wrote a letter describing the above incident and congratulating Motorman Colledge for his prompt action.

Mrs. D. M. Baker, 5138 N. Albany Avenue, commends Conductor George Drozd, Badge No. 7032, and Motorman Phillip Jolly, Badge No. 1503, both of Archer, for their courtesy to her when she was a passenger on their car, accompanied by her small son, and encumbered with heavy shopping bags.

Mrs. A. Lund, 1448 W. 83rd Street, thanks Conductor Patrick O'Neill, Badge No. 8110, of 69th, for his honesty in turning in her purse which she had lost while a passenger on his car.

Conductor John B. Blais, Badge No. 9118, of 77th, is commended by Division Superintendent W. A. Bessette for his persistent effort in attempting to locate a purse which an old lady had lost while a passenger on one of our cars. He took her in his auto in making the search and finally drove her to the 77th Street Station to report her loss.

Mrs. A. C. Schraeder, 7842 Clyde Avenue, wishes to thank and commend Conductor Albert Sasek, Badge No. 9202, of 69th, for his honesty in turning in her silk umbrella which she had inadvertently left on his car.

Mr. Charles H. Rockwell, Jr., 105 W. Adams Street, compliments Conductor William A. McArthur, Badge No. 9674, of Devon, for his courtesy to an old lady who was a passenger on his car.

Mr. T. J. Keady, 1464 Olive Avenue, reports that Motorman William D. Zimmerman, Badge

No. 9803, of Devon, stopped his car and held it long enough, though he had the signal to proceed, to allow an old lady to board his car, and praises this act of courtesy.

Bus Operator Leo F. Ratkowski, Badge No. 10505, of North Avenue, held his bus long enough to permit James F. Smith, 4134 5th Avenue, and several others to board his bus although he had the right of way to proceed, and for this Mr. Smith wishes to commend him.

J. G. M. and friend, 2412 Lawrence Avenue, compliment Conductor John C. Cannon, Badge No. 10994, of Devon, for his kind and considerate treatment of an old crippled lady passenger.

Miss M. Kean, 4537 Emerald Avenue, thanks and commends Conductor Michael J. Lavin, Badge No. 11472, of 69th, for his courtesy and kindness in paying her fare when she found herself in a strange neighborhood without funds.

Mrs. D. Coffman, 7707 Fielding Avenue, wishes to commend and thank Conductor Harry F. Barry, Badge No. 11696 of 77th, for his honesty in turning in her purse which she had inadvertently left on his car.

Miss S. J. Robertson, 4239 Drexel Boulevard, wishes to commend Motorman John Russell, Badge No. 7279, and Conductor August W. Bergeson, Badge No. 11908, both of 77th for their extreme courtesy and kindness to her.

Conductor William Harkness, Badge No. 12090, 69th, assisted an old lady to alight from his car and assisted her to the sidewalk. Mr. A. Baudler, 6617 S. Maplewood Avenue, noticed this act of courtesy and wishes to commend him.

Mrs. Alice J. Moore, 11 S. Leavitt Street, commends Conductor Elmer H. Lefeber, Badge No. 12380, of Limits, for helping her locate her handbag which she had lost while a passenger on another car.

Various acts of kindness and courtesy on the part of Conductor Fred L. Morris, Badge No. 13026, of 69th, won for him a letter of commendation from Miss B. Lytle, 7159 South Talman Avenue.

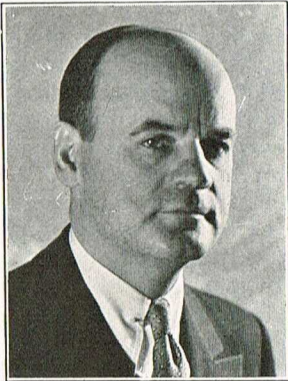
Mrs. Margaret Purvis, 312 W. 52nd Street, wishes to commend Conductor John F. Farrell, Badge No. 8250, and Motorman Michael O'Malley, Badge No. 4421, both of 77th, for their courtesy in holding their car long enough to enable her and her nephew to board it, even though they had the light in their favor to proceed.

Division Superintendent Cricks reports to Superintendent Evenson that at 5:15 P. M. on Friday, May 1st, 1931, Conductor H. C. Cross, Badge No. 10056, of this depot, was on his way home, and when he got to 75th and South Chicago Avenue he saw a heavy truck caught under the subway and blocking the north bound cars. He immediately notified this office, and, seeing that the delay was likely to be a bad one, he hurried to 79th and South Chicago Avenue and rerouted the north bound No. 5 cars via Stony Island Avenue, thereby maintaining service as much as possible. North bound cars were blocked twenty minutes by this truck.

Club Dinner Big Success

President Hubert Smith Provides an Entertaining Program at the Congress Hotel

"It went over big." That was the general comment from those who attended the annual dinner of the Surface Lines Club in the Gold Room of the Congress Hotel, Tuesday evening, April 21. And it was the talk of the various departments for several days afterwards. From the moment that President Hubert A. Smith, acting as toastmaster, sounded the



big car gong until the final orchestra number of "Auld Lang Syne" the huge banquet hall echoed to the laughter or applause of the guests. The chairman gained their amused attention first with his dog story, they laughed with him about the comment of "Mrs. O'Shaughnessy," but they did not agree with his admission of being a "rotten speaker" at a recent Hegewish dinner.

Many of the guests trembled with stage fright as the toastmaster hinted that he was about to call some of the more bashful ones to the platform, but after Dr. Fanning found Joe Marshall ready to make his speech for him the others gained courage. Others in the room were picked for the spotlight, but all survived without undue embarrassment.

The formal entertainment also drew much applause, especially the acts of Bob White, doughboy mimic; Novak and Fay, comedy acrobats, and Frank Shepard with his card tricks. Unexpected comedy was added by the antics of Charley Gottschalk and Joe Gamien, club

members, while the performer was pulling various articles from their persons. Incidental music was furnished throughout the evening by an orchestra and a trio of singing instrumentalists.

Needless to say, the club members enjoyed their meal before the program of stunts started. Surrounding the chairman at the speaker's table were all living past presidents of the club, while the directors of the present board occupied a long table immediately in front.

A surprise was sprung on the toastmaster at the close of the program when Mr. Wilkie read the following verse:

To Chairman Smith let's all give thanks.
His program has amused us,
Tho' some of his chair-man-ish pranks
Good-naturedly abused us.
We know the work he's done tonight
Had hours of preparation
And wear and tear to have things right.
Cost quarts of perspiration.
So here's to Hubert and his friends,
Whose clever turns were snappy,
And due to them the evening ends
With everybody happy.

Coming Events

By the time this issue of the magazine is distributed the "Cruise Around the World" will have been completed. This interesting party was scheduled for the clubhouse on Saturday, May 16, and the demand for tickets indicated that there was a keen interest in this novel form of entertainment, with S. D. Forsythe as chairman. * * *

The next event on the schedule is the Golf Tournament which probably will take place on Friday, June 19. Chairman C. J. Mersch will issue a bulletin with particulars in the near future. * * *

The annual picnic will be held on Saturday, July 25, at the usual place, Dellwood Park, and the committee, under Andy Martin, is already busy with details. * * *

Many favorable comments have been heard about the handsome new curtain which adorns the stage in the auditorium.

Exploring the Spanish Main

"Joe" Sullivan Writes Entertainingly of His Discoveries on a Trip to Panama

The statement has been made that if all the ships which have sailed the Caribbean since the days of Columbus had left a permanent trail, there would be no spot unmarked in all that great expanse of blue water. This may or may not be so, but after three trips into that region I can testify that it is an experience worth while, and you must grab the first opportunity to go and do likewise. Believing that you will be interested in some details of these travels, I am taking the liberty of recording them for you while they are still fresh in my mind.

First of all, when a fellow starts out for his first trip south he must be prepared to be disillusioned as to the beauties of that country—at least along the railroad right of way. My recollection is that of a dreary expanse of impoverished land, interspersed with swamps and occasional clumps of timber draped with unsightly Spanish moss. It is a relief when the train pulls into New Orleans and you have your first view of attractive surroundings. And, believe me, it is worth your time to linger there for a few days visiting the old as well as the new sections of that historic city.

But now for the trip! You board a beautiful steamship of the "great white fleet" of the United Fruit Company. (If it is the "Parismina" or one of her sister ships you are doubly fortunate because they are large enough to give ample deck room for games while on your way.) The trip down the river is bound to be disappointing, because there is nothing but low land looking like dried-up swamps, with occasional trees and little sign of life. After about seven hours you have gone through South Pass (110 miles), the bar is open, and you are on your way across the great Gulf of Mexico. They say this is quite stormy at times, but I have never found it that way. Instead the water has always been calm, and when you wake up after your first night at sea you are aware of a great change. The ship officers have changed from blue uniforms to white and gold,

and you know that you are in the midst of the milder climate you have been seeking. You put on your lightest garments—always informal—and for the next three weeks you will not need your top coat.

Recreation on Shipboard

Time passes quickly while on your way to Cuba. There is little to distract you during the day, so you join in the deck games, doze in your deck chair, or read or chat with some of your new found friends. My experience along this line has been delightful, always getting acquainted with several with whom I have kept up correspondence after the trip has ended. At other times you get in your "mile a day" by walking around the deck—stop in the library to play cards or read—glance over the radio news bulletins which are posted twice daily—or take your tea or soup while sitting in the sunshine. At night after a wonderful dinner you join with the crowd in playing keno or horse races on the open deck, and perhaps wind up the evening by dancing to the music of a victrola. And don't forget to try your hand at least once in betting on the mileage made each twenty-four hours. This, by the way, varies from 225 to 407 miles, depending on the current, the weather, etc.

Forty-eight hours after leaving New Orleans you are in Havana harbor, with Morro castle and its old guns within a stone's throw. While the boat is docking you have a chance to see vessels of all nations, including ocean liners, palatial private yachts or full-rigged schooners anchored nearby. There is little ceremony about going through customs, because they do not expect anyone to have any contraband goods at this stage of the game. (They are rather peevish, however, about trying to bring in any large supply of American cigarettes, but if you can't get used to the Cuban brand you had better have your own supply because they cost about 60 cents per pack.) Once past customs, you and your bags are loaded into an open automobile and you

are rushed at high speed and low cost to your hotel. First impressions of the town are the very narrow streets and noisy auto horns which honk day and night. Along the Prado or main street you find very attractive buildings, including hotels, clubs, department stores, statues and, of course, the new Capitol, which looks like our own Capitol at Washington. You will be impressed also by the number of people eating and drinking at "open faced" cafes such as line the sidewalks in Paris.

Havana Sights

There are many places that should be seen in this wonderful town, including the Casino, where people of many nations mix around the tables to gamble—the roof garden of the Sevilla-Biltmore hotel where you see many notables from "the States,"—the Yacht club and the Country club (if you can get guest cards)—the race track, the beautiful drives through residence sections inhabited by many "sugar millionaires." And you might enjoy *once* Tropical Gardens, surrounding a vast brewery where "cerveza" (beer) is served free to the extent that you can drink it. While in town you will have done some shopping, because perfume is dirt cheap and Panama hats (made in Ecuador) may be had for one-fourth of the home price. United States money takes the place of any national currency except for the smaller silver or nickel pieces. And you may always feel free to ask questions of the corner cop wearing an arm band with the words "English speaking." It won't do any good to approach any other type of local police because they can't understand you.

After two days of sightseeing in this "Paris of the New World" you are on your way again, and throughout the afternoon the north coast of Cuba is in sight until finally a turn south is made and the boat passes through Yucatan channel between Capes Antonio and Catochi and heads south into the Caribbean. You have heard of the entrancing blue of the Mediterranean. Well, it has nothing on the color of these waters, and you will find yourself watching the many hues as the ship rushes along—hoping to see a porpoise but finding yourself trying to count the thousands of flying fish as

they skim along the water. You are sailing another thousand miles (three and one-fourth days) before touching land again, so you settle down to the routine of deck life with a daily dip in the canvas swimming pool. There is an occasional cry of "A boat"—and only once do you see an island standing out with its hazy hills in the distance to your left.

Cristobal and Colon

At sunset on the fourth day you see the long breakwater and flashing lights of the entrance to Cristobal harbor, and before long you are gliding into one of those large docks at the northern entrance to the isthmus. Again you are impressed with the flags of many nations at this "crossroads of the world." These boats may be on trips like your own or they may be on a world cruise and are shortening their course by taking this cut through the canal. (It takes about eight hours to go through—50 miles—and although it costs an average of \$5,000 per boat for the short trip, there is a considerable saving in time and money compared with the trip around South America.) Leaving the boat at Cristobal you walk about three blocks out of U. S. territory and find yourself in Colon, the local town of Panama. (Cristobal and Colon read together mean Christopher Columbus.) And what a change you discover! Front street faces you with its five or six blocks of old buildings and here you find shopping opportunities to suit the bargainer, the proprietors being mostly East Indians or Japs.

(To be concluded in June issue)

"Columbus was some prophet."

"Why?"

"When he discovered America he shouted, 'I see dry land.'"

First Guest: "I'm sure I don't know why they call this hotel the 'Palms' do you? I've never seen a palm anywhere near the place."

Second Guest: "You'll see them before you go. It's a pleasant little surprise the whole staff keep for the guests on the last day of their stay."

Fuller Gloom says: "You hardly know these days when you hear a woman telling about having nothing to wear, whether she is boasting or complaining."

The experience of most married men is that it doesn't pay to argue.

Keeping 'Em Rolling

*77th Street Carhouse Wins—Better Showing this Month—
Average for the System 22,274 Miles*



F. W. Meyers, J. Ditchie, J. Warnkin, F. Hagins, M. Sayre, P. Murphy, F. Havlin, J. Waisvilas, F. Wolf, M. Downes, M. Kasnausky, A. Palm, J. Ditchie, J. Bokutis, A. Chalikes, A. Bunar, D. O'Brien, F. Martinkus, J. Kakta, H. McTigue, R. Yurvich, T. Lowry, A. Gordon, S. Poszkus, J. Kundrotis, T. Gudinsky, C. Friehstich, R. McClelland, C. Janikas, M. Scahill, C. F. Phillips, T. Genutis, J. Joboris, F. Maracich, M. Swanson, F. Haas, J. Vaishvilo, W. Chipola, R. Taggart, T. McDonald, C. Walsek, H. Quinn, G. Dalton, T. Cunningham, F. Green, D. Stewart, M. Dragon, W. Cohan, T. Kenehan, C. Kakta, E. James, R. Tomasunas, T. Yercin, J. Sarsavage, J. Lee, M. Caraher, F. Fisher, P. Lukas, H. Sundquist, A. Kyras, A. Razbadawski, W. Naylk, F. Walsack, T. Ruches, K. Kunce, J. Rapell, J. Lilley, T. Madigan, B. Roberts, F. Rodovicz, D. Casey, E. Wiegand, T. Arendt, A. Hooker, M. Dechon, F. Havel, A. Green, R. A. Armstrong, P. C. Gross, C. Mavrinet, C. Levicki, J. Varmali, C. Wessel, M. McNamara, W. Burke, J. Meehan, J. Langlois, T. Salapanks, J. Hanrahan, P. Raudonis, J. Boll, J. Hopkins, P. Huvane, J. McMahon, M. Reidy, M. Stone, J. Callahan, C. G. Leinaner, F. Rudis, W. Boussis, G. Riedhauser, L. Basso, P. Plegakes, W. Baer, P. Faherty, T. Thermon, J. Brannan, A. Pundwicz, G. Poulos, S. Kuoga, N. Theodore, J. Havel, C. Evett, A. Valovick, R. McCormick, G. Staveides, A. Mavrinac, C. Galkus, G. Milonas, M. Urban, J. Bugan, H. Halsband, A. Krauchun, M. Urbanek, M. Urbates, J. Ciechna, S. Kutscher, J. Narvelas, A. Lapinski, T. Leondis, Z. Kasparowicz, S. McElwee, H. Thompson, D. Mangan, F. Gaughan, G. Koclanis, J. Casey.

A decrease is shown in the number of pulls due to equipment failures for the month of April as compared with the previous month. The leading carhouse, 77th Street, moved up from 10th position and made an increase of 99.7%, while Cottage Grove who was in the lead in March, went down to 10th position.

Twelve of the carhouses show increases in percentages, and Noble which is in 6th place this month, made the biggest percent increase 167.5, and moved up from the bottom of the list.

North avenue carhouse is in 4th place, moving up from 14th, increasing their percentage 165.5%, which is the second highest for the month.

The individual records are shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-in April	Pct. Inc. or Dec.
1	77th Street	10	35,087	99.7
2	Armitage	19	34,134	6.2
3	Lawndale	19	32,887	26.8
4	North	9	32,252	165.5
5	Elston	22	32,107	82.5
6	Noble	19	29,962	167.5
7	Archer	11	28,345	26.1
8	Division	16	25,913	38.0
9	69th Street	5	22,942	2.9

10	Cottage Grave..	9	21,451	38.3*
11	Devon	11	21,374	12.3*
12	Lincoln	9	20,458	42.2
13	Blue Island	13	20,014	32.2
14	Burnside	11	19,929	8.4*
15	Limits	14	14,993	.2
16	Kedzie	3	9,237	19.9*
		200	22,274	25.0

*Decrease.

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

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

No Wonder Parents Are Proud

Look at These Little People, Children of Surface Lines Families



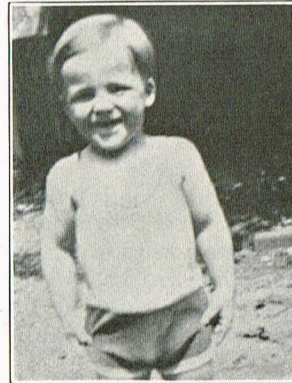
Margaret Katheren, Daughter of Conductor D. C. Sullivan of North Avenue



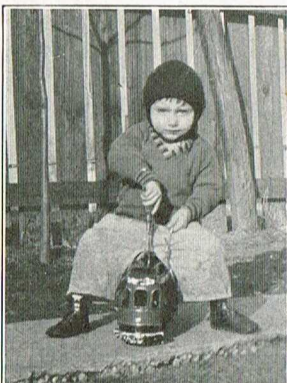
Ralph Walter, Son of Motorman Walter C. Swanson of Devon. Ralph's Mother Is Hazel Rector, Formerly Employed in the Car Meter Department



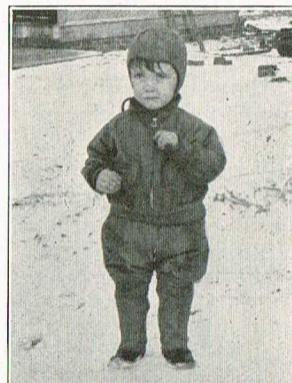
George Landreth, Year Old Son of Conductor R. H. Doll of Lawndale



Delmar, Son of E. T. Johnson of Burnside



Raymond, Two and a Half Year Old Son of Conductor Anton Bernard of Archer



Ervin Henry Gaines, Jr., Son of Conductor Gaines of Archer

SURFACE SERVICE MAGAZINE

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Chicago Surface Lines

**231 South La Salle St.
CHICAGO**

Volume 8	May, 1931	No. 2
John E. Wilkie	- - - - -	Editor
C. L. Altemus	- - - - -	Assistant Editor

EMPLOYEES' RELIEF FUND

April, 1931

The Surface Lines Employees' Relief Committee held four sessions during the month, at which 16 applications were considered, 11 being approved for weekly relief. In addition to these there were also two emergency cases on which the Committee approved immediate relief.

Checks to the amount of \$13,216 were distributed. This sum, together with \$6,267 distributed in December, \$8,581 in January, \$9,652 in February, and \$10,647 in March, makes a total amount of relief extended to date \$48,363.

Under the original arrangement monthly contributions through payroll deductions closed with the April pay. The amount remaining in the fund will be available for the continuance of relief in all urgent and deserving cases investigated and approved by the Relief Fund Committee.

The thanks of the Committee are extended to the officers and employees whose wholehearted and cheerful cooperation made it possible to provide prompt financial assistance to so many unfortunate fellow employees and their dependents.

WM. QUINLAN,
C. H. EVENSON,
JOS. KEHOE,
F. M. HAMILTON,
Committee.

LIGHTS

The Surface Lines have many critics whose comments on matters of service and employe conduct are always interesting and generally constructive. There is evidence in many of the letters that the correspondents have a distinctly friendly desire to improve the relations between the car riding public and the company. In this class was the writer of the following letter:

Not very long ago the Surface Lines displayed in its cars a card announcing that it had adopted a new type of improved electric light bulbs and the results of this change was a marked increase in the interior illumination with a consequent improved appearance of the cars. There was added comfort too, and those whose work took them out in the early grey of the morning or returning from work after nightfall. My recent experiences have led me to the conclusion that either the management has abandoned the particularly attractive feature of ample light or that the men on the cars were ignoring an opportunity to contribute to the comfort of their passengers. Twice on rainy mornings when between seven and eight o'clock the interior of the car in which I was riding was so dark that only those next to the windows, and even then with some difficulty, were able to read their morning papers. In one case the conductor to whom I suggested that more light would be appreciated informed me that the light switches were at the motorman's end of the car and he was too busy to do anything about it, and the other with at least a slight show of interest cut in three ceiling lights in the center of the car and seemed to think that he done all that was necessary. True, this dispelled the gloom but it was far from what we were entitled to and what I believe the management intended us to enjoy.

I will admit that a majority of the cars that we saw were properly lighted but it is evident that there are some trainmen who forget or are unwilling to show a friendly concern in the comfort of their passengers who ride with them.

The management is under obligations to this correspondent for calling attention to these exhibitions of poor judgment. The attractiveness of a well-lighted car can not be questioned. On suburban trains where there are some cars with antiquated fixtures and others with the latest electric lighting, passengers will avoid the poorly lighted car and flock to the one that is well lighted. Poor lighting means gloom and gloom has a depressing effect on one's spirits. Light is stimulating and inspiring. Grouches disappear in bright surroundings. The Transportation Departments understands this and the public appreciates it.

Sixth Division Courtesy Winner

Three Time Leader in This Contest—Discourtesy Injures Company Reputation

On April 30, 1931, the final month in the 4th Yearly Courtesy Contest, the cumulative standing of the sixteen depots is as follows: The total number of complaints is the lowest since the starting of the Courtesy Contests in May, 1927:

		Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
1	Blue Island.	15	10	19	6	50	18
2	Lawndale ..	35	13	31	8	87	12
3	69th	78	34	41	29	182	84
4	Limits	34	13	34	5	86	21
5	Lincoln	50	23	33	6	112	27
6	Archer	99	45	75	39	258	57
7	North	159	87	110	51	407	59
8	Kedzie	113	63	71	34	281	39
9	Elston	38	14	33	13	98	20
10	77th	177	65	97	59	398	132
11	Noble	44	19	31	8	102	9
12	Armitage ...	76	34	43	9	162	12
13	Devon	135	65	66	34	300	89
14	Division	72	37	60	24	194	14
15	Burnside ...	72	32	44	16	164	22
16	Cot. Grove..	123	54	66	25	268	55

Total1320 608 854 367 3149 670

The total chargeable complaints, by month, for the year are as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
May, 1930	166	50	125	37	378	69
June, 1930	113	44	68	30	255	46
July, 1930	92	31	86	20	229	63
August, 1930....	100	49	60	14	223	52
September, 1930.	93	42	47	29	211	41
October, 1930....	125	63	71	30	289	50
November, 1930.	105	74	59	34	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
March, 1931	134	69	80	49	332	51
April, 1931	93	30	77	34	234	50
Total	1320	608	854	367	3149	670

By C. H. Evenson

Superintendent of Transportation

The fourth annual courtesy contest ended on April 30 and again the Sixth Division, Lawndale-Blue Island, took first place. This is the third time Lawndale and Blue Island have won the annual contest. They were first in the first contest, the third contest and now in

the fourth. Armitage won first place in the second contest and Blue Island was second. In that contest, however, Lawndale was able to make only sixth place.

Four years' experience in these contests shows conclusively that they are beneficial in keeping before the men the necessity of courtesy for the good of the service. It is to be hoped that greater efforts will be made by other divisions to secure a higher rank in the contest this year. A glance at the table below shows where improvement is especially desirable.

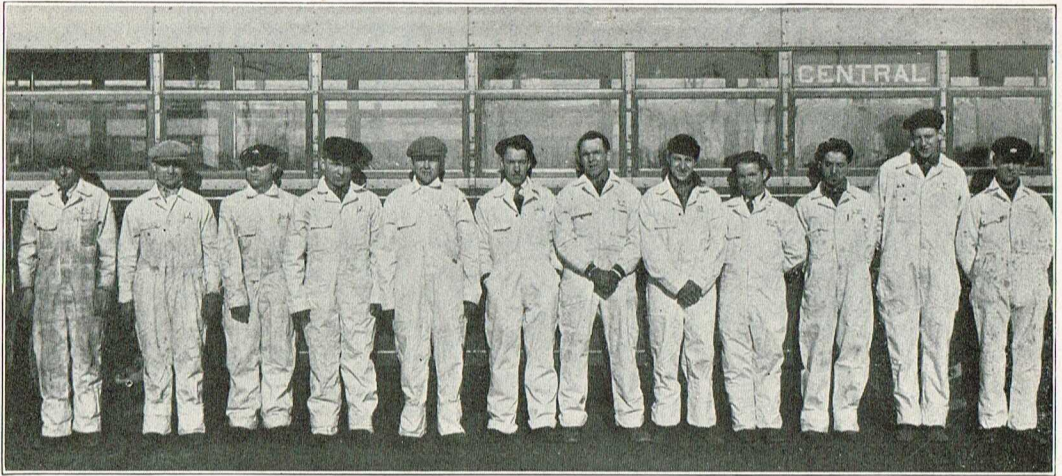
All Must Cooperate

The co-operation of the entire train force is necessary if chargeable complaints are to be reduced. No matter how efficient and courteous the great majority of trainmen may be, a few discourteous and inefficient men operating out of any station can spoil the station's record. Experience shows that a comparatively few men on the system are responsible for all the complaints. The great majority of trainmen are doing a good job and they have a right to resent the presence of men in the organization who have not sufficient loyalty or interest in their jobs to live up to the standard of Surface Lines service.

The public does not discriminate. A passenger who is treated discourteously by one trainman is likely to forget the good service rendered by twenty others with whom he comes in contact and to remember only the discourtesy. Consequently, he has the impression that the entire service is bad. The good work of 90 per cent of the trainmen can scarcely counteract inefficiency and discourtesy on the part of 10 per cent.

More attention should be paid to this minority, and the men who are responsible for chargeable complaints should be made to feel that they are unpopular with their fellow trainmen because of the harm they are doing to every man in uniform.

There is no place in this organization for the man with an ingrowing disposition who wants to take his grouch out



A Lineup of the Bus Repair Mechanics at the North Avenue Bus Station.

on the public, which through street car fares pays him for good service.

Consider the Children

Recent complaints indicate that some trainmen do not recognize the fact that children have as much right to courtesy as grown-ups. Several patrons have written in, complaining because of the language used by conductors in demanding full fare of children who were attempting to ride on half fare. There are, of course, a great many children over-age who try to ride on half fare and it is the duty of the conductor to check this practice. As in the case of invalid transfers, however, the conductor must be courteous in attempting to correct these abuses. He can be firm and courteous at the same time. Nothing is gained, and much damage is done, by the use of improper language in demanding a full fare where half fare has been tendered. The child should be informed of the law relative to the age limit and told in a courteous manner that under this law he must pay full fare. Gruffness in addressing a child is resented not only by the child itself, but by all of the passengers on the car who overhear it. It stamps the conductor at once as discourteous.

Watch the Light

There have been many complaints lately, especially during the past month when there was much cloudy weather, relative to the use of lights. One of the reasons people prefer riding the street

car to driving their own automobiles to work is the opportunity they have to read their newspapers comfortably on the car.

If the conductor does not turn on the lights when they are needed for reading, he is not giving the service that will encourage riding. There have been complaints when passengers requested that lights be turned on and the conductor refused to do so. This is a plain violation of the rules of the company, which require that lights be turned on when passengers request it.

DELAYED THANKS FOR KINDNESS

Mr. and Mrs. Webb Receive Overdue Acknowledgement of Assistance Rendered

The following letter is self-explanatory:

Mr. John Webb, 7442 Langley Ave., Chicago. Dear Mr. Webb: Conductor Tocci has just forwarded to me a memorandum enclosing a card containing your name and address, which he received on the night of March 7th and which he had mislaid and only recovered two days ago. With this card he sends me a letter stating that on the night of the blizzard, while the snow storm was in full swing and this conductor and his associates were using every effort to keep the lines open, you and Mrs. Webb unexpectedly surprised the half frozen snow-fighters with a very luxurious lunch. He expresses for himself and his associates their sincere appreciation, and to this we add our thanks for this humane and admirable relief measure.

Very truly yours,

John E. Wilkie,

Assistant to the Vice President.

Departments and Divisions

Accounting

Mr. and Mrs. Benjamin Ney (formerly Florence Wolke) are receiving congratulations on the birth of a son, Donald Edward, born on Monday, March 16, 1931.

On Friday, March 20, 1931, Miss Ann Kerruish was the guest at a birthday party given by her co-workers at noon in the office. Miss Kerruish was presented with some very useful gifts. Happy birthday.

Announcement has been made by Women's Auxiliary of the appointment of Mrs. Gazella DeLorme as swimming instructor to succeed Miss Forest Nau.

Miss Nina Berg, who is on the list of prospective brides, was the guest of honor at a luncheon given by her friends Tuesday noon, March 31st, in the office. Miss Berg, who is engaged to Mr. Harold Eberling of the West Shops, received a dozen crystal goblets and sherbets. We wish to offer hearty congratulations and the very best of wishes.

Seven Years Ago, May, 1924—We moved from Borland Building, LaSalle and Monroe Sts., to the Continental-Illinois Bank Building. T. F. Coan.

Engineering

Harry Coutre, Wreck Wagon Helper in the Utility Department, wants us to know that Friday, the 13th of any month or year, possesses no superstitions for him any more. This buoyant attitude was brought about by the arrival of an 8¾-pound boy on March 13th, which calls for our hearty congratulations to the jovial papa and mother.

Frank Johnson says the roast duck served at the Accident Prevention Contest banquet was the best he ever ate.

We won't say who was driving, but M. Britt and W. H. Figg were riding in the rear seat. The car hit a hole and both passengers hit their heads on the roof bow. When Britt regained consciousness, he remarked that he was lucky the bow stopped him or he would have been killed.

Vitale and Rumatz of the track team won first prize in the doubles, with a score of 1161, in the bowling tournament held at the Clubhouse. The boys had a lot of hard breaks, and should have scored at least 1400 pins on the hits they made.

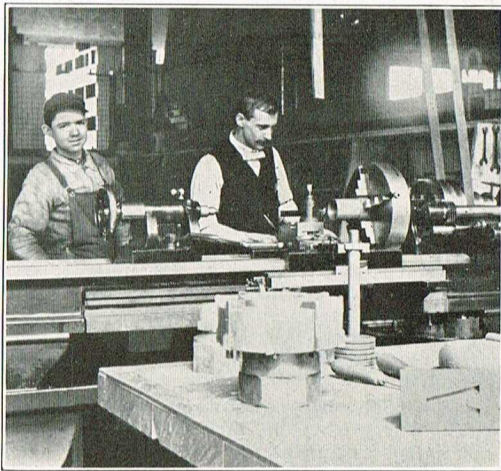
Mr. Koza has a new car and will now have the trouble of keeping two additional spark plugs clean.

Quite a few of the Track Department boys attended the Club Banquet held at the Congress Hotel on the night of April 21. N. R. Alexander was at the speakers' table. He did not do any talking as he was too busy eating. R. J. Rumatz regretted that they did not serve spaghetti instead of chicken. John Kamenjarin enjoyed himself immensely watching the young lady dancer. Dick Battles broke away from his bride long enough to eat, but hurried home

as soon as the affair was over. Anyway, it was a great night.

Louie Schraag, Timekeeper in the Track Department, is confined to his home, suffering from a bad cold. Here's hoping that Louie will be out and around in the near future.

Transit.



Harry Johnson, South Shops, in the Machine Tool Room Twenty-five Years Ago

Electrical

Mr. W. Bliss, of the downtown office, launched on the matrimonial sea on March 28th. His honeymoon trip on the "Sunset Limited" ended at Elmhurst, Illinois. Here's wishing you and yours a happy and prosperous journey through life.

C. Morf, downtown office, has been stopping at several simonizing stations during the past month. The boys in his office are of the opinion that a good hair tonic would do that spot more good.

Harry Lauer, Chief Timekeeper, has joined the ranks of the suburbanites, and is now a resident of Edgebrook.

Leo Davis, 82nd and Halsted sub-station, is spending his furlough on a motor trip to California. He is taking his father with him, as his father is in poor health and may stay in the west for several months. Our best wishes go with them with the hope that Leo's father may have a speedy recovery, and that the trip may do him a world of good.

Julius Boisacq has been passing around Italian stogies—evidently they are too strong for his taste.

Fred Hectus certainly put one over on us. The big news is just out that he has been married more than a year. Is it too late for cigars? Congratulations, Fred.

Ralph Lukerman and Wm. Fernes are having a spirited debate as to the merits of the new Oldsmobile. Won't somebody please help out and tell them what a real car is like?

Our deepest sympathy is extended to all members of the Urguhart family in the loss of their loved one, Mrs. M. Urguhart.

"Billy."

Shops & Equipment—North & West

West Shops: Harold Ebeling of our West Shops Office was married on April 4th to Nina Berg of the Accounting Department. Their honeymoon was spent in Detroit, Michigan. Congratulations!

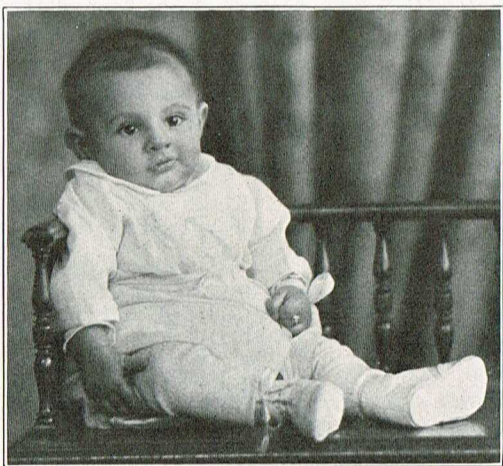
Tony Vihnanek of the Drafting Room was married on April 22nd. The lucky girl was Ruth Knapp. Congratulations! They are now comfortably situated at 2723 North Kilpatrick Avenue. Tony's friends at the West Shops remembered him with an appropriate wedding gift.

Walter Hager took his best girl to the show the other night, and when they came out, Wallie's brand new "flivver" was not to be seen, and he has heard nothing from it since.

Mr. Stork executed a successful landing recently, when he delivered to Mr. and Mrs. John Slywka a baby boy weighing 7½ pounds. The boys at the West Shops extend their congratulations to the proud parents, and to the little stranger, Lawrence Otto Slywka, we offer our wishes for a successful and happy journey through life.

Carl Snieder was disappointed at the roller skating party when his instructor, Harry Hamilton failed to appear.

Henry Figge is getting his radio in trim since Fred Hauser refused to take him to the Golden Gloves fights. We don't blame Fred; who wouldn't be embarrassed when they play the "Star Spangled Banner" and your guest remains seated and finally asks why they all stood up.



Ralph, Four Months Old Son of Dominick Borgic, Watchman at West Shops.

A great amount of credit is due Mr. W. Krueger, our foreman, for his efforts in making Kedzie Carhouse one of the finest. It was under his personal direction that the lawn and flower circle on each front corner was made, as well as the newly planted Lombard Poplar along the side, which, when in bloom, will add a lane-like appearance to the side of the carhouse.

Tommy Tatro of the Paint Shop has been confined to his home on account of illness since February 19th. We hope for his speedy recovery.

Elston: Mr. and Mrs. G. Baker announce the arrival of a bouncing 10-pound baby boy. Mother and son doing fine.

Mr. Fred Jensen, night watchman, passed away March 30th. We extend our deepest sympathy to his family.

J. Krause and J. Piche are on the sick list. We hope to see them well and on the job real soon.

Kedzie: Martin Jensen, Assistant Day Foreman, has been transferred to Noble and promoted to Night Foreman. We wish him all the good luck and success that goes with the new position.

We welcome Fred Wajerowski, the new assistant day foreman, and we know he will fill the position ably as Martin did.

We extend our heartfelt sympathy to Charles Muller in the loss of his wife. Charlie himself, who has been on the sick list a long time, is back on the job.

Ed Warchol, one of Kedzie's future Tildens, has been practicing tennis and now that he is all teed up on the game, he has issued a challenge to all active members of that great sport.

Jane V. McCarthy.

South Shops and Carhouses

The boys at the South Shops sympathize with Harvey Jones in the loss of his mother.

George Clark and Charles Anderson, veteran employes at Archer Depot, passed away recently. Our deepest sympathy is extended to the bereaved families.

Frank Russ, painter, is raising wild ducks at his farm in Mount Greenwood. Anyone wishing information in this connection can see Frank at his home after 6 P.M. any day.

The boys at 77th Street hope for a speedy recovery of C. Janikas and M. Downes, who are off sick.

John Sommer, motor repair department, reports the arrival of an eight pound boy. Cigars were enjoyed by all.

Ernest Schroeder of the painting department has been laid up with a broken collar bone for several weeks. The boys are hoping to see Ernest, who is an old timer, back on the job real soon.

C. Buckley, Burnside, reports the loss of his Chevrolet which was stolen from in front of his home. He admits the loss was slight although the car was equipped with a new set of tires.

We were sorry to learn of the death of the mother of James Marron, motor repair department.

A. Rucas and C. Wessel, 77th Street, report new babies in the family. Congratulations.

We sympathize with John Biehl in the loss of his father, who died recently.

J. P. McCauley

Schedule-Traffic

Our bowling team not only won first place, they also were credited with high game and high average. This season turned out a couple of consistent pin toppers in A. DeGrazia and

W. Devereux, who played quite a part in putting the team on top.

At the Annual Surface Lines Club Banquet prizes were awarded at the Schedule and Traffic table to our great bowling team, in the form of leather medals. The awards were made by Gus Lohse who had to go to the speakers' table to find Bob Sedlack, our club director and a member of the bowling team. Gus was very successful in making the awards at one table, but he experienced such difficulty in locating Bob Sedlack; for a time it looked as though Gus wanted to pin this medal on the toastmaster, or possibly Gus may not have been satisfied with the toastmaster's work in the chair and wanted to take his place, at any rate, Gus escaped from the speakers' table without a mishap. Gus then presented one of our outstanding bowlers, George Fisher, with a complete bowling set. It was thought by those at our table that George should start using this set immediately to keep him in condition for next year.

Geo. Bryan moved into his newly acquired bungalow about May 1. He is now busy planting the regulation garden, which all good bungalow owners do. This is an object lesson for the rest of the cliff dwellers in the apartment. No, we are not in the real estate business, just some good advice.

A little late, but better late than never, to thank John Franzen for the candy and cigars. John says two keep him very much busier than one did.

Geo. Weidenfeller

Material and Supplies

We wonder why Charlie Jung is spending all his spare time gazing into jewelry store windows. Spring is here!

Charles Gottschalk (Little Austin), certainly displayed his acting talent when he assisted the magician at the Club's annual banquet. Lot of luck, "Dracula."

Ever since the Club banquet, Elmer Hjortsberg has been singing "Dreaming of You." Perhaps the lady entertainer who sang to him is the cause.

It seems that the stock clerks of the South Shops had a "Raising and Falling" good time at the last roller skating party. Anyone would have thought that James Whitmore was at a swimming tournament instead of a roller skating party, by the looks of the dive he took to pick up a stray nickle.

R. E. Buckley

Steve—"Well, dad, I fooled them at school today."

Dad—"What did you do?"

Steve—"You see, we had visitors, and the teacher asked me to give Lincoln's Gettysburg Address, and I said that he never lived there."

Judge: "But if you were doing nothing wrong, why did you run when the officer approached you?"

Abe Chapman: "I thought that he wanted to sell me a ticket for the policemen's annual ball."

"Give a sentence with the word 'judicious.'"
"Vell, ham is not one of the judicious."



Miss Ella Rall, West Shops Tennis Star

ROUNDING UP WITNESSES

North Avenue Loses Lead—Displaced by Lawndale

This month's witness report is enough to make the Department of Accident Investigation shed tears, inasmuch as the average for the system, 3.59, is the lowest reached in quite a few months. It is of interest to note that every division, with the exception of Armitage-Division, who by the way are and have been in last place for the past four or five months, changed places this month, either advancing or dropping down. Lawndale-Blue Island jumped from fifth to first place to displace North Avenue who fell to third place, just nosed out for second position by Burnside by literally "the skin of their teeth." Elston-Noble fell from third to fifth place while 77th dropped from second to fourth position. Lincoln took a nice spurt from tenth to seventh place, while Cottage Grove dropped from sixth to eighth place.

Detailed figures are as follows:

	Apr.	Mar.	Feb.	Jan.
1. L'ndale-Blue Isl.	4.23	4.14(5)	4.81(2)	4.72(2)
2. Burnside	4.15	4.18(4)	4.11(6)	4.10(7)
3. North Avenue	4.14	5.29(1)	6.00(1)	5.01(1)
4. 77th Street	4.10	4.50(2)	4.64(3)	4.43(4)
5. Elston-Noble	3.92	4.26(3)	4.21(5)	4.03(8)
6. Devon-Limits	3.35	3.61(7)	3.31(11)	3.38(10)
7. Lincoln	3.34	3.41(10)	3.40(10)	3.50(9)
8. Cottage Grove	3.27	3.83(6)	4.54(4)	4.19(5)
9. Kedzie	3.24	3.49(8)	3.49(9)	3.32(11)
10. 69th Street	3.21	3.38(11)	3.83(7)	4.16(6)
11. Archer	3.17	3.43(9)	3.62(8)	4.48(3)
12. Armitage-Div.	2.72	3.23(12)	2.81(12)	3.12(12)
Av. for System	3.59	3.92	4.08	4.07

Mrs. Bindler—"Is there any difference, Thomas, do you know, between a fort and a fortress?"

Mr. Bindler—"I should imagine a fortress, my dear, would be more difficult to silence."

Around the Car Stations

Cottage Grove

Another Accident Prevention banquet has passed into history and Cottage Grove was there 100%, every seat allotted to them was occupied and everybody enjoyed themselves.

Conductor B. B. Jones and Mrs. Jones have returned from Florida with a natural sunburn tan. Both enjoyed themselves immensely. Burt gained about 25 pounds in weight due, he says, to eating so many grapefruit and oranges. It is also reported he brought back with him a few baby crocodiles and he intends to start a crocodile farm at his summer home at Cedar Lake, Indiana. Motorman Al Smith, who is an expert on crocodile raising, is to act as superintendent.

Supervisor John Todd spent a pleasant two weeks motoring to Florida whither he went to bring back Mrs. Todd and their daughter, who have been spending several months in that famous resort. John and the family went swimming in the ocean every day, and visited all the noted resorts near Miami. He traveled more than 3300 miles without tire or any other trouble. The trainmen hope John and Mrs. Todd are much benefited by their trip.

Conductor Ed. Baker and Mrs. Baker are spending a few days at their summer home at Big Star Lake, Baldwin, Michigan, planting more fruit trees. We are inclined to think they planted themselves near the heating stove as the weather turned very cold immediately after they left Chicago, but we hope the trees bear plenty of fruit later.

Starter Henry Eichhorn is confined to South Shore Hospital, having undergone a very serious operation on his stomach. We are pleased to hear he is improving and the trainmen wish for a complete and speedy recovery.

We are glad to see Motorman O. B. Lill at work again after four weeks' illness with the flu.

Motorman J. L. Dosier is still sick at home and would appreciate a visit from some of the boys. Any of the clerks will gladly furnish his address. He seems to be having a siege of ill luck for more than a year, having lost his son about that time and we hear he recently lost his brother. The trainmen wish him a complete and speedy recovery and also extend their heartfelt sympathy in the loss of the brother.

The sympathy of the trainmen is extended to Conductor James Broad and his son in the loss they have sustained in the death of wife and mother; to Conductor Geo. Kaminsky on the death of his mother; to Motorman D. G. Hunter on the death of his mother, and to Conductor J. J. Casey on the death of his daughter.

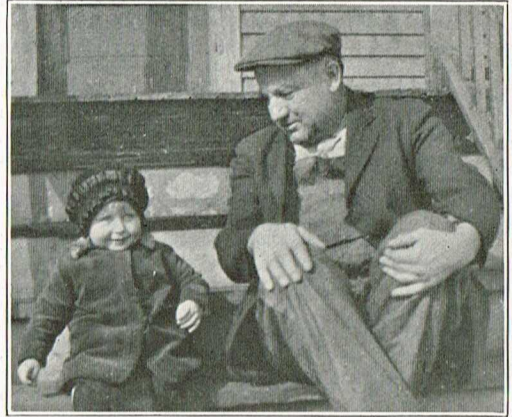
It is with deep regret we announce the death of Mary A. Dalton, 14 year old daughter of Motorman James Dalton, after a few days' illness. To the grief-stricken father and mother and three sisters the trainmen extend their heartfelt sympathy.

We have just heard that Motorman Maurice

Geary is in Mercy Hospital. The trainmen wish him a complete and speedy recovery.

The trainmen at this depot will be pleased to hear that Conductor John Miskell, Sr., is working at Archer Avenue and Clark Street, in partnership with Motorman Tim Anglin, attending to the switch there. John Miskell, Sr., had the misfortune to lose his foot several years ago. We wish you good luck in your new position.

J. H. Pickin



Motorman Charles Haskell of Burnside and His Granddaughter, Elizabeth

77th St.

Ah! Second place in the witness contest for last month with an average of 4.50 per accident. If we keep this amount of getting witnesses for the next year the whole depot will be in line for the next banquet.

Starter Billy Storey paid an election bet by wheeling Motorman Jimmy Nolan down South Halsted Street in a wheelbarrow, starting at 79th and ending at 77th Street, where Noel was disqualified for putting his foot on the ground. Red, we admire your loyalty and Billy, you should have been riding in a wheelbarrow instead of on the handles end of the bet.

Saturday evening, April 25th, 1931, the club held its annual Spring entertainment and boxing show with the clubroom filled to capacity. At 8:00 o'clock the announcer started the ball rolling by introducing Simmons and Clifford, well known song artists, who were good and well received as Asst. Supt. J. B. Becker and Mr. F. W. Myers can vouch for. Bill Dornfield, sleight of hand performer, was next and we might say, is a past master in this art. He used Conductor Tom Beggan and Conductor W. A. Wegner as assistants and everybody was well pleased with his act. Novak and Fay followed with a unique tumbling act which was appreciated by the crowd. President Joe Matern states if passengers could fall like those two we would not have many boarding or alighting accidents. Next on the program were eight amateur bouts as good as can be had in the city. 1st bout, Joe Kelley vs. Art Mitchell, two very fast boys; 2nd bout, Jim McGriff vs. Joe Schultz, two hard hitting lads; 3rd bout, Jack

Stewart vs. James Kauer, they liked to mix it; 4th bout, Al Scherato vs. Gene Quinlan, some classy kids; 5th bout, Billy Murphy vs. Phil Morris, sure an eye-opener; 6th bout, Dick Clark vs. Frank Pinikus, O.K. any time; 7th bout, Ray Cannick vs. Willard Freeman, the cream of the South Side; 8th bout, Eddie West vs. Georgie Trapp, runners up in the A. A. U. championships. This completed the show and the officers and committees are to be congratulated for the excellence of this entertainment.

Monday evening, March 30, 1931, the club held an exhibition match of three cushion billiards in the club room between Motormen Bill Leske and Mr. Allen Hall, who finished second in the world's three cushion billiard championship tournament. Mr. Hall won the contest by a score of 50 to 27 in the first half of the 84th inning. Our Bill played a very good game and is to be congratulated upon the showing he made against such an opponent as Mr. Hall. Some 200 members availed themselves of this opportunity to watch a real game and both players received a good hand for their endeavors. Following the match Mr. Hall gave an exhibition of difficult and fancy shots which were greatly appreciated by the fans. Conductor Lou Miller can only say, wonderful, wonderful, and you may be sure it was when Lou said so.

Conductor Bill Gill and Motorman T. Freney report the arrival of young conductors at their homes this past month. Conductor Bill Gill was found strutting around the depot like the cock of the walk and when asked if he had lumbago, the secret came out. Congratulations, may your tribe increase.

This past two months the following trainmen and relatives of trainmen have been called to the Great Beyond, namely: mother of Conductor Tom McGrath, father of Motorman Ed. Gillard, father of Motorman F. H. Kieffer, son of Motorman P. J. Keil, son of Motor Bus Operator L. Graffen, daughter of Motorman M. Tierney, and sister of Conductor M. H. Tierney, brother of Conductor J. T. Sexton, also three of our oldest trainmen, Conductor Jerry Casey, Motorman J. A. Schrefler, Motorman Tim Larkin and Switch Tender W. Maher. To the bereaved relatives this division extends its sincere sympathy in their bereavement.

C. A. Gylling

Archer

Motorman John McGlynn received the bad news on Monday evening, March 16th, that his wife was struck by a racing auto and left lying in the street. She was taken to the Mercy hospital where she is in a serious condition. It will be a long time before she will be out and around. The boys of Archer are especially sorry to learn of the accident and extend their best wishes for a speedy recovery.

Archer Depot mourns the loss of another early pioneer, Motorman Ed. Murray, the oldest man in service, having a seniority dating June 20th, 1885, a veteran in loyalty and in the performance of his duty. Ed laid down his earthly task on March 6th, crossing that Great Divide, entering into that celestial home of peace. We regret to announce his passing. His memory will long live in the hearts of those who knew him. Ed could never see a wrong in anyone

and was a friend of everyone. The boys of Archer extend their heartfelt condolence to his wife and family. Funeral from McInerney's chapel to Saint Gabriels Church. Buried at Mt. Olivet Monday, March 9th.

Motorman John Muzick sailed for Posta Cherso, Orlec. Provincia Estria, Italia, on a 90-day leave of absence to visit his parents and relatives. John also has a school teacher friend whom he expects to bring back with him. It looks very much as though it were the school teacher that takes John back home.



Lorraine, Daughter of Conductor J. A. Albinski of Archer

It won't be long now. Now that we have the belated weather conditions off our mind, the golfers through the good graces of one of the leading sporting goods houses have been outfitting themselves and are now marking time until the links open. Any of the golfers who wish to purchase any equipment should see the captain, Conductor J. T. Wach.

Conductor Ervin H. Gaines was hurriedly called to Plummers Landing, Ky., to the bedside of his father, who is critically ill. While Ervin has returned to his work says there is little if any hopes for his father's recovery.

Conductor Fred N. Schmitt tells us of another stork story. A bouncing baby boy arrived at this home Tuesday, March 10th. He has been given the name of Fred. We congratulate you, Fred, on your progress in married life. Fred, Jr., and Daddy are reported doing nicely.

Conductor Theodore A. Stortz was relieved from his work Saturday, March 14th, on receiving the sad news that his 13 year old son, while out riding his bicycle, was struck by an auto and instantly killed. The boys of Archer extend their deepest sympathy in your sad bereavement.

Conductor Walter Mooney, after spending eight weeks at the Alexian Bros. Hospital, results of blood poisoning in his left hand, is out and around but still carrying his hand in a sling. Expects to soon be back on the job.

Motorman J. A. Fitzgerald is recuperating at the Sacred Heart Sanitarium, Milwaukee, Wis. The boys of Archer wish you a speedy recovery.

Bill English, Archer's property custodian, commonly known to the boys as "Patty Blue," has been confined to his bed for several weeks

with a severe case of rheumatism. The boys extend their good wishes for your speedy recovery.

Conductor Raymond M. Minich is the proud possessor of a new auto. You should see him touring the boulevards with his straight eight. Some class to Raymond these days.

Motorman George Falsburt goes via airplane to Belle River, Ont., to the bedside of his mother, who died April 6th. The boys extend to you their sympathy.

Conductor J. C. Kesler, who has been confined to his home for the past four months, is out around once more and expects to be back on the job in the near future.

Our sympathy is extended to Conductor C. F. Bohse and Motorman H. Bohse on the death of their dear mother, who died April 5th.

Motorman John Rau has migrated to his summer cottage at Prairie Duchien, Wis., where he expects to do a little gardening and painting, getting ready for the real summer days.

The father of Conductor F. L. Tibbitts died March 27 from heart trouble; buried March 31 at Mount Hope Cemetery. Sympathy extended from the boys of Archer.

Blue Island

Dusty

Our sympathy is extended to the following in their recent bereavements: S. Kroll, the loss of his mother; P. Tenca, the loss of his father, F. Walter, the loss of his father-in-law; W. Mraz, the loss of his brother; M. Kalsch, the loss of his father; J. Pacola, the loss of his brother-in-law; L. Woolley, the loss of his brother; H. Eggersdorf, the loss of his father-in-law, and M. Haller, the loss of his brother.

Did you notice where we stand in the Accident Prevent Contest? If so do you realize that it takes twelve months of hard labor to keep from having a chargeable accident and only ten seconds to have a chargeable one. Beware of the motorist who is in a hurry to get ahead of you. Let him get ahead, because he is a "chance taker" in other words "A chance taker is an accident maker."

A great time was had by those who attended the Accident Prevention Banquet on March 26 and did you see the prize for the winner of the 1931 contest—a wonderful radio receiving and calling set. This is something the winners can be proud of owning. So boys, let's start out today and win this wonderful prize. You won a contest before and can do it again, so come on and show the others what you can do.

C. P. Starr.

Kedzie

Things are beginning to look different around the depot, painters have repainted the windows with a light shade of green, new trees and shrubbery have replaced the old ones, two small lawns were made at the front of the depot with large flower beds in the center. A rock bed with a Christmas tree planted on the top of it was made and designed by Mr. Kreuger of the Mechanical Dept., and painted and decorated by our Div. Supt. R. J. McKinney. Very artistic I will say. Soon Kedzie depot will be one of the beauty spots on the West Side.

Conductor P. Kerwin joined the ranks of matrimony April 25th. Here is wishing you and yours a world of happiness and success.

Starter Charlie Sorenson and his wife celebrated their Silver Wedding Anniversary Wednesday April 1st. The auspices took place at their home. A host of relatives and friends joined in the celebration after which a large supper was served. Congratulations.

The stork visited the home of Motorman H. L. Andrews April 12 and left a seven and a half pound baby girl. Congratulations.

Conductor J. J. O'Sullivan is also wearing a smile that won't come off, reports the arrival of a baby girl at their home March 29th. Congratulations.

Kedzie depot has lost one of its old-timers, Motorman Edward Blake, who entered the service 6-18-06, died May 1 Ed. was well known and liked by all the boys and they all extend their sympathy to his beloved wife and family.

Our sympathy is extended to Conductor Thos. Brennan on the death of his daughter, who died April 20th.

C. Sonders

North Avenue

Our standing in the new Accident Prevention contest is a source of much satisfaction to all North Avenue men and we feel confident that we can continue with the good work and gain first place and hold it. A pennant for good old North Avenue.

Several of our young men are gaining recognition in the manly art of boxing. Friday, March 20, Motorman Ray Shell defeated Bus Operator R. Macey in a lively three-round bout at the Congress Stadium, at Armitage and Milwaukee Aves. Shell had a slight advantage in weight but the customers surely got their money's worth. Friday, March 27, Shell shelled a lad named Finnerty from Elmwood Park for three rounds and won by a wide margin. Operator Macey maced a west side slugger named McMahon and took his bout handily in three rounds. This was Pat Clancy night and our popular Executive Board member made a short speech from the ring. These bouts are amateur affairs and are well attended by the boys from our depot who enjoy the boxing game. The bouts are also broadcast over the radio.

Mr. and Mrs. Joseph Phelan are receiving the congratulations of their many friends over the arrival of a baby daughter March 17. The baby has been showered with gifts and was baptised Mary Patricia at St. Ferdinand's Church on Palm Sunday. Daddy Joe is wearing a smile that won't come off and in all his 21 years of service the sun has never seemed to shine as bright as it does now on both sides of the street. Mrs. Phelan is a very accomplished young lady and will make a wonderful mother. This happy couple are married 16 years and this is their first child.

We don't know how they were listed in the last inventory, but one of our two weather vanes is no asset.

Motorman John Mulhollan passed away March 15. He had just completed 27 years of honorable service.

C. A. Knautz.

Noble

After about six months the news has finally leaked out that Motorman W. Walsh is very much married. This was a secret, only a few

knowing about it, but one of his friends could not keep it any longer.

Motorman R. Moran is the proud father of an eight-pound baby boy. Dick is as proud as a peacock since the night the baby was born.

Conductor Joe Rohr will never forget Easter Sunday as long as he lives. Thieves stole Joe's car Saturday night and then when he reported for work Sunday morning he was called home and upon arriving home he was presented with a baby girl. Mother and baby doing well. Joe says that his little girl needs to get her hair bobbed already.

Conductor S. Wilewski is the proud father of a baby boy born April 4th. Two girls will make it a full house now, Stanley.

Supervisor John Jauman made a visit down to Ohio for a couple of days to visit his aged mother and reports that she is in good health.

Our sympathy is extended to Conductors Ed and Tom Blaigne in the loss of their sister, who was killed in an auto accident. Also to the family of the late Conductor John Skarbeck, who died April 18th after being off sick for two years.

C. De Moure



Edward, Two Year Old Son of Conductor H. Laseman of North Avenue

Lincoln

Conductor Brocker is the father of a seven-pound baby boy, born March 5 at Belmont Hospital. Best wishes to the mother and baby.

During the recent snow storm Mr. and Mrs. F. W. Tranter, 4356 Fullerton avenue, proved themselves good fellows and treated some of the boys who were stalled in front of their place. They invited the boys up to their home and gave them hot coffee, sandwiches and cake, which the boys sure appreciated.

C. W. Carpenter, who has been working as starter for some time and was well liked by all the boys, is going back on the cars again wearing badge number 680. Lawrence Wagenknecht, motorman, is going to go in as a starter. Here's wishing him good luck at his work.

Motorman Nicholas Williams, an old time grip man who by his pleasing personality won a host of friends, passed away after a few days' illness on Saturday April 25. He was buried from Edwards Chapel to St. Vincents Church and laid to rest in St. Boniface Cemetery. Another old timer to leave us was Motorman

Benjamin Wiley, who, while on his way home dropped dead, heart failure being the cause. He was buried Wednesday, April 8, from his sister's home, 1406 Roscoe St., to St. Andrews Church, thence to Calvary Cemetery. Our sincere sympathy to both families of these old timers who the boys will miss very much.

Conductor J. Drinan, while on his way home from work, was struck by an auto at the corner of Lawrence and Lincoln Ave., and was taken to the Swedish Covenant Hospital. He is on the road to recovery.

Conductor N. Fessneck is at the Deaconess Hospital where he underwent an operation for gall stones. Motorman C. J. Larson is at the Bethany Home Hospital. Conductor H. G. Schmidt is confined in the hospital with an infected foot. Motorman H. Casper is recovering at the Hines Hospital after an operation, and Motorman H. Myers is recovering from a broken shoulder, received during the last snow storm. Seems like quite a few of the boys are laid up with one thing or another, but we hope to see them all back to work soon.

H. Spethman

Limits

Aug. Kiolbassa, taken ill about a year ago, recently recovered sufficiently to take a job as watchman in the material yard, which position he held just prior to his death. Again confined to his home, 2451 North Central Park avenue, he passed away at the end of three days, dying on March 5. He was buried on Monday, March 9, from St. Hyacinth's Church, where high mass was celebrated with three priests officiating, from thence to St. Adelbert's Cemetery. August was in the train service for 17 years. He is survived by his widow and three children. We remember him for his courtly manner and kindly disposition and deeply regret his passing.

The wife of Conductor C. Beck died April 2nd from a complication of diseases, after a long illness in the hospital. Burial services were held at her late residence. She is survived by her husband and three children. We extend our heartfelt sympathy at this time.

Motorman DeBilzen, whose hobby has been delving into such intricate subjects as entomology, anthropology and the various natural sciences, has now purchased for himself a monkey as Exhibit A in his research work relative to his studies in evolution. This gentleman is also versed in entomology (the study or rare insects). We do not intimate, however, that there is any connection between the monkey and insects. DeBilzen frequently takes his monkey for an airing through Lincoln Park in his new straight 8 Auburn.

We are glad to report that the infant daughter of Mot. McPhee has entirely recovered from her recent illness, during which she was a patient at the Grant Hospital. It is with much joy that Mrs. McPhee now reports that the baby is doing very well.

The wife of Mot. Chas. Holmberg sustained a serious injury to her back as the result of a fall recently, which caused her considerable suffering, but according to latest reports she is slowly recovering.

Elmer G. Rodgers.

CLUB SPARKS

Women's Auxiliary Cards

On Thursday, April 16th, the girls comprising the Departments of Insurance, Purchasing, Transportation and Schedule-Traffic had charge of the entertainment for the evening, and decided on a Card and Bunco Party. Bridge has become quite the thing at the Club, the game has "It" as they say of some individuals nowadays. Everyone seemed in happy mood and apparently enjoyed the evening immensely. Eighteen tables were set about the hall and all were in use. The refreshments were quite unique and served in a most artistic fashion. The girls are to be complimented especially on that. Miss Agnes Zimmerman acted as Chairman, and as it was her first attempt at a Club affair, we feel happy to know that she and her department are learning to love the Club as so many of our older members do. We all left feeling it was a wonderfully social evening.

Virginia S. Tabb.

"Stunt" Party

The first party of the season, Thursday evening, March 19, 1931, was in charge of the Program Committee.

As a special feature and apropos of the function of the committee, through the co-operation of President Margaret Harte and the entire Program Committee, a printed booklet entitled "Calendar of Events, 1931-1932," outlining "events" for the year, was distributed at this party. The lovely cover for the book was especially designed by our staff artist, Miss Helen Baird. Those not present at the party received their copies the following week.

After the rendition of a monologue by the talented Miss Edith Riddle, the "stunts" commenced. The committee took each girl in turn and those who did not have their own "stunts" in readiness were given a "punch" at a punch card entitled "Imitations," and each girl then had to imitate whatever might be indicated on her "punch" and convey to the audience, within a minute, what she was

imitating. The girls were so proficient in their imitations that in most instances within a few seconds the imitation was announced by the audience. Some very original "stunts" were performed by the girls and each girl was given a favor and was also given a "drawing" chance for eleven attractive prizes.

After this hilarity, tasty sandwiches, personally prepared by the committee and wrapped individually in oiled paper, and delicious pineapple cake and coffee were served, and from the praises poured into the ears of the committee it may be said that a good time was had by all.

We are indebted to Chairman Julia Lellinger for a novel evening.

Skaters Had Great Night

Through the courtesy of Mr. Charles McCormack of the Madison Gardens Roller Rink, employes of the Chicago Surface Lines and their friends were again permitted free use of the rink. To those who did not attend this semi-annual party on April 27th we say that you missed a good time which can be attested to by the 400 or more who were in attendance.

The event, under the direction of Chairman C. H. Evenson, was devoted to skating only, the races and games being held off until the Fall party when it is anticipated that a still larger crowd will attend.

Well founded rumors are to the effect that with the opening of the Fall season this popular rink will have undergone many changes including the installation of a pipe organ so we look forward to coming parties of this nature with even renewed interest.

A new form of entertainment is now available on the second floor at the clubhouse. This is the ping-pong table and from the way that interest was attracted during the past two weeks, it looks as though this will be a busy spot in the clubhouse from now on.

An automobile, containing two southern darkies, just had beaten a speeding train over a crossing by the narrowest margin.

"Whuffo' you blow your horn now, black boy?" said George, "Yo done got across all right."

"Fo' de Yawd!" said the driver, "wuz dat mah horn? Ah sure thought it was Gabriel's."

SURFACE LINES POST

The American Legion

Building Up the Membership

Enthusiasm is running high in American Legion membership work this year. The National Organization is about 90,000 ahead of the same date one year ago and past the 760,000 mark and going strong. Surface Lines Post is nearing its last year's mark, and we hope to be over 100% by May 15th.

However, there is one danger which can be made in our enthusiasm of having reached its quota, and that is, in over-looking just one old member who has failed to obtain a new American Legion card. We should get away from calling it a renewal. It really is simply a payment of dues, and if dues are not met each year such a Legionnaire loses his American Legion Monthly Magazine, and soon loses knowledge of current Legion program and the benefits of Legion endeavors in general.

Recently all Posts were requested to make a close study of the comparative membership records for the last ten years and to concentrate on two things:

1. The enlistment of 1930 members who have not come in for 1931.

2. The enlistment of members who have enrolled at any time between 1920 and 1930.

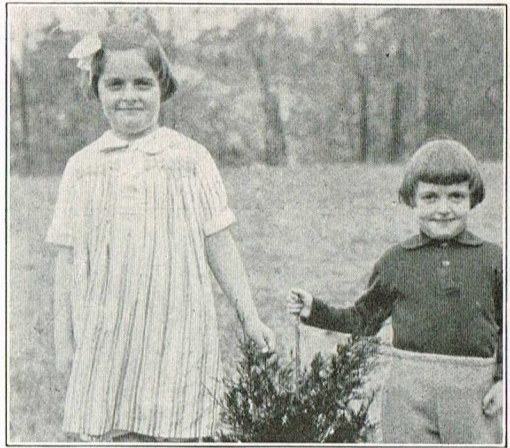
This is highly important to every phase of Legion effort. If properly undertaken, it will not require much work, nor high-powered salesmanship, because every ex-serviceman should be very proud of his Legion connection, with such a wonderful list of accomplishments already to the Legion's credit for 1931—the \$20,-877,000 hospital construction appropriation; the adjusted service certificate loans; the growing program in junior baseball; the advancement of child welfare legislation in various states, Legion employment activities, etc. Generally, the Legion is a "going" concern.

Recently the National Commander said that only those organizations will endure which have for their object some real good to the human race, and that the Legion, with its record of more than a decade of unselfish accomplishments, has qualified and is classified with the organizations that will endure.

Could that not also be said of the old member? Only those men and women will progress, keep going forward instead of backward, who have for their main objective in life some real service for the good to the human race, and the old Legionnaire, with his record of unselfish accomplishments, has qualified and is classified with those people who will continue to climb the ladder of success in life.

If you are a former Legionnaire, or know an ex-serviceman who is not now in good standing in the Legion, Surface Lines Post would be glad to see that a 1931 Membership Card is issued. Simply forward the name and address to J. P. McCauley, Adjutant, 7749 Vincennes Avenue.

Are you receiving your American Legion Monthly? If not please notify the Adjutant.



Betty and Therese, Daughters of Conductor T. O'Brien of Blue Island

CHICAGO JUBILEE

Have you heard
Of the great celebration
That is now
The talk of the nation
To it you're invited
And you'll be delighted
With our great big jubilee.

The show will start
With a big parade
With floats and bands
From every trade
With noise and jazz
So give her the gas
And be here for the Jubilee.

'Twill be a pleasure
To see our mayor,
The man we chose
For the great World's Fair.
You'll dance with joy
As you did when a boy,
At this wonderful Jubilee.

You should take a trip
On the Outer Drive,
You'll quite understand
How we all contrive,
In a city so pretty
To be happy and witty,
So come to the Jubilee.
—Conductor D. Durkin, Badge No. 4476,
Cottage Grove.

Pretty young shopper: "Are you sure these window curtains won't shrink? I want them for my bedroom."

Fresh salesman: "You should worry, dearie, with your figure."

"Was it much of a necking party?"

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

A friend in need is one who has been playing the stock market.—Ohio State Journal.

TIE IN CLUB HOUSE LEAGUE

Bowlers Finish Season With Schedules and Transportation Tied in First Place

The Club House Bowling League finished its schedule on April 8th with the Schedules and Transportation teams tied for first place in games won and lost, each winning 43, and losing 23 games. The Schedules team was also the winner of the high team game and high team average prizes. The Accident Investigation, Car House, Building and South Shops teams were respectively third, fourth, fifth and sixth in the race, with the other teams trailing. Demzien of the Car House won first prize for individual high game and first and second prizes for individual high average for 3 games, and was also the high average man for the season. Doyle of the Legal Team and Rumatz of the Track Team were tied for second prize for high individual game, and Vitalie of the Track Team won the third high average prize. The league was a great success, the closeness of the various teams during the season keeping the interest at a high pitch. We look forward to a bigger and better league next season.

A handicap tournament for singles and doubles started on Monday, April 13, with 24 teams in the doubles and 40 entries in the singles. There were seven prizes in each group and the winners in doubles were: First, Rumatz and Vitalie; second, Spolec and Vihnanek; third, Sedlack and Devereaux; fourth, Streeter and Pettigrew; fifth, Streeter and Kootz; sixth, Gash and Doyle; seventh, Fontana and Bloom. In the singles the winners were: First, Fontana; second, Mollack; third Vihnanek; fourth, O'Brien; 5th, Cummings; sixth, Muisl; seventh, Moore.

Hewitt.

Club House Bowling League
Final Standings

	Won	Lost	Total Pins	Ave.	High Game	High Ave.	Pct.
Schedule ...	43	23	49814	755	944	849	.652
Transportation ...	43	23	47811	724	842	813	.652
Accid. Inv. ...	37	29	49090	744	877	846	.561
Carhouse ...	35	31	49817	755	926	844	.530
Building ...	34	32	49547	751	911	846	.515
So. Shops...	34	32	48769	739	890	832	.515
Purchas'g ...	31	35	47617	721	879	839	.470
Dep. Clks. ...	30	36	40739	715	889	797	.455
Track ...	29	37	48389	733	869	824	.439
Legal ...	28	38	45217	718	900	807	.424
Electrical ...	28	38	46395	714	848	807	.424
W. Shops...	24	42	48748	739	915	802	.364
High Team Game—							
Schedule						944	
Carhouse						926	
High Team Average—							
Schedule						849	
Building						846	
High Individual Game—							
Demzien, Carhouse						235	

Rumatz, Track	232
Doyle, Legal	232

High Individual Average—

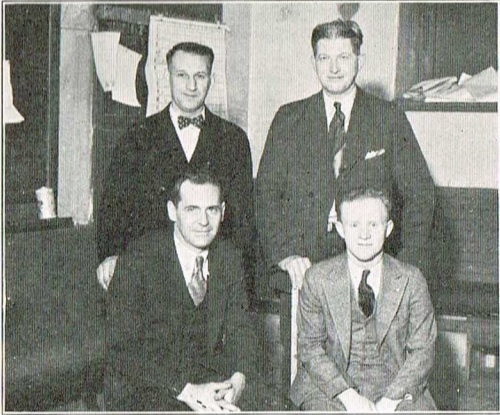
Demzien, Carhouse	200
Demzien, Carhouse	199 $\frac{2}{3}$
Vitalie, Track	198 $\frac{2}{3}$

Final Individual Standings

Team	Games	Total Pins	Average	High Game
Demzien, Car	56	10112	181	235
Abbott, Track.....	3	518	173	193
Sedlack, Sch.....	66	10900	165	230
Spolec, W. Shops.....	59	9713	165	212
Mollath, S. Shops.....	60	9830	164	216
Rubey, S. Shops.....	63	10292	163	231
Vitalie, Track	66	10632	161	213
Pfaus, Sch.	53	8520	161	217
Collins, Car	54	8470	157	203
Nangel, Build.	63	9873	157	202
Boness, Acc. Inv.....	66	10286	156	227
Midland, Acc. Inv.....	66	10276	156	216
Pellicore, Build.	63	9750	155	206
Vihnanek, W. Sh.....	48	7416	155	195
Ambler, Pur.	12	1854	155	204
Cummings, Pur.....	66	10153	154	230
Grimley, Build.	9	1376	153	181
Isacson, Build.	63	9625	153	227
Hasto, W. Sh.....	63	9613	153	198
Jauman, D. C.....	54	8228	152	209
Schenck, Elect.	45	6849	152	208
Ward, D. C.....	3	453	151	165
Roesler, Elect.	54	8097	150	202
O'Brien, Car	53	7946	150	198
Retzler, Build.	66	9846	149	198
Gash, Legal	27	4014	149	209
Devereaux, Sch.....	60	8910	149	204
Neusel, Elect.....	54	8015	148	205
Luebkekmann, Elect.	6	883	147	174
Rumatz, Track	66	9697	147	232
Olsen, Pur.	60	8812	147	212
Schlachter, Track	51	7473	147	193
Linn, W. Sh.....	63	9176	146	195
Doyle, Legal	57	8314	146	232
Nuisl, D. C.....	3	436	145	149
Stevesand, Car	60	8672	145	188
Hoskins, Acc. Inv.....	66	9505	144	208
W. Smith, Acc. Inv.....	66	9461	143	208
Williams, Acc. Inv.....	56	7960	142	191
Nelson, Pur.	57	8068	142	184
Hewitt, Track	60	8452	141	204
Stoll, Car	63	8868	141	214
Lee, Elect.	21	2932	140	192
Solberg, Trans.	66	9194	139	211
Devine, D. C.....	6	831	139	174
De Grazia, Sch.....	60	8294	138	195
Sears, Pur.	60	8292	138	190
Fontana, S. Sh.....	66	9102	138	180
Ruzich, Build.	51	7000	137	202
R. Bloom, S. Sh.....	63	8587	136	208
Urquhart, Elect.	28	3871	136	173
P. Bloom, S. Sh.....	63	8552	136	204
Fisher, Sch.	66	8948	136	205
Pettigrew, Legal	45	6095	135	207
Ploner, Legal	3	406	135	147
Baker, Car.	9	1212	135	161
Powers, Trans.	65	8744	135	180

SURFACE SERVICE MAGAZINE

Hoenecke, W. Sh.....33	4437	134	194	Martin, Elect.21	2390	114	145
Murburger, D. C.....60	8035	134	184	Simmons, Trans.54	6058	112	163
Zamzow, W. Sh.....9	1199	133	190	Ostergard, Elect.15	1649	110	138
Mooney, D. C.....39	5193	133	203	Fanning, Pur.18	1972	110	138
Peterson, D. C.....41	5447	133	192	Boisvert, Build.3	312	104	132
V Moore, Legal.....30	3967	132	201	C. Smith, Sch.....9	926	103	129
Streeter, Legal15	1982	132	154	Simpson, Pur.3	280	93	105
Van Dreese, Track.....66	8626	131	186	Kaminski, Legal3	252	84	86
Ziegelmeier, S Sh.....3	388	129	138	Horm, W. Sh.....9	709	79	123



Legal—Back, Pettigrew and Doyle. Front, Gash and Moore.



Depots—Back Row, Harrington and Mooney. Front, Murbarger and Jauman.

Pinasco, Pur45	5818	129	166
Kootz, Elect.20	2580	129	182
Harrington, D. C.....42	5409	129	179
Boccio, Track3	386	129	135
Bohlin, Trans.66	8321	126	180
Potenburg, Legal30	3742	125	156
Handley, Legal3	366	122	128

A Smile a Second: One of the funniest things in the world is to listen to a bachelor and a married man giving each other advice.

You've heard of Naples, the famous Italian port, haven't you?

No, but how much is it a bottle?



Accident Investigation—Back, Boness, Midland and Hoskins. Front, Smith and Williams.

Johnson, Legal45	5488	122	192
Sweeney, Legal3	356	119	139
Chouinard, Legal3	356	119	127
T. Moore, Trans.....66	7830	119	171
Wheeler, W. Sh.....6	683	114	155



South Shops—Back, Pete Bloom, Rubey and Mollath. Front, Fontana and R. Bloom.

A Scotchman, in a great state of agitation, telephoned the doctor.

"Come at once," he said, "ma wee bairn has swallowed a sixpence."

"How old is it?" queried the doctor.

"1894," was the reply.



CHICAGO'S SKYLINE NOW AND THEN



Photographer Chouinard Visualizes Today's Lake Front and Ft. Dearborn

