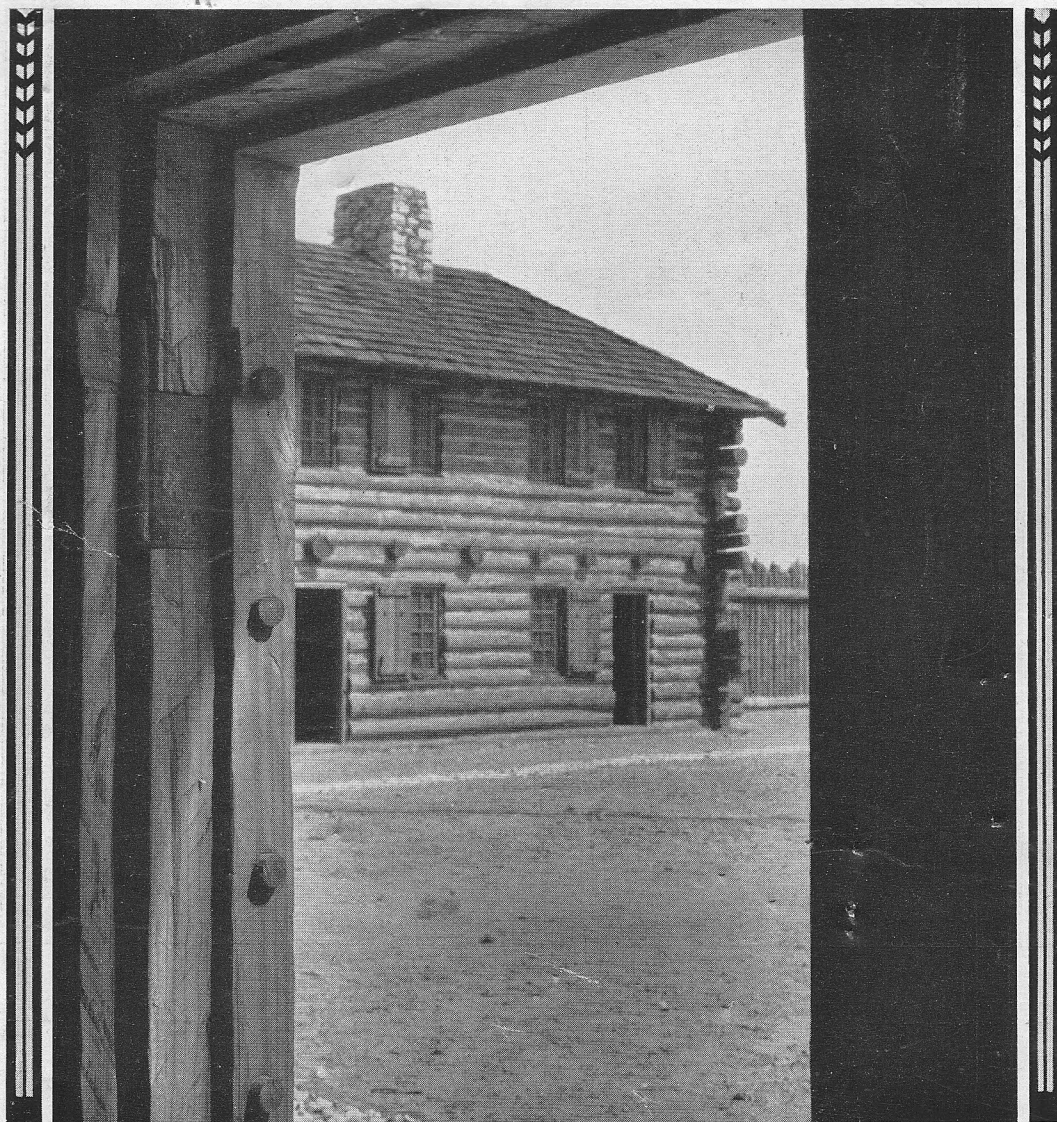


SURFACE SERVICE MAGAZINE

Volume 9

AUGUST, 1932

NUMBER 5



LOOKING FROM ONE OF THE BLOCK HOUSES INTO THE
COURTYARD OF FORT DEARBORN



**ONE OF THE DECORATIVE FEATURES DEVELOPED AT NORTH
AVENUE IN THE BEAUTIFICATION OF
COMPANY PROPERTIES**

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

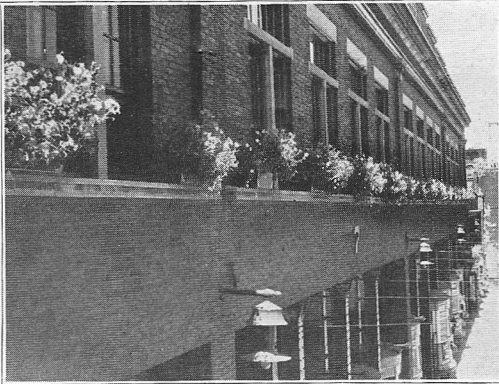
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Saying it With Flowers

*Experts at Various Car Stations Have Shown Their Neighbors
How to "Doll Up"*



A "Shot Across the Bow" at Cottage Grove



Burnside Disguised as a Suburban Bungalow

A good cure for the "depression blues" is a trip of inspection around depots of the Chicago Surface Lines such as the garden contest committee made recently. A man whose pay envelope has been reduced or who has suffered other losses must "come up smiling" if he will stroll through the flaming masses of color at any one of a dozen locations on company property, especially if he will spend a few minutes in conversation with the employes who have taken it upon themselves to brighten some of the dreary spots and to make "C. S. L." outstanding as a good neighbor. The head gardener at Garfield or Lincoln Park does not take more pride in his work than does the Surface Lines foreman who has converted a pile of rocks into a mound of smiling petunias or covered an unsightly brick wall with beautiful shrubbery or clinging vines. The pity is that so many of these beauty spots must be hidden from the public.

It is to be regretted that the efforts of those who have attained particular excellence in their floral displays this year are not to be singled out for reward as in the past. The best they can hope for is

the consciousness of having given pleasure to those who view the results, and having merited special mention in these pages. The points of excellence are too numerous to mention, and it would indeed be a task for a disinterested committee to choose the leaders in the several groups for which ribbons were awarded last year.

Noble Street Depot has come back strong with its display and Foreman Striker is to be complimented for having used his own ideas in a complete change which still maintains the high standard set by his predecessor. The committee felt that the late lamented Foreman Radtke would have been proud of this season's showing at his former station. If the east fence were removed from the Noble Street location the whole neighborhood would take on a new air of importance with the gorgeous vista of plants, shrubbery, trees and lawn. The beautiful lily pond of last season is missed, but there is an added effect of charm in the white fence and pergola which divides the long expanse of green. Devon Avenue as usual offers its best view to passengers on the Northwestern



The South Wall at Devon Transformed by Vine and Blossom



And Burnside Is Proud of Its Lawn, Fence and Flower Beds

trains who get a glimpse of a real garden as they are rushed past. The phlox and cannas are especially striking in their varied display of color, but the window boxes of petunias also gladden the eye as they offset the darker background of vines and shrubbery.

Burnside excels again with a vivid mass of varicolored portulaca covering an accumulation of stones. Its beds of petunias, asters, canna and zinnia are outstanding. There is an enlarged showing of flowers in front of the trainmen's quarters and a novelty is an old Dutch windmill and weather vane made by one of the employees. Armitage hides a beautiful display of color in the yard

silver maple trees, vines and hollyhocks form a perfect setting for a well kept lawn and excellently planned beds of flowers. The garden display at Seventy-Seventh is excellent as usual, and the foreman should be complimented for his unusually good lawns and window boxes.

The company's ambition to be considered a good neighbor is aided particularly by the outside displays at Kedzie and North Avenue depots. At the first named location the gorgeous beds of canna at the two extremes of the east front have brought forth many compliments from people living nearby and from passengers on street cars and autos. The lawn on the south side also is well kept, while the



An Attractive Corner at Armitage



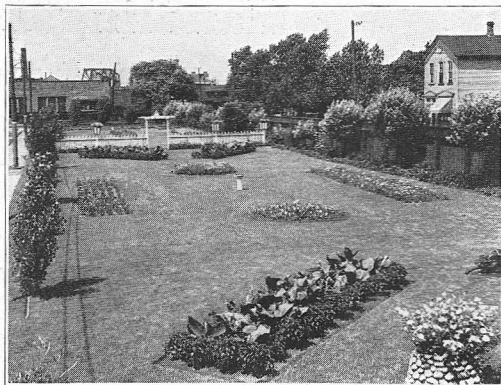
A Barrel of Petunias at Armitage

where a hibiscus plant is particularly effective, and a border of rich portulaca surrounds the corner in which beds of alyssum and petunia flash their many hues. Lawndale also hides its beauty back of the depot where a background of

window boxes fairly bulge with multi-colored petunias. Too bad the passersby could not get a view of the wonderful display of posies in the yard—particularly the large bed of verbenas! North Avenue Depot must be the pride of its



The Long Walk at North Avenue With Its Lawn and Shrubs



Noble Developed a Fine Display of Sward and Beds



Evidences of Careful and Successful Work at Kedzie



And Kedzie Was Particular About Its Outside Appearance

neighborhood with its constantly improving lawns and canna bed. An unusual effect is given by the closely trimmed poplar trees, the flashy yellow day lilies, and the overflowing window boxes. The usual high standard is maintained also in the flower beds in the depot yard.

In closing this comment on the 1932 floral displays of our garden specialists, it must not be thought that the committee has overlooked the excellent showing at various loop terminals such as the end of Madison and of Milwaukee Avenue lines, nor the window box displays at Limits and other depots. Neither should the efforts of Tom Blakely be overlooked when he puts a circle of beauty in the Stock Yards district. Our amateur gardeners as a whole have done an excellent job at little cost, and the committee representing the management would like to

have enough ribbon to put a prize winning badge on each of these faithful employees.

J. V. Sullivan.

"Pa, what does it mean here by 'Diplomatic Phraseology?'"

"My son, if you tell a girl that time stands still while you gaze into her eyes, that's diplomacy. But, if you tell her that her face would stop a clock, you're in for it."

Manager: I hear you and the leading lady are on the outs.

Electrician: Yeh. It was one of those quick change scenes with the stage all dark. She asks for her tights and I thought she said lights.

Garage Mechanic: "What's the trouble, Madam?"

Mrs. Newdriver: "They say that I have a short circuit. Can you lengthen it for me, please?"

Handling Transfer Cases

Courtesy Important in Enforcing Transfer Regulations and Preventing Fraud

On July 31, completing the third month in the 6th Courtesy Contest, the cumulative standing of the sixteen depots is as follows:

	Depot	Disc.	P. U.	Trans.	Q. S.	Total	Cmdnd.
1	Lincoln	7	..	8	1	16	8
2	Blue Island...	6	1	10	..	17	4
3	North Ave...	23	13	33	2	71	16
4	Lawndale	11	4	11	..	26	10
5	Archer	16	11	28	3	58	14
6	Burnside	7	1	13	..	21	7
7	Limits	6	2	10	3	21	8
8	69th St.	14	14	20	11	59	11
9	Kedzie	20	8	24	6	58	10
10	77th St.	30	10	29	7	76	30
11	Elston	11	2	11	..	24	3
12	Devon	19	9	23	6	57	29
13	Cot. Grove...	21	6	10	7	44	8
14	Noble	9	3	11	..	23	2
15	Division	17	5	18	3	43	5
16	Armitage	22	4	10	7	43	2
Total		239	93	269	56	657	167

The total chargeable complaints for the same period are as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmdnd.
May	103	35	120	22	280	61
June	168	66	190	44	468	125
July	239	93	269	56	657	167

By C. H. EVENSON

Superintendent of Transportation

For some time the Chicago Surface Lines has been vigorously engaged in a campaign against transfer frauds as described in some detail on another page. A number of persons who have picked up transfers on the street and attempted to use them have been arrested and there has been a general stiffening up all along the line in an effort to stop the leaks of thousands of dollars due to abuse of transfer privileges.

To be most effective, this campaign must be backed up by constant watchfulness on the part of trainmen. They must be particularly careful in examining transfers to see that they are valid and equally careful in punching transfers so that no passenger will be embarrassed

through a mistake on the part of our trainmen.

Naturally, a campaign of this kind will cause some feeling on the part of those who have been benefiting by the fraudulent or improper use of transfers; but if the trainman exercises proper courtesy when he refuses to accept an invalid transfer, he has no reason to fear criticism for doing his duty.

In this whole matter of transfers it is important that the trainmen have the proper point of view.

The Chicago Surface Lines has the most liberal transfer privileges of any street car system in the world. The use of free transfers is so general that the company earns only about 3¾ cents per ride. The average ride for one fare is more than four miles. There is no greater bargain in transportation anywhere.

Under these circumstances, the company has a right to insist upon strict adherence to the few limitations that are placed by ordinance on the use of transfers. These limitations are summarized on the back of transfers as follows:

Transfers issued ONLY at time fare is paid.

Receivable ONLY at intersecting point on a crossing diverging or extension line—from person to or for whom issued, for a continuous trip in an onward direction.

Good in reverse direction to next junction, except on line from which issued.

Valid up to 15 minutes after time punched except when used for stop-over purposes in which case it is void.

It is a misdemeanor, punishable by fine of not to exceed \$25.00 for any person:

(1) To sell, exchange or give away this transfer.

(2) To throw away this transfer, without first tearing same in two.

(3) To offer this transfer for passage, unless received from an agent of the company by or for the use of person offering same.

(4) To use this transfer for stop-over purposes.

When controversies arise over transfers it frequently is advisable courteously to call the attention of the passenger to the printed matter on the reverse side. It has been used there for years but very few people ever take the trouble to read it.

It is to the interest of the trainmen to

see that the company gets the full value allowed it for the transportation of passengers, as the success of the company depends upon the efficiency of its operators.

It should be the ambition of every

trainman who takes an interest in his work (and that, of course, should be the entire train force) to do his job well and to maintain good public relations by exercising courtesy even under the most trying situations.

Bouquets for the Trainmen

Appreciative Passengers Write to the Management Acknowledging Courtesies Extended by Conductors and Motormen

Mrs. Rose Munson, 5135 S. Campbell Avenue, wishes to thank Conductor Peter Kusek, Badge No. 11616 of Archer, for his kind consideration when she was taken ill while a passenger on his car.

Miss Pauline Greenstein, 663 Buckingham Place, commends Conductor Joseph Lee, Badge No. 13854 of Lincoln for his honesty in turning in a case which she had inadvertently left on his car to the lost and found department where she recovered it.

Motorman Patrick McBride, Badge No. 13287 of 77th, is complimented on his courtesy by Miss J. L. Terlize, 4350 W. Sunnyside Avenue, who asked for information so that she could reach her destination and received clear, concise directions.

Mr. J. H. McLaughlin, 222 W. Adams Street, commends Motorman F. J. Gessner, Badge No. 12965 of Devon, for the skillful operation of his car.

Miss E. M. Vonhof, 3617 Scoville Avenue, Berwyn, thanks Motorman J. C. Cielenski, Badge No. 12417 of Lawndale, for returning her gloves to her when she dropped them on his car.

Conductor A. J. Musolf, Jr., Badge No. 12088 of North Avenue, is commended by one of his passengers, who states that this conductor, by warning her to be careful as she was alighting, saved her from being struck by a speeding auto that passed the car without stopping.

Miss Shirley Horwein writes her appreciation to Motorman Charles W. Schrock, Badge No. 11935 of Archer, for turning in her fur piece to the lost and found department.

Mrs. Ethel J. Gans, 5660 Maplewood Avenue, thanks Conductor Melvin Horsley, Badge No. 10518 of Cottage Grove, for his courtesy in looking for a coin which she had dropped when about to be seated in the car.

Mr. C. R. Klopp, 5801 Dickens Avenue, compliments Conductor Bernard Miller, Badge No. 10448 of 77th, for his thoughtfulness in paying his fare when he boarded this conductor's car and found that he had left his money at home.

Mr. H. G. Legan, 208 W. Washington Street, wishes to thank and commend Conductor Robert J. Gates, Badge No. 9960 of Lincoln, for returning his bag to him which he had left while a passenger on his car.

Mr. J. E. O'Connor, 1021 N. Lockwood Avenue, congratulates Conductor John B. Lavay, Badge No. 9922 of Kedzie, on the type of service rendered to himself and other passengers.

Miss M. Gabrielson, 3 Banks Street, thanks Conductor George Kehoe, Badge No. 9018 of Devon, for his kindness in paying her fare when she found that she had no change.

Miss B. Lockey, 3819 Ravenswood Avenue, commends Conductor A. R. Keller, Badge No. 8737 of Lincoln, for his honesty in turning in an article which she had inadvertently left on his car on which she was a passenger.

Mr. F. J. Jensen, 7747 S. May Street, reports that while running to the rear platform to board a car he dropped his fountain pen. The motorman of this car, C. H. Sturm, Badge No. 8471 of 69th, noticed his loss and got off the car to retrieve it, turning it over to the conductor to place in his hands and for this act of courtesy he wished to highly commend this motorman.

Mr. H. J. Johnson, 4122 Fifth Avenue, wishes to commend Conductor August Kortmann, Badge No. 8024 of North Avenue, for his courtesy and thoughtfulness to a young lady who fainted while a passenger on his car.

Miss Elsie Taylor, 147 W. 35th Street, compliments Conductor G. C. Rose, Badge No. 7920 of Devon, for calling her attention to the fact that she dropped her keys and money as she was boarding his car and which she failed to notice.

Miss A. Gaughan, 426 N. Ridgeway Avenue, wishes to thank Conductor Martin Horan, Badge No. 6012 of Devon, for his courtesy in escorting her across a busy intersection which she appreciated very much as her vision is very bad.

Mr. M. A. Warren, 3757 S. Damen Avenue, compliments Harold M. Schaeffner, Badge No. 5182 of Archer, for exhibiting a remarkable degree of patience and self-control when a woman attempted to give him an out-of-date transfer and verbally abused him.

Miss Marie Barkley, 4855 N. Mason Avenue, reports that she alighted from one of our cars and noticed that she had forgotten her umbrella. As she passed the front platform she told the motorman, W. G. Waggoner, Badge No. 3585, of Devon, about it and requested him to hold it at the depot. Instead he went into the car and got the umbrella and gave it to her, and for this act of courtesy she wishes to thank him.

Miss Estella Wingber, 1607 Allport Street thanks Conductor M. J. Locke, Badge No. 3116 of 69th for turning in her purse to the Lost and Found Department which she had inadvertently left while a passenger on his car.

Mrs. J. J. Buehler thanks and commends

Conductor Gustav Pulaski, Badge No. 1836 of 77th for his honesty in returning her purse which she had left while a passenger on his car.

Mr. C. H. Anderson, 212 W. Austin Avenue, commends Motorman A. J. Lidtko, Badge No. 1851, of North Avenue, for his quick action in avoiding an accident with a reckless automobile.

Courtesy on the part of Conductor William D. Gamet, Badge No. 1488 of Cottage Grove won for him a commendatory letter from Mr. E. C. Sumnerfield, 139 N. Clark Street.

Miss Agnes Lesak, 6433 S. Rockwell Street, compliments Conductor J. E. Hamerton, Badge No. 1364, of Kedzie, for his admirable trait of calling street car stops in a clear voice.

Motorman John Twohey, Badge No. 9197 of Armitage, is commended by Acting Division Superintendent Peterson for his quick thinking when on his southbound trip on Milwaukee Avenue noticed that the northbound cars were being blocked by fire engines on track, got off at Armitage Avenue and routed cars via Armitage and California, thus averting a complete tieup on the line.

Mr. M. M. Strader, 38 S. Dearborn street, compliments Conductor John C. Ward, Badge No. 6926 of Kedzie, for calling the names of streets distinctly.

THE OPERATOR'S CREED

The following creed is taken from an article which appeared in a recent issue of the "Railwayman," the monthly magazine published by and for the employees of Kansas City Public Service Company. It is an indication of the spirit of the men and management to give 100 per cent service to patrons:

"My business is essentially one of public relations. Transporting, as we do, thousands of people daily on the street cars and buses, I unquestionably come in for greater public contact than most any other business man in the city. Unlike a small store whose customers come to one specific location where they are met and handled by salesmen in this one spot, my sales counters are scattered over the entire city. Every time my street car or bus pulls into a stop to load or unload passengers I open up a new store in a new location selling a different commodity—transportation. Every single individual standing on a corner waiting to board a street car or bus is a potential customer. It is from these people that my company receives revenues which help keep me going. My customers are my bread and butter. My customers pay their good money for service, and it is up to me to see that they get it. Every passenger who is inconvenienced by some discourteous act means just so much loss to my company and me. I am not content to be just as good as the other fellow, for it is my aim to be 100 per cent. If I do not give 100 per cent service, as courteously as possible, and if the public does not like me, they will find some other way of going from one destination to another.

"If the public recognizes my interest in their welfare, and my aim to be 100 per cent, they will ride with me more often. This will help make for a better company, a better city, and

a better understanding between me and my customers."

VACATION WATER HAZARDS

Important Matters to Be Remembered by Those Enjoying Swimming Opportunities

"Hang your clothes on a hickory limb, but don't go near the water"—unless you apply common sense to your swimming and keep in mind certain fundamental rules of swimming. Swimming is considered one of the most healthful sports, particularly when it is done outdoors during the summer months. But it should be engaged in under conditions which will minimize all possible hazards.

Not every one may be able to swim well enough to save the life of a drowning bather, but every one should swim well enough to save his own life by obeying the safety rules of swimming. Read them yourself and tell your friends about them; by doing so you will help greatly to reduce the toll of lives lost annually through drowning accidents.

The following principles, compiled by the Life Saving Service of the American Red Cross, are based on years of study of the causes of drownings. It is earnestly suggested that you practice them.

Don't swim alone, you may become exhausted and there may be no one near to help you.

Don't swim for at least two hours after eating a hearty meal, otherwise you are likely to be stricken with abdominal cramps, which may render you helpless to aid yourself in any way. If you are subject to cramps—either abdominal or muscular—stay close to shore.

Don't dive into the water unless you are sure of its depth.—Make sure before you enter head first that the water is at least six feet deep and free from any underwater obstructions, stones, logs, etc.

Don't go on long swims—unless accompanied by a boat.

Don't forget that it takes just as much ability to swim in water five feet deep as it does in water five hundred feet deep, and it is much safer, for if you get tired in the water five feet deep, you can at least stand up.

A motorist touring Wales was non-plussed and annoyed by the many traffic and direction signs in Welsh, posted along the road. When he finally got to his hotel the second night, upon being shown to the bath by an attendant, he paused before an inscription on the mat.

"Tam Htab," he said, "good heavens, does that mean 'Welcome' in Welsh?"

"No, sir," said the attendant. "The bath mat happens to be upside down."

No. 165437 (jumping up in rage after prison movie show): "Darn it, a serial, and I'm to be hanged tomorrow."

Accident Prevention Activities

Standing in C. S. L. Contest—Boston's Method of Dealing with a Serious Situation

Cumulative—February 1 to July 31, 1932

First Place	Division No. 10, Elston-Noble	93.507
Second Place	Division No. 3, Seventy-seventh Street.....	93.057
Third Place	Division No. 11, Lincoln	92.964
Fourth Place	Division No. 2, Burnside	92.913
Fifth Place	Division No. 5, Archer	91.920
Sixth Place	Division No. 6, Lawndale-Blue Island.....	91.485
Seventh Place	Division No. 8, North Avenue	91.239
Eighth Place	Division No. 9, Armitage-Division	91.234
Ninth Place	Division No. 1, Cottage Grove	90.977
Tenth Place	Division No. 4, Sixty-ninth Street	90.126
Eleventh Place	Division No. 12, Limits-Devon	89.265
Twelfth Place	Division No. 7, Kedzie	87.577

Month of July, 1932

First Place	Division No. 10, Elston-Noble	96.669
Second Place	Division No. 6, Lawndale-Blue Island.....	95.777
Third Place	Division No. 3, Seventy-seventh Street.....	95.664
Fourth Place	Division No. 5, Archer	94.570
Fifth Place	Division No. 4, Sixty-ninth Street.....	94.454
Sixth Place	Division No. 8, North Avenue	94.160
Seventh Place	Division No. 11, Lincoln	93.969
Eighth Place	Division No. 9, Armitage-Division	93.436
Ninth Place	Division No. 7, Kedzie	93.343
Tenth Place	Division No. 12, Limits-Devon	92.897
Eleventh Place	Division No. 2, Burnside	92.672
Twelfth Place	Division No. 1, Cottage Grove	90.420

Confronted by steadily rising costs, says General Manager Edward Dana, of the Boston Elevated Railway in the August issue of *Transit Journal*, the Boston Elevated Railway in 1927 undertook a scientific study of accident prevention. This was by no means the first organized effort made by the company in this direction, but it differed from previous undertakings in that primary emphasis was placed on the study of the human factor in accidents. Results have been extremely gratifying. In 1931 collisions of surface cars and automobiles were 58 per cent fewer than in 1926, collisions with pedestrians 54.4 per cent fewer, collisions with other cars 71.3 per cent fewer, derailments 73.4 per cent fewer, boarding and alighting accidents 36.8 per cent fewer, and all other accidents 23.6 per cent fewer.

Two fundamental principles have

guided the policy of the railway in its safety work.

First, the belief that safety is not something super-imposed upon an operating organization, but an integral part of its operations. Accidents are not a necessary evil in, or by-product of a business. They, to a large extent, indicate lack of planning, supervision or discipline.

Second, the belief that safety efforts must be preceded by and based upon thorough research into past accidents and their causes. If we find a piece of machinery heating up, or otherwise not performing normally, we sense trouble somewhere. Possibly we pour cold water on a bearing to prevent it from melting out, but this is only a superficial expedient. We look for the source of friction. So with accidents. The real source of the hazard must be located and removed before permanent improvement is possible.

A preliminary survey of the accident situation on the Boston Elevated indicated that about one-half the accidents were happening to about one-fifth of the men, whereas large numbers of operators were performing their duties with creditable safety.

Among the salient points brought out were:

1. Some of the men have more than their share of collisions because they have always lacked the basic abilities, good judgment of distance and speed of traffic, prompt reaction-time, ability to keep attention on the job, and ability to keep from getting excited and doing the wrong thing in an emergency.

2. Some of the men who have the necessary native abilities are nevertheless prone to accidents because they have never thoroughly acquired skill in car or bus operation, or have forgotten what they were taught.

3. Some of the men who have been competent operators become incompetent because of changing conditions of health, eyesight, etc. For example, our men over 50 years of age whose physical examinations show that their blood pressure is near the danger line have about three times as many collisions, proportionally, as the men of the same age and experience whose arteries are normal.

It was proposed that special attention be given to the men in selection, upon hiring and at the time of transfer from street car to bus operation. Above all, concentration was recommended upon the training, re-training and follow-up of men who showed greater liability to accidents than others. To this end it was suggested that operators whose records disclosed a large proportion of accidents be carefully examined; with individual follow-up of operators after accidents, for specific training, discipline or encouragement. Closer relations between men and supervisors, to improve morale and increase pride in performance, were also recommended.

The program for the work centered upon the individual operator who was shown to be accident-prone. As it was necessary to set some standard of performance, the rate of five accidents per year was selected as the low limit for the high-accident group. All accidents were

included, as it is difficult to segregate fairly those accidents which are chargeable to the man and those which are not. Experience showed that some accidents could reasonably have been prevented by an operator even if they were not fairly chargeable to him.

Beginning on a small scale the studies were gradually extended to include the whole force of motormen and operators on the surface lines, an operator being a man qualified to operate a one-man car or bus. It was soon evident that concentration of effort upon the high-accident men brings quick results. The sections of the railway subjected to analysis with prompt follow-up, immediately began to show improved performance.

In connection with this research a detailed job analysis was made of the work of the operator. The locations of accidents were also studied to determine the extra-hazardous spots with a view to improving conditions. Special attention was given to collision accidents, as they are most closely under the operator's control.

The results of these efforts were extremely gratifying. Data for a selected carhouse will serve as an illustration. In this in 1927 there were 326 operators, of whom 82 were in the high-accident class. The collisions in 1927 averaged 1.66 per 10,000 miles. In this carhouse in 1931 there were only 30 high-accident men and the collisions averaged 1.08 per 10,000 miles.

In recent months every operator's record for the past five years has been canvassed, and every man still in the high-accident class has been interviewed by his division superintendent. Thus information has been gained for use in prescribing remedial measures. These men are being followed up by their superintendents and the inspectors.

At a dance a gentleman got up on a chair and announced: "I have lost my pocketbook with \$100 in it. To the man who finds it I will give \$50." A voice from the rear yelled, "I'll make it \$60."

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

Driver: "Yes, your honor."

Judge: "What have you to say in your defense?"

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

Blocking Transfer Abuses

Police Cooperating in Stopping Use of Pick-Up Transfers— Embarrassing Moments

TIME—Any rush hour period.

PLACE—Any busy street car intersection.

Man standing on corner sees another person drop a transfer in the street. He picks it up, glances at it hastily, boards a street car and hands transfer to conductor. Another man just behind holds out warning hand and says to conductor: "Just a minute, brother. This fellow picked that transfer from the street and should pay a cash fare." First passenger looks confused, gulps a bit, and reluctantly digs up seven cents which he hands to the conductor. Second passenger, who by this time has flashed his police star, then gives the shamefaced one a brief lecture worded somewhat as follows: "Now, mister, I don't want to lock you up and subject you to a possible \$25 fine, but that's just what might happen if you try this stunt again. You may be hard up but the company needs the money, too, and the city of Chicago also is interested. Remember, you will get in trouble if you attempt to ride on a transfer not received from a conductor in the regular way." By this time the confused passenger is glad to seek shelter inside the car, pleased that he did not have to "tell it to the judge" and possible lose a day's work.

The above scene is repeated hundreds of times each week and is working so effectively that an equivalent number of extra cash fares is being taken in by conductors. The Chicago Surface Lines, of course, is responsible for the activities of city police in enforcing the transfer ordinance. The "crusade" is based on the unusual increase in abuse of transfer privileges, due to the prevailing unemployment and to the ease with which certain persons in the past have been able to ride on transfers not secured in a lawful manner.

Doubtless, some of this misuse is due to ignorance of the ordinance provisions which are printed in brief on reverse side of each transfer. For this reason the management is planning a series of car cards to bring to the attention of pas-

sengers the fact that they may not throw away their transfers without tearing them in two, or that they may not sell or give them away or attempt to use them if not received from a proper agent of the company. It is hoped that publicity of this kind will save some of the offenders from arrest and possible fine.

"Crusades" of this kind have been fostered by the management at intervals for many years past. The usual procedure has been for a squad of city police in plain clothes to gather around busy transfer corners and watch for those who sell, give away or attempt to ride on transfers which were not properly obtained. In the past a policeman would follow such a person onto the car and when he had presented the transfer for a ride he would be taken off, put in a patrol wagon and removed to the nearest police court. Judges usually were alert to protect the interests of the company and the city, but in many cases the offenders were dismissed after a severe lecture. In other cases fines were imposed. After a round of such visits in certain districts there was always a noticeable lessening of this form of misdemeanor. The latest plan of having the police deliver the "lecture" on the car platform is proving even more effective and should also result in securing the good will of those who would otherwise have to go before a judge and be embarrassed by delay in getting to their destinations.

It is suggested that conductors can be helpful in protecting company revenues by reporting to their superiors the locations where they observe persons picking up or trafficking in transfers.

The chief constable of a small town was also an expert veterinary surgeon. One night the phone rang and the constable's wife answered it.

"Is the constable there?" asked an agitated voice.

"Do you want my husband in his capacity of veterinary surgeon, or as chief constable?" inquired the woman of the household.

"Both, madam," came the reply. "We can't get our new bulldog to open his mouth, and—there's a burglar in it."

SURFACE SERVICE MAGAZINE

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No. 5

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C. L. Altemus - - - Assistant Editor

CHICAGO SURFACE LINES

Office of
Superintendent of Transportation

General Order No. 6-32

July 27, 1932.

To All Concerned:

The following appointments are effective August 1st, 1932:

E. L. Brookman, Division Superintendent, 10th Division—vice W. M. Kroll, on sick leave.

G. W. Peterson, Acting Division Superintendent, 9th Division—vice B. W. Bolger, deceased.

R. J. McKinney, Division Superintendent, 8th Division—vice E. L. Brookman, transferred.

Thos. Fahey, Division Superintendent, 7th Division—vice R. J. McKinney, transferred.

J. M. Johnson, Act. Ass't Div. Superintendent, 7th Division—vice T. Fahey, promoted.

C. H. Evenson,
Sup't of Transportation.

Approved:

G. A. Richardson,
President.

ORDINANCE IS VALID

On July 27, 1932, the Illinois Supreme Court filed its opinion in the case of *The People of the State of Illinois vs. City of Chicago et al.*, in which it was held that the ordinance passed by the City of Chicago on May 19, 1930, authorizing the unification of the Surface and Elevated Railway lines into a comprehensive unified local transportation system, and granting a terminable permit for the operation of such system, and for the use of the city streets, is valid.

The suit was brought by the Attorney General of the State of Illinois to test the

validity of the ordinance, and also to test the validity of the so-called enabling legislation passed by the state legislature in 1929.

The Attorney General charged that in passing the ordinance, the City exercised powers under the enabling legislation of 1929, and that each of these enabling acts (the Subway Act and the Terminal Permit Act being included) was individually, and that all were as a series of connected legislation, unconstitutional; that the ordinance was invalid for this reason, and also was invalid because certain of its provisions were invalid in themselves.

The Supreme Court in its opinion overruled all of the contentions made by the Attorney General, and held valid the ordinance and all of the acts of the legislature involved.

ANNUAL MEETING A. E. R. A.

**Plans Completed for the Sept. 27-28
Session at Hotel Stevens, Chicago**

Having served a year as president of the American Electric Railway Association, Guy A. Richardson, president of the Chicago Surface Lines, will preside at the annual business meeting of the Association at the Stevens Hotel in Chicago, Sept. 27 and 28, and will then turn his responsibilities over to his successor. Ordinarily, the annual meeting of the Association, which includes practically all electric railway operators and manufacturers in the country, brings together 5,000 or more persons interested in the industry. Changed economic conditions caused an abandonment of the usual exhibit and convention this year and as a result the Chicago gathering is expected to attract only about 500 railway people. These will include representatives of four affiliated associations—the accountants, claim agents, engineers and transportation branches. Our Superintendent of Transportation, Mr. Evenson, is a member of the executive committee of the Transportation and Traffic Association.

Following the two-day sessions of the railway people, the National Association of Motor Bus Operators will hold their annual meeting on the following two days at the Congress Hotel. A number of the railway representatives are interested in the activities of both associations, and will probably take part in all sessions.

MORE HONORS FOR FRANK SPRAGUE

"Father of Electric Transportation" Recipient of Unique Souvenir on 75th Birthday

A few months ago President Richardson of the Surface Lines was host at a complimentary dinner at the Union League Club, the distinguished engineer Frank J. Sprague being the guest of honor. It is possible that this dinner gave birth to the idea that something national in character was due in recognition of the remarkable contributions to modern progress by this veteran inventor and public benefactor.

Whatever may have been the genesis of the movement it was carried out with great success in New York on his 75th birthday. In "Time" of August 1 the story of the affair was briefly told in an entertaining way:

No name to conjure with is Frank Julian Sprague's, yet last week the foremost electrical engineers of the land and scores of other celebrities gathered in Manhattan to do him honor on his 75th birthday. They called him the "father of modern electric traction" (both horizontal and vertical). Listening quizzically, he beamed behind his mustache, half closed his keen old eyes.

Engineer Sprague was never a man for titles or labels. In 1889 he sold his Sprague Electric Railway & Motor Co. to Thomas Alva Edison. Forthwith his name was wiped from the rolling stock of 113 U. S. and foreign electric railways and from all items of construction, equipment and control, Edison's name being substituted. Later he sold his electric elevator company to Otis Elevator Co.

Electric traction had many other fathers—including Siemens Co. in Germany, Stephen D. Field, Charles J. Van Depoele, Leo Daft—but Frank Julian Sprague first conceived the idea of a car moving freely between two contact planes, the terminals of a constant potential generating system.

After graduating from U. S. Naval Academy and serving briefly in the Navy, Engineer Sprague spent a year with Thomas Edison, then formed his own company, got a contract in 1887 to install an electric railway in Richmond, Va. Said he later: "I believed in myself and staked a fortune. All hands worked with a vengeance. . . . The morning we tried the first trolley up the steepest grade, it crept up the 10% slope slowly, steadily, wobbling here and there. After an eternity it reached the crest and the men cheered. Our company went into a receivership in the end but . . . contracts poured in from all over the world." In New Orleans, at a mass meeting demanding electric instead of mule railways, posters read: "Lincoln set the Negroes free. Sprague has set the Mule free."

When Engineer Sprague tried to get Jay

Gould to electrify Manhattan's steam-powered elevated lines, a fuse blew out, scared Financier Gould out of all interest in electric cars.

Fixed always on a "shipshape job," Engineer Sprague has always found it best to take his own orders. He has long specialized on multiple control systems for railways, which have been universally adopted on electrical elevated and subway lines. Working in his Canal Street, Manhattan laboratories on the top floor of an eight-story building from 9 a. m. to 10 p. m. daily, he has completed an auxiliary train control to take charge if the engineer makes a mistake, as though "God were in the cab with the engineer."

Born in Milford, Conn., reared by a school teacher aunt, young Sprague was so poor he wore knickerbockers cut out of his aunt's old skirts. Last week the presidents of the twelve largest engineering and electrical societies, three Eastern universities and nearly 40 industrial corporations, did him honor.

At the close of the dinner there were presented to Mr. Sprague beautifully bound and handsomely decorated volumes containing letters of congratulation conveying the good wishes of more than 500 of his admirers all over the world, with a photograph of each of the correspondents.

ST. LOUIS AFTER AMBULANCE CHASERS

Chamber of Commerce Endeavoring to Make This Activity Unpopular

The St. Louis Chamber of Commerce recently undertook an investigation of the insurance situation in St. Louis in an effort to determine why St. Louis should be forced to pay more for liability insurance, the type most affected by damage and personal injury suits, than other cities.

Below is what the report has to say about ambulance chasing:

"The committee believes that the St. Louis Bar Association, with the cooperation of commercial and civic organizations and business leaders, should make an investigation of the activities of some law firms believed to be conducting questionable practice in prosecuting damage suit claims.

"Ambulance chasing lawyers have found it advantageous to enlist the cooperation of some public employees as well as professional men. Monthly retainer fees are offered in some cases, in others commission is paid per accident reported, or a percentage of the final award is given to the runner or agent reporting the accident.

"It is imperative that organized steps be taken to stamp out this practice if St. Louis buyers of insurance expect to obtain rates comparable with other communities."

New maid (who has been told to address the guests correctly, ushering in admiral): "This way, your flagship."

"Who's Who" in C. S. L.

Personal Glimpses of Men Who Are Helping to Make Transportation History

The street railway field had a magnetic influence over Bill Hall as far back as 1898. In September of that year he went to work as a conductor for one of the smallest companies operating in Chicago at that time, the Chicago General Railway. It operated one line on Twenty-second Street from Wabash Avenue to Crawford Avenue.



William A. Hall

Needless to say that inside of five years he had tried his hand at every job up to the superintendency. On September 1, 1903, the company went into the hands of a receiver; he left, and the same day he applied to the Chicago Union Traction Company for a job as motorman. He was accepted at once and was sent out to Lawndale Depot. Shortly after this, the Chicago City Railway Company absorbed the Chicago General Railway Company.

In four years' time he was appointed supervisor and in 1920 was Acting Assistant Division Superintendent at Lawndale Depot.

His next advancement was to join the Transportation force at the general office and in October, 1923, received the appointment of Division Superintendent at North Avenue Depot.

Two years later he was advanced to Assistant Superintendent of the Transportation Department, the position he now holds.

Looking for a good, steady job back in the winter of 1893, Gus Lohse was glad to get work as a conductor on the Clybourn Avenue cable line. For eighteen years

he worked as a conductor out of the Clybourn, Center, and Lincoln depots.

Having an opportunity in 1911 to go on as an extra receiver, he worked in different north and west side depots for one year.

The next year he was made regular receiver and while working at Lincoln Avenue Depot, a schedule that was under



Gustav F. Lohse

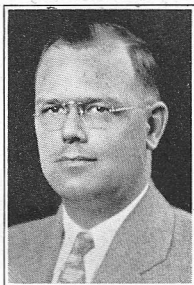
discussion attracted his attention. Taking a casual interest in it, he noticed that a number of runs had considerable more hours than the average, while others were likewise short. During his spare moments he worked out a more balanced one.

One day the superintendent visited the depot; Gus told him he thought he knew what the trouble was with the schedule, but the superintendent was doubtful if it could be improved upon. Then Gus showed him his schedule and from that day to this (twenty years), he has been very active in schedule making.

In his opinion, a schedule that would satisfy everyone concerned cannot be written. A schedule maker must plan what changes from the present service should be made, how to meet the changes in riding habits with the minimum of expense and the maximum of benefit to the riders, how to use car trips and trainmen's time most effectively and at the same time develop the best runs consistent with the service lay-out.

With a background of two years' war experience in the United States Navy, John B. O'Connell entered the College of

Electrical Engineering at the University of Illinois, from which institution he graduated in June, 1923.



John B. O'Connell

The beginning of his varied street railway career was the day in October, 1924, when he took up the duties of a motor-

man at the 77th Street Depot. From motorman, he was promoted to clerk at 69th and Ashland Depot.

Then, following a natural trait for mechanics, he obtained a transfer—first to the Shops and Equipment Department, repairing cars at Cottage Grove Depot, and also to the Track Department. For awhile he worked in the Schedule Department.

Rejoining the Transportation force, he was appointed Division Superintendent at North Avenue Depot in May, 1927.

After returning to the Schedule Department for a year, engaged in some special studies, he was promoted March 1, 1930, to Assistant Superintendent of Transportation, the position he now holds.

Fort Dearborn Massacre

One Hundred and Twentieth Anniversary Appropriately Observed at Century of Progress

August 15, 1932, marks the one hundred and twentieth anniversary of the Fort Dearborn massacre.

By visiting and studying the replica of the Fort at the Century of Progress one can easily visualize and more fully appreciate the sturdy pioneer stock of Americans who put up such a gallant but hopeless defense on that memorable August 15, 1812.

Bent, the historian, tells us that on that mid-summer morning ninety-three whites, i. e., fifty-four regulars, twelve fighting settlers, nine women and eighteen children, formed a cavalcade, headed east toward Fort Wayne.

They hadn't more than started when their escort of five hundred Pottowattamies, at a prearranged signal, surrounded them and opened fire upon the little group from the sand hills along the lake shore.

Capt. William Wells shouted to Commandant Heald, "Charge them; charge them!" and led the way up the sand hills against the hidden savages who, under this determined attack, broke and scattered.

Wells, using, it is said, two pistols and a gun as rapidly as he could load and discharge them, again led a charge, but many fell under the fire of the well-armed savages, who, even as their first line retreated before the Whites, closed in upon the rear. And there—in the rear, trapped between the sand hills and the lake, were the wagons—the women and children!

Heald was wounded, as were many of his remaining men. The women and children were in the hands of whooping savages—utterly at their mercy. It was too much for Wells, who fought himself free of his captors and leaping to his horse, galloped toward the camp of the Pottowattamies, where were their women and children. Shouting, in their language, that he too

would kill, if they were going to kill women and children. He was pursued furiously, and for a time escaped harm, lying flat on his horse, but was caught beneath the falling animal and so, again, taken prisoner.

Parish says that as the savages closed in on him, Winnemeg and Wabansee of the Pottowattamies begged for his life, but that another Pottowattamie, Peesotum, stabbed him in the back. . . . Next day, a half breed Wyandotte named Billy Caldwell, gave the best burial he could to what could be found of Wells' brave, broken body.

Of the ninety-three Whites who left Fort Dearborn that August morning, forty-eight men, two women and twelve children were killed at the sand hills, and five soldiers were murdered after Heald's surrender. Twenty-three men, seven women and six children were carried away by the savages, as prisoners, among them being Captain Heald.

"I wonder," says Historian Bent, "how many of us, as we walk down Wells Street today, give a passing thought to William Wells, of Kentucky—of the Miamis—who voluntarily rode from a place of safety to save, or perish with, the little group that were Chicago's first citizens?"

Burglar Bill: "And after yez get away from de cop, where did yez hide?"

Burglar Jake: "Oh, I just ducked into de city hall, flopped down in a chair and put me feet on a desk."

He: "Why didn't you answer my letter?"

She: "I didn't get it."

He: "You didn't get it?"

She "No, and besides, I didn't like some of the things you said in it."

Keeping 'Em Rolling

Cottage Grove, 77th Street, Burnside—First, Second, Third in Important Contest



Cottage Grove Winning Repair Crew

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

Three south side carhouses led in July, Cottage Grove first, 77th Street second and Burnside third. The leader, Cottage Grove, operated 35,610 miles per pull-in due to failure of equipment.

The average mileage per pull-in for the entire system is 1,917 miles less than for the month of June, a decrease of 7.1%, and ten of the sixteen carhouses show decreases in percentage.

Noble Carhouse did not have a pull-in of any kind for the entire week ending July 16th, and Blue Island made the biggest increase of the month, 122.7%.

Rank	Carhouse	Zero Days	Miles Per Pull-in July	Pct. Inc. or Decr.
1	Cottage Grove	16	35,610	17.0*
2	77th Street	8	32,763	19.4*
3	Burnside	16	32,273	24.9
4	Lawndale	20	31,845	37.9*
5	Archer	14	31,124	1.9
6	Blue Island	22	30,193	122.7
7	Division	16	25,204	16.0
8	69th Street	3	24,741	16.9*
9	North	7	24,650	10.5
10	Lincoln	15	24,053	9.6*
11	Armitage	15	22,775	18.1

12	Kedzie	11	20,416	16.4*
13	Elston	22	19,659	53.8*
14	Limits	19	19,522	30.3*
15	Devon	9	18,540	30.0*
16	Noble	15	15,579	16.4*
		228	25,069	7.1*

*Decrease.

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

Carhouse	July	June	May	April	Mar.	Feb.
Cottage Grv.	1	2	3	3	7	8
77th Street...	2	4	2	4	12	11
Burnside ..	3	10	6	10	8	6
Lawndale ..	4	1	4	6	4	3
Archer	5	5	8	1	9	9
Blue Island.	6	16	1	2	11	1
Division	7	13	13	12	5	2
69th Street..	8	6	12	8	2	13
North	9	12	9	15	13	10
Lincoln	10	9	11	13	10	7
Armitage ...	11	14	16	11	1	4
Kedzie	12	11	10	7	14	12
Elston	13	3	7	9	6	5
Limits	14	7	15	16	15	16
Devon	15	8	5	14	16	14
Noble	16	15	14	5	3	15

Getting After the Pickpockets

Special Investigators and Police Working for the Protection of Car Riders

Early in the spring pickpockets became annoyingly active on Surface Lines cars in the crowded Loop territory and at certain outlying intersections, and complaints of victims formed a considerable part of the incoming mail. The matter was recognized as one requiring prompt action and the complaints were turned over to a special group of investigators. These joined forces with a squad detailed by Chief of Detectives Schoemaker and an intensive campaign was started against the lightfingered fraternity.

Victims who are able to give descriptions of the men they believed to be the thieves were invited to look over the pictures of professionals at the Bureau of Identification; the offenders were recognized, immediate arrests were ordered and then, on identification, prosecution followed.

Close cooperation between the special investigators and the police department pickpocket squad including Lieut. Kelly, and Sergeants Schoemaker, Wacholz, Griffith and Warren was so successful in its results that complaints were reduced more than fifty percent.

All members of the C. S. L. special detail made a study of the methods of the "dips" who worked street car crowds, and as a result were able in many instances to "spot" a lone-hand worker, or a pair of pickpockets and catch them practically in the act.

Superintendent Cosgrove, who has directed the activities of the C. S. L. group has learned that the pickpocket gentry has passed the word along that the Surface Lines are after them and that the Company will go the limit to get a conviction, and as a result these men are as much feared as the police.

March 15, 1932, one of our inspectors caused the arrest of Frank Roberts and Edward McGraw, two well-known pickpockets, who tried to pick the inspector's pocket on a Clark Street car. These pickpockets were held to the Grand Jury March 29th and a few days later a man named Harold Partner called and offered

\$300 if we would drop the case and curb our activities on other pickpockets. Partner was killed on June 16, 1932, by States Attorneys Officers as he was trying to "shake down" a "bookie."

Here is a report of one incident where the pickpocket was pursuing a rather unusual method:

As I boarded a south-bound Halsted car at Randolph I noticed a colored man carrying a top coat thrown over his left arm. It was a fairly hot day and the coat seemed unusual. Then I noticed that as he stood behind a man passenger he kept lowering the left arm with the coat on it. Changing my position to where I could get a better view I saw that as he lowered his arm he thrust the fingers of his left hand into the hip pocket of the man in front. He got nothing. Then he worked the same way with another passenger, the coat masking the movement of his fingers.

As the car was crossing Roosevelt I took my wallet out of my hip pocket, allowing him to see it and to observe that it contained money. I pretended to take a business card out of it and then placed it back in my hip pocket, buttoning down the flap. The pickpocket at once started for my pocket and had his hand on my wallet when he became frightened by a passenger who was watching him or because I was pushed back into him by an elderly passenger who was getting off at Maxwell. Here the suspect also alighted.

Between Maxwell and 14th streets I met Officer Lenert and went with him back to Maxwell street, where the suspect was just about to board a north-bound car. As he could not explain why he was boarding a northbound car just after having left one that was south-bound, I had the officer arrest him and, on arriving at Maxwell Street Station, he was identified as a professional pickpocket with a long record. Subsequently he was fined \$200.00 and costs.

Twenty-two arrests resulted in convictions, nine of these being on Decoration Day when the cars were crowded.

Elston Seniority Leaders

Twenty Lively, Well-Preserved Old Timers With Over 632 Years of Service



Here they are with their years of service: First row, left to right: C. Norcott, 31; H. Anderson, 31; E. Lechner, 30; P. Walsh, 31; O. Gabel, 29; H. Ziehm, 29.

Second row: R. Lockwood, 37; G. Walker, 35; J. Lynch, 35; H. Kleyer, 32; R. Harrison, 32; L. Plotz, 32; M. Walsh, 31; J. Kunter, 31.

Third row: R. Reidel, 38; M. Gilligan, 38; J. Kennedy, 37; J. Bluhm, 37; A. Anderson, 37; G. Hartle, 37.

"EATS"

Timely Observation on An Important Subject With Some Seasonable "Dont's"

"Eat what agrees with you" is pretty good advice, provided that another rule is also observed, "refuse to eat what does not agree with you."

Here are some general rules it is well to observe, if they happen to apply to you:

Don't eat too much in hot weather.

Eat less but have sufficient variety.

Don't confine yourself to cold foods.

Hot meals occasionally are more easily digested.

Avoid too many ice-cold drinks.

Drink plenty of water unless your doctor has told you not to do so.

Do not over-eat raw fruits, although fruits, as a rule, are good for most people.

Try to develop an appetite for leafy vegetables, and do not eat too much meat and potatoes.

Do not eat when extremely tired or greatly

excited or very angry. Wait until the stress of emotion has worn off.

Many an attack of nervous indigestion would be avoided if this last rule was always followed.

Do not diet except with the advice of a doctor. If you want to cut down weight, ask your family doctor about it. Many persons can hold normal weight by cutting down on the quantity eaten at meals by still eating the same varieties. Do not skip meals but have them at regular hours.

Be careful where you eat. Roadside stands and summer resorts are sometimes dangerous. If employees at a stand or in a restaurant do not appear clean, and the surroundings are not up to high standards, select another place for your meals.

Be sure the water and milk you get on your vacation is clean. It is easier to catch typhoid while away than at home.

Guard your digestion if you value your health.

CLUB SPARKS

Au Revoir Party

The Woman's Auxiliary wound up their monthly social activities with a very successful Bridge, 500 and Bunco party given by the Purchasing, Insurance, Schedule and Transportation departments.

A pair of bracelets of contrasting colors were awarded to the winner at each table.

Refreshments consisting of ice cream, cake and coffee were served after which the girls departed expressing regrets that there would be no more parties until some time in the future.

The committee in charge consisted of Frances Canny, chairman, Marie Krausman, Amelia Sikora, Dorothy Peacock, and Agnes Zimmerman.

Departments and Divisions

Accounting

A wonderful vacation was had by Mr. and Mrs. Wm. P. Burns and daughter, who, after spending over two years in a cast lying flat on her back in bed, is now able to walk again. Mr. Burns says most of his time was spent showing the wonders of our great city to his daughter.



Mr. and Mrs. John A. Randall

Lake Benoit, Spooner, Wisconsin, seems to be attractive as a summer resort for it is there

Mrs. Anne Glowacki enjoyed her vacation, canoeing, swimming and fishing.

Having no motor trouble going or coming from Fontana on Lake Geneva and Round Lake, Illinois, where Miss A. Bapst passed her time boating, fishing and swimming, makes the trip more pleasant.

See "Chicago First" seems to be the slogan of Mr. Herbert Rohde, who reports a good time while visiting various points at home.

A restful day on cool Lake Michigan enjoying a boat trip to St. Joe, Michigan, attending a ball game at Wrigley Field, and covering various points of interest in and around Chicago is the way Mrs. G. DeLorme enjoyed herself.

Mr. R. L. Hill, who has returned from his vacation, states that he and family enjoyed two of the best weeks in the year on his vacation. They did not go very far from Chicago, but managed to make several short one-day trips and return to enjoy a good night's sleep. A few rounds of golf was made by Mr. Hill, one fair score of 99 for 18 holes. The other rounds were 105 or worse, which is his normal gait, not to mention a 63 for 9 holes which found him inspecting every sand pit on the course.

T. F. Coan

Engineering

Langdon C. Dewey, Clerk in the Track Department since June, 1927, while on furlough was married on June 23 in London, England, to Miss Kathleen Menhinick, a charming young English woman, whom he met a few years ago while he was touring Europe. Langdon and his bride are to make their permanent residence in London, where he is entering into the tailoring and clothing designing business. He has the best wishes of all of his fellow employees for a happy married life and success in his business.

John Nangel of the Building Department is touring the East on his vacation, visiting relatives.

Matt Lump of 39th and Wallace has finally discarded his uniform coat for the summer months. It is hard to recognize Matt from a distance now.

Pete Rechs of 13th and Ogden is very much in demand as a dancing partner at a well known South Side ballroom. How do you do it, Pete?

Transit

Schedules and Traffic

Harry Jennison drove to Toronto, Canada, where he visited relatives and friends. Harry told the scribe to learn to run "that car." He says, "You don't know how much fun you are missing."

Camp life seemed to have an attraction for Geo. Bryan during his vacation. Going up to Northern Michigan, George says about the time they were nicely settled in their tent it started to rain. This kept him busy as he had to bale the water out of the tent by hand.

Art Langohr returned from his vacation with a good coat of tan. Art says he found more fun swimming in the lake than any other recreation.

While M. B. O'Neill was away on his vacation a friend was kind enough to show him how to play golf. O'Neill showed his appre-

ciation by beating his friend the first game he played. I wonder if O'Neill would show the scribe how to use those new clubs and, of course, allow the scribe to beat him the first game.

Fish stories seemed to be few this year. John Blare did go fishing all right during his vacation, but so far he has not given a detailed statement of his luck as a fisherman.

Another fish story is that Robert Sedlack went fishing up at the lakes, but did not catch any fish. He admits seeing another fisherman catch 32 fish.

Geo. Weidenfeller

Luck?—Who Said Luck?

The Schedule Department is now boasting of having among its members the luckiest man in the town! George Weidenfeller scored three big days last month, three days in succession, when he walked away on July 10th with the day's big prize at a picnic on the West Side, a full set of golf clubs, bag and all! On the next morning, Monday, July 11th, he was awarded a meal ticket in Thompson's contest! This was all well and good, and he, along with his friends in and out of the office were rejoicing over his good luck. He was satisfied with the world, of course, but not so with some friend on the West Side whose weakness runs along the line of superstition. She told him that such luck always comes in cycles of three and that there was a third item in the offing! Tuesday afternoon, July 12th, George was informed that his son John had won an automobile, but George naturally didn't believe it. Even on arrival home when he saw the new shiny job parked in front of his home he had a hard job convincing himself that it was really their own! Wahlgreen had done right by them and there was the proof! We are glad for you and with you, George, and here's hoping you'll meet many more cycles of three in the future!

S.

Shops & Equipment

West Shops: Mr. W. C. Krull and family motored to Quebec, Canada, for two weeks, and report having had a delightful trip.

We know Harold Ebeling went on a vacation, as cards were received from New York and Canada. But don't tell anyone, as it is a deep secret.

Mr. W. C. Smith of the Drafting Room spent an enjoyable vacation at Lac Du Flambeau, Wisconsin.

Tom Cooney remained in Chicago the greater part of his vacation, sojourning in good old Lake Michigan during the hot spell.

Our sincere sympathy is extended to Andrew Golic of the Paint Shop, whose son was fatally injured in an automobile accident on July 31st.

The following Paint Shop employees are on the sick list, and we hope for their speedy recovery: William Voelkner, J. Zick, A. Burzek and E. Turcotte.

Kedzie: We extend our heartfelt sympathy to the bereaved family of John Marron, who passed away recently, after a brief illness.

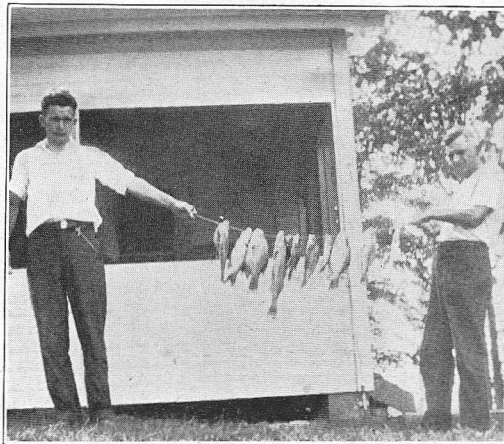
We also sympathize with J. Gudiates and J. Lukanski, in the loss of their beloved wives.

Mr. L. Keag, Night Foreman, just returned from his vacation, which was well spent in the ideal spots of Chicago and Cubs Park.

E. Warchol is now sporting a new Oldsmobile. Just watch his smoke, girls!

Lincoln: Three of the fellows at Lincoln report a very successful fishing trip at Birchwood, Wisconsin. In another part of the magazine is a picture of a morning's catch by Mr. A. Bollinger, Mr. D. Sterling and Mr. Slominski. Mr. Slominski snapped the picture.

Jane V. McCarthy.



Bollinger, Sterling and Slominski Caught This String at Birchwood, Wis.

South Shops: If anyone is in need of information pertaining to dog licenses just ask Charlie Westcott, Motor Repair Dept.

We are taking this opportunity to introduce the "Friendly Philosopher" of the South Shops—Joseph P. Birmingham, Machine Dept.

G. Meskauski, Truck Dept., passed away on July 10, 1932. We extend our sincere sympathy to his family and relatives in their bereavement.

Joe Hecht and family spent a pleasant vacation at Shawano Lake, Wis., and report very good black bass and pickerel fishing this season.

Walter Betts, Paint Dept., and family spent their vacation in Iowa and all had a fine time.

Cottage Grove: Leo Keane recently enjoyed a trip across the lake accompanied by the News Boys, with the boy exhibiting his skill on the galley.

We express our sympathy to the bereaved family and relatives of Stanley Zwinakis, who passed away August 1, 1932.

Burnside: F. Kazmerczak, who has just returned from his vacation spent in Canada, informs us that the fishing is great and he does not forget to put a good word in for Canadian "Inspiration."

R. Nebelsiek, Foreman, is now back at Burnside after having spent a delightful vacation touring the West.

Elsie R. Smith.

EMPLOYEES RELIEF FUND**July, 1932**

The Surface Lines Employees' Relief Committee held four sessions during the month, at which 39 applications were considered. Of this number there were 25 emergency cases, on which the Committee approved immediate relief, and 4 applications were approved for weekly payments.

Checks totaling \$20,904.14 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$218,252.53 paid to Chicago Surface Lines employees in relief to date.

The Surface Lines Relief Committee have forwarded nine \$10,000 checks covering the months of November and December, 1931, and January to July, inclusive, 1932, to the Joint Emergency Relief Association, making the total expenditures for relief to date—\$308,252.53.

Around the Car Stations

Cottage Grove

The July issue of the magazine showed Cottage Grove in third place in the Accident Prevention Contest, which proves by being careful we show a great improvement and by being extra careful we can be in first place. So let us make a special effort to win the contest this year and gratify the wishes of our Superintendent and his assistant.

Assistant Superintendent Hooper with his wife and son spent his vacation fishing in Wisconsin. Harry can tell some great fish stories, but Mrs. Hooper proved herself the champion when she brings back the mounted head of a large fish she caught. The family returned much improved by their vacation.

Starter H. Eichhorn spent his vacation with relatives on a farm at Frankfort, Will County, Ill. Henry enjoyed himself on the farm but when it comes to milking the cows Henry says "let George do it," but he looked like a farmer when he came back to work.

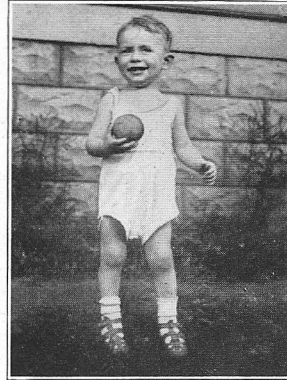
Conductor Ed Baker and his wife motored to Big Star Lake, Baldwin, Michigan, to spend the balance of the summer on his fruit farm. It is reported that Ed and Mrs. Baker are kept busy gathering fruit and shipping it to market.

Motorman T. J. Davis returned from his vacation spent visiting relatives in Wisconsin and at his summer home on the Fox river in Illinois.

Clerk H. L. Swanson spent his vacation around Wildwood, Spring Grove, Illinois, fish-

ing in Pistakee, Nippersink, Fox, Grass, and Crooked Lakes, where he caught lots of fish and a splendid tan and is much benefited by his outing.

We are glad to see the smiling face of Nels Hollingshead at the receiver's window again after an illness of seven months. And we are pleased to see Motorman Chas. Weaver around again after being confined in Englewood Hospital for a short time. The trainmen wish a permanent recovery for both.



This Young Ball Player Is Richard the Twenty-one Months Old Son of Conductor H. A. Schuler of Cottage Grove

Sympathy is extended to Motorman Garret Scanlon on the death of his brother, also to ex-Motorman George Byron on the death of his beloved wife.

Another of our old timers, Starter John Kehoe, recently passed away after a lingering illness of over 2 years. John Kehoe started working for the Chicago City Railway in 1886 as a water boy and was in continual service until his last illness. The funeral took place from his home at 45th St. and Wells St. to Saint Cecelia's Church, thence to Saint Marie cemetery. The following trainmen acted as pall bearers: Starter H. Eichhorn, Supervisor T. Noonan and Motormen Felix McHugh, John Shaw, Marty Kain and Pat McKeever. The trainmen extend their sincere sympathy to the immediate family.

J. H. Pickin.

77th

The indoor league is going like a house afire, and with the season two-thirds past the enthusiasm is becoming greater and greater. Each team has its regular following now and what boasting you never heard the like before. This is a good place to forget "Old Man Depression" and spend an enjoyable and cool evening. We assure you there are enough various cigars, cigarettes and pipes going full blast that a mosquito cannot come within a mile of you and just think of the saving of the cost of citronella which you would use if you were sitting at home. Yes, sree! We have a regular "Ice Cream Bar" boy at every game to care for your wants just like every big town league and seats for everybody. If you are not a baseball fan just obtain a schedule and come out any evening, and we will guarantee to make a

fan out of you in one evening and fill you chuck full of thrills and excitement. No sir, we do not pass the hat around—everything is absolutely free, furnished by your club, so be sure and come out. The standing of the league is as follows:

Team	Win	Lose
Pelicans	6	1
Yanks	4	2
Sox	4	3
McNamara Boosters	3	4
Indians	3	4
Athletics	0	6

Motorman Andy Menke has returned from his European tour, having spent considerable time in Germany, and states he had a wonderful trip and also remarks prohibition has not reached Germany yet. O. K. Andy.

Conductor Jim Shaw has returned from a pilgrimage in northern Minnesota, but Jim begs to inform us it was a fishing trip, but, as usual, no evidence. Better luck next time.

Motorman Joe Miller is now convalescing at Speedway Hospital in Maywood, while Motorman L. E. Jordan and A. Kotz are convalescing at home. We wish you all a speedy recovery.

Hats off to Conductor Joe Sullivan, also to Conductor J. S. Greenhill, who report the arrival of dandy youngsters at their homes. Congratulations and may your tribe increase.

Motorman M. J. O'Reilly sent a beautiful post card from the Eucharistic Congress at Dublin, Ireland, and states that after touring the "old dart" he expects to visit England for a while. Glad to hear from you and wish you a safe journey home.

Chief Clerk Owen T. Duncan and family spent their vacation touring Illinois and Wisconsin and stopped at Antioch for a time. Yes, indeed, linen hat, linen knickers and everything.

This past month a number of our trainmen have been called upon to part with loved ones, which this division most sincerely regrets and extends its profound sympathy to their sorrowing relatives. The following list comprises the bereaved relatives: Conductor E. K. Thompson, the loss of his father; Conductors G. and J. M. Gaskin, their father; Conductor G. Pulaski, his

wife; Conductor G. Olson, his wife; Conductor Lou Barrar, his wife; Conductor R. Duncan, his sister; Conductor J. J. Smyth, his brother.

C. A. Gylling.

North Avenue

A number of our old timers round out many years of faithful service during August. Conductor Pat Meaney entered service August 12, 1892, and can still turn in as fast if not faster than any man in the depot. And he does it right. Conductor Joe Roeser, he of the ruddy complexion and unfailing good nature, started out August 21, 1899. Conductor "Dinney" Enright, who sells service on Cicero Avenue, became a conductor August 22, 1901. Conductor J. Behan entered service August 2, 1904. Jim is the personification of dignity and even an occasional twinge of rheumatics fails to ruffle his calm journey through life. Jerry Organ, that little fellow, became a conductor August 23, 1904. Jerry is a sort of citizen of the Western Hemisphere at large. A great traveler, Canada, Cuba and Hot Springs are some of his favorite places of sojourn on his many jaunts. A boon to the extra man is Jerry. Here is a real old timer: Motorman Sam Sorenson started on the job back in August, 1885. Count that up on your fingers. Forty-seven years of service, and good service, too. Good old Sam. Motorman Jack Burchill entered service August 4, 1891. Jack handles one of the night cars over on Chicago Avenue and does a good job of it. Motorman "Johnny" Ward entered service August 6, 1897, and is still going strong, though we don't know what would happen if he should become separated from his conductor, Charlie Bloom. Do those lads stick together? Motorman James Hanratty entered service August 14, 1899, and Motorman Henry Blume the next day the same year. Almost twins in the service. We hope they may go on together many more years.

Starter Michael Finn passed away the middle of July after a lingering illness. Mike was well liked among his fellow workers and heartfelt sympathy is expressed to his sorrowing family and friends.

Conductor George Ritter is father to a boy who arrived July 19. That is number six for George and he says there is no depression in his household.

Conductor J. McArdle, the diligent Y. M. C. A. student, was married July 25 and says married life is all right. Congratulations to you and your bride, Mac, from all of the boys.

Here is one for Ripley: On July 26, three boys in a canoe paddled up and down North Avenue at 4600. That was the night of the big rain and the viaduct subways were flooded.

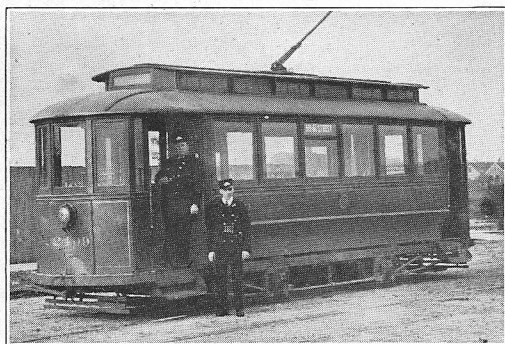
C. A. Knautz.

Who says "the old hoss ain't what she used to be?" and maybe we are getting back to the good old days with a real runaway horse and ice wagon.

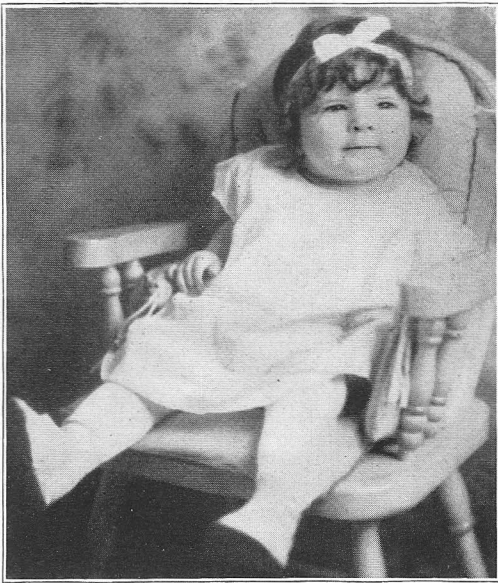
Ask Motorman Joe Reinhardt, No. 7915, of the Chicago Surface Lines, but—well, he's modest.

It was a thriller!

Riding south on a Cicero avenue street car yesterday afternoon at 5:05 p. m., just south of



An Old Timer at 59th and Western With G. F. Johnson Now Supervisor and His Motorman, J. Ryan, Both at 69th Street Today



"Bunny" Laverne, the Five Months Old Easter Daughter of Joseph Rohr of Noble. "Bunny" Received Honorable Mention in a Recent Contest

Byron street, Mr. Reinhardt put on the brakes, hopped off the car, stopped a galloping runaway horse and ice wagon going north at full speed, tied the horse to a telegraph pole and resumed his job as motorman. Nice work, Joe!

Mr. Iceman, please explain! Thursday afternoon is the maid's day off.—*Daily News*, July 9.

Armitage-Division

We welcome Mr. G. W. Peterson as our new Division Superintendent.

Motormen Patrick Buckley, James Noonan and Fred Wolbing of the Armitage Depot passed away recently. We extend our deepest sympathy to their loved ones.

Going east? See our Receiver Nelson and get all points of interest.

Al. Luthman has the only original fish story. If I had only taken my vacation later. Well, you tell 'em Al.

It was nothing less than a honeymoon in the clouds for our clerk Kenneth Burnell, with Gene as best man. L. M.-O'C.

Limits

Congratulations to Motorman Patrick Lacey on the arrival of a 7-pound baby girl at his home, born July 28, 1932. Mother and baby are doing fine.

Mr. Smith, our division superintendent, is spending his vacation with his relatives in southern Illinois. We all wish him a good time.

Chief Clerk, Mr. Hill, is also on vacation. Understand Al is taking his annual summer trip, which is usually a good one. Hope he doesn't go too far. Somebody will probably have to tow that Pontiac back home.

James Lonergan, the man who admits you

to the train room in the wee hours of the morning with a good natured slap on the back, is vacationing with his brother in Canada. Mr. Lonergan always goes to some foreign land. He has visited many parts of the world; having visited and toured Europe on two occasions. He was educated in England. Jim's world-wide knowledge and personality makes him an outstanding character. Might add that he has been with the company nearly 25 years, working as receiver, clerk and motorman.

Somebody is holding out and not reporting the news around here. Any news of interest pertaining to the Limits will be appreciated. Tell the night clerk. A. B. Poore.

Devon

The men extend their deepest sympathy to Conductor Carl Foster and family upon the death of their baby girl, who passed away shortly after birth.

We wish to congratulate the following boys who have had new arrivals: Chief Clerk Henry Ekeroth, who was presented with a bouncing baby boy, and Conductor C. Larson No. 2 is the proud daddy of a ten-pound baby girl, and Conductor Frank Gildmeyer, also presented with a baby boy.

The following men are on the sick list at home and would be pleased if any of their friends would call and pay them a visit: Conductors J. Wilhelm, J. Cannon, J. Glover, N. Goedirt, J. Lange, H. Shelling and A. Gautner. Motormen P. Roderick, J. Conlin, H. Gustafson, O. Isenberg, C. Walsh and J. Morrissey.

A large number of the boys on furlough are scattered at various summer resorts; J. Wallace, H. Carlson, B. Malmer and H. Keough in Wisconsin; S. Thorelius in Michigan; J. Harrington in New Hampshire; L. Nelson in Nebraska; H. Foster in North Dakota; J. McCauley in Cleveland; E. Anderson in Minnesota; R. Howard and L. Kern in Canada, and two of the boys, T. Malone and E. Gibbons, are abroad, sojourning in Ireland. We wish them all a pleasant vacation.

The boys wish to congratulate Conductor Fred Naylor and wife upon their fifth wedding anniversary. G. E. Land.

GALLANTRY

He grabbed himself a trolley seat,
As eventide grew pale,
And while he eased his massive feet
He read an ancient tale.

It was a tale of gallant knights,
A tale of brave, unselfish wights
Who spent their days in bloody fights
In aid of ladies frail.

He read of Arthur's noble crowd
Who braved the battle's heat
And shed their gore with heads unbowed
To aid a damsel sweet.

And as he yearned with soulful sigh
To be a knight in days gone by,
A dozen dames were standing nigh
And still he kept his seat.

—Anonymous.

More Early History

Turntables, South and West Side Buses and Buildings Now Almost Forgotten

We are again indebted to Motorman T. H. Shumon of Armitage Depot, for several interesting items concerning early transportation history in Chicago. Mr. Shumon reports that he recently was in touch with an early settler of Chicago, Mr. Alvin Schmitt, who now lives in Bensenville, Ill. He quotes Mr. Schmitt as saying that there was a turntable at State and Madison streets in the early eighties, and that he used to help the driver of the one-man cars turn the car around, for which he was allowed to ride to and from home. He also said the company at that time had a few mules which were used during bad weather to assist the horses pulling cars. These mules were attached to the cars and worked by the side of the horse as though it were a team.

Mr. Shumon quotes the following from History of Chicago, by Andreas: "Samuel B. Walker came to Chicago in 1841 from Whiting, Vermont, accompanied by his mother, sister and his brother, M. O. Walker, Samuel entered the dry goods and grocery business at 144 W. Lake Street. Three years later he sold out and, with his brother, bought the livery stable of J. Y. Sanger.

"Soon after this they started the first omnibus line, from Randolph Street to 12th Street on State Street. Not long after a line of vehicles was placed on N. Clark Street, then on Lake Street as far west as Peoria Street, followed by the Blue Island Avenue line, running by way of Canal and Harrison streets, and the Canal Street line as far south as 18th Street.

"In 1857 the livery business was abandoned and the same year an omnibus barn was built at the corner of Desplaines and Pierce streets."

He also quotes the following from the same book:

"Franklin Parmelee was born in Byron, N. Y., August 11, 1816. He was forced to leave school quite young and after working at various occupations eventually secured the position of clerk on a boat running into Chicago. After several trips here he decided to settle here.

"Mr. Parmelee also entered the livery business. He bought the five or six old yellow omnibuses belonging to the various hotels and on May 9, 1853, started the Chicago Omnibus Line, furnishing facilities for travel to and from railway stations. In 1854 he opened the Madison Street omnibus line as far as Bull's Head Tavern, Southwest Plank Road (Ogden Avenue) and in 1855 a four-horse omnibus was placed in service on S. State Street, to run as far as 12 Street, and over 12th Street to Cottage Grove and thence south."

Some More Old Buildings

A letter received by the editor of SURFACE SERVICE from Conductor H. W. Bishop of Division Street Station, calls attention to a few old carhouse properties, which he said had been

overlooked in the series of historical articles. These include an old carhouse at Broadway and Ardmore, where he says many of the old boys remember the trainmen that wore gray uniforms like letter-carriers; also an old car barn at Milwaukee and Augusta, an old loop house at Lincoln and Sheffield, an old car barn at 2352 Lincoln Avenue, an old store yard on Wells north of North Avenue, and an old car barn on Madison west of Crawford.

The former car barn at Milwaukee and Augusta was referred to in the issue of December, 1931, and the Sheffield-Lincoln loop in the issue of March, 1932. As to the property on Broadway north of Ardmore, this was a carhouse built in 1893 or 1894 by the Chicago and North Shore Street Railway Company which in February, 1899, was taken over by the Chicago Consolidated Traction Company and on December 27, 1910, by the Chicago Railways Company, which still owns the property. The car barn has not been used for such purpose for many years but the vacant property immediately south is still used daily as the "Ardmore loop."

At 4008-4022 West Madison Street, some modern buildings occupy the site of the old Cicero and Proviso carhouse, built in 1891. This was taken over by the Chicago Consolidated Traction Company in February, 1899, and when transferred to the Chicago Railways Company on December 27, 1910, it was closed. The cars which were to operate west of the city limits were taken over by the County Traction Company and operated from Lake and Cuyler Avenue in Oak Park, while the cars still to be used in Chicago were scattered among several depots. When last used that carhouse was in charge of Superintendent George Weidenfeller, who is still employed in the Schedules Department of the company.

The property at 1622 North Wells Street was a lot about 450 feet deep running through to North Park Avenue and used by the old North Chicago Company as a storeyard for track material. The modern building at 2352 Lincoln Avenue is on the site of an old car barn used for horses of the North Halsted Street line.

Teacher: "Why, Tommy, surely you know what the word mirror means. What do you look at after you've washed, to see if your face is clean?"

Tommy: "The towel, Ma'am."

Nothing Like Care

"Keep away from that there loudspeaker thing, Alfie," said grandma, sternly, "that fellow what's speaking has got a nasty cough."

A sugar daddy is a whole lot like a guy on a roller coaster—he pays every time he goes around the curves.