

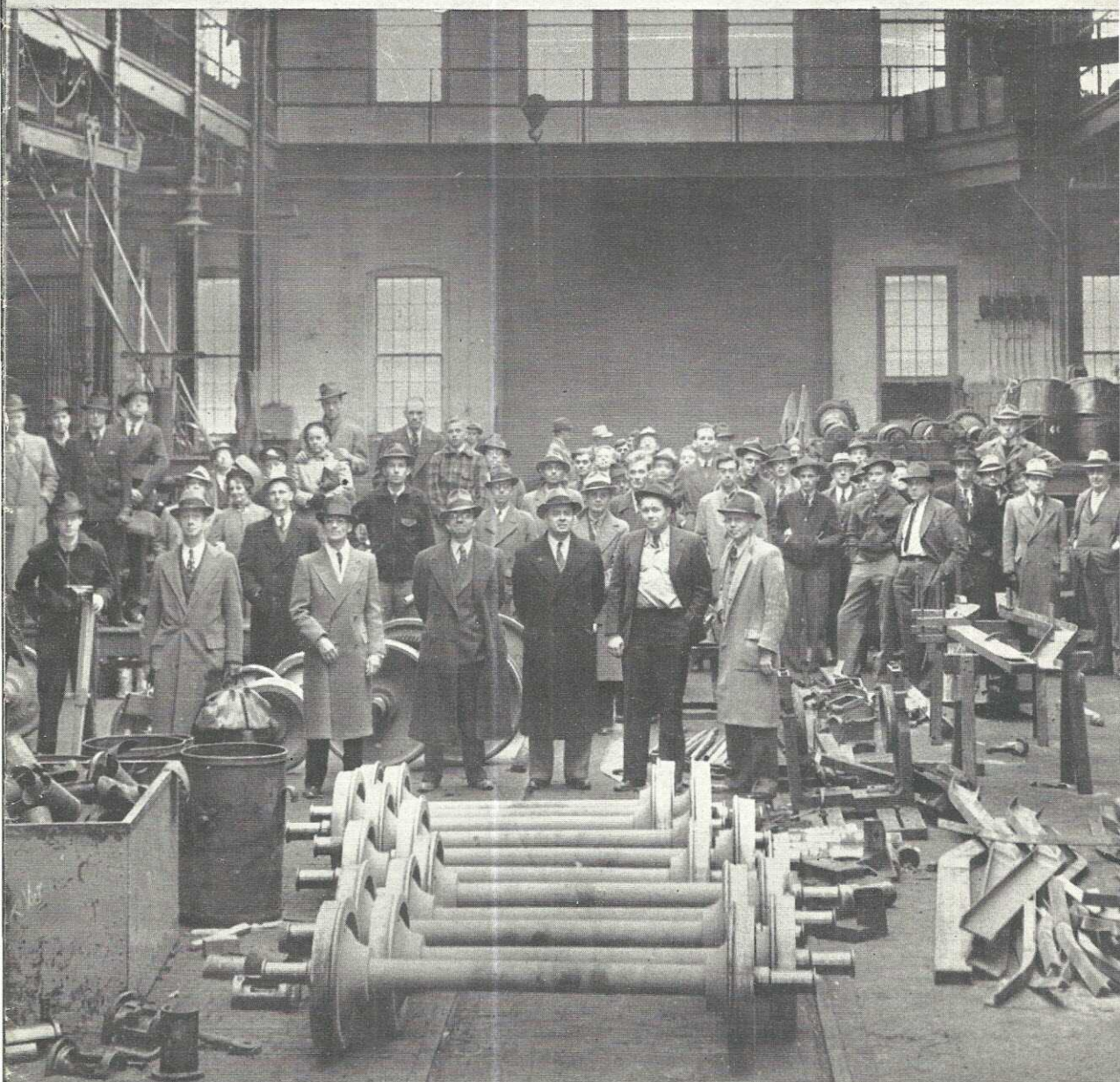
Surface Service

• MAGAZINE •

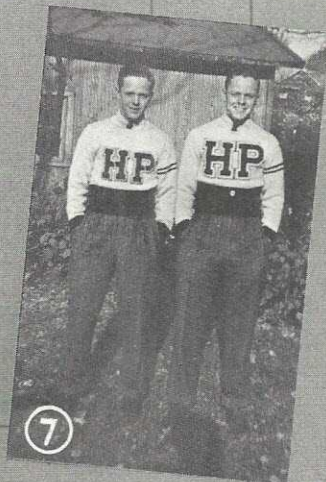
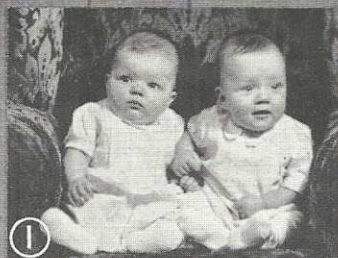
VOLUME 15

NOVEMBER 1938

NUMBER 8



THESE ARE PERIDROMOPHILISTS



SEEIN' DOUBLE? IT'S O. K. THEY'RE TWINS!

Here is another group of twins who belong to Chicago Surface Lines families. From left to right they are: 1—Catherine and William, children of Motorman James O'Mahoney of North Avenue. 2—James and Peter, sons of Conductor Michael Hart of Kedzie. 3—John and Francis, sons of Conductor Frank O'Boyle of Elston. 4—Alice and Frances, flanking their dad, Motorman Thomas Kalato of Archer. 5—Lorraine and Esther, daughters of Conductor Frank Mucynski of Archer. 6—Charles, Jr. and Marie, twins of Motorman Charles Warnstedt of Division. 7—Clay and Wilkie, twin sons of C. J. Collins, division storekeeper, South Shops.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 15

NOVEMBER, 1938

No. 8

Peridromophilists Cover System

It's All Right, Though, for They Are Just

Enthusiastic Street Car Fans

Peridromophilists—69 of them—the most rabidly enthusiastic street car boosters there are—swarmed over the Chicago Surface Lines system October 23 when the first electric railfans' trip on record opened the properties to the public view.

And though that date is long past, the enthusiasm of the hobbyists is still in evidence as railfans request pictures of the trip, call for further information and plead for additional trips over the world's largest street car system.

Peridromophily, the more learned writers announce, is the science or art of collecting street car transfers. The less technical, however, do not hold for such narrow limits. Peridromophily covers a wider range, according to the Chicago students of the art. Not only are transfers important but the true student of peridromophily must know much more about street car types, operating practices, schedules and above all he must have an extensive collection of street car pictures from all over the world.

Street Car Enthusiasts

That's their story. Boiled down, it all means that the 69 peridromophilists who made the inaugural railfans' trip over the Surface Lines system are enthusiastic in their preference for street cars. They are all interested in transportation, but they will expound the merits of electric railway transportation above all. And that's why the Surface Lines was glad to throw open shops and car houses for them on a bleak, cold Sunday afternoon.

A feature writer in the *Chicago Daily News* wrote a facetious prescription for "catching" a peridromophilist. "The simplest way to catch a peridromophilist," said he, "is to bait your trap with a picture of No. 209 or maybe No. 9000. No. 209 happens to be the series number of the cable car trailer used by the surface lines of 1872 and No. 9000 the number of the trailer used on the Madison street line around 1921. You can use as bait any of several other numbers—such as 2852, 204, 4001, 7001—all of them representing street cars incorporating distinguish-

ing features."

Facetious, he was, but there is more than a bit of truth in such a definition. The true railfan such as made up the group on October 23 knows as much or more about the different car types operated by the Surface Lines as do most of the employees. John J. Brown, for example, knows every detail of the cars which have operated in Chicago since the turn of the century. It was Brown who caught the motion picture magnates in an error when they used the wrong type horsecar for scenes in the picture "In Old Chicago."

Tucker in Charge

Brown was one of the leaders in arranging the trip which was officially conducted over several Surface Lines routes in two Madison street streamliners by James Tucker of the Transportation Department—a peridromophilist in his own right.

The trip was scheduled to start from the Kedzie depot at 12 o'clock noon. Office workers at that station were surprised to see 8 or 10 street car fans on hand an hour and a half early. By noon more than 50 boosters had paid 75 cents for the privilege of taking the trip.

In the Kedzie yards the fans got the first taste of what was in store for them—and by the same token Surface Lines men found out just what enthusiasm would confront them through the afternoon. Spotted for photographers there were such cars as Cook County No. 1, described in the last issue of this magazine, work cars and No. 2858, a rebuilt funeral car.

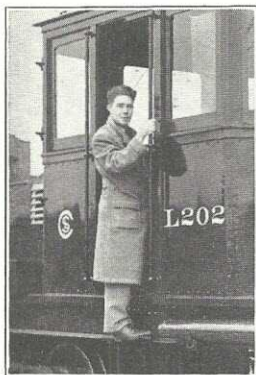
By 1 P. M. such a crowd was on hand that two Madison street cars were needed to comfortably seat the railfans. Then, with special emblems—"Electric Railfans' Special"—on either side the trip started amid the cheers of the fans.

The route, one requested by the fans, was south on Kedzie to 47th and east to Lake Park avenue. As the two shining streamliners went south on a clear track, Motormen John Naughton and Marvin J. Clement responded to the pleas of their passengers and turned on the power. By that time



They're peridromophilists, too! And proud of it say Motormen Marvin Clement and John Naughton. Conductors Ray McDonald and Rudolph Schultz are also enthusiasts.

speed was an additional thrill but it was neither the first nor the last thrill through a long afternoon. At Lake Park and 55th there was a momentary interruption. Transportation Department officials had ordered that the special cars be given the right-of-way. The passengers of a regularly scheduled car were surprised indeed when they were sidetracked to allow the streamliners to go by.



Ray Colombe, Railroad Club president, inspects a locomotive.

"That," said William Hanson, a railfan, "was the greatest thrill I ever had riding a street car."

Down 47th street and over Lake Park there were few who failed to see the bright, clean streamliners traveling an unfamiliar path. Along every street and particularly at intersections all heads turned and all faces seemed to bear a quizzical "what's up?" expression.

Switched at 75th

The cars were switched at 75th and then went south on Vincennes, where they were turned in on a 78th street track at the south end of the shops at that location. Photographer Chouinard had to yell his lustiest at that point to halt the headlong dash the fans made for the unusual type cars which had been spotted for them at that point. He managed to halt them just long enough for one group picture and then they scattered at such a rate that the fastest camera lens would have been needed to record their actions.

Only a few minutes passed before the yards were a bedlam of sound. Street car gongs were sounded, mythical fares were recorded and the fans tested air pressure, light switches and almost every testable part of the cars lined up for their inspection.

For the better part of the next hour camera shutters clicked merrily as the fans photographed their favorite models from every angle. It was then that Photographer Chouinard was able to snap the out-of-town fans who had come from such distant points as Kankakee, Illinois, South Bend and Elkhart, Indiana, St. Joseph, Michigan and other points. Some of the fans who traveled the greatest distances are shown on the back cover of this issue.

Tour South Shops

Then when all the fans had snapped numerous pictures—though hindered by lack of sun and the coldest weather of the season—the group was escorted through the South Shops by Superintendent C. D. Mack and several of his assistants. This, for the great majority, was the climax of a great day. Many of the most ardent fans were familiar with most of the rolling stock but few, if any, had ever been within the shop doors.

Many of the shop's most interesting machines were described by Mr. Mack and almost every statement drew further questions. Similarly, when the group moved into the paint shop

some of the older model cars there invoked many technical discussions as to the merit of this model or that. In the long run, however, everybody was satisfied and the group boarded the cars for the run back to Kedzie depot.

The railfans—or peridromophiles if you will—had the time of their lives and they have a warm spot for the Surface Lines in their hearts following their excursion over the system. Their letters have proved it!

KENNEDY MEETS A FRIEND!

Now He's \$20.27 Richer and It All Came the Easy Way

Conductor P. J. Kennedy has a lot of personality and it paid recently. If many more days go by Kennedy will be \$20.27 richer due to a combination of his personality and the intoxication of another.

The story goes something like this: East-bound on a south side line recently, Kennedy found one of his passengers seemed most taken with him. His regard for Kennedy grew until he had to express his admiration in some tangible way. He chose to give Kennedy, badge No. 9698 of Archer, all his money.

Not being of the get-rich-quick variety, Kennedy declined, only to have his intoxicated admirer grab him and stuff one five-dollar bill and 13 singles into the conductor's pocket. Again Kennedy resisted but his passenger refused to take "no" for an answer. He effectively settled the argument by depositing his remaining \$2.27 on the floor of the car and hopping off.

That's about all there is to the story. There are more details about where the passenger got on, where he alighted, and the time of day, but why spoil Kennedy's chance to collect \$20.27? If a guy has that sort of "taking" charm why do him out of the dough? If nobody shows up with proper identification the money goes to Conductor Kennedy.

While your thoughts dwell on Kennedy's luck you might give a passing thought to the horrible hang-over his admirer must have had when he woke up broke. What is it they say—"crime doesn't pay?"



Railfans compare notes—check pictures.

Subway Money Pledged

City-PWA Contract Affects Entire Traction Program

The scene of traction settlement suddenly shifted last month from Chicago to Washington. Chicago received assurance of a PWA grant for subway construction, and the entire local transportation question is involved in the terms of the contract for the grant.

The application of the City for a grant of 45 per cent of the cost of the subways was filed with the PWA last summer. A board of engineers appointed by Secretary of the Interior Harold L. Ickes, as Administrator of the PWA, made an extensive study of the City's plans and suggested a considerable revision, which the City agreed to. The amount involved under the revised plans was estimated at approximately \$40,000,000, of which the government was asked to provide \$18,000,000. The balance of \$22,000,000 was to be contributed by the City out of the City Traction fund, built up over the years by contribution of 55 per cent of net receipts of the Surface Lines.

To Assure Tenant

Mr. Ickes insisted that it would be foolish for the Government to make so large a grant unless there is ample assurance that the subway is to be used after it is built and is to be part of a comprehensive, unified local transportation system in Chicago. The contract, signed by the City on October 25, therefore provides that the City submit to the PWA Administrator by July 1, 1939, or such date as the Administrator may approve, satisfactory evidence of the termination of the traction proceedings in the Federal Court and also shall offer for his approval a proposed ordinance providing for the unification and unified operation of the transportation systems of Chicago. The right to accept or reject the ordinance provisions is reserved by the Administrator.

He also insists that the decrees culminating the traction proceedings in the Federal Court "and all details of the proposed reorganization of the companies therein involved, including the capital structure of the new or reorganized companies, shall be satisfactory in form and substance to the Administrator."

The City must not consent to the entry of any decree or any proposed agreement in connection with the court proceedings without the prior written approval of the Administrator.

Can Withdraw Money

Under the terms of the contract, unless these provisions and several others are carried out by the PWA Administrator, "may by written notice . . . terminate this agreement and all of its obligations hereunder." This means that the Administrator reserves the right to withdraw the money or any unexpended part of the money contributed by the government at any time he finds that the City is not living up to the contract.

After approving the contract and subsequently accepting two amendments made to it by Mr. Ickes which strengthened some of the provisions, Mayor Kelly and the City Council set about at once preparing to start work on the subway by December 15 and to push it with all possible speed in order to have the job substantially completed in 1940.

Philip Harrington, who had charge of working out the engineering features of Mayor Kelly's traction settlement plan, has been appointed commissioner of subways and traction to have general charge of the project. Joshua D'Esposito has been appointed by Mr. Ickes as project engineer.

Two Tubes

As previously stated, the plans call for a two-track subway on State street from 13th street to Division street, west on Division street to Clybourn avenue, and northwest in Clybourn avenue to a point near Bissell street and Sheffield avenue, both ends connecting with the Elevated structure; also a two-track subway in Dearborn street, from a point south of Van Buren street to Lake street, west on Lake street to Milwaukee avenue and northwest in Milwaukee avenue to Paulina street, where it will connect with the Elevated structure.

Detailed plans for these subways are now being prepared in anticipation of the beginning of construction next month.

Terms of Contract

In addition to the provisions of the contract cited above which must be complied with to secure full Government co-operation, other terms are included as follows:

The unified ordinance, in form satisfactory to the Administrator, must be adopted by the City and approved at a referendum on or before September 1, 1939, or such later date as the Administrator may approve.

The City must make satisfactory provisions for the reconstruction of the State street bridge over the main branch of the Chicago river and satisfy the Administrator that the work of reconstruction will be done at such time and in such manner that it will not delay or otherwise interfere with the construction of the subway.

The City must satisfy the Administrator that any liability to property owners along the subway right-of-way for damages resulting from or claimed to result from its construction and for the cost of moving public utilities in the street, will be paid for from funds other than those provided for the subway.

Subway Extensions

The City must on or before July 1, 1939, or such later date as the Administrator may approve, submit a comprehensive plan for extension of the subway system satisfactory to the

Administrator and in such detail as he may require, to include provisions for the widening of Congress street from Michigan avenue westward and for the construction of a subway in west Congress street from Dearborn street westward.

In the event that the State of Illinois makes available for such construction the proceeds of the motor fuel tax or other monies adequate for this purpose, the City must proceed promptly with this construction and carry it on as rapidly as possible according to the approved plans.

Unification Ordinance

As an indication of some of the terms of the proposed unification ordinance upon which the Administrator will insist, the contract mentions the following:

The equipping and operation of the subway as an integral part of the local transportation system.

Unified operation of all local transportation facilities, with universal transfer privileges and proper co-ordination of facilities.

The construction of necessary physical connections between the subway system and other parts of the transportation system.

The payment to the City of a share of the gross revenues of the transportation system to be used "for the sole purpose of extending the subway." It is provided, however, "that in the event that a comprehensive subway system shall have been constructed in accordance with the plan to be submitted to the Administrator" and the City shall have determined that further extension of the subway system is unnecessary and undesirable, the City compensation money may be used for the rehabilitation, extension or improvement of any part of the transportation system.

In the federal court, Walter A. Shaw, court advisor, reported amendments to his general plan for the unification of the Elevated and Surface Lines, and these were set down for hearing on November 14.

THE MAGAZINE COVERS

By now the term "peridromophilist" is known to all who read the first story in this issue. In brief, peridromophilists are enthusiastic street car fans. The front cover picture shows the group as they paused momentarily on their tour of the South Shops.

The back cover picture gives another glimpse of the railfans as they arrived at 78th street. The smaller pictures feature fans who traveled unusual distances to take the inaugural railfans' tour of the Chicago Surface Lines. Mr. and Mrs. Arthur C. Drazy and sons Willard and Elbert, all of Kankakee, are shown on cable car trailer No. 209. A. J. Simonis and LaMar Kelley, Elkhart, Indiana, are shown with cameras unlimbered in front of No. 4033. From left to right, in front of No. 4001, is the South Bend, Indiana, trio of George C. Ussher, Harry Zillmer and Eugene Van Dusen.

McGOLDRICK GETS A TIP

—And Winds Up Short for An Unusual Transaction

Transfer disputes often take a queer twist. Witness the recent experience of Conductor Joseph McGoldrick of 69th.

McGoldrick is a good conductor and a conscientious one so when an invalid transfer was presented for passage he very properly remonstrated with the passenger. Politely but firmly he pointed out that the Surface Lines cannot exist and meet payrolls on the strength of invalid transfers.

That seemed the clinching argument. There was but one snarl left in the argumentative patron. Drawing a half-dollar from his pocket he snarled, "Well, take this then, and I hope you're satisfied."

McGoldrick was satisfied. Who wouldn't be with a profit of 43 cents and the inner satisfaction of knowing of a duty well done?

The rest is a sadder sequel. McGoldrick was 7 cents short in his cash that day. That half-dollar was a phony and Conductor McGoldrick had to foot the bill for that patron's ride.

KEEPING 'EM ROLLING

Division in First Place for Fifth Month

Division retained first place in the keep 'em rolling figures for the fifth consecutive month by leading the October list. The station had an average of 12,457 miles per pull-in, a decrease of 3.5 per cent from the previous month.

An increase of 42.8 per cent boomed Burnside into second place with an average of 10,048 miles per pull-in. Lincoln was the only other station to register a substantial gain over earlier figures.

The list, for the most part, was dotted with decreases:

Individual records follow:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1.	Division	12	12,457	3.5*
2.	Burnside	7	10,048	42.8
3.	Lawndale	4	8,653	4.2*
4.	Devon	2	8,629	24.9*
5.	Archer	...	7,394	8.9*
6.	Lincoln	6	7,357	12.2
7.	Kedzie	...	6,607	19.8*
8.	69th	...	6,587	.1
9.	Armitage	2	6,538	.5
10.	77th	...	6,489	9.2
11.	Cottage Grove	3	6,440	7.9*
12.	Elston	11	6,386	2.5
13.	Blue Island	8	6,247	38.4
14.	Noble	5	6,070	26.4
15.	North	...	5,715	21.0*
16.	Limits	2	3,502	4.8

*Denotes Decrease

Carhouse records for the past six months:

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

"Know Your Job"

Station WBBM Features Hall and Adams

In Radio Broadcast

Two Surface Lines officials, H. H. Adams and W. A. Hall were featured personalities with Radio Announcer Ken Ellington in a recent broadcast over Station WBBM. Titled "Know Your Job," the broadcast was one of a series sponsored by the Occupational Research department of the Board of Education. The broadcast of October 27 dealt with the local transportation field. Two representatives from the other local transportation systems appeared on the same program with the two Surface Lines speakers.

Superintendent of Transportation Hall, in the first portion of a round table discussion, told of the two million passengers carried per day by the Surface Lines, of the number of employes and then of the numerous pieces of equipment operated on the approximate 1,250 miles of Surface Lines routes.

Hall Gives Background

Mr. Ellington questioned Mr. Hall in the studios in the Wrigley Building and brought out several interesting historical facts concerning the earlier modes of transportation. Working up to the present day, Mr. Hall told of recent developments which have produced the modern streamlined street cars of the type running on Madison street.

As long as the broadcast was primarily pointed at students in the various schools of the city, the discussion then turned to the types and number of jobs filled by Surface Lines workers. Announcer Ellington questioned Mr. Hall at some length after Hall had mentioned the fact that the Transportation Department employs approximately 12,000 men.

Hall then told of the qualifications which all Surface Lines trainmen must possess and of the rigid investigation that is made before any applicants are hired for jobs on the cars. The training course that all men undergo was explained to Mr. Ellington and then Mr. Hall mentioned the importance of the Shops and Equipment Department men who repair and maintain the 3,369 street cars

and the 287 gas and trolley busses operated by the Chicago Surface Lines.

When Announcer Ellington inquired about the maintenance of so many cars and buses the program was carried via his "magic carpet" to the West Shops where Superintendent of Shops and Equipment Adams told of the men employed in his department. Mr. Adams, in an electrical transcription, described several interesting facts regarding the shops in a short tour of the premises.

Tour West Shops

The tour of the West Shops was doubly effective from a radio standpoint due to the sound effects that listeners heard as Mr. Adams escorted Ellington about. The Surface Lines have two main shops and minor repair work is done at the 16 stations and two bus garages. The Shops and Equipment workers total approximately 2,200. That figure was of interest to student listeners, for many types of craftsmen are needed to staff so large a force. Mr. Adams told his audience that many of the shop workers were from Lane and Crane Technical schools, but emphasized that ability was more important than education in most instances.

Mr. Ellington was taken through the armature room, the machine shop and the blacksmith shop during the course of the inspection trip. It was through these portions that the sound effects contributed by workers in the background were most effective.

Back to Studios

The concluding portions of the program, after the program was "switched back" to the studio in the Wrigley Building, emphasized that the Surface Lines carries 80 per cent of all the users of local transportation systems and that Surface Lines equipment is available within three blocks or less of 98 per cent of the people living within the city limits.

Radio station officials termed the program one of the best in the series on transportation and that statement was seconded by education leaders. Since it was aired the Surface Lines has received many requests for additional information from students who heard the program.



Ellington and Adams on the air!

SURFACE SERVICE MAGAZINE

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H. O. Crews Editor

H. F. Peck Associate Editor

ON A TIGHTROPE

We overheard a conversation recently in which two men were outspokenly opposed to superior authority. They weren't Surface Lines employes, we're glad to say, but in their tirade against authority—against "the boss"—they said a number of things which will stand contradiction.

Naturally, one can't butt into such a conversation on a crowded street car. But such misconceptions crop up too frequently. It was just by coincidence that evening that we ran across a perfect answer while reading the sage comments of George Horace Lorimer whose "Letters From a Self-Made Merchant to His Son" was a best-seller some years ago. The younger Lorimer had evidently been "barking up the wrong tree" along about that time. His father penned these lines:

"A good many young fellows envy their boss because they think he makes the rules and can do as he pleases. As a matter of fact he's the only man in the shop who can't.

"He's like the fellow on the tightrope—there's plenty of scenery under him and lots of room around him, but he's got to keep his feet on the wire all the time and travel straight ahead."

Those lines, true long ago, are just as true today. If Mr. Lorimer himself wished to re-edit them he might consider one addition. The boss—any boss—still has plenty of scenery under him and plenty of room about him. The only difference now is that a lot of people are always shaking the rope.

THANKSGIVING

"Yeh, what've I got to be thankful for?"

That's Bill Squawker talking. You know him. He's the guy who hollers because the radio programs don't suit him, the motion pictures are not interesting enough, no one except himself knows how to run an automobile and the oil burner he bought for his home actually has to have oil to keep it going.

Maybe he works on your car line. If he does, he's the fellow who thinks his riders are a lot of dumb clucks who spend most of their time thinking up things to do and say to annoy him. And possibly he's partly right. They must be dumb to pay fares to support a guy like him in a good job.

But Bill Squawker and all his tribe are but of temporary importance. They are like a lot of spoiled children. Surrounded by all the luxuries of modern life, they can find nothing better to do than to complain because someone doesn't give them the moon to play with. A spoiled brat has no friends.

How different is the picture of the little band of men and women huddled on the rocky New England coast, destitute, not only of luxuries, but even of necessities; surrounded by blood-thirsty savages—yet extending heart-felt thanks for the blessings of freedom, health and an opportunity to wrest a hard living from the soil.

The doers make history and advance the human race. The squawkers are forgotten even before their last squawk is heard.

EMPLOYEES RELIEF FUND

October, 1938

The Surface Lines Employees Relief Committee received 23 applications for relief during the month of October. After investigations were made 12 of these were approved for weekly assistance. There were 302 active cases on the relief rolls at the end of the month, 11 having been removed by death or other causes.

Including the \$12,933 spent during the month of October, a total of \$1,220,170 has been paid out of the Surface Lines Employees Relief Fund for assistance of employes since the organization of the committee.

Thankful for Courtesies

Passengers Appreciate Helpfulness— Praise Many Polite Trainmen

With the Thanksgiving season close at hand there is no better time to be thankful for the increasingly courteous record being compiled by Chicago Surface Lines trainmen. The records for the past few months have been better on each occasion and the October compilations indicate there has been no slackening in courteous practices.

In the October listings there is a notable decrease in the number of complaints received. Where there were an even 600 complaints during October, 1937 there were but 420 in the same month of this year. The discourteous classification showed the largest decrease and the quick starting complaint figures were more than halved.



The commendation record for October was also good as 53 were recorded. This figure is below the 89 of a year ago but that mark was set by one person who sent in some 30 or more letters of praise.

Motorman Stanley M. Carlson, badge No. 8909 of Lincoln, was commended by two different persons for recovering and returning a bundle of magazines to the proper owners. Carlson was praised by A. A. Yoder, Jr., Kable News Company, Mount Morris, Illinois, and by R. J. Wood, Pennsylvania Railroad, Union Station.

Vincent L. Knaus, Suite 1230, 7 South Dearborn, praised Conductor James Wenham, Jr., badge No. 1334 of Cottage Grove, for the care and courtesy which he noticed Wenham accorded his small son.

Change Returned

Four dollars in change returned to patron Louis W. Reining, 549 West Randolph, brought an appreciative commendation to Conductor Silas A. Webster, badge No. 1822 of 77th and also to Stationmaster W. A. Bessette.

In a similar instance, Clarence O. Patterson, 5926 South California avenue, overpaid his fare. As he was alighting the mistake was called to his attention and he was reimbursed by Conductor Otis E. Hammond, badge No. 2906 of 69th, whom he praised.

Mrs. Charles Sanford, 4103 North Lawndale avenue, wrote in praise of the courteous helpfulness shown her by Conductor Frank L. Ramel, badge No. 3260 of North Avenue.

A Chicago visitor, D. S. Stophlet, P. O. Box 308, Mansfield, Ohio, was courteously directed to his destination by Conductor Carl R. Hasenjaeger, badge No. 4114 of Kedzie, and was thus impressed by Surface Lines service.

Conductor John P. McCune, badge No. 4294 of Cottage Grove, was commended for finding and returning the school books belonging to the son of Mrs. D. J. Talbot, 7821 Eberhart avenue. Mrs. Talbot also praised the office

force at Cottage Grove for 'phoning her so that she was able to have the books at her home when her son returned from school.

Helpfulness Praised

An automobile passenger witnessed an act of courtesy which she thought deserved praise, so wrote to commend Conductor Richard J. Hendrickx, badge No. 5226 of Armitage, for assisting an elderly cripple to alight from his car. The act was witnessed by Mrs. George E. Bjornson, 3247 Diversey avenue.

Operator James J. Kelly, badge No. 5440 of Archer won the praise of Miss Gloria Leven, 1326 East 58th street, by several courteous acts.

From New York state came praise for courtesy shown by Operator Joseph F. Brady, badge No. 7742 of 77th. The commendation was received from George E. Clark, 65 Sommers Lane, Staten Island, New York.

Termed "exceptionally courteous," Motorman David L. Robinson, badge No. 10051 of Burnside, was praised by Miss Laurette Pogue, 4024 Lake Park avenue.

The return of some lost gloves to Miss Grace Patterson, 1313 West Randolph street, brought praise for Conductor James J. Considine, badge No. 11428 of Lawndale.

Called Streets Well

Saying he wished there were "more who follow the sensible practice" of calling streets well, George J. Sharkey, 1112 Austin street, Evanston, Illinois, praised Conductor Thomas E. Nolan, badge No. 11994 of 77th.

Mrs. Fred R. Burger, 5319 Giddings street, commended Conductor Leonard A. Hernet, badge No. 12864 of Armitage, for the care and attention he showed her when she became faint on the street car.

M. W. Sherwood, 1901 Farwell avenue, observed the many helpful courtesies shown passengers by Conductor Michael Size, badge No. 948 of Devon, and wrote to commend him.

The helpfulness accorded several women by Conductor Timothy J. Crimmins, badge No. 14548 of Archer, was commended by Miss Lillian A. Moltros, 336 North Central avenue.

Unusual courtesy shown a colored passenger was observed by Maurice L. Cohen, 135 South LaSalle, who wrote to commend Motorman Patrick F. McCartan, badge No. 13149 of Burnside.

Conductor Harold W. Berghaus, badge No. 5208 of Kedzie, received just praise for the manner in which he handled an awkward situation. Carrying a passenger who could neither speak nor understand English, Conductor Berg-



haus stopped the car and asked for an interpreter. Finally learning the story the conductor gave the man a transfer and a written set of directions to aid him. His courteousness was noticed by M. A. Elliott, 2437 Kedzie avenue.

A lost purse was promptly turned in and the owner, Harry S. Skinner, 8101 Langley avenue, wrote to praise Conductor Patrick Hayes, badge No. 9382 of Cottage Grove.

In a similar case of a lost article Conductor Joseph F. Koukol, badge No. 9134 of Lawndale, was rewarded by J. R. Fritchie, 1101 Merchandise Mart.

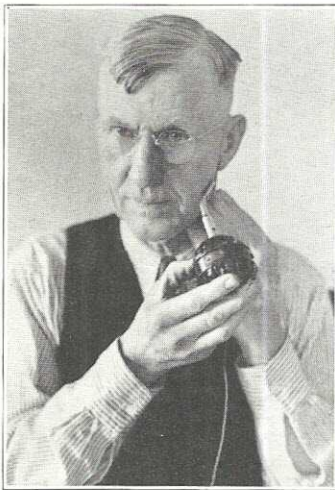
Thoughtfully taking a small boy behind the rail with him to protect him from a crowd, Conductor Walter L. Black, badge No. 8724 of 77th, won the respect and praise of John Drum, 1512 Crilly Court.

THE MECHANICAL MR. MATSON

North Avenue Inventor Called "Father of Dry Shaver"

"What American needs is a good dry-shaver," declared Charles I. Matson back in 1916. So he invented one.

After months of tool work on hand-driven machinery, he completed his masterpiece, which was run by a small electric motor. He tried to sell his shaver to the Gillette razor company and other shaving interests, and while they found the razor efficient they would not undertake to commercialize it as no one could build the fine, small motor required to run it. Mr.



Matson and his Dry-Shaver

Matson was many years ahead of his time.

Undaunted, he set to work again and substituted a small fly-wheel motor, wound up and run by hand, for his electric motor. Mr. Matson, who is motorman No. 7175 of North Avenue, had this invention patented and in trying to sell it met with the same difficulty—the parts were too intricate to be made by the machines of that day.

The Packard Lektro-Shaver company calls Mr. Matson the "Father of the Dry Shaver" and one of his razors is being placed in its Museum of Progress. "Daddy" Matson hopes to work out improvements on the Packard razor which is built along the same lines as his 1916 model.

Charlie Matson possesses other patents too, but the only one he ever sold was for a pilot light, which was used by a large stove manufacturer for several years.

His first patent was on an egg recorder,

which he perfected while he was the owner of a chicken farm in Downer's Grove 30 years ago. He placed a roller wet with a harmless ink over each hen's nest, and when the hen left the nest after she laid an egg, the roller rubbed over her back and recorded her efficiency. The chickens without ink marks on their backs were soon beheaded. This recorder was so popular that Inventor Matson was kept busy making them and shipping them over the country, but his over-anxiety to aid other chicken farmers caused him to market them too cheaply so he discontinued this business after a few months.

The neck-tie presser he evolved proved popular and he sold about 100 of them. His invention of a pump for auto tires has the advantage of an air gauge, similar to the gauges now used on air hoses at service stations.

He's all in favor of bigger and better amusements and tried to get a patent on a "drop-the-drops," which was an elevator to shoot people to a height of 100 feet and drop them on an air cushion, but the patent wasn't granted as it was decreed that this would be too thrilling and also too dangerous. He then turned to a simpler form of amusement and invented an advanced roller skate, which works by a motor.

Charlie Matson has been a motorman since February, 1900, when he started work on a hand-brake electric car. He naturally is interested in facilitating the work of trainmen and has been active in the development of changer hangers, extension bell punches, thumb-wetters, and token-holders.

Mr. and Mrs. Matson reside at 1110 North LeClaire avenue, where Mr. Matson has a basement machine shop. His inventiveness demands a great deal of his time so he takes time out only for reading—but even this is confined to his hobby for he reads *Popular Mechanics* and scientific papers.

EXECUTIVES ADDRESS MEN

Hall and Pasche Meet Trainmen on Own Ground

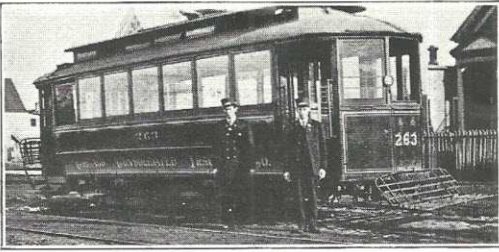
Superintendent of Transportation W. A. Hall and Supervisor of Accident Prevention William Pasche started November 7 to make the rounds of the Surface Lines system with a series of friendly talks to the trainmen in the 16 stations. It marks the second year in a row that the two have personally addressed the trainmen on safety practices and operating principles.

The schedule for the remaining talks follows:

Devon	Tuesday	November 15
Limits	Thursday	November 17
Blue Island	Friday	November 18
Sixty-ninth	Monday	November 21
Noble	Tuesday	November 22
Archer	Friday	November 25
Kedzie	Monday	November 28
Division	Tuesday	November 29
Lawndale	Thursday	December 1
Armitage	Friday	December 2
North Avenue	Monday	December 5

"Anna Mae," said the mistress of the house, finally giving way to curiosity, "I notice you have been taking our empty grapefruit hulls with you. What do you do with them?"

The negro maid looked up at her mistress with a sheepish grin. "Yes, 'um," she admitted, "I've been carryin' 'em home. I've think they make my garbage can look so stylish."



"WHEN YOU AND I WERE YOUNG—"

Remember? It was a long time ago when this type car was used by the old Chicago Consolidated Traction Company.

Motorman Morris Schure of Lawndale depot had this picture taken back in 1908 when he was just a youngster. He stands to your left as you see him and that upright young fellow with him is Conductor Orton Waddell, who is also carrying on out at Lawndale depot.

The picture was taken at 31st and Kostner in 1908. Motorman Schure remembers that car well. He got acquainted with it in the 12 or 14 hours he used to work each day. Some of his muscles still ache when he thinks back and recalls the handbrake on the old model. But it wasn't so bad. They were paying around 17 cents an hour in those days!

"AN OUNCE OF PREVENTION—" AND HERE'S A SURE CURE!

Operator Frank T. Gill of Archer depot thinks he has found the cure for reckless youths who hitch on the back end of street cars. He didn't exactly say that, but he hinted as much in a minor accident report of recent date.

Westbound on 51st, Gill noticed an automobile owner flagging him down. When the driver pulled directly in front of the street car, Gill applied his brakes and stopped, just touching the bumper of the automobile. The driver of the car didn't even pause in a mad dash to the rear of the street car and when Gill next saw him he was holding a boy, age 10, by one arm while he walloped him on spanking territory.

Gill wanted to do his duty and get the name for any possible accident claim. The automobile driver waved him aside and suggested that Gill forget any small damage to the auto. The boy, he was told, was the son of the man who had flagged down the street car.

"Just wait 'til I get him home," Gill was told. "He won't go hitching street cars again."

Gill didn't say so but he thought the preliminary spanking and the scare had cured at least one youngster of a dangerous practice. He says there was blood in that father's eyes!

"A smile for every passenger" is the new motto of the Capital Transit Company of Washington, D. C. . . . and it is a motto that could well be adopted by every other system!

Politician: "Congratulate me, dear, I got the nomination."

Wife: "Honestly!"

Politician: "Why bring that up?"

MEET YOUR PHOTOGRAPHER!

Here's Miniature 'Photo' of the Man Who Makes the Best

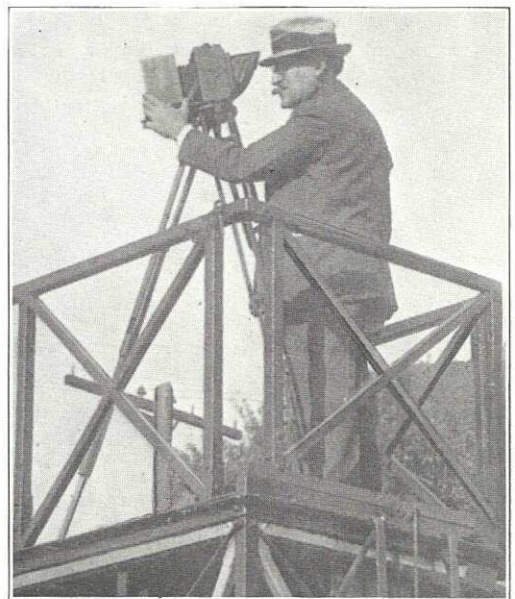
The railfan photographs which decorate the front and back cover of this magazine were taken on a cold and murky day when the absence of light reminded A. R. Chouinard of the early days when it wasn't uncommon to have to expose plates from five minutes to a half-hour. That's another way of saying that Fred—few know him as Alfred R.—knows his business from the ground up.

Fred came to the Surface Lines in 1927 and his work is primarily concerned with photographic accident cases. It is his sideline work that makes him a most valuable addition to the SURFACE SERVICE MAGAZINE staff. He is the man who is always on the job for bus openings, baseball games and other employe activities and his skilled camera hands have returned many notable pictures to the magazine editors. He is, in many ways, an unsung mainstay of the magazine, for without his pictures it would be dull indeed.

Mrs. Disney's boy, Walter, out there in Hollywood, has affection and regard for Fred, too. Disney first learned the art of photographing from Fred back in the days when animated films were used for advertising and filled in motion picture programs while the operator changed the reels between shows.

We're particularly proud of Chouinard's picture which accompanies this sketch. He didn't know it was taken and it will be a surprise to him. It's very typical—there's Fred atop a tower wagon with his ever-present stub of a cigar and his trusty camera ready for action.

Many of Chouinard pictures have received high praise at various photographic exhibits, but the pictures which decorate his office are the pictures of the men with whom he works. That is another slant on the kind of a friend Fred Chouinard is.



Chouinard—caught by the candid camera.

OPEN NEW BUS LINE

Throngs Cheer as South Halsted Street Gets Extension

Under bright sunny skies several thousand persons turned out to cheer the installation of the Halsted street bus extension October 16.

Ten new buses covered the route from 87th to 123rd in a preview of the scheduled operation which commenced the following day. The buses were purchased from the White Motor company out of a \$60,000 appropriation granted by Federal Judge James H. Wilkerson. They seat 23 passengers and operate on an approximate 3½ minute rush-hour headway.

Superintendent of Transportation W. A. Hall represented Surface Lines interests at the celebration and in a short speech pointed to the buses as concrete evidence of the Surface Lines' efforts to serve the public.

In the accompanying illustration, Mr. Hall is flanked by civic and community leaders. From left to right, they are: J. E. Smith, William Law, Thomas Stack, Alderman Arthur Lindell, Mr. Hall, Alderman John J. Duffy and General Chairman M. S. Schweih.



Mr. Hall was happy.

OBITUARY

Deaths on the System from October 1, 1938, to October 31, 1938

Transportation—Archer: Henry Bulow, employed September 11, 1906, died October 27, 1938.

Armitage: Andrew Kudsk, employed September 19, 1918, died October 17, 1938.

Burnside: William H. Knospe, employed May 16, 1891, died October 14, 1938.

Cottage Grove: Thomas P. Skougard, employed February 1, 1913, died October 22, 1938.

Devon: Elof Ed Olson, employed April 11, 1903, died October 15, 1938.

Division: William H. Kuecker, employed September 29, 1893, died October 8, 1938; Clarence R. Natter, employed January 28, 1936, died October 10, 1938; Charles M. Storms, employed August 7, 1909, died October 5, 1938; William K. White, employed November 15, 1911, died October 11, 1938.

Kedzie: Harry L. Dudley, employed October 4, 1919, died October 12, 1938; Ernest Leverenz, employed August 18, 1903, died October 13, 1938; John McCready, employed June 18, 1908, died October 9, 1938.

North: Fred E. Steinbeck, employed September 10, 1900, died October 20, 1938.

Sixty-ninth: John J. Detloff, employed December 17, 1919, died October 26, 1938; William Ehrhardt, employed June 7, 1900, died October 28, 1938.

Shops and Equipment—Cottage Grove: Stanley W. Ukso, employed June 6, 1912, died October 17, 1938.

Track—John J. Fallon, employed September 5, 1925, died October 1, 1938; Ole Peterson, employed May 18, 1895, died October 24, 1938.

Utility—William A. Roskopf, employed March 1, 1905, died October 10, 1938.

Previously Unreported

Transportation—Kedzie: Jeffery Keating, employed February 19, 1910, died August 28, 1938.

CONDUCTOR RETURNS \$40,000

Turns in Negotiable Bonds Left on Halsted Street Car

Officials of the Columbia Warehouse company, 4119 South Union avenue, were loud in their praise of Conductor Edward L. Haaker of 77th street last month. And as they sang their praise of the Chicago Surface Lines' personnel they sighed with relief over a package containing \$40,000 worth of negotiable bonds which had been returned to them after having been left on a Halsted street car for several hours.

The bonds had been entrusted to a telegraph messenger boy to be delivered to the Marwin Dairy Products company, 105 West Adams. After boarding the car at 41st and Halsted the messenger alighted at Clark and Adams unmindful of the package. After fruitlessly chasing various street cars by taxi through the loop the messenger reported his loss to the company which employs him.

The telegraph company then called the Surface Lines. The package was returned in a few hours later by Conductor Haaker at the conclusion of his run.

Because of the value of the securities in the package it was not surrendered until officials of the Columbia Warehouse company had checked the contents and signed a receipt. They stated that the bonds were negotiable and could have thus been sold by anyone who found them.

So it seems that a messenger and a conductor owned a small fortune for a small time and then relinquished it. If you think that's sad, give a thought to the messenger boy. Chances are he relinquished his job when he relinquished his package! Conductor Haaker still has his—along with a record of which he may be proud.

"SERVING ALL CHICAGO"

At the direction of Electrical Engineer A. J. Klatte some 37 miles of trolley wire has been or will be renewed over the Chicago Surface Lines system during October and November. Preliminary estimates indicate that in the neighborhood of \$30,000 will be spent in completing the job. The work will be done under the direction of Superintendent of Transmission F. E. Roper.

GAY NINETIES NOTE— STOP RUNAWAY HORSE!

This used to be old stuff but the recent experience of Conductor Peter Keyer is definitely under the heading of NEWS in 1938. The story is found in the accident report in which Keyer tells how he stopped a runaway horse—of all things!

Keyer, badge No. 2210 of North Avenue, was placidly riding west to work with his lunch box comfortably filled beside him. It was at Cleveland avenue that the street car called a halt and Keyer peered out to see a runaway horse and wagon bearing down on the street car. Just like a switchback to the early 1900's!

Keyer didn't pause a minute, but jumped from the car and went after the horse, grabbed him and stopped his headlong flight. There was also a policeman chasing the horse by way of a commandeered automobile.

Once danger was averted, though, Keyer had no thoughts for anything but his precious lunch box which he had left on the car. He did just what you'd expect—turned the horse over to a bystander and made a bee line for his lunch.

It all has a happy ending. (They didn't always when runaways were common, you'll remember.) The horse subsided placidly and Keyer recovered his lunch box, boarded the car and reported for work on time. Isn't that a nice ending with everybody happy?

BEG YOUR PARDON!

The Real Champions Came From Cottage Grove

(See picture on page 15)

'Way back in June, 1938 when the baseball season was just hitting its stride the back cover of SURFACE SERVICE MAGAZINE featured the pictures of two Blue Island teams—one the championship team of 1937 and one supposed to be the championship team of 1911.

They were good pictures. One caption asked whether the 1937 team could repeat their victory in 1938. That question was answered last month when Kedzie depot took the system title and with it the championship trophy donated by Superintendent of Transportation W. A. Hall. But the other caption led the reader astray. Blue Island did not have a championship team in 1911!

That statement couldn't have been made earlier but it can be substantiated now. Cottage Grove took title honors in 1911 and a lengthy article in the *Union Leader* offers proof. The picture sent in by Motorman J. H. Walker of Cottage Grove is further evidence. Walker says the Cottage Grove team breezed through the season with 17 wins against only three losses.

So hail the new champs! It may be late but here's all credit to them. Seated in the first row, from left to right they are: J. D. Thompson, C. P. Koehler, C. W. Butcher, Motorman H. H. Ruebensam, A. L. Booth, C. N. Welsh and C. Seavers.

Standing from left to right are: L. Saurie, Motorman Arthur Sissner, J. Looby, Motorman J. H. Walker, J. Hedke, C. Wessig, H. Weiner and M. Evans. Those not identified as motormen are no longer with the Surface Lines.

Departments and Divisions

Accounting

On Saturday, October 15, Miss Anne Keruish, formerly of the comptometer division, and James Robinson of Elk Creek, Nebraska, pledged their marriage vows at the Gross Park M. E. church. Miss Mildred Hedstrom of the comptometer division served as maid of honor and Miss Margaret Hart of the Department of Accident Investigation as soloist. After the ceremony a reception was held at the Plaza hotel. The couple left for a honeymoon through the south and are now at their home in Elk Creek, Nebraska. Our very best wishes are extended for a happy married life.

The many friends of Miss Helen Miculinick of the pay roll division are offering congratulations on a newly acquired engagement ring.

Congratulations and much happiness is our sincere wish for Christ Pacelli of the timekeeping division and Miss Frances Ferrare who were married on Saturday, October 15.

As this item goes to press, we are looking forward to the speedy recovery of Joseph Brunswick of the timekeeping division, who is convalescing at home.

Thomas F. Coan.

Engineering

Mr. and Mrs. Frank Beshk proudly announced the arrival of John Francis, weight 7 pounds, 10 ounces, at St. Ann's hospital, October 14. Best wishes to the happy parents.

Larry Heise, wreck truck chauffeur, spent his vacation in the Black Hills, South Dakota. He was greatly mystified by the difficulty he experienced in trying to shave out there. The whiskers refused to be mowed off and the razor simply pulled most of them out by the roots. After he had completed the most painful shave of his long and eventful career, he made the discovery that he had been using tooth paste for shaving cream.

Fred Brinker, one of the pioneer members of the track department, died September 30 at the Doctor's hospital after a short illness. He was 71 years of age. Mr. Brinker had been in the service of the companies for 55 years, starting as a water boy, later becoming a blacksmith helper and finally a blacksmith. Fred was a switch lever specialist in charge of all switch repairs in the central division. He was a loyal and faithful employe in the discharge of his duties and was highly regarded by everyone. He will be sadly missed by his fellow-employees. To his widow and daughter we offer our deepest sympathy.

To Thomas Monahan, trouble clerk in the central division of the track department, we extend our heartfelt sympathy in the loss of his mother who died October 5.

Shops and Equipment

West Shops—Mr. Bowes, machine shop foreman, has just returned from his annual vacation in Florida. George Brignac, truck shop booth, is on his way to this same state to spend sunshiny vacation days.

We were sorry to learn of the injuries sus-

tained by Edward O'Bid, who used to be in the West Shops office, and is now a repairman at Ardmore. We send him our best wishes for a speedy recovery.

Joseph Tabor, machinist, recently became the proud grandfather of Henry Riddel, Jr. Congratulations, Gramps!

Our Northwestern night scholars and, consequently, Northwestern boosters, are much saddened over the outcome of the Northwestern-Wisconsin game.

Lillian Hultquist.

Around the Car Stations

Blue Island

Our sympathy is extended to Conductors Michael and George Kalal in the death of their father. We also sympathize with Conductor Francis Cook and Motorman August Stromberg in the loss of their fathers.

On October 10 Motorman Leonard Feigenbaum was presented with a 7½ pound baby boy and on October 12 Conductor Emil Demko was presented with an 8 pound baby girl. Congratulations.

M. J. Morley, son of Motorman Michael Morley of this station, was recently honored by being chosen a member of Phalanx, honorary and professional military fraternity, at the University of Illinois.

C. P. Starr.

Cottage Grove

Conductor Shewry has returned to work after a long illness. Welcome back, Reg., it's good to see you in harness again.

That massive rubber plant adorning the train-room was presented to the depot by the Anderson Brothers restaurant and accepted by Mr. Cricks, on behalf of the depot. Thanks—it looks swell.

The Operating Meetings, an annual event, were held at this depot on November 8. Mr. Hall and Mr. Pasche spoke to the men and gave several valuable hints on accident prevention and operating practices. The meeting was well attended by members of this depot and it was a pleasure to witness such interest by the men.

Conductor P. B. Cadman moved recently and set himself up in housekeeping with his mother. We're not hinting "Buck," but where's the invitation to the housewarming?

Pat McPolin, who operated one-man cars from their inception, has finally picked away from them and can now be seen taking it easy on Lincoln-Indiana. What's the matter, Pat, did you get tired of it all?

A hearty "welcome back" to Motormen Sommerfeld and Sheffer who returned to this depot after their temporary transfer to Burnside. This brings the last of the wandering sheep back home.

The Cottage Grove Social & Athletic Club is again going to raffle turkeys this Christmas. Pay up your dues, fellows, and get in on the fun and swell eating.

Did you know that a certain extra motorman

at this depot recently went hunting and returned with a pair of hawks, not to mention certain edible birds? By the way, do you suppose he got them with the blanks he is known for? Tell us about it "Blanky."

Looks like Joe Stuart finally got a fog-light to stay on his car. Of course, the fact that he had it welded on has nothing to do with it, or has it?

Atkinson.

Division

Motorman George Abel's one week vacation was much too short judging from the way he enjoyed himself.

Starter William Bolstead is seen around with a new outfit—and how pretty he looks—puttees and all.

Lately, Conductor Frank Bischoff spends his free evenings with a certain miss named Mary playing Monopoly. It isn't that serious, is it??

Motorman and Mrs. Frank Chaney and son have left Chicago for Denver, Colorado, Frank's home town, on his vacation. He probably will be one of the first to enjoy the thrills of winter.

Motorman Al Witt and Milton Edstrand turned out to be heroes some few weeks ago. They helped rescue a woman—a would-be suicide—from the Sanitary District canal at 31st and Western.

Belated birthday greetings to Conductor Edmund J. Simeca.

It must be love. We are thinking of the wife of Starter Joseph Skomer. She came out in the big rain and brought with her a fresh pair of socks and another pair of shoes for her husband so as to keep his feet warm and dry in bad weather.

Motorman Milton Edstrand is going to spend his vacation hunting. Here's hoping he comes home with a carload.

That's all until next month.

Zeph.

Lincoln

Conductor A. Kolberg and his wife are the parents of a 7 pound baby girl born Friday, October 7, at the North Chicago hospital.

On October 19 a baby girl weighing 7 pounds was born to Motorman and Mrs. Neiderhoff at the Ravenswood hospital. The new baby will be known as Norma Ellen Neiderhoff. Congratulations to the new babies and their parents.

Hallowe'en parties are always lots of fun and some pay rather well, too, as in the case of Conductor Frank Madock. Mr. Madock and his wife attended a masked party on Saturday, October 29. Mr. Madock dressed as a woman and so well did he take the part that he was awarded first prize.

Conductor Walter Johnson and his wife have returned from a trip to California. Mr. Johnson took a 30-day leave but had to return sooner than he planned. The California temperature, being between 94 and 97 all the time they were there, didn't agree with Mrs. Johnson so they have returned to Chicago and cooler weather.

Conductor E. J. Anderson, after a four month furlough, has returned from a trip to Ireland.

Motorman William Johnson is traveling in Sweden.

Henry Spethman.

North Avenue

At the suggestion of the well-known and illustrious "Otto Moble" a new and entirely unknown figure in the field of journalism takes a bow.

Upon returning from a recent trip during my vacation I was astonished to learn that a question had arisen as to whether or not I had made use of Corrigan's compass on my journey, thus landing in Detroit instead of Milwaukee. Not at all. I merely exercised the prerogative of a free American citizen to change my destination after arriving at the loop. A visit to Ford's Greenfield Village, an inspection of historic old Fort Wayne, and a study of the imposing new Ambassador Bridge to Canada were enjoyed. I discovered at the bridge that, as often happens, preconceived ideas conflict with the maps and compass directions, for, believe it or not, I found that Canada is not North of the United States at that point.

Will Otto Moble, as an expert in navigation, please explain that. He seems to doubt the ability of the Irish to read a compass correctly, when as a matter of fact they are so good at navigation they do not need a compass, and if they happen to have one along they can read it backward or upside down, and still get somewhere. Some Irish set sail in a fishing boat or two without any compass, and long before Columbus they succeeded in landing in America. Corrigan flew across the Atlantic Ocean with a compass that lied, and I made Detroit and Pontiac with one of those gadgets stuck on the ceiling of an automobile, and to make it more difficult it was upside down. For years the Irish policemen and street car men have been recognized as experts in giving directions.

After a long illness Motorman Simeon Neville passed to his eternal reward and the condolences of all the men at North Avenue are extended to his relatives. The funeral was attended by many of the old timers. He had been a motorman at this depot since 1908, and was at Division Street before that time.

Harry Dillion (who could turn him down?) was seen at the depot with the Community

Fund sheet in hand, and all the boys seemed to be pleased to sign up.

Henry W. Coan.

Seventy-Seventh

If you've been wondering what that strange new pool table is in the club room with the flock of red balls that look like tomatoes, it's Snooker! Harry Freid, billiard and pool expert of national fame, aptly demonstrated this new game last October 28. This interesting addition to the club facilities is just another of the organization's progressive steps toward making the L & A the best of its kind.

Again this year, the club will distribute celluloid pocket calendars to members. In addition to this convenient and useful gadget, the officers have arranged for a surprise gift about which all we can say is wait and see!

A very serious tooth infection has caused the fluent pen of Supervisor C. C. Tocci to be silent for these many weeks. He is now, however, well on the way to recovery and we hope soon for the resumption of his commendable column in our union paper.

The arrival of a baby girl in the family of Motorman Roy Ingegretsen was cause for great rejoicing recently by all save the little boy 4 years old. When informed that a little sister had been bought, he exclaimed, "Gee dad, can't you trade it in for a boy? Girls are such bother!"

Shanghai, Hong Kong, Hankow—all these cities so much in the news today were the familiar tramping ground of Motorman A. Kotz way back in 1908 when he was a blue jacket in the Great White Fleet. Plenty of water has passed under the bridge since then, observes "Shanghai Kotz." "Those places have changed a lot since I saw them, but so have I," he says, "especially amidships and atop of the mast."

Lilly Lake again was the scene of a vigorous hunting expedition by Motorman Grobel, Motorman L. B. Johnson and Motorman J. J. O'Neill, No. 4. Their quarry was ducks, quail and pheasants, if any, but the gang settled for a flock of mud hens.

W. F. Story.



Here they are—the champions of 1911. This team of Cottage Grove Depot took the 1911 title, contrary to an earlier story which credited Blue Island. See story on page 13.

