

SURFACE SERVICE MAGAZINE

VOLUME 8

MARCH, 1932

NUMBER 12

Henry Augustus Blair



President Chicago Surface Lines 1920-1932
Born July 6, 1852 ∴ Died Feb. 15, 1932



SUNSET

Rev. Duncan H. Browne, who conducted the simple but most impressive service at the Blair home, read Henly's beautiful lines which seemed especially appropriate to the character and life of Henry Blair:

A late lark twitters from the quiet skies;
And from the west,
Where the sun, his day's work ended,
Lingers as in content,
There falls on the old, grey city
An influence luminous and serene,
A shining peace.

The smoke ascends
In a rosy-and-golden haze. The spires
Shine, and are changed. In the valley
Shadows rise. The lark sings on. The sun,
Closing his benediction,
Sinks, and the darkening air
Thrills with a sense of the triumphing night—
Night with her train of stars
And her great gift of sleep.

So be my passing!
My task accomplished and the long day done,
My wages taken, and in my heart
Some late lark singing,
Let me be gathered to the quiet west,
The sundown splendid and serene,
Death.



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 8

MARCH, 1932

No. 12

President Blair Taken by Death

Pneumonia Ends a Life Devoted Chiefly to Developing Chicago Transportation

Every member of the Surface Lines organization suffered a keen personal loss when on February 15, President Henry A. Blair passed away at his home 209 Lake Shore Drive, after a brief illness, pneumonia being the immediate cause of his death.

Mr. Blair was born in Michigan City, Indiana, on July 6, 1852, and was the son of Chauncy B. Blair, who brought his family to Chicago in 1861 and later founded the Merchants National Bank of this city.

Mr. Blair was educated at Williston Seminary, Easthampton, Massachusetts, and after leaving school in 1871, the year of the Great Chicago fire, joined the forces of his father's bank where he quickly demonstrated that he had inherited a natural aptitude for finance.

When his banking activities were interrupted by a threatened physical breakdown he transferred his interests to an extensive Wyoming ranch, where for a number of years he followed the active outdoor life of a cattleman, acquiring a love for the open country that he never lost; and he returned to Chicago completely restored in health with a physique and constitution that enabled him to carry on through the subsequent strenuous years.

For a time after his abandonment of ranch life, he resumed his banking connections, rising to the position of Vice-President, which he held until 1902 when the old Merchants National was consolidated with the Corn Exchange Bank.

At the urgent request of bankers and investors he was appointed receiver of the West and North Chicago Street Railways in 1904 and out of this receivership there emerged the reorganization through which Chicago Railways acquired title to the Street Railway properties on the North and West Sides.

This receivership was one fraught with tremendous difficulties due to the character of the numerous interests involved and it was only after years of concentrated effort that he succeeded. A plan of reorganization was devised that met the approval of the representatives of the conflicting interests and the Chicago Railways began operation in February, 1908, with Mr. Blair as Chairman of the Board and afterwards its President. Five years later with the properties completely rehabilitated and lines rebuilt, he participated in the unification of the Chicago Railways and the Chicago City and affiliated lines serving the South Side. This became effective February 1, 1914, and the Chicago Surface Lines, the largest surface transportation organization in the world, came into existence with Mr. Blair as Chairman of the Board and from 1920 its President as well.

His reputation as a resourceful leader gained added luster when what was known as the Blair plan was made the basis of state and municipal legislation to provide for the acquisition and operation of the properties of existing companies by a new corporation with a prospective subway feature and incidental plans for the investment of millions in extensions and improvements that would give to Chicago the transportation facilities its growth demands.

Mr. Blair's personality was magnetic and universal in its appeal. His friends and admirers were drawn from every sphere of activity.

Mr. Blair was actively identified with many local institutions holding directorships among others in the Continental Illinois Bank and Trust Company, the Commonwealth Edison Company, the Public Service Company of Northern Illinois and Elgin National Watch Company.

Seven and a Half Centuries

A Score of Burnside Old Timers Run Up This Total Years of Service



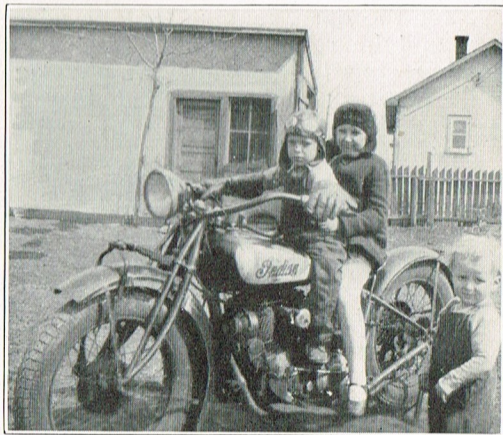
When it comes to veterans with a staggering total of years of service, Burnside declines to take a back seat for anybody—that is, not all the way back. While their twenty old-timers in their combined years of service do not quite reach Archer's total, they are less than one hundred years shy. This is not much when you are talking about service that stretches well up toward eight or nine centuries. Of course Burnside only runs back in history to the year 1172. Curiously enough that was the year Ireland was conquered by Henry the Second. The old-timers whose ancestors came from the Emerald Isle may not like to remember this historical incident, but they all have the satisfaction of knowing that the Irish Republic was subsequently established at a time when they knew all about it.

Here are their names with their years of service: First row, left to right—G. Bell, 36; O. Moe, 36; J. Noonan, 38; C. Thompson, 36; M. Schroeder, 36; M. Duggan, 39; J. Ure, 38.

Second row—F. Iseminger, 32; F.

Danielson, 37; J. Cronin, 38; F. Broderius, 36; E. Finn, 39; A. Peterson, 37; A. Hanson, 39.

Third row—A. Patno, 37; T. Moppett, 39; O. Johnson, 39; W. Knospe, 41; J. Delea, 41; T. Greenan, 36.



Evelyn, Eleven; Johnny, Seven; Robert, Four, Children of Motorman J. Sika of Blue Island Depot Ready for a Motorcycle Trip

Make Passengers Comfortable

Car Riders Entitled to Every Care and Consideration—Give Them Light and Warmth

On February 29, 1932, the cumulative standing of the sixteen depots in the Fifth Courtesy Contest is as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
1 Lawndale ...	26	7	24	3	60	19
2 Burnside ...	25	13	17	5	60	38
3 Blue Island..	24	9	31	6	70	12
4 Lincoln ...	39	14	27	9	89	15
5 Noble ...	23	12	21	5	61	9
6 North ...	128	49	120	34	331	46
7 77th ...	115	43	84	23	265	87
8 69th ...	71	37	76	31	215	53
9 Elston ...	34	16	20	10	80	19
10 Kedzie ...	86	43	81	26	236	60
11 Archer ...	81	54	87	21	243	38
12 Devon ...	91	32	64	25	212	62
13 Division ...	53	25	44	14	136	19
14 Cot. Grove...	69	29	39	16	153	70
15 Limits ...	36	21	34	9	100	11
16 Armitage ...	60	25	30	10	125	19
Total	961	429	799	247	2436	577

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

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
May, 1931	99	43	87	21	250	58
June	128	53	102	25	308	75
July	111	42	101	35	289	35
August	108	38	104	25	275	41
September	98	48	64	28	238	56
October	114	55	92	46	307	59
November	84	43	81	17	225	57
December	84	42	63	19	208	60
January, 1932 ...	74	38	45	15	172	71
February	61	27	60	16	164	65
Total	961	429	799	247	2436	577

By C. H. EVENSON
Superintendent of Transportation

To provide the type of service required by Surface Lines standards, the courtesy of trainmen must go farther than merely avoiding offending passengers. They must make passengers feel that their patronage is appreciated and that they are the guests of the company while using Surface Lines equipment.

When you go to a first-class hotel you are made to understand that all of the employes and all of the facilities of the hotel are at your service. The employes are polite and anxious to please and everyone, from the manager down, is

ready to do anything that will add to your comfort.

In the hurry of local transportation on busy streets, the trainman does not have the leisure to show an attention to passengers that compares with this superior service, but there are many ways of indicating to passengers that their comfort is a matter of first concern to the men in charge of the car. The trainman, of course, must be polite in performing his duties, but he should also be alert to passengers' needs.

Lights for Reading

One of these needs is proper illumination. The cars have been equipped at considerable expense with brighter lights in order that passengers can read comfortably. Too often, however, the conductor fails to turn on the lights when they are needed.

It is annoying to try to read when there is insufficient light. Moreover, a dimly lighted car presents a dull and depressing appearance which does not attract business.

Trainmen should pay more attention to this detail. Lights should be turned on whenever conditions warrant it. This may be in the middle of the day, when it is cloudy and high buildings shut off daylight. It is much better to be too liberal with lights than not to have them on when they are needed.

Keep Doors Closed

Keeping doors closed in cold weather is another essential of good service. Heat in the cars is controlled by thermostat, but it is impossible to keep the cars warm when doors are left open for long intervals. A draft of cold air blowing along the floor is not only disagreeable—it may be dangerous. Severe colds result from it.

Aside from its discomforting effect on the passengers, an open door costs the company money by causing the consumption of large quantities of electric energy in the form of heat.

Jerky Starting and Stopping

While we are on this subject of greater comfort for passengers, it might be well

to refer again to jerky starting and stopping on the part of motormen. A passenger who is jerked off his feet cannot have a very good opinion of the service. He naturally believes that if the motorman knew his business and had the interests of the passengers in mind, he would not handle his car so roughly.

These are but suggestions of the attention trainmen should give to details of the daily service which will help to make patrons feel that their patronage is desired and that the management is doing all it can to provide efficient transportation.

COLUMBIAN EXPOSITION OF '93

Some of the Interesting Features of the Official World's Fair Guide

When reading one of the few remaining Official Guides to the World's Columbian Exposition of 1893, loaned to us by Harvey E. Jones of the Motor Repair Department of the South Shops, one is amazed at the descriptions of the various buildings, statues, fountains, and exhibits that graced the Exposition grounds.

Nearly every nation in the world took part in this Exposition, which cost nearly \$28,000,000. Of this, \$3,000,000 alone was spent on beautifying the grounds, laying lawns, planting flowers, shrubbery, etc.

Illustrations in the book include the Manufacturers building, the largest of its kind in the world. This structure was built at a cost of \$1,500,000, and was 1,687 feet in length, 787 feet in width, and 245.6 feet in height, covering a floor space of forty-four acres. The canals, replicas of old Venice, are shown with their picturesque gondolas floating lazily around on the placid waters. The statue of the "Republic," designed by Daniel C. French of New York, is shown. It is sixty-five feet tall, perfect in symmetry, and to give an idea of its immense size, it is stated that four men could easily find sitting room on one of the hands. The Administration Building was the gem of the Exposition, and surpassed in its magnificence the other buildings in the Exposition, and probably many of the beautiful buildings of the world. Other structures were beautiful but none approach the beauty of the Administration Building. Exhibits of pre-historic times, German, Cuban, French and many other foreign colonies are shown and are very interesting.

After reading this book one looks forward in anticipation to the Century of Progress Exposition with its wonders with the hope that it will surpass in interest if not in architectural beauty, the great Fair of '93.

She: "Why so thoughtful, dear?"

He: "I have one dollar over this week and can't remember which installment I forgot to pay."

ROUNDING UP WITNESSES

Burnside, Lawndale-Blue Island and North Avenue Lead Again This Month

The three leaders in January, Burnside, Lawndale-Blue Island and North Avenue again led in February in the order named. Seventy-seventh Street moved from sixth to fourth place while Elston-Noble dropped from that position to fifth place. Lincoln moved from ninth to seventh position while Armitage-Division pulled itself out of the cellar, changing places with 69th Street climbing to eleventh place. Only one division scored 4.00 or better this month as against two last month, but nevertheless the average for the system, 3.47 shows a slight improvement over that of January and that is somewhat encouraging.

Detailed figures are as follows:

	Feb.	Jan.	Dec.	Nov.
1. Burnside	4.23	4.31(1)	3.81(6)	3.65(7)
2. L'ndale-Blue Isl.	3.99	4.02(2)	3.91(5)	3.99(5)
3. North Avenue ..	3.94	3.85(3)	4.37(2)	4.10(3)
4. 77h Street	3.63	3.46(6)	4.27(3)	4.14(2)
5. Elston-Noble ..	3.62	3.81(4)	4.50(1)	3.95(6)
6. Cottage Grove..	3.60	3.47(5)	4.01(4)	4.25(1)
7. Lincoln	3.56	3.17(9)	3.21(9)	3.00(10)
8. Archer	3.41	3.33(8)	3.70(7)	4.01(4)
9. Kedzie	3.28	3.44(7)	3.31(8)	3.41(8)
10. Devon-Limits ..	3.17	3.07(10)	3.20(10)	3.26(9)
11. Armitage-Div. .	2.98	2.48(12)	2.91(12)	3.62(12)
12. 69th Street	2.82	2.91(11)	3.19(11)	2.97(11)
Average for System..	3.47	3.40	3.68	3.63



Kenneth, Eight-Months Old Son of Conductor Harry McGowan of Blue Island

Wife (to returning husband at seaside resort): "Oh, darling, I'm so glad you've come. We heard that some idiot had fallen over the cliff, and I felt sure it was you."

Teacher: "How many days are there in each month?"

Student: "Thirty days hath September, all the rest I can't remember; the calendar hangs there on the wall, why bother with this at all?"

Millicent: "What do you call him—the man who directs the staging of the play?"

Fanny: "Why, stage coach, of course."

Bunched At the Start

Burnside Makes a Fast Getaway at the Beginning of the 1932 Contest

Month of February, 1932

First Place	Division No. 2, Burnside	93.296
Second Place	Division No. 3, Seventy-Seventh	92.806
Third Place	Division No. 10, Elston-Noble	92.229
Fourth Place	Division No. 8, North Avenue	92.023
Fifth Place	Division No. 11, Lincoln	91.579
Sixth Place	Division No. 6, Lawndale-Blue Island.....	91.404
Seventh Place	Division No. 4, Sixty-Ninth Street.....	90.654
Eighth Place	Division No. 1, Cottage Grove	90.277
Ninth Place	Division No. 9, Armitage-Division	89.687
Tenth Place	Division No. 5, Archer	89.254
Eleventh Place	Division No. 12, Limits-Devon	88.509
Twelfth Place	Division No. 7, Kedzie	87.265

By WILLIAM PASCHE

Supervisor of Accident Prevention

The 1932 Accident Prevention Contest is now under way with Burnside, Division No. 2 breaking away in the lead with 77th, Division No. 3, Elston-Noble, Division No. 10, North Avenue, Division No. 8, Lincoln, Division No. 11, Lawndale-Blue Island, Division No. 6, 69th, Division No. 4 and Cottage Grove, Division No. 1, all with percentages above 90.00 close on their heels indicating another close contest.

At the close of the fifth year in which we have classified accidents into chargeable accidents, that is, avoidable and non-avoidable, there is a decrease in accident reports of 7.68% the third year of the five in which marked decreases have been scored. This is a very gratifying result for which much credit is due all of the Chicago Surface Lines personnel because of their whole-hearted cooperation in the work of preventing accidents.

Motormen, one man car operators and bus operators have scored a splendid decrease of 14.09% in collisions with vehicles. This accomplishment at a time when accidents involving only motor vehicles have shown a decided increase throughout Chicago and Cook County indicates that trainmen generally have learned to anticipate sharp cutoffs at intersecting streets and other places and also to observe and understand conditions which arise on the streets which

have a tendency to make accidents possible.

Anticipating and recognizing hazardous conditions we believe is the solution of the accident problem as it exists in the streets. By hazardous conditions we mean vehicles or pedestrians out on the roadway. Vehicles parked on the wrong side of the street or at the curb in the right direction constitute a condition which requires consideration and thought. Just what is the driver going to do? Where the vehicle is parked on the wrong side the approach to or passing of such a vehicle calls for additional care because the individual who has so parked his vehicle, we have reason to believe, is not the most careful driver. He may pull out very sharply at any time not taking into consideration that while so doing street cars or other vehicles are coming along from the opposite direction.

A vehicle parked facing in the correct direction should be passed with the expectation that it will pull out at any time and constant alertness is required on the part of trainmen. Tapping the gong at least twice in each block is a help in preventing collisions with vehicles so parked.

At intersecting streets vehicles on approaching our track sometimes notice a coming street car and stop in such a manner that traffic in one direction is blocked. This is also a danger, because such drivers usually make the stop with the left foot on the clutch pedal and the gears in

mesh. If they forget where they are and take the foot off the clutch pedal the result is a sudden forward motion of the vehicle and a possible crash.

When stops are made in this manner some drivers, in an effort to get away from the possible congestion, cut around without the exercise of due care and this may result in a bent fender or some personal injury. Always expecting the other fellow to do the wrong thing in such instances will help to score further decrease in our accident records.

The coming summer will bring to Chicago two political conventions and with them will come many strangers. It will be our job to transport many of these visitors to various parts of the city, therefore it is important for us to consider all accident factors and endeavor to meet emergencies when they arise.

In addition to the matters already dis-

cussed it will also be a splendid plan for conductors to practice looking out alongside the car before giving the signal to go and to call streets where street cars make service stops.

Alighting and boarding accidents show a gratifying decrease, but there is still room for improvement. This can be made by giving intending passengers a chance to board safely and by the exercise of care in easy starting and stopping. Nothing will do more to make a stranger feel at ease than to hear the conductor clearly and distinctly announce all streets.

The No Accident Honor Roll will be published in the April issue of SURFACE SERVICE and each trainman should check up on the accident reports he has written in 1931 so that his name, if it belongs on the list, will be there. If you are in doubt come to the General Offices where we will be pleased to help you make the checkup.

Complimentary Car Riders

Letters from Passengers Acknowledging Courteous and Considerate Treatment by Employees

Mr. J. V. Wrobel, Lansing, Michigan, writes making the courtesy of Conductor Walter J. Turek, Badge No. 6452 of Archer the subject of a commendatory letter.

Mr. W. E. Mahonesy, 334 S. Clark Street commends Motorman John J. Blaney, Badge No. 6531 of Cottage Grove for his unusual courtesy.

Miss Albina Coles, 2342 S. Wabash Avenue thanks Conductor Walter A. Nelson, Badge No. 7006 of 77th for his kindness in assisting her aged father to board his car.

Miss M. M. Hughes, Allerton House, thanks and commends Conductor Edward Koutny, Badge No. 7214 of Blue Island for his honesty in turning in her purse which she had lost while a passenger on his car.

Mr. Fred Albi sincerely thanks Conductor Walter W. Warner, Badge No. 7274 of Devon for his kindness in paying his fare when he found that after boarding the car he was without sufficient funds.

Mrs. Mildred Shane thanks and commends Conductor George Unrath, Jr., Badge No. 7456 of 69th for turning in her umbrella to the lost and found department.

Mrs. G. A. Rylander, 9008 S. Marshfield Avenue praises Motorman Charles Strohacker, Badge No. 7981 of Archer for his courtesy towards herself and other ladies on his car.

Motorman William Piastrelli, Badge No. 8299 of Devon is thanked for turning in the purse of Mrs. P. D. Moller who was unfortunate enough as to leave it on the car.

Mrs. Gertrude Laughlin, 3234 Madison Street thanks Conductor Charles Meinert,

Badge No. 8308 of Kedzie for his help when a man attempted to steal several boxes belonging to her.

Mr. H. A. Stott, 5733 S. Halsted Street states that Conductor Edward Haaker, Badge No. 8932 of 77th left his car, went to the corner and gently took an elderly lady's arm, escorted her to the car and found her a seat. Later when leaving the car he assisted her to alight and escorted her safely to the sidewalk and for this act of courtesy he wishes to commend him.

Mr. G. R. Verity, Yellow Cab Co., 57 E. 21st Street commends Motorman William W. Rye, Badge No. 11903 of Cottage Grove for his unusual courtesy and well kept appearance.

Conductor Adolph Kurzydlo, Badge No. 10538 of Division paid the fare of W. R. Ireland, 1205 N. La Salle Street, who boarded his car and found that he was without funds and for this act of kindness Mr. Ireland wishes to thank him.

Mr. R. J. Casey, 5424 Washington Boulevard commends and thanks Conductor Earl Thul, Badge No. 9248 of Kedzie for his kindness in paying his fare when he boarded his car and found that he had left his money at home.

Conductor Joseph A. Rabig, Badge No. 9770 of 77th is commended for his honesty in returning an extra dime that had inadvertently been given to him when payment of fare was being made by one of his passengers.

Mr. J. A. McGuire, 7731 May Street praises Conductor John Costello, Badge No. 9998 of 69th for his kindness in assisting an old lady to board his car, finding her a seat and later,

upon reaching her destination, assisting her to alight and escorting her safely to the sidewalk.

Car Cleaner A. Scalpone, North Avenue, is sincerely thanked and commended for his honesty in turning in a purse which he found while cleaning the car on which Mrs. F. Zeiss, 3022 S. Tripp Avenue had been a passenger and had inadvertently left it.

Mr. N. Phillips thanks Conductor John Harrington, Badge No. 14476 of Devon for turning in his small purse and key that he had lost on this conductor's car.

Miss M. M. Cumming, 729 W. 71st Street praises and thanks Conductor Alfred Braun, Badge No. 14026 of 77th for his honesty in turning in her purse which she had left on his car on which she had been a passenger.

Mr. Charles J. Ohlson, 7650 W. 65th Street commends Conductor John Heraty, Badge No. 13448 of 69th for turning in a purse which his mother had lost while a passenger on his car.

Mr. F. J. Luettich, 3722 Maple Square Avenue wishes to commend Conductor Alphonse Burn, Badge No. 13210 of Devon for his courtesy and kindness in assisting two blind passengers to alight from his car and escorting them safely to the sidewalk.

Mr. W. P. Newby, 30 W. Chicago Avenue compliments Conductor Carl M. Timm, Badge No. 12596 of Devon for his marked courtesy and gentlemanly manner of conducting himself in the discharge of his duties.

Mr. G. A. Simkin, 1414 E. 55th Street wishes to thank Motorman Philip Shanahan, Badge No. 12019 of Devon for his honesty in turning in his radio analyzer which he had inadvertently left on this motorman's car.

Mrs. Pauline Bires, 12035 S. Bishop Street praises the service of the men on the 119th Street Line, having been served for the past five years by them to her entire satisfaction.

Mrs. Gernand, 852 Belden Avenue writes to commend in general the service and trainmen of the Chicago Surface Lines.

Miss J. Perlizzi, 4350 W. Sunnyside Avenue thanks Motorman Charles G. Friedl, Badge No. 11137 of 77th for his honesty in returning her mother's purse when he noticed her drop it on the car.

Mr. A. Collins, 11 W. Division Street commends Conductor B. Hancock, Badge No. 11142 of Devon for calling the names of all street car stops in a clear voice.

Unusual courtesy on the part of Motorman M. J. Briffin, Badge No. 11193 of Cottage Grove won for him a letter of commendation from Mr. D. Reeder, 259 W. 65th Street.

Mrs. H. M. Samson, 1444 E. 67th Place commends Conductor Louis McGarvey, Badge No. 718 of Burnside and Motorman I. A. Versaille, Badge No. 5601 of Archer for their kindness and courtesy.

A word of caution to Mrs. W. Solomon, 8619 Gates Avenue as she was alighting from his car won for Motorman David L. Robinson, Badge No. 10051 of Burnside a commendatory letter.

Mr. S. A. Boersma, 10622 S. State Street thanks Conductor Bernard D. Miller, Badge No. 10448 of 77th for his kindness in paying his fare when he found that he was without funds.

The courtesy of Bus Operator Edward M.

Mowen, Badge No. 700 of 77th was made the subject of a commendatory letter from Mr. M. Munroe, 3241 W. Adams Street.

Courtesy, kindness and efficiency won for Conductor Jack Gouderjann, Badge No. 728 of Burnside a letter of commendation from one of his passengers.

Conductor Adolph Altermatt, Badge No. 1734 of 77th turned in the purse of Mrs. M. Hickman, 5556 Broadway which he had found on his car and for this she thanks him.

Mr. Robert E. Ashworth, 4711 Belmont Avenue highly commends Motorman Samuel Younglove, Badge No. 1749 of Division for his thoughtfulness in holding his car long enough to enable Mr. Ashworth, his wife and several other passengers to board the car even though he had the right-of-way to proceed.

Miss Edna Guy, 5847 Byron Street commends Conductor Joseph J. Stanton, Badge No. 2150 of 77th for his unusual courtesy.

Mr. J. J. Toohey, 6502 Cottage Grove Avenue compliments Motorman William De Groff, Badge No. 2247 of 77th for his thoughtfulness in holding his car so that Mr. Toohey who was a half block away was enabled to reach it, thus saving him some time.

Mrs. J. A. Kelly, 1038 Roscoe Street praises Motorman Alfred Stockwell, Badge No. 2383 of 77th for his unusual courtesy.

Miss M. McGivern, 7251 Champlain Avenue wishes to report Conductor Carl Heisterberg, Badge No. 2626 of Burnside as being one of the most obliging and courteous trainmen that she has met in her travels on street cars.

Mr. J. M. Harrison, P. O. Box 1272 commends Conductor M. J. Coleman, Badge No. 3796 of Burnside for keeping his temper when verbally abused by an irate woman passenger attempting to ride on a void transfer.

Mrs. Lena Wallen, 3123 W. 15th Street thanks Conductor Rudolph Kadlec, Badge No. 3850 of Blue Island for paying her fare when she found that she had left her money at home.

Mr. Bert Hayward, 5409 Maryland Avenue praises Conductor Patrick J. Rafter, Badge No. 4206 of Cottage Grove for turning in a five dollar gold piece that he had given him in payment of his fair thinking it was a nickel.

Mrs. E. B. thanks and commends John J. McNerny, Badge No. 4352 of Kedzie for information given to her as to how she might reach her destination and also for calling all street car stops in a clear voice.

Mrs. George Bedell, 3615 Pine Grove Avenue compliments Conductor Matthew Wall, Badge No. 4782 of Elston on his unusual courtesy to his passengers.

Mr. Louis A. Wagner, 3911 N. Mozart Street thanks and commends Conductor John Stromblad, Badge No. 4896 of Division who found and turned in his drawing plates and also Clerk William Bailey who was very courteous to him when he called inquiring about his lost property.

Mr. David J. Shipman, 77 W. Washington Street expresses his appreciation of Conductor Walter Harrison, Badge No. 5172 of 77th for paying his fare when he found upon boarding his car that he was without sufficient funds to pay his fare.

Miss C. Rauchberger, 1262 Winona Avenue

commends Motorman Joseph H. Lamb, Badge No. 11661 of 77th for his thoughtfulness in holding his car thus enabling her to board it even though he had the signal and right-of-way to proceed.

Mr. J. G. Smith, 3311 N. Opal Avenue praises Operator E. C. Winter, Badge No. 13332 of North Avenue for the kindness and consideration shown to a blind man who was a passenger on his bus.

Mr. T. J. Gratzner, 4415 N. Albany Avenue thanks and commends Conductor John Kueb-

ler, Badge No. 2364 of Lincoln for turning in a lunch kit that he had inadvertently left on this conductor's car.

Mrs. C. Friberg, 3206 Wilton Avenue compliments Conductor A. J. Didier, Badge No. 4632 of Devon for his kindness to a blind passenger riding on his car.

Rev. Cosmas Vesely, St. Procopius Priory, 1641 Allport reports that Conductor Henry Wandrey, Badge No. 8862 of Blue Island is to be commended for his manner in handling passengers, announcing streets and attending to his duties in so efficient a manner.

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

Interesting Personal Facts About the Activities of Various Employees

Louis J. Dixon of the Executive Department began his street railway career fifteen years ago last January by filling a payroll clerkship at Clark and Division. For six months during 1918 he worked at Camp Custer on the camp construction payrolls.

The position of voucher clerk in the accounting department was open in December, 1918,



Louis J. Dixon

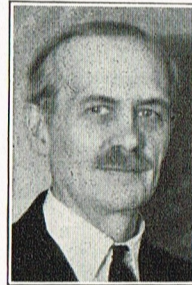
and he held this position (preparing bills for vouchering) for four years. His next promotion was that of bookkeeper in the same department. This position he held for one year.

In the year 1923 he was advanced to Librarian, his chief duties being the consolidation of various past executives' files into one general file and the compilation of historical data. A year later (1924) he was made Statistician, the position he now holds. This work involves the analyzing of various reports, briefing and in some instances graphing them.

Since the snow storm of 1930 Mr. Dixon has been interested in the study of weather conditions, looking toward the elimination of the surprise element in snow storms. With the assistance of the United States Weather Bureau set ups have been made at three depots where special apparatus interprets the weather bureau forecast for the three outlying sections of the city.

During the last two years Mr. Dixon has been making a special study of derailments, with a view to determining their causes and reducing their number. His Hobby is radio, but he finds his principal recreation in bowling.

Fred O. Excell dates the beginning of his connection with the Chicago City Railway Company from February 1, 1892. He started at 39th and State as a night clerk. He was transferred from there to 39th and Wabash and to 61st and State Street. After six months of night clerk duty he was offered a position at the main office in the Treasurer's and Auditor's office



Fred O. Excell

which was one department in those days. Then as a clerk in this department he was subject to call for emergency work at the Claim Department, cable trouble and helping in the power house. As Fred has always been of a mechanical turn of mind he enjoyed untwisting a cable rope as much as checking bills.

When the Treasurer's and Auditor's departments were separated he remained with the Auditor. He held various positions including trip sheet checker, mileage clerk, voucher clerk, chief clerk of receipts, until 1915. At this time he received a very attractive offer from the Union News to fill a vacancy of traveling auditor. After four years of this he returned to the Surface Lines and to the schedule department taking the position of Statistician of the Schedule and Traffic Department.

For the past twelve years Mr. Excell has lived out in the open spaces of the county, where he specializes in the cultivation of varieties of flowers and vegetables that would take prizes in any garden exhibition.

If you can picture P. A. Greene our Dispatcher leaving a country grocery store in a small Illinois town thirty-eight years ago and

coming to the Chicago City Railway Company and filling the position of material clerk, you have some idea of the beginning of his street railway work. See photograph on another page.

This was a very busy period in street railway development as electric power was being installed to take the place of both the horse and the cable systems. After two years he was advanced to switch-board operator.



P. A. Greene

Like other branches of the service there has been a steady development of the telephone switch board and today it is the nerve center of the operating system. During snowstorms and after heavy rains when calls are greatly increased the dispatcher's office with emergency operators on duty becomes a scene of stirring activity.

Every dispatcher and assistant must carry a mental picture of the whole system with the locations of emergency equipment and be able to direct the movement of wrecking crews so as to give the quickest possible relief.

One way switch board service can be facilitated is by the trainmen when calling for a wreck wagon giving short clear statements of facts something like this:

"Dearborn 8800, the Dispatcher please. This is Run 500 at Western Avenue and Lawrence Avenue, with an automobile truck down on the southbound track."

This gives the dispatcher the necessary information about the trouble and he can act accordingly.

Mr. Greene has a home in Morgan Park where his interest in gardening and his lodge work occupy his spare time.

GETTING AFTER THE PARKERS

Movement Becomes General Throughout the Country to Relieve Traffic

Parking is restricted to one hour in Santa Cruz, California.

The Trenton, N. J., Gazette advocates a parking limit to relieve congestion and stimulate business.

Galesburg, Ill., City Council recently adopted an ordinance limiting parking in the business district.

Police in the Rockaways, Long Island, have started a drive to eliminate the all-night parker.

Police Commissioner Edmund S. Wolfe of Bridgeport, Conn., recently inaugurated a personal drive to enforce parking ordinances in the central area. Commissioner Wolfe had

special "tags" printed and he served these himself.

Parking has been prohibited on Whiting Street, a principal thoroughfare of Hammond, Ind.

Restriction of parking as an aid to St. Louis' traffic congestion is urged by the Star.

Uzal H. McCarter, president of the Fidelity Trust Company of Newark, N. J., recently urged the people of his city to use the electric cars and buses more, according to the Ledger. Mr. McCarter said during an interview that "people have no business obstructing the flow of traffic by parking in the central areas. If parking were prohibited, the traffic situation would be clarified somewhat."

A one hour parking limit has been adopted in Tulsa, Oklahoma.

After several months of unlimited parking the City Council of Brownsville, Texas, has passed an ordinance limiting parking in the business area. Merchants complained that long time parkers were ruining their businesses.

An ordinance restricting parking in the congested area of Paterson, N. J., has been adopted.

Parking has been prohibited on several principal thoroughfares of Boston. The new rules will be rigidly enforced says Traffic Commissioner Joseph A. Conry, who is attempting to relieve intense traffic congestion.

The Uptown Association of Portland, Oregon, have been engaged in a war to enforce parking ordinances. A special officer was hired by the Association to tag automobiles parked in violation of the law. Now the Association has started a campaign to force the police department to follow their example. The rigid policy of the Association greatly aid congested traffic conditions, it is said.

Wilmington, Del., has adopted a half hour parking limit in the business area.

A one hour parking restriction has been adopted in Peekskill, N. Y.

Jersey City, N. J., police are strictly enforcing parking ordinances in the business district in an effort to relieve traffic congestion.

OBITUARY

Carl T. Anderson

Another "Old Timer" has crossed the Great Divide. Carl T. Anderson, Frog Shop Foreman of the Track Department, at Ogden Avenue and 13th Street, died at the Norwegian American Hospital on February 3, 1932, following an operation for gall stones. He had been confined to his home since November 29, 1931, and was apparently on the road to recovery, when complications set in, requiring the operation from which he failed to recover. Charley, as he was known to all of his fellow-workers, entered the employ of the West Chicago Street Railroad Company in 1888 as a Grip Man on the Milwaukee Avenue cable cars. After five years of this work, he resigned, and a year later (in 1894) he started work as Foreman of track repairs. About 1907, he became Foreman of the Frog Shop, which position he filled continuously until his death. He was buried in Acacia Cemetery on Saturday, February 6, 1932. He is survived by his widow, two daughters and one son, to whom the heartfelt sympathy of his fellow-workers is extended.

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John E. Wilkie - - - - - Editor

C. L. Altemus - - - Assistant Editor

HENRY A. BLAIR

An Appreciation

Henry Blair was a leader of determination who could neither be coaxed nor intimidated. A man of quiet tastes, detesting ostentation, he preferred the simple things of life. He loved the companionship of congenial souls and apparently without conscious effort bound his friends to him with ties of genuine affection.

His methods were direct. He was sincere. His integrity was unassailable, his convictions unsalable. He was devoted to the interests of the great property with which he was so conspicuously identified, and to its progress and well-being he dedicated all of his energy.

In recent months when he recognized that his physical strength was perceptibly ebbing it was his hope that he might be spared to see his dream of a new and greater system a reality. But if this wish were to be denied he would be content to lay down his burdens comforted by the consciousness that they would be taken up and carried on by the man who for ten years had been his loyal and efficient associate and assistant.

He has passed out of our sight but we shall ever cherish the memory of one who was our leader and the sincere friend of every faithful follower.

J. E. W.

EMPLOYEES RELIEF FUND

February, 1932

The Surface Lines Employees Relief Committee held four sessions during the month, at which 21 applications were considered, 12 being approved for payments weekly or monthly. In addition to these there were 6 emergency cases on which the Committee approved immediate relief.

Checks totaling \$11,187.35 were distributed. This sum, together with \$6,267 distributed in December, 1930, \$8,581 in January, \$9,652 in February, \$10,647 in March, \$13,216 in April, \$9,564 in May, \$10,232 in June, \$11,914 in July, \$9,774 in August, \$12,146 in September, \$10,014 in October, \$10,271.43 in November, \$13,664.59 in December, 1931, and \$11,346.73 in January, 1932, makes a total of \$158,477.40 paid Surface Lines Employees in relief payments.

The Surface Lines Relief Committee to date have forwarded four \$10,000 checks covering the months of November, December, 1931, January and February, 1932, to the Joint Emergency Relief Association, making the total relief expenditures to date \$198,477.40.

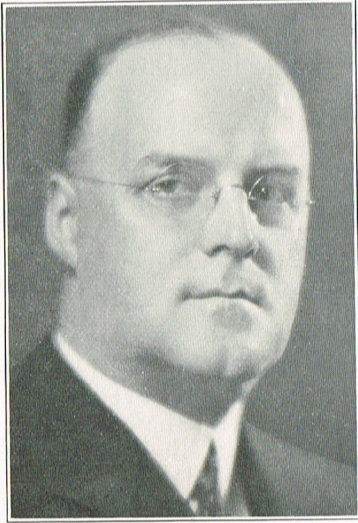


Mrs. Orsini and Felix, the Three Months Old Grandson of Felix Orsini of the Track Department

Our New President

Vice President Guy A. Richardson Unanimously Elected to the Surface Lines Presidency

SURFACE SERVICE always values the view of a competent observer, and for that reason adopts as an appropriate story



Guy A. Richardson

of the election of Mr. Richardson and a sketch of his busy life the report in the March issue of *Transit Journal*:

Guy A. Richardson, vice-president and general manager of the Chicago Surface Lines and president of the American Electric Railway Association, was elected president of the company on Feb. 23, succeeding the late Henry A. Blair. He was chosen by unanimous vote of the company's operating board.

In addition, Mr. Richardson was named to succeed Mr. Blair as president of the Chicago Railways, the underlying corporation which owns the north and the west side surface lines. Albert W. Harris, chairman of the board of the Harris Trust & Savings Bank, Chicago, was elected a member of the operating board of the Surface Lines to succeed Mr. Blair.

The position of vice-president and general manager of the Chicago Surface Lines, held by Mr. Richardson for the last nine years, has been discontinued and the duties of that post transferred to the president's office.

Mr. Richardson went to Chicago in

1923 from Philadelphia, where he was vice-president in charge of operation of the Philadelphia Rapid Transit System. He began his career with the Boston Elevated Railway in 1901, with the understanding that his service was to include training in a number of company departments. After working in the shops, car stations, on the cars as a motorman and in the electrical department of that company, he secured the position of inspector for the Boston & Northern Street Railway in 1904.

The following year he entered the employ of Stone & Webster and was with this organization for several years, serving as superintendent of the Houghton County Traction Company, Houghton, Mich., and later as assistant superintendent and superintendent of the Seattle Electric Company, Seattle, Wash., operating the railway lines in that city. During the World War he was engaged by the United States Shipping Board to assist in the laying out of a transportation system to serve the Hog Island ship yard near Philadelphia. He also made several engineering surveys, including the Brooklyn Rapid Transit System and the Chicago Elevated Railway System. This succinct summary of the man's activities does not cover the entire range of his work, but it does indicate the type of problems with which he has been called upon to deal, problems that have called for the exercise of the highest degree of skill in the engineering, operating and managerial branches of transportation.

As an outstanding citizen of Chicago, Mr. Richardson has been honored by many important offices. He is at present president of the Union League Club, one of the city's most prominent clubs, vice-president of the Chicago Safety Council, member of the executive committee of the Chicago Civic Federation and the Economic Club and a member of the board of the First National Bank and the First Union Trust & Savings Bank. He is also a past president of the Illinois Electric Railway Association.

In Years Gone By

More Facts of Historical Interest About Old Time Transportation

Some Executives of Former Days on North and West Sides

The earliest north side company was the North Chicago City Railway Company starting in 1859 and it appears that the president from that year to 1873 or later was V. C. Turner. This was the man who first gave employment to the late John M. Roach. That company was succeeded by the North Chicago Street Railroad Company and, so far as known, Charles T. Yerkes was president during all of its years of operation, 1886 to 1899. On the west side the first service was given by the Chicago West Division Railway Company in 1861. There is a record of J. R. Jones being president in 1863, but this does not show whether he was the first president nor who was his successors. That company was succeeded by the West Chicago Street Railroad Company in 1887 and Charles T. Yerkes was president until 1899. In that year the north and west side properties were merged into the Chicago Union Traction Company and Jesse Spalding was the chief executive in 1899 and 1900. He was succeeded by John M. Roach, who continued as president until 1908, when operations on the north and west sides were taken over by the Chicago Railways Company. Mr. Roach continued as the chief operating officer until 1913 when he was succeeded by Henry A. Blair.

More About the Old Calumet Railway

An interesting letter giving further particulars about the early history of the Calumet Electric Street Railway has been received from Thomas H. Moppett, motorman, badge No. 507, of Burnside Depot, who was for many years Secretary of the Calumet Electric Street Railway Employees' Mutual Aid Association. This letter states: "I went to work for the Calumet Electric Railway on June 23, 1892, as conductor. There were only three conductors at that time. The barn, powerhouse, etc., were located at 94th and Stony Island avenue. The powerhouse was built of brick, the barn of wood adjoining. The barn would hold two

cars. The main offices were downtown. Colonel William Jacobs was the owner of the road. We had four small closed cars which at this time were mostly used for construction work. The line at this time ran from the Illinois Central railway tracks at 93rd street to Commercial avenue and South Chicago avenue. We shortly got two new cars built in St. Louis No. 9 and No. 11. They were about twenty-five feet long with cross seats (open cars).

The track on 93rd street from Stony Island to South Chicago was laid on wooden stringers laid in the ground with stray rail spiked to same (the rail was about twelve feet long). Many times we would have to get off and place the rail on the stringer and shove the spikes in the same holes with the heel of our shoe. During these times the line was extending in many directions, South Chicago avenue north to 75th street Grand Crossing, Cottage Grove 93rd street to 72nd, connecting with the Chicago City Railway cable line, Stony Island avenue north, Cottage Grove, 93rd south to 95th, thence to Michigan avenue and south on Michigan to 115th street, also on to West Pullman and many other lines extending and being built. We were the first electric street car line in Chicago. We were the only electric and first electric line furnishing funeral services in the country at a nominal fee to all cemeteries. The first electric decorated cars for all occasions, trolley parties, etc. We were the first electric line to have full vestibules and stools for the motormen and many other improvements. We have had many superintendents in the past, E. E. Miller, Mr. Stewart, Mr. Kresling, H. M. Sloan, Mr. Burgee, Mr. Quinn, Mr. Jenkins, Mr. Oliphant, Mr. DuBois and Mr. Davies, and our present Mr. E. H. Altemeier, all of whom have made records in the service."

Compressed Air Cars in Chicago

In a recent issue of SURFACE SERVICE the story was told about the operation of Connolly compressed air motor cars on the Racine, Fullerton, Halsted route

about 1893. It now develops that cars of this type were also given a test on Lake street and also on Halsted street south of the river in 1890, but there is no record available as to how long this operation continued.

"The Sheffield Loop"

Lincoln and Sheffield Avenues form a triangle at Wrightwood Avenue. About one hundred feet north of this point is a narrow strip of property running through from Lincoln to Sheffield, owned by the Chicago Railways Company. How many of our readers remember when this was known as the "Sheffield loop" and was used for a waiting room as well as the looping of Lincoln Avenue cars from the north? This loop shed was built about 1897. Street car service in Lincoln Avenue first extended north of Wrightwood in 1886 to Belmont, and in 1894 to Irving Park Boulevard. The track north of Belmont was owned by the North Chicago Electric Railway Company and cars from that line and other lines north of Wrightwood had their terminus at the Sheffield loop where transfers were used in order to reach the downtown district.

An Early Gas Explosion

The following communication has been received from Theodore H. Shumon, motorman at Armitage Depot: "In the Chicago Tribune of May 2, 1893, I found the following news item: 'Yesterday one of the gas motors used on the Sheffield Avenue cars exploded and injured the driver, J. McWaters, and wrecked the car. The motor was standing at Sheffield and Lincoln Avenues, and the storage tanks were being filled from a large tank standing on a wagon near the tracks. When the tanks were nearly full the gas began to leak. McWaters noticed the gas escaping and saw that an explosion was inevitable. He rushed to the valves to turn off the gas before it reached the exhaust pipe. Just as he did so the escaping gas exploded with terrific force. Every window in the motor and trailer were shattered. McWaters, though burned about the face, was able to walk to his home at 27 Racine Avenue.'

Motorman Shumon wants to know whether any old-timers can give him information about the use of "gas motors"

on Sheffield Avenue. He is aware that in the year 1893 the Connolly compressed air motor cars were used in night car service on Clark Street but the newspaper clipping refers to "gas motors" and it is possible that some information may be developed as to a new form of early transportation in Chicago not previously discussed in SURFACE SERVICE. The company records show that on June 27, 1889, an ordinance was passed for a car line on Sheffield Avenue between Lincoln Avenue and Clark Street providing for the operation by animal power, cable or underground electric, and it is believed that the first service on that line was by horse car.

Motorman Shumon has developed quite a hobby of collecting data about early Chicago history, with particular reference to local transportation. He reports that he has searched the earliest newspapers of Chicago and has outlined the history of every street car line, including the time each branch was opened and each extension was made. He reports that the first omnibuses were operated about 1844 by the Walker Brothers and that the historic Parmalee buses did not start until about ten years later.

[Note.—The gas explosion may have had nothing to do with a motor. There was a time when Pintsch gas was used for illumination, and it is more than likely that it was this illuminant that exploded.—Editor.]

Former Presidents of Chicago City Railway

We are indebted to John P. Burke, cashier of the company, for the data given herewith showing the list of presidents of the south side system from 1859 to 1930: B. F. Carver, 2859 to (?); W. H. Waite, 1863 to (?); S. B. Cobb, 1871 to 1881; C. B. Holmes, 1881 to 1891; E. H. Wheeler, 1891 to 1898; M. K. Bowen, 1898 to 1899; D. G. Hamilton, 1899 to 1905; T. E. Mitten, 1905 to 1912; L. A. Busby, 1912 to 1930.

Who can fill in the missing dates?

Old Throop Street Barn

In the January, 1932, issue of SURFACE SERVICE there was a statement to the effect that Motorman Al Levinsky, of Limits Depot, entered the service as a

tow boy in 1889 at the Rockwell and Van Buren Street Barn. There being no company records of a former depot at that location, further inquiry revealed that Motorman Levinsky's first employment was at 1245 Van Buren street, near Throop street. The company still has a vacant lot at that location, but in the 80's there was a two-story frame stable on the site. This belonged to the Chicago West Division Railway Company and was used for tow horses, with Charles Carmody in charge. This was used as the place where horses were changed on the trip to or from the downtown district before reaching the end of the line at Kedzie avenue.

Steam Dummies in Chicago

In previous issues of SURFACE SERVICE some account has been given of steam dummy operation on several lines in Chicago. It is known that a line was in operation with steam power on Evanston avenue from 1864 to 1883; on State street south of 31st and on Root street from State to Halsted in 1869; on Cottage Grove avenue and 55th street about 1875; and on Crawford avenue and on Randolph street west of Crawford in the early nineties. There has been much discussion as to how long the operation of the steam dummies on Cottage Grove avenue continued. It now develops that an ordinance of the Village of Hyde Park, November 8, 1886, gave the Chicago City Railway Company authority to operate cable cars on Cottage Grove avenue from 39th to 67th, and on 55th from Cottage Grove to Lake avenue, with the following proviso: "Within thirty days after said cable system hereby authorized shall be in regular operation on Cottage Grove avenue from 39th street to said 55th street and on said 55th street, remove and do away with the present dummy tracks and dummies now being operated by the Chicago and Calumet Horse and Dummy Railway Company." Operation of cable cars over those two streets began in November, 1887, and it is assumed that steam dummies were not continued thereafter.

Old Western Avenue Crews

We are indebted to George L. Rogers, of the Transportation Department, for the following list of trainmen who oper-

ated one of the extensions of Western avenue line from Milwaukee avenue to Roosevelt Road out of the depot at Washington and Western beginning June 12, 1893:

Run	Conductors	Drivers
1—	William Mahr	Thomas Frainey
2—	R. F. Mackie	Morris O'Connor
3—	Geo. L. Rogers	Patrick Beggan
4—	Henry Klingman	Charles Graham
5—	John Swan	Henry LaVoy
6—	Henry Olsen	Dave Robinson
7—	Oscar Malengreen	Patrick Horan
8—	John Johnson	Robert Orr
9—	John McMahon	Knute Bidne
10—	Robert J. Walsh	Frank Rose
11—	Charles Lavighn	Albert Kopp
12—	Barney Westerman	J. A. Fitzpatrick

Mr. Rogers has been in service since 1885, when he began his employment as conductor at Armitage Depot, under former Superintendent Charles Nagl. Of the other men who operated with him on Western avenue in 1893, the following are still in service:

John McMahon, North Avenue;

Charles Lavighn and Albert Kopp, Devon;

Henry LaVoy, Kedzie;

Patrick Horan, Blue Island.



Conductor Joseph A. Fichter (right) of Lincoln and Motorman Emery Beamas Snapped at the Old Larrabee Barn in the Winter of 1895

He: "That rouge sure looks natural. For a long time I thought it was really your skin."

She: "Well, it's the next thing to it."—College Humor.

Customer: "A few days ago you gave me a plaster to help me get rid of lumbago."

Druggist: "Yes, and what can I do for you now?"

Customer: "I want you to give me something to get rid of the plaster."—The Pathfinder.

Keeping 'Em Rolling

Blue Island With Second Consecutive Increase Moves Up to First Place



H. Hale, H. Siekert, T. Hoey, G. Edmonds, J. McCrea, O. Cory, J. Hozek, S. Wasalaski, L. Maskalas, H. Walter, W. Havak, P. Beinar, J. Lennon, J. Murphy, A. Janusauski, A. Carlino, J. L. Bolton, W. Setlak, T. Zak, G. Mademamos, J. Drabant, E. Clark, M. Pratapas, A. Valatas, P. Rimkus, T. McCrea, T. Skarzenskis, P. Simkus, A. McCarthy, W. Costello, M. Scarpelli, J. Jennings, G. Telios, L. Ginsauski, J. Kohout, J. Solis, N. Grumbos, T. Waitkus, T. O'Brien, L. Stathopoulos, M. Salkauski, G. Casenski, C. Hanrahan, S. Yuraitis, J. Hagarty, P. Breslin, P. Pronckunas, J. Martin, W. Jankauski, B. Holas, S. Brath, G. Marrone, A. Slamas, P. McAvoy, M. O'Brien.

Taking advantage of the position gained during the previous month's contest, in which Blue Island moved from 10th place to 2nd place, this depot has again scored a large increase in the number of miles operated per pull-in and wins the Maintenance Award for the month of February for the first time since December, 1930. The first three carhouses for the month of January again had the first three places for the month of February, but due to Blue Island's increase and the failure of Division to maintain their record of the month before, these two carhouses changed positions.

The miles operated per pull-in increased slightly during the month in spite of the difficulties encountered in the snowstorm of February 4th, which was the heaviest snowfall of the season.

The individual records are shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-in February	Pct. Inc. or Dec.
1	Blue Island	20	36,183	38.2
2	Division	13	25,331	4.2*
3	Lawndale	14	23,705	5.9*
4	Armitage	10	22,461	36.4
5	Elston	16	19,658	66.6

Rank	Carhouse	Zero Days	Miles Per Pull-in February	Pct. Inc. or Dec.
6	Burnside	14	19,538	5.7*
7	Lincoln	10	19,250	16.1*
8	Cottage Grove	3	19,147	18.0*
9	Archer	8	19,129	6.5*
10	North	4	18,430	31.3
11	77th Street	6	18,038	12.8*
12	Kedzie	4	16,803	9.6
13	69th Street	3	16,798	.7
14	Devon	6	14,732	9.7*
15	Noble	11	11,337	32.0*
16	Limits	12	10,199	38.2
		154	17,979	3.4

*Decrease.

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

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

Departments and Divisions

Accounting

Misses Olga Wagner and Emma Miller were among the prize winners in the Mixed Card Party held at the clubhouse Saturday, February 20. Miss Olga Wagner receiving first prize in bridge and Miss Emma Miller one of the prizes in bunco.

The employees of the Accounting Department were very sorry to hear of the deaths of Mr. Roy Wilson's brother and the mother of Miss A. Nimkavage. We extend heartfelt sympathy and condolence to these fellow clerks and members of their families.

Mrs. Elsie Savickey underwent an operation for appendicitis at the Holy Cross Hospital and we all join in wishing her a speedy recovery.

Oshkosh, Wisconsin, which is the home town of his mother, was selected by Mr. B. A. Hall as the place to spend Washington's Birthday. Mr. Hall, who was sporting his collegiate coat, was disappointed when he discovered that nearly every one of the farmers was wearing a collegiate coat.

T. F. Coan

Engineering

Gene Lawson of Grand & Leavitt is compiling a book of record in which he has catalogued all of the feats of his remarkable 15 month old son. When relating these pranks to an appreciative audience, Gene merely turns to Page 67½ and proudly reads off what little Richard accomplished on such and such a day.

Steve Ivich, Section Foreman in the Track Department, has been confined to his home for the past two weeks with an attack of the "flu." We are all hoping to see Steve back on the job soon.

The Track Department Bowling Team has been going good lately and is in 4th place at this writing.

John Nangel was on the sick list with an infected left arm. He is back now. Glad to see you John.

The Building Department Bowling Team is all set to flood the alleys with strikes, after their losing streak. Andy Flood is the new rookie.

We offer our most sincere sympathy to the family of Peter Wagner, who was called to his eternal reward.

Transit

Electrical

Our deepest sympathy is extended to Leo Davis, of 82nd and Halsted Sub. Station, in the loss of his beloved wife.

Thomas McLaughlin, lineman, passed to the life beyond February 26, 1932, after a short illness of pneumonia. Our heartfelt sympathy is extended to his bereaved family.

Birthday congratulations are in order for Wm. Jones, Julius Boisacq, Pat. Griffin and Fred Schurke, and possibly there are others but we haven't heard of them. May you see more.

Billy.

Shops & Equipment—North & West

West Shops: The reason for the expansion of Mr. Wheeler's chest the past few weeks is the arrival of William C. Jr. at the Wheeler home on January 30. Congratulations! The candy and cigars were very much appreciated.

Mr. John D. Newton, our Paint Shop Foreman, who was on the sick list for a few days, is back on the job again.

The Armature Room's chief woman-hater, Mr. Roland Creger, has left the sanctuary of bachelorhood once more. Congratulations, and don't forget the cigars.

Bing Crosby had better look out for his crooning laurels. H. Hamilton, according to our reporter Martin Dundovich, has gone into crooning in a big way.

We are sorry to hear that John Leahy of the Paint Shop, who has been confined to his home since January 21, is still on the sick list.

Noble: Mr. Paul Radtke, our day foreman, has been sick for some time, but we hope he will soon be well and back on the job.

Lincoln: It is with regret that we announce the death of one of our old employees, Mr. A. Nelson. Mr. Nelson entered the service of the Company February, 1894, and passed away February 24, 1932. Our sincere sympathy is extended to his bereaved family.

Elston: We extend our sympathy to S. Geller and family in the loss of Mr. Geller's father, and to J. Nordman in the loss of his wife.

Jane V. McCarthy

South Shops and Carhouses

"Murphy" Husayko, Car Repair Department, our hard shelled, impregnable bachelor, has fallen hard for the charms of a beautiful. We might call it "The Fallen Idol."

Matt. Senkpiel, Curtain Department, is back on the job again. Welcome back, Mr. Senkpiel.

Cupid seems to be strumming on the heart strings of Johnny Nelson, Machine Department., who is deeply affected with a school-girl blush.

Our "Personality Boys" Joe Seaman, Jr., and Ernie Frank, are having difficulties convincing the fair sex they do not wish any more leap year proposals. They credit their popularity to their "Fords" plus personality, of course.

Frank Pavesich, Machine Department, who has been at the Shops for the last ten years, passed away on February 27, 1932. We extend sympathy to his near relatives and friends in their bereavement.

That new work bench Mr. J. Gamen, Cottage Grove, put in is an expert piece of work, efficiency in every detail and a finished job.

Sincere sympathy is extended to Mr. Fred Simon, Cottage Grove, and family on the death of his wife, who passed away on February 8, 1932, after a short illness.

Ed. Timpe, Cottage Grove, is a wonderful crooner of Baby Lullabys.

That terrible disturbance on the upper lip of R. Ferguson, Cottage Grove, looks like a tooth-brush in distress.

W. Filson, Burnside, claims his "Chevy" just can't be beat; that is, by a Pioneer Stage Coach.

The Question of the Hour at Burnside: What

is that discoloration on the upper lip of E. Johnson?

The boys at Burnside are glad to welcome C. Buckley back, who has been confined to his home due to a severe attack of the "flu."

It is rumored that J. Margetic, Burnside, has taken unto himself a blushing bride. We wonder who the lucky girl is.

The Shops at Seventh-seventh Street are glad to see M. Urban working again after a long illness.

The latest operatic hit on Dan Casey and Benny Roberts, Seventh-seventh Street, is "The Cook and Her Aunt."

There is a report at Seventy-seventh Street that Jack Hanrahan is to spend his vacation in Dixie.

Elsie R. Smith

CLUB SPARKS

New Sound Picture

The first event of the 1932 club year was the first showing of the Surface Lines' new sound picture entitled "Chicago—A Sightseeing Tour," which was presented at the clubhouse Wednesday evening, February 17. This picture shows a tour of the city with some of the beauty spots and industrial centers, all of which was explained by the voice of Quin Ryan of Station WGN. At the same time a motion picture story of natural gas entitled "The Blue Flame" was shown through the courtesy of the Peoples Gas Light & Coke Company and was presented by Mr. E. S. Beaumont. About 100 club members and guests attended this event. Mr. C. L. Altemus was chairman of the event.

Mixed Card Party

An unusually large crowd attended the Mixed Card Party given by the Surface Lines Club on Saturday evening, February 20, with George Mikota as chairman. There were 34 tables at which the guests played bridge, pinochle, bunco and five hundred, afterwards enjoying some refreshments. The prize winners for **Bridge** were: J. Lindsay, E. S. Malecki, H. Ebeling, E. Johnson, O. Wagner, and M. Prange; for **Pinochle**, Mrs. E. Jarvis, Mr. J. Robowski, Mr. D. Buer, Betty Boker and Mr. J. Wojtas; for **Five Hundred**, E. Wilcox, W. Fish, J. Whitmore, M. Fielding, Mrs. Goodyear and Mrs. Whitmore; for **Bunco**, Mrs. Russell, N. Doyle, O. Colum, Mrs. Gerard, D. Vandreesse, Grace Rubey, Emma Miller, Mary Wiley, Mrs. Schultz, N. Huckey, J. Nugent, R. Johnson, B. Brons, A. Nasons, Inez Bollinger, Mrs. Winbenholler, Lillian Labudde, Irene VanDresse, Herbert Tank, Kate Keacesman, M. Reidy, Ruth Winzenholler, Helen Schultz, L. Goldman, Mrs. E. Nugent, C. Jandoon, T. Mix, E. O'Connell and Marge Bollinger.

Annual Picnic

The annual picnic, to which all employees are invited, is to be held this year on July 16 at Riverview Grove. Mr. T. F. Coan is chairman.

Coming Events

A real treat is in store for members of the club and their friends on Wednesday evening, March 30, when Harlan Tarbell will put on a program entitled "The Magic of the Ages." Dr. Tarbell has an international reputation as a magician and teacher of magicians. It is said that his list of stunts will provide many thrills. President Wheeler will be chairman of this event.

The first roller skating party of the year will take place at Madison Gardens, Monday, April 11, with Mr. C. H. Evenson in charge. All employees of the company are welcome to attend this event, which will cost them nothing, admission being secured by presentation of the April riding ticket.

Billiard Tournament

The handicap three-cushion billiard tournament which has been under way for several months on the new full-size table on the third floor of the clubhouse has just been completed. It was a Round Robin tournament with twelve entries so that each contestant had to play eleven games. The final results were: P. Vitale of the Engineering Department, First, won 9 and lost 2. A. Oldfield, Accident Investigation, won 8 and lost 3. W. R. Fish and J. G. Nattinger, Accident Investigation, tied for third, winning 7 and losing 4.

"COLD" WEATHER WARNINGS

Act Promptly When You Have the Early Symptoms of a Cold

When your head stops up and your eyes burn, when there is a tickling or soreness in your throat—when you have these symptoms in addition to sneezing and a running nose, you are very probably in the process of acquiring a first-class cold.

You cannot always avoid taking colds, but you can take the necessary precautions when you have the symptoms which have been mentioned. Take a laxative. Drink plenty of cold water and eat lightly of simple, nourishing food. Take a hot bath before going to bed at night. After drying yourself thoroughly, cover up in bed with extra blankets so that you can sweat the cold out of your system. A hot drink will help you perspire. If the cold does not respond to treatment, rest in bed, if possible, or at least indoors; do this particularly if you feel weak, as weakness may be a sign of influenza.

Cold tablets or any other medicine should not be taken, except when ordered by your doctor. Don't blow the nose too hard, for the infection may spread to other parts of the head, including the ears. Always cough or sneeze into a handkerchief and away from other people. Dishes and drinking glasses used by the person with a cold should be kept separate from those used by the rest of the family, or else boiled.

Just as colds, influenza and pneumonia may be caused or made worse by the same things, they may be prevented in the same ways. Don't get close to people with colds and, especially during flu epidemics, keep away from crowds.

ON THE WAY TO THE PIER, MARCH, 1931



Around the Car Stations

Cottage Grove

We wish to extend our congratulations to Superintendent W. Bessette, his Assistant Mr. Becker and the trainmen of Seventy-seventh Street Depot on their success in winning the 1931 accident prevention contest, but keep your eyes on Cottage Grove for we are going after the 1932 prize.

During the next few months we will have thousands of visitors in Chicago attending conventions, etc., and a great many questions will be asked the trainmen. Familiarize yourself with the principal places of interest, so you can answer all questions intelligently and immediately, and be sure to call the streets distinctly, so they may go to their home town with a good impression of Chicago Surface Lines trainmen.

Our popular Clerk (Sparky) George Sands has two celebrations during the month of March. First he celebrates St. Patrick's Day on the 17th, and one week later he takes unto himself a wife. We are not yet acquainted

with the name of the bride. We will have more details in our next issue.

Thomas Hooper, Sr., 94 years of age, passed away at the home of his son, Assistant Division Superintendent William Hooper, 5479 Harper Ave., on Feb. 2, after an illness of two weeks; interred in Oak Hill Cemetery Feb. 4. Mr. Hooper was a native of Kettering, England, and is survived by four sons and two daughters and a large number of grandchildren and great-grandchildren. The sympathy of the trainmen is extended to our Assistant Superintendent Harry Hooper and Conductor Fred Hooper and the family in their hour of bereavement.

It is with deep sorrow we report the death of Motorman Charles H. Cumbach, who passed away suddenly Jan. 30, and was interred in Mount Hope Cemetery Feb. 1, under the auspices of Colfax Lodge I. O. O. F. To his family we extend our heartfelt sympathy.

It is with profound sorrow we announce the death of Motorman John Foley, No. 1, who passed away Feb. 7, after a long, lingering illness. We extend our sympathy to his immediate family. The sympathy of the trainmen is also extended to Conductor Alford on the death of his mother, and Conductor E. L. Walthers and family on the death of his sister, who met an untimely end in an awful accident.

Our genial receiving clerk, Nels Hollingshead, who has been very sick for some weeks,

we are pleased to hear is progressing towards recovery.

One of our old time motormen who transferred to Rockwell Depot, Wm. Crawford, of 3614 W. 58th St., has been under an operation, and we wish him a speedy recovery.

Motorman Charles W. Hawken is in Speedway Hospital under observation. The trainmen wish him a speedy recovery.

The trainmen welcome back to work again Sailor Jim Calder, who was confined to his home for a short period with the flu.

Congratulations are extended to Conductor Herbert on the arrival at his home of a big, bouncing boy. Mother and son are doing well.

J. H. Pickin.

Seventy-Seventh

The Club has been conducting a campaign for new members and it is indeed gratifying to see the number of boys who have signified their intention by submitting their applications to Secretary O. T. Duncan. On March 25 the dues collector will be on the floor and will be pleased to receive applications and give any desired information. The dues are 25 cents per month, payable quarterly and positively the only expense attached to the club while all our functions are absolutely free to members. No Sir! We do not have any goat to ride.

To motorman and Mrs. John Campbell we extend our congratulations. Johnny almost pulled a fast one on us that time by stepping out and becoming a benedict.

On Sunday February 14, our old friend Motorman Ed Russ and Mrs. Russ celebrated their golden wedding anniversary. This is the first Golden Wedding that has been brought to our attention and we extend our sincere congratulations and hope they may live to celebrate their diamond wedding likewise.

Motorman N. Winters announces the arrival of a dandy son at their home. To motorman and Mrs. Winters our congratulations and our sincere wish that your tribe may increase.

Motorman P. O'Reilly has been appointed physical instructor for the club and is now conducting classes every Monday, Tuesday and Thursday evenings at 8 o'clock in the club room. Club members will avail themselves of this opportunity to receive instruction in calisthenics by an expert. Pat has a class of thirty pupils with prospects of a much larger one during the next month. These exercises are good for what ails you and if you don't believe it walk upstairs and have it proven. Motorman P. O'Reilly was instructor for the Connaught Rangers for many years having been chosen from a field of 5,000 applicants.

Motorman Dick Hutchings had the misfortune of being run down by an auto but we are pleased to say is progressing very nicely. Dick it was a sad day, the day you parted with your Lincoln. Conductor Bill Carroll also sends his best regards.

The accident prevention contest for the year 1931 and 1932 has been awarded to our depot and is no longer news, nevertheless, Superintendent W. A. Bessette and Assistant Superintendent John Becker wish to convey to all the trainmen their appreciation for the wonderful co-operation which has been given to

them. In the near future no doubt, they will express their feeling to you personally.

It is indeed a pleasure to announce that our sick list this month has decreased and here is a list of the newly sick. Conductor R. F. Lynch and Motorman John Douglass. We are pleased to say all are progressing very nicely and to all we wish a speedy recovery.

Did you notice our standing in the witness contest last month? In case it escaped your attention it was sixth place or to be exact 3.46 per accident. It has been years since we have been as low as this. Maybe the changing of runs so often lately has broken up our team work. Let's go for 5 or more per accident and get back in the swim.

During last month, the following relatives of trainmen have been called to the Great Beyond, namely: mother of Conductor L. J. Hacker, mother of Motorman Christ Larmon, wife of Motorman S. Brogan, sister of Conductor J. J. Donnelly No. 2, brother of Conductor C. A. Beville, daughter of Motorman John Moriarty, son of Conductor M. J. Carroll. To the bereaved relatives of these trainmen this division extends its profound sympathy in their hour of bereavement.

C. A. Gylling.

Sixty-Ninth

Conductor Joseph McGoldrick left February 25 for Aclara, County Sligo, Ireland. We are sorry to say that the trip was occasioned by the death of his brother at that place.

It is with regret that we record the passing of Helen Crowley, sister of Conductor C. E. Crowley, on January 11.

Motorman A. J. McGoldrick, who was shot in the back by a cowardly hold-up man, is getting along nicely and is now out of the hospital.

Motorman J. J. Hanlon is the proud father of a five pound baby boy, born Feb. 20. Conductor E. Abderhalden was presented with an eleven pound girl on Feb. 22. On March 1, little Geraldine, eight and one-half pounds, arrived at the home of Conductor A. F. Green. Mr. D. A. Moore is the proud papa of an eight pound girl, born Feb. 22. Mothers and babes are doing nicely.

Sympathy of the division is extended to Motorman P. A. Wagner and Conductor J. P. Wagner on the death of their father, Peter Wagner, on the morning of Feb. 14. For many years Mr. Wagner was the chauffeur of our late President, Mr. Blair.

Conductor E. L. Liston (Featherweight) is confiding in his friends that he has ambitions to become a member of the State Highway Police Dept. at Blue Island. Better fill your pockets with lead, Eddie, as no person of your weight has ever succeeded in riding a motorcycle at a speed greater than 20 miles per hour. The first gust of wind and you will be found in some prairie adjacent to Western Avenue.

Crew of run 95, Motorman R. M. Plattner and Conductor E. J. Tiess, are mentioned as being deserving of merit when in the second car of a delay on March 5, at 63rd and Leavitt Street, their car having motor trouble they transferred their passengers onto the car ahead and ran one block to where they saw a barn crew with a car, took the barn crew car and

continued eastward leaving the barn crew in charge of their disabled car.

W. L. Pence

Archer

Conductor John A. Kimson, one of Archer's veterans, met with a sudden death on Feb. 11 when alighting from a bus within a few feet of his home in Western Springs, Ill., he was struck by an auto. Mr. Kimson has a service dating back to March 18, 1890. He was a very quiet and pleasant at all times and had many friends among his fellow workmen.

A leap year baby girl arrived at the home of Motorman Matt Thelan on the morning of Monday, February 29. This makes an even dozen in the Thelan family. Good work, Barney, and we congratulate you on the happy family.

Our sympathy is extended to Motorman T. J. Griffin on the death of his only sister, who fell in front of her home February 10, and died from the effects of her fall.

Motorman George Pleuler is convalescing in the Peoples Hospital from the results of an accident on February 11. It is reported he is doing nicely and will be back to work in the near future.

Our deepest and sincere sympathy is extended to Supervisor Christ Zeiher on the death of his mother, who died February 25, after a long illness. Funeral Monday, February 29. Interment Waltheim Cemetery.

Motorman Joseph J. Krivanec after several long years of sickness, having signed off sick May 17, 1928, died at the home of his mother on Saturday, February 20. He leaves a wife and two small children to whom we extend our deepest condolence.

Congratulations are now in order. Conductor J. Finn is the proud father of a baby boy born February 11. This makes the third child in the Finn home, all boys.

Another sad event in the Newell family. Supervisor Thos. Newell was called upon to part with his oldest sister, who died February 26, after a lingering illness and was buried February 29 at Saint Mary's Cemetery. The boys extend their deepest sympathy.

Motorman Frank Lewandowski is in the Columbia Hospital, 46th and Champlain Avenue, in a very serious condition but still has hopes and wears the smile of courage. You have our best wishes Frank for a speedy recovery.

Motorman Joseph Baldwin says the stork made a delivery at his home on Sunday, February 7, presenting him with a baby girl seven and one-half pounds. Gee, you should see daddy today. Mother and baby doing nicely.

The wife of Motorman D. Grisham, sister of Motorman A. S. Ottis, died February 19 after an illness of over two years. Mrs. Grisham leaves two small children to mourn the loss of a mother's affection. Our deepest and sincere sympathy is extended to the family.

Our Assistant Chief Clerk, Mr. Chas. Vanek, commonly known to the boys as "peg leg," has many friends among the trainmen. He was recently presented with a very elaborate Chinese calendar which he refused to take home to his good wife, but to his surprise on arriving home found the calendar had been given a very

prominent place on the parlor wall. Peg Leg is now chief agent for the Chinese Army.

Motorman Frank Kura was called upon to part with his mother on February 10. Our heartfelt sympathy is extended to you Frank in your sad bereavement.

Conductor J. J. Murphy's sister died February 17, and was buried February 20. We sympathize with you most affectionately in your sorrow.

Dusty

Lawndale

"It won't be long when a young man's thoughts turn to the little, round ball and the big, long bat," says Sammy, our baseball manager.

Supervisor Adolph Madsen found a new way to keep his eye on Roosevelt Road. He is using a very strong set of army binoculars which enables him to observe most of the cars with but a single glance.

A healthy, nine pound baby boy was presented to the Cronin family on the seventeenth of February. Congratulations, Owen.

To the family of the late Motorman Daniel Collins, one of the old timers, who passed away on the twentieth of February, the boys of Lawndale extend their most sincere sympathy.

The boys also extend their most sincere sympathy to Conductor Paul Richter, whose daughter passed away on the ninth of February.

Clerk George Kehoe's sister, Mary, is the mother of a nine-pound baby boy, who was born Sunday, the twenty-eighth of February. When George heard of the happy event he said, "Why didn't the Old Stork wait until tomorrow so I would not have to buy as many birthday presents." Better luck next time, Scotty.

Ray

Blue Island

The stork visited the home of Conductor S. Barton on February 4 and left an eight-pound boy. It also made a visit to Motorman G. Prokop's home on February 14, Valentine day, and presented him with a six-pound girl. Congratulations, boys, and good luck.



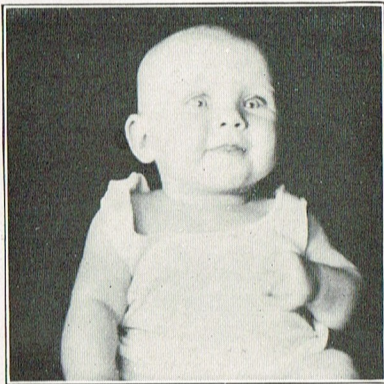
Harold, Five Year Old Son of Motorman Paul Gunther of Blue Island Prepared for an Evening Out

Riding west on 26th Street on February 9, Operator James Powers saw a truck break down in east bound track at Francisco Avenue. Powers immediately called the dispatcher to send the wreck wagon, which was sent and cleared the track with only an 8-minute delay. Powers is commended for his good work.

Conductor Walter Frost was seen looking over some furniture lately. Who is the lucky girl Walter?

If you wish any advice in the line of gardening, get in touch with Starter Arbeigo, who boasts of the wonderful garden he will have this summer.

Conductor Walter Sheridan was badly hurt in an auto accident in Woodstock on Sunday, February 21, 1932, and it will be some time before he can return to work. We all wish him a speedy recovery.



George, the Five-Months Old Son of Motorman G. Zelinko of Blue Island.

Conductor Elmer Taube is in the Great Lakes Hospital and would appreciate a visit from some of the boys.

The spring weather is getting the fishing fans started. Conductors Olsen and Smythe are already making plans for their off days.

C. P. Starr

North

Sympathy is expressed to the family and friends of Flagman Louis E. Johnson who passed away February 26 after many years of faithful service. Also to Conductor T. Zablony who lost his wife March 1. To Motorman Wm. Schwemm who lost his mother Feb. 23 and to Conductor Wm. Genz whose mother died Feb. 14. Motorman L. Peterman lost his father Feb. 24. Motorman J. Lange's father died Feb. 26. Supervisor Adolph Jauman lost his mother Feb. 16. She had reached the venerable age of 96. Night Clerk Dan Bolen lost his aunt March 1. This good woman had raised Dan and his brothers from childhood.

Conductor George Thorsen is papa to a boy who arrived about Feb. 14. Repairman J. Cahill who for some unknown reason always insists on having his pay check in singles is daddy to a 9 lb. boy who was born Feb. 5. Operator E. Ball is father to a big boy who arrived the latter part of February.

March is the service anniversary of a number of our oldtimers. Conductor Elmer Hempy entered service March 21, 1893. Well, Elmer,

anyone who has been a conductor in Chicago thirty-nine years can say he has lived. Motorman George Reichel rounds out thirty-eight years this March and is still sailing along like a clipper ship before a spanking breeze. Motorman August Alsted started in 1895 which gives him thirty-seven years. Motorman August Bergman began street caring in 1896 which completes thirty-six years for him and he feels as though he is pretty well broke in by this time. Conductor William Nehls finishes his thirty-fourth year and still shoots a good game of pool. Conductor Chris McCormick started in 1900 which makes thirty-two years for Chris. Motorman Henry Lynch and Motorman J. P. Johnson also started in 1900 during the month of March. Conductor Harry White entered service March, 1902, which makes one score and ten for Harry but you would never guess it to look at him. They're not so very young but they are certainly full of pep, and if you young fellows want to keep up with them, you'll have to watch your step.

C. A. Knautz.

Conductor C. Delaney supplements the regular North Avenue news with this: Frank Cozza our popular Italian ambassador, who at the present time is rendering diplomatic service on Lake street begs to announce:

My wife just had another,
I think we'll call her Pearl,
We thought we'd call her Tony
But she's not that kind of girl.
Mother and baby doing fine.

Lincoln

Conductor George Hoallan on Riverview line is again a happy grandfather; this last baby girl is the daughter of Mr. Hoallan's son and wife and was born Feb. 3 at the Grant Hospital. This makes the seventh grandchild, and ought to keep George busy remembering birthdays.

Conductor A. F. Beck reports the arrival of a baby girl born Feb. 13 and Motorman J. W. Chapp is also wearing a smile and announces the birth of a 10-pound baby boy on Feb. 17. Congratulations to the parents.

Conductor J. M. Schaller's sister was seriously injured when struck by an auto recently. She received a broken hip and shoulder and is now in St. Joseph's Hospital. We hope she has a speedy recovery.

The boys all seem well pleased with the new system of picking and are looking forward to the time when all the fishermen can all pick in one group and all the ball players to pick in another group.

Conductor Duke Kuebler has a large collection of old coins and has some very old dimes he is willing to sell for 15 cents.

H. Spethman.

Limits

Conductor Harry Wellhausen, while manipulating the snow plow on Halsted street Feb. 4, jumped the track at Hooker street, the jolt knocking him off, but despite a badly swollen knee he ran the sweeper back to the barn before going to Alexian Bros. Hospital where he was confined for some time. He is now convalescent. We know he is going to get well because he is an ex-marine and it is hard to discourage a leatherneck.

A. J. Gallagher's swing hours are occupied taking the beautiful twins—a boy and a girl—for a stroll on Addison street. Congratulations, Andrew.

Pat Carroll is wearing that big Irish smile for the past week. Some of his friends say it's a boy, others say it's a girl, but Pat just keeps on smiling. He believes "Smile and the world smiles with you."

Space forbids but we have an interesting article from the Connaught Men's Club which the writer believes comes from a reliable source. Look for the next issue.

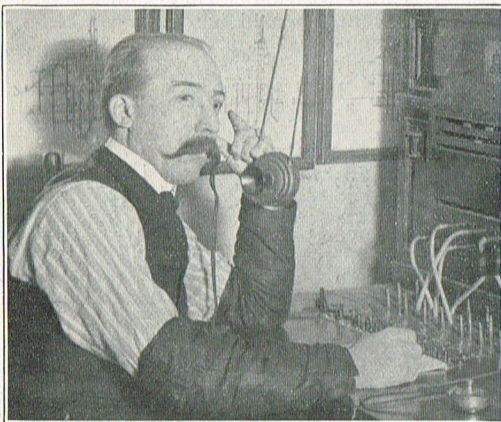
Your correspondent and Mrs. Rogers are receiving the congratulations of their friends upon the arrival of a seven pound daughter.

E. G. Rodgers.

AUXILIARY OFFICERS AND DIRECTORS



Directors and Officers—Left to Right, Front Row, Marie Sullivan, Secretary; Edith Riddle, President; Ann Kerruish, Vice President; Elvira Potensa, Treasurer; Back Row, Ruth Ford, Catherine Cunningham, Ada Meskin, Elsie Smith, Nina Ebeling, Esther O'Brien and Mildred Habeger



What a Difference a Few Years Make. P. A. Greene at the Switchboard in 1900. As Will Be Observed in "Who's Who" He Later Dispensed with the Handsome Mustache and Most of His Hair

Wife (who has gone berry picking with husband): "Gee! these berries stain my hands."
Husband: "They stain my hands, too."
Wife: "Hell, yes; but I'm a lady."

There once was a girl in Fort Wayne
Whose face was so terribly playne,
That if a big mirror was anywhere nirrre,
The glass would explode from the strayne.

"What is your age, Madame?" asked the clerk at the polls.
"I've seen thirty summers."
"And how long have you been blind?"

Jaywalker: "Say, officer, can you tell me the quickest way to the hospital?"
Traffic Cop: "Sure. Just stand where you are."

He: "What's your husband's income?"
She: "Oh, about 3 A. M."

A: "Do you like home cooking?"
B: "I used to—before I got married."