

SURFACE SERVICE MAGAZINE

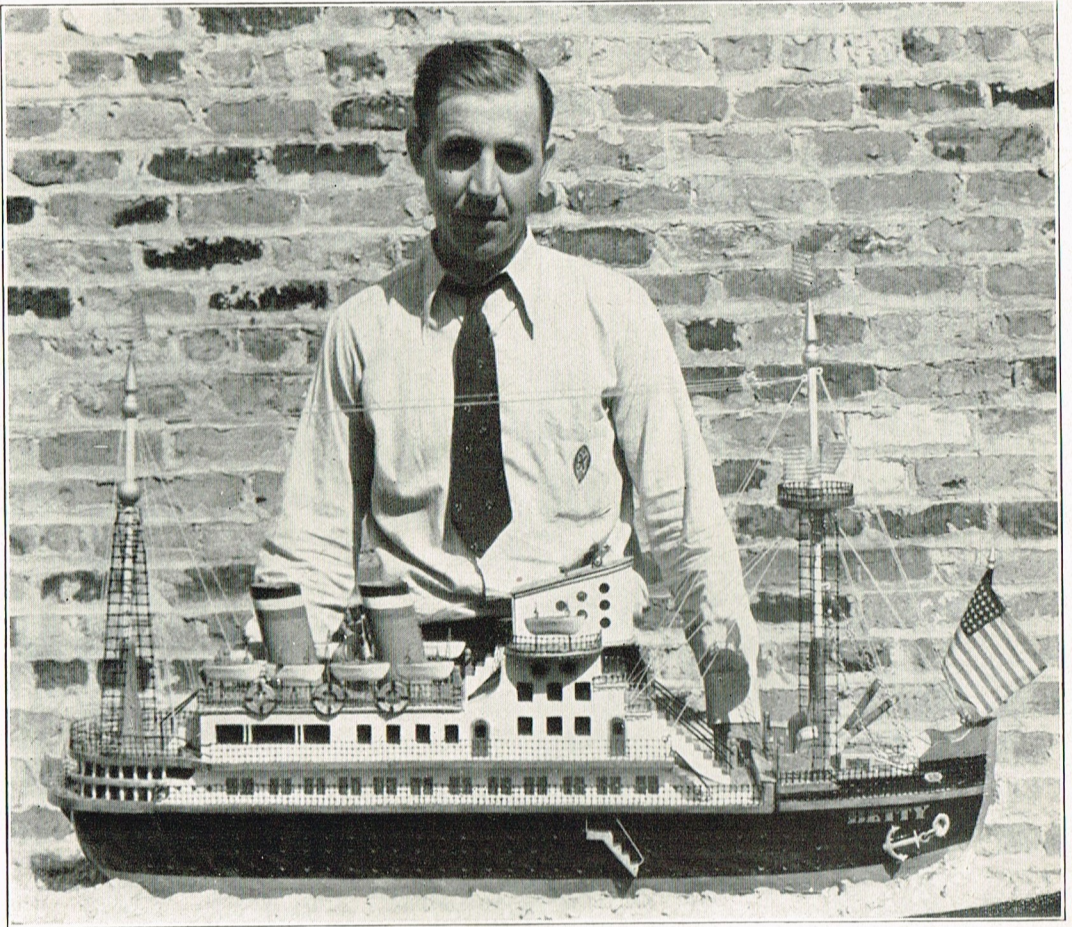
Volume 9

SEPTEMBER, 1932

Number 6



WABASH AVENUE AND WACKER DRIVE WITH TRIBUNE
TOWER AND WRIGLEY BUILDING IN BACKGROUND



Carpenter C. Kloster, of the Devon Avenue Station Shops Constructed This Model Steamer, Forty-five Inches Long, in One Hundred Fifty Hours of Work at Home, All Parts Being Made by Hand Without Diagrams or Blueprints



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 9

SEPTEMBER, 1932

No. 6

New Transfers Effective Oct. 1

Result of Two Years of Study Beneficial to the Public and the Surface Lines

After two years of study by a group of transportation specialists a new form of transfer to go into use Oct. 1 has been designed to meet the unusual requirements of the Surface Lines system—something that the present transfer has not done with complete satisfaction either to the car riders or the management.

The transfers that have been in use in their present form with slight modifications for eighteen years in certain respects were iron-bound in their limitations and to permit a passenger to make legitimate trips in certain parts of the territory served, special instructions had to be issued to conductors of the lines involved; and these special rules finally became so numerous as to form a sizable book. This was one of the features that had the thoughtful consideration of the Transfer Committee.

Diagonal Line Travel Simplified

Another feature of the old transfer that was a constant source of irritation was the arbitrary designation of diagonal lines as north and south and east or west in spite of the fact that they were not exclusively one or the other. A passenger on a Milwaukee Avenue car while traveling north is also traveling west and because of this there were unpleasant altercations when transferring south on a direct north and south line. Passengers felt with some justice that if they had ridden from Western Avenue to Crawford they certainly had been going west and should be entitled to ride south in Crawford. But with the fixed direction established for Milwaukee Avenue for transfer purposes a southbound ride in Crawford became a reversal of direction and the journey was limited to the next junction in the reversed direction.

In order to comply with the reversal of

direction rule passengers were required to travel over roundabout routes which involved sometimes miles of unnecessary travel and several transfers. When, with less rigid limitations they might have reached their destination with one transfer and fewer miles of travel.

Misuse Made More Difficult

These were among the other many features of the old system which were really hindrances to the legitimate use of the transfers. And then, of greater importance to the companies was the comparative ease with which the very liberal transfer system could be abused. No one has ever been able to determine exactly the financial losses that were chargeable to the deliberate mis-use of transfers. The time element was one of the chief weaknesses of the old transfer. The expiration time punched under the old practice indicated the time that particular run was due at its most remote transfer point. On the long trunk lines a passenger who boarded a car at 8 o'clock might receive a transfer punched 9:30; and with the expiration time so far away there was an opportunity for an incidental stop-over along the route by those who had business to transact. To prevent such illegitimate use of transfers required constant vigilance on the part of conductors who were always handicapped by the possibility that there had been a mistake in time punching on the part of the issuing conductor.

And so the job of the Transfer Committee was to devise a form of transfer that would allow the greatest legitimate freedom of travel from point of origin to destination and at the same time close the door to misuse and abuse. This, it is believed has been well done and for weeks instruction classes have been studying

the new transfers in all car stations in preparation for the change the first of next month.

New System Meets Approval

The new system has been received with enthusiasm and approval by the men who were quick to appreciate how the uncertainties which existed under the old plan have been cleared away, and how they now will know the time and the place where the journey began and easily trace the route which will tell whether the passenger is using his transfer properly. The name of the line prominently printed on each slip does away with any possible mistake in that respect and the fact that the passenger retains the original slip while making several transfers in going to his destination eliminates the exchange of transfers required under the old system. The new transfers will be issued only on the payment of cash fares.

Under the new arrangement the old controversies over whether the passenger should change where the lines come together or where they separate will disappear. Transfers from Broadway southbound to Clark southbound may be made at Diversey or Division; and transfers from Kedzie southbound to Milwaukee southbound may be made at Milwaukee and Kedzie or at Milwaukee and California.

The two sections of Eighty-seventh street will be available from either end although reversals of direction have to be made in getting from one to the other. Transfers to Kimball avenue will be accepted from passengers barred at present because the reversal of direction rule ends their transfer rights at Lawrence and Kimball.

Public and C. S. L. Benefited

The whole transfer system has been simplified and cleared up for the benefit of the car riders and the companies and when the public finds how its legitimate rights have been broadened and protected, how its convenience has been considered it is predicted that the approval will be general and enthusiastic.

During the first weeks of the change conductors and operators are going to have a better opportunity of getting acquainted with their passengers than they ever have had. There will be a great deal of public interest in the new system and in answering their questions it will be easy to impress upon them the benefits provided for the riders all over the city by the elimination of unnecessary restrictions. Courtesy will be an important requirement in making the new system a success.

The Surface Lines transfer will have the close study of managements of traction companies all over the United States.

Special Trolley Bus Problems

Wear on Wire and Trolley Shoes Being Studied by Engineers to Secure Best Types of Equipment

One of the difficulties experienced in trolley bus operation is the combination wear of the trolley shoes, trolley wire and the trolley hardware. Trolley shoes throughout the United States have been in use for a long time, but a new problem was presented when the trolley bus came to be used more extensively, in the use of a swivel type shoe which would permit the bus to maneuver in the streets similar to that of a gas bus. The necessity for the use of a sliding shoe for trolley bus operation was brought about by the lack of development and operating characteristics of the conventional

wheel such as is used throughout the most of our street railway systems. The shoe prevented a great deal of the dewirement difficulties and also reduced radio interference to a minimum, which caused an almost immediate adoption of a complete equipment of shoes for trolley buses. However, some difficulties were experienced with the use of the shoe because of its sliding characteristics in comparison to that of a rolling wheel.

Prior to the installation of trolley bus service by the Surface Lines, little or nothing had been done in the way of adapting a swivel type shoe for trolley

bus operation, and Surface Lines engineers worked with the manufacturers in the development of a shoe which has given an exceptional account of itself from an operating standpoint, the life of the trolley shoe together with its low initial cost being of extreme advantage. The difficulties involved in shoe operation are the problems of more rapid wire wear, caused by the sliding friction, the correct frequency and kind of lubrication.

The various departments responsible for the mechanics of correct operation are carrying on a number of experiments for the purpose of determining the best design and makeup of the shoe and lubricating intervals, and the form of the overhead structure. Consequently, numerous tests are being carried on in regular service to determine results which will bring about not only further improved operation but further economy in the application of shoe operation.

The committee working on this problem are considering a number of factors affecting shoes, lubrication and trolley wire. At the present time on almost all trolley bus lines various kinds of lubrication products are being tried, together with various methods of application, and a number of revised designs in trolley shoes are being tried out, consisting of

various types of metal, some of which are self-lubricating and which it is hoped will bring about automatic application.

On the Central Avenue line there is approximately one mile of overhead line which contains various types and kinds of wire and suspension which are being carefully watched and studied to determine which has the longest life and consequently will be the most economical.

Messrs. Adams, Klatte and Becker, who form the C. S. L. Committee, regard their problem as a serious one, deserving the careful consideration of supply men and engineers everywhere. Thus far the studies have included the following factors:

Shoes—Design, Metal, Hardness, Inspection Frequency, Groove Formation, Regrinding, Renewable Inserts, Effect of Sleet and Frost, Effect of Arcing, Positive and Negative Differential.

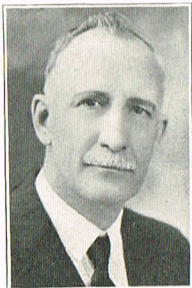
Trolley Wire—Size, Shape, Metal, Hardness, Type of Suspension, Type of Ears, Grinding Device, Effect of Sleet and Frost, Effect of Arcing.

Lubrication—Kind, Method of Application, Frequency of Application, Temperature Effect, Consistency, Effect of Accumulated Abrasives, Effect of Sleet and Frost, Conductivity.

“Who’s Who” in C. S. L.

Personal Details About Men Who Are Helping to Make Transportation History

Seeking opportunity for advancement, C. C. Cricks came to Chicago in March, 1898, from a small town in western Penn-



C. C. Cricks

sylvania. In June of that year he associated himself with the Chicago City Railway Co., starting as a conductor at

the old Wallace Street Depot. The following fall he transferred to the 69th & Emerald Ave. Depot.

After seven years of service on the rear platform, he was appointed supervisor and later transferred to Cottage Grove Ave. Depot. He began his duties there on the day in 1906 that the electric cars supplanted the cable on Cottage Grove.

The greater part of the following seventeen years was spent as a Loop supervisor, he being on duty on Wabash Ave. most of the time. Opportunity was here given to study the city's transportation problems by actual experience.

On Oct. 1, 1923, he was appointed assistant division superintendent at the Burnside Depot and on Sept. 1, 1924, was transferred back to Cottage Grove, where

he served as assistant until Oct. 16, 1928, when he was advanced to division superintendent, which position he now holds.

When the lights are turned out at the General Offices evenings and quiet once more reigns supreme, there is one who comes on duty and keeps watch over the system—the dispatcher.



"Lone Watch" Melbye

C. W. Melbye, the "Lone Watch" at the dispatch board, began working for the company in June, 1915, as a clerk in the Mechanical Department at the Limits Depot. Six months later he was transferred to the Accident Investigation Department, where he worked for two years. He was then transferred to the Transportation Department, where he broke in as a dispatcher. Since then he has been on the "Lone Watch" at the dispatch board.

Besides receiving a report every five minutes from some supervisor, there are numerous calls regarding lost articles and inquiries about routes of travel.

Sometimes the dispatcher is called upon to act quickly in an emergency. It is then that familiarity with the cross-overs and rerouting curves is a considerable advantage.

When not on duty, a game of golf or tennis holds his greatest interest.

By comparison we find that the pattern of life for each of us, while it bears some similarity, nevertheless many times—even in our own industry—we come across decided dissimilarities. In other words, the very diversity of patterns makes for increased interest in our fellowman. As an example of an unusually active career, we present a short sketch of Captain Ulysses G. Lee of the Financial Department.

Becoming identified with the street

railways of Chicago in the year 1907, he has been continuously employed in the office of the treasurer, M. B. Orde, except during the World War. On May 3, 1917, he was commissioned captain in the Quartermaster Corps, assigned to the Allotment Branch, Washington. June 3, 1917, he was appointed disbursing quartermaster. He disbursed all allotments



Capt. U. G. Lee

of the army prior to the installation of the War Risk Bureau, besides handling the payment of the second Liberty Loan bought by the army.

In June, 1918, he was ordered to Jacksonville, Florida, to train troops for the Quartermaster Corps. During the fall of that year he was ordered to France as disbursing quartermaster at Limoges, France. He is also a veteran of the Spanish-American War.

At the close of the World War he was elected the first commander of the Chicago Surface Lines Post, No. 146, American Legion.

Besides being elected twice to the presidency of the Surface Lines Club, he represented the company during the Pageant of Progress on the Navy Pier.

While president of the club, some unusual and novel features were introduced, such as cooperative buying and special side-show features at the annual picnics.

As paymaster for the employees at the Limits, 69th and Blues Island depots, he has become their most welcome visitor.

Calmness

The people in all lines of duty who do the most work are the calmest, most unhurried people in the community. Duties never wildly chase each other in their lives. One task never crowds another out, nor even compels hurried, and, therefore, imperfect doing.

The calm spirit works methodically, doing one thing at a time, and doing it well; and it, therefore, works swiftly, though never appearing to be in haste.—Exchange.

Helping the Upward Trend

Trainmen Have a Chance to Hasten the Return to Normal Business

On August 31st, completing the fourth month in the sixth Courtesy Contest, the cumulative standing of the sixteen depots is as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
1 North	28	13	39	3	83	21
2 Lawndale ...	11	5	11	..	27	12
3 Lincoln	10	..	17	1	28	10
4 Blue Island..	7	2	14	..	23	4
5 Burnside	7	3	13	..	23	7
6 Limits	8	2	10	5	25	8
7 Elston	11	3	12	1	27	6
8 Kedzie	25	10	31	6	72	10
9 77th	35	19	34	7	95	36
10 69th	22	20	27	13	82	12
11 Cot. Grove ..	23	6	12	9	50	12
12 Archer	26	17	44	6	93	15
13 Division	20	7	21	4	52	6
14 Devon	37	10	35	7	89	40
15 Noble	13	5	15	..	33	3
16 Armitage	26	4	16	9	55	5
Total	309	126	351	71	857	207

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

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
May	103	35	120	22	280	61
June	168	66	190	44	468	125
July	239	93	269	56	657	167
August	309	126	351	71	857	207

By C. H. EVENSON

Superintendent of Transportation

A concerted drive is being made by business interests to pull industry and business out of the depression. There are indications that this drive is meeting with success. Optimistic reports in the newspapers from many sources point to an upturn in manufacturing and trade.

Apparently the bottom has been reached and from this time on conditions should improve.

Naturally, the Surface Lines organization is anxious to share in the efforts to improve business as well as in the fruits of those efforts.

Street car riding has long been regarded as a barometer of industrial conditions. As unemployment decreases, street car riding increases.

It would be a mistake, however, to as-

sume that the business lost in the past three years is going to come back without an effort. We must make that effort.

Make Service Inviting

The management is watching carefully the trend of riding and endeavoring to anticipate demand by providing adequate service. Employees and the public can be assured that cars will be added on lines as they are needed.

The trainmen's part in this effort is to make the service inviting by courteous and efficient attention to every detail of their duties. Personal appearance, considerate treatment of passengers, being careful not to pass up intending passengers, calling street names distinctly, accuracy in the issuance of transfers, and, in general, making the passengers feel that their patronage is appreciated, are all factors in encouraging the return of business.

School Riding

The usual seasonal increase in riding begins with this month. People have returned from their vacations and the schools have re-opened so trainmen should spruce up and be more on the alert.

School riding is an important part of the business and must be encouraged in every way possible. School children, particularly the smaller ones, require special attention. That attention should be of a character to make parents feel that their children are safer on the street car than they are anywhere else in the street.

One way in which trainmen can be of great assistance in the improvement of service is by reporting to their division superintendents any traffic condition needing attention. No one knows better than the trainmen when more service is required on a line. Constant surveys are being made by the Schedules Department to discover these conditions, but the system is large and a situation may develop which needs more immediate attention than the customary survey machinery affords. Whenever a trainman discovers

such a condition, he should take the necessary steps to bring it to the attention of the management.

By so doing, he is helping to make the service efficient and anything that improves riding naturally reacts to the advantage of the train force.

It is assumed that every employe of the Chicago Surface Lines is vitally inter-

ested in the success of this business. If that is true, and I am convinced that it is, the mere perfunctory performance of duty is not sufficient. The trainmen are not merely operators of street cars; they are salesmen and they should be the eyes and ears of the management for the reporting of anything for the good of the service.

Studying Accidents and Their Causes

Knowing How They Happen Makes It Possible to Improve Methods of Prevention

Cumulative—February 1 to August 31, 1932

First Place	Division No. 10, Elston-Noble	93.441
Second Place	Division No. 11, Lincoln	93.243
Third Place	Division No. 3, Seventy-seventh Street	93.143
Fourth Place	Division No. 2, Burnside	92.993
Fifth Place	Division No. 4, Sixty-ninth Street	92.337
Sixth Place	Division No. 5, Archer	91.981
Seventh Place	Division No. 6, Lawndale-Blue Island	91.678
Eighth Place	Division No. 9, Armitage-Division	91.218
Ninth Place	Division No. 8, North Avenue	91.201
Tenth Place	Division No. 1, Cottage Grove	91.099
Eleventh Place	Division No. 12, Limits-Devon	89.792
Twelfth Place	Division No. 7, Kedzie	88.224

Month of August, 1932

First Place	Division No. 3, Seventy-seventh Street	96.456
Second Place	Division No. 11, Lincoln	94.947
Third Place	Division No. 4, Sixty-ninth Street	93.574
Fourth Place	Division No. 2, Burnside	93.465
Fifth Place	Division No. 10, Elston-Noble	93.155
Sixth Place	Division No. 6, Lawndale-Blue Island	92.937
Seventh Place	Division No. 12, Limits-Devon	92.800
Eighth Place	Division No. 7, Kedzie	92.442
Ninth Place	Division No. 5, Archer	92.252
Tenth Place	Division No. 1, Cottage Grove	91.792
Eleventh Place	Division No. 9, Armitage-Division	91.336
Twelfth Place	Division No. 8, North Avenue	91.095

By WILLIAM PASCHE Supervisor of Accident Prevention

After years of organized accident prevention work it naturally follows that the study brings out what is necessary in the way of statistics to know definitely just what is happening and what type of accidents occur most often. Heretofore we have talked in general terms as to the numbers of accidents, but we have never known until now which particular kind is most prevalent.

Vehicle collisions which are the most numerous have been divided into thirteen different types.

During the months of May, June and July, collisions with vehicles passing either on the right or left side of the car or bus while moving in the same direction were occurring in the greatest numbers.

This class of accident, particularly those in which the vehicle passes on the right side of the car or bus, can be reduced by the motorman or operator if,

when he sees such a vehicle passing, he will throw off the power and take a little slack out of the braking system. No great amount of time will be lost, but it seems certain that there will be fewer such accidents.

Next in line is the right angle collision. When approaching an intersecting street it should always be assumed that a vehicle will come out of such a street and pull across the track. In such instances, car control is the preventive answer. Car control means that before passing over an intersection the controller handle should be in the off position with the slack taken up in the brake rigging; also the gong should be tapped before crossing the building line at the intersection.

Third is collision with vehicle pulling away from the curb. Alertness on the part of the motormen and operators and constantly anticipating that a vehicle parked at the curb may pull out at any time, together with intelligent sounding of the gong, will prevent many such accidents. Sounding the gong will notify the driver that a street car is approaching. By intelligent sounding of the gong we mean tapping the gong at least twice in each block. It should also be remembered that drivers of vehicles do not always think about the danger there is in pulling away from the curb without looking. Their minds may be occupied with other things, and thinking of any other traffic is not within their range of reason. Sounding the gong will help to prevent many of this class of accident.

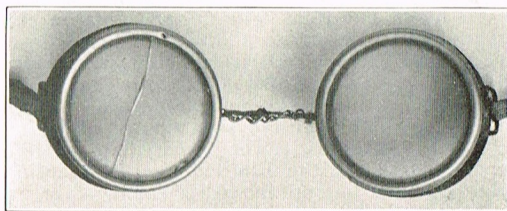
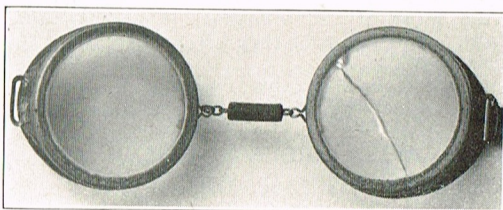
There are still more than a few boarding accidents occurring while the car is moving. This indicates that there is some flipping out on the intersection or some distance away from it, but we also note that there are quite a few just as the car is starting. This means that the conductor has not looked out for intending passengers. Conductors should not only look out before giving the signal to go but should also make sure that the passengers have boarded safely. This subject has been covered a number of times and conductors in many instances are now looking out alongside before giving the go signal. But there are still too many who do not look out, and it is these conductors that are having the boarding accidents when the car is starting.

Fallen in car accidents continue to occur with too great frequency. We know, of course, that some of these are not to be prevented, but surely those that occur when the car is starting and stopping can be reduced. This can be accomplished by applying the power one notch at a time, thereby making a reasonably smooth start. Surely if this is done there will not be enough of a jerk to cause passengers to fall.

A very careful tabulation on blind claims is also being made, and we find that most of these claims come from alighting and boarding accidents. The majority are boarding at the rear entrance, although there are some alighting from the front end. Motormen, operators and conductors who desire to keep their records clear of chargeable accidents should report all incidents that happen on or near their cars.

More Eyes Saved

This month we are glad to be able to



report that two more eyes were saved by the wearing of safety goggles. This time P. Poaletto, while working on Roosevelt Road east of 53rd Avenue, and G. Maturro, while working on Roosevelt Road west of Clinton Street, each had one of the lenses of their goggles shattered by flying pieces of concrete, caused by heavy sledge blows on the brick pavement. The accompanying cut shows what happened to the lense of the goggles when struck by the concrete, and it can easily be imagined what the damage to the eye would have been had not these safety devices been worn by these

cautious men whose foresight in all probability saved their eyesight.

A recent issue of the Chicago Journal of Commerce has the following interesting editorial on a subject of wide interest:

Dr. F. Park Lewis, who is a widely known ophthalmologist and also a vice-president of the National Society for the Prevention of Blindness, says in a foreword to the report that there is "considerable ground for the belief that each year more persons are permanently robbed of their sight by occupational hazards than by any other major cause of blindness." This is a grave indictment of industry; it deserves close attention. Dr. Lewis continues, "Innumerable persons, employers and employees alike, still do not realize, or do not believe, that it is possible to prevent accidental eye injuries in the particular occupations in which they are engaged." They consider these accidents "inherent or unavoidable accompaniments of certain industrial processes." And they are wrong.

But it is necessary to be diplomatic in telling them they are wrong. For, like everybody else under the same circumstances, they are convinced they know their business best. However, the saving of eyes is the business of the men who direct the National Society for the Prevention of Blindness. And they know that business best. They declare it is possible to avoid most of the industrial injuries to eyesight. And in proof they offer a report of injuries avoided.

Hence it is clear that much of the present industrial damage to eyesight is unnecessary.

WISE OLD WATCHMAN

What He Thinks About Drivers Who Try to Crash the Gates

You see (said the old crossing watchman), it was about like this. The driver slams on his brakes and brings her to a stop right up against the gates. Then he freezes me with an icy look and yells:

"What d'ya mean stoppin' me as I'm startin' across? I mighta busted them gates."

"Busted gates is easier fixed than busted heads," sez I, as the Limited goes thunderin' past. So then he cuts in with a parting dig:

"That train," sez he, "was a half-mile down the track when I drove up."

"Sure," sez I, "and she's half a mile down the other way right now."

Then his wife horns in. At least I suppose it's his wife—for she's there in the back seat, all primed for advice.

"We was hurryin' to a funeral," sez she.

"Yep, you sure was," sez I. "Not one funeral, but five—countin' them three youngsters."

"Fresh!" she snaps. "I've a notion to report you."

"Go ahead," sez I. "Your report would look a heap better than mine—if I'd let you through."

You see (continued the old chap), I've been posted here for eight years. Four tracks, you'll notice—an' a hundred trains flyin' in and outa Chicago every day.

We're pretty busy of course. First we give

'em the warnin' bell. Then comes the gong that you can hear three blocks away. Then my pardner up in the tower lowers the gates an' I step out in the street an' wave this STOP sign. An' I wear this star an' blow this copper's whistle.

Now you'd think all this fuss might make 'em suspect that possibly there might be a train somewhere in the neighborhood. Yet about once or twice a day we stop some driver just in the nick of time—and then he gits plumb mad because we insist on lettin' the train go first.

Now, son (he went on), I railroaded fer 30 years before takin' this job. Surely I oughta know something about trains, an' speed an' such. But there's one thing about these hurry-up drivers that's got me stumped.

Fer eight years I've been tryin' to figure out just why they're always in such a terrible rush. I don't know the answer, and you don't either, an' I've just about reached the conclusion that they don't know themselves!—Safe Driver.

ROUNDING UP WITNESSES

Burnside Takes Lead—Lawndale—Blue Island Advances from Seventh to Second Place

For the month of July in this contest there shows a shakeup that affected every depot with the exception of Cottage Grove and Devon-Limits, in fourth and tenth place respectively as they were in June. Elston-Noble the leader in June slid down to sixth place while Burnside, who was third, took up the leadership and will attempt to hold it as best they can. North Avenue took a bad slump, dropping from second to eighth position while Lawndale-Blue Island showed the best form in climbing from seventh to second place. With two divisions scoring 6.00 or better, five scoring 5.00 or better, and the lowest scoring 3.36, the average for the system was boosted to 4.87, the best improvement we have seen in many months.

Detailed figures are as follows:

	July	June	May	April
1. Burnside	6.54	3.99(3)	3.88(3)	3.28(6)
2. L'ndale-Blue Isl.	6.51	3.59(7)	3.55(7)	3.88(3)
3. 77th Street	5.49	3.71(6)	3.72(5)	3.88(3)
4. Cottage Grove	5.32	3.90(4)	3.25(10)	3.20(7)
5. 69th Street	5.24	3.32(8)	3.74(4)	3.38(5)
6. Elston-Noble	5.19	4.44(1)	4.13(2)	4.14(2)
7. Archer	5.13	3.83(5)	3.61(6)	4.24(1)
8. North Avenue	4.88	4.26(2)	4.24(1)	3.58(4)
9. Armitage-Div.	4.31	2.76(12)	2.78(12)	2.84(11)
10. Limits-Devon	3.85	3.03(10)	3.31(9)	2.92(10)
11. Lincoln	3.58	3.30(9)	3.36(8)	3.05(9)
12. Kedzie	3.36	2.82(11)	3.14(11)	3.06(8)
Av. for System	4.87	3.54	3.57	3.44

After the locomotive had smashed a flivver at the crossing, a flapper rose from the wreckage, practically uninjured. The engineer and others gathered around.

"Why in the world didn't you stop when you saw the train coming?" asked the engineer.

The flapper was indignant.

"I sounded my horn before you blew your whistle," she told him.

Golfer (to members ahead): "Pardon, would you mind if I played through? I've just heard that my wife is seriously ill."—Cloud Bursts.

Keeping 'Em Rolling

*Blue Island Wins in August Contest—Seventy-Seventh Second
Lincoln Third*



Blue Island's Champions

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. Rinkus, T. McCrea, T. Skarzinski, P. Simkus, A. McCarthy, W. Costello, M. Scarpelli, J. Jennings, G. Telios, L. Ginsauskis, J. Kohout, J. Solis, N. Grumbos, T. Waitkus, T. O'Brien, L. Stathopoulos, M. Salkauski, G. Casenski, C. Hanranan, 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.

Blue Island is the winning carhouse for the month of August, operating 38,538 miles per pull-in due to failure of equipment, an increase of 27.6% over the month of July. Blue Island was in sixth position last month. This carhouse did not have a chargeable pull-in for the week ending August 13th.

The second highest carhouse, 77th Street, keeps the same position this month as last. Lincoln moved up from 10th to 3rd position, Devon from 15th to 5th and Elston from 13th to 8th.

A decrease is shown in the average miles per pull-in for the entire system, as shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-in		
			Aug.	or Inc. or Decr.	Pct.
1	Blue Island	23	38,538	27.6	
2	77th Street	9	29,449	10.1*	
3	Lincoln	16	28,611	18.9	
4	Lawndale	18	28,336	11.0*	
5	Devon	11	27,461	48.1	
6	Archer	9	26,212	15.8*	
7	Cottage Grove	12	26,160	26.5*	
8	Elston	20	25,732	30.9	
9	Kedzie	10	25,006	22.5	
10	Division	16	23,852	5.4*	

11	69th Street	5	23,551	4.8*
12	Limits	19	21,416	9.7
13	Noble	19	20,587	32.1
14	North	5	19,378	21.4*
15	Armitage	10	18,374	19.3*
16	Burnside	8	16,298	49.5*
		210	23,960	4.4*

*Decrease.

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

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

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 9

September, 1932

No. 6

John E. Wilkie - - - - - Editor

C. L. Altemus - - - Assistant Editor

"WAY BACK WHEN"

Publication of a series of articles under the above title in *SURFACE SERVICE* during the past few years has attracted wide attention and historical articles about Chicago's local transportation development will be continued as long as additional data is made available.

Our readers, therefore, are urged to contribute material of this kind for publication. Meanwhile, replies will be made to any one making inquiry as to the origin or development of service on any particular street.

—THE EDITOR.

THE NEW TRANSFER

Car riders are to be informed of the introduction and chief objects of the new transfer in folders distributed in all cars. The methods of handling are described on a typical trip involving transfer at three points, and the information given supplies an excellent idea of what is expected of the car riders in using their transfers.

The simplification of transfer practice and the benefits to the passenger are explained and a facsimile of the new form appears on the back page of the folder.

It is pointed out that the cooperation of the public will be helpful in insuring the smooth operation of the new system, and there is a special request to all passengers not to fold their transfers. Assurances are given that employes have been especially instructed as to the im-

portance of courtesy in dealing with the various questions that may be raised by passengers and the hope is expressed that in return the public will give its friendly cooperation in making the change a speedy success.

—Reports from the car stations, where instruction classes have been conducted for weeks, reflect a gratifying progress toward complete familiarity with the handling of the new slips, and it is anticipated that with actual practice on the system, the advantages of the new plan will be speedily demonstrated.

Many of the riders will be deeply interested in the novelty of the revised practice and during the period of introduction may want to know a lot about it and it should be the aim of every conductor or operator to satisfy inquiries with friendly and courteous information.

EMPLOYES RELIEF FUND

August, 1932

The Surface Lines Employes Relief Committee held five sessions during the month, at which 69 applications were considered. Of this number there were 49 emergency cases, on which the Committee approved immediate relief, and 13 applications were approved for weekly payments.

Checks totalling \$23,568.05 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$231,820.58 paid to Chicago Surface Lines employes in relief to date.

The Surface Lines Relief Committee has forwarded ten \$10,000 checks covering the months of November and December, 1931, and January to August, inclusive, 1932, to the Joint Emergency Relief Association, making the total expenditures for relief to date—\$331,820.58.

Visiting Delegate (to hotel clerk) "Why didn't you call me at seven-thirty this morning?" he demanded.

"Because," returned the affable clerk, "you didn't go to bed 'till eight."

Little Betty was sitting with her mother in church during the wedding of her elder sister.

Halfway through the ceremony she noticed Mother shedding the maternal tears usual on such occasions, and whispered, wonderingly: "Why are you crying, Mummy? It's not your wedding!"—Tit-Bits.

A Transportation Historian

Motorman Theo. H. Shumon, of Armitage, Writes Interestingly of His "Hobby"—From Family Trees to Public Utilities

In response to an urgent request, Motorman Theo. H. Shumon of Armitage, who has been so helpful in supplying early history of Chicago's transportation, writes:

"I have been asked to tell why I have made a hobby of collecting information concerning the Chicago Surface Lines and their constituent companies, and will endeavor to do so, but will have to go back to 1927 to find a suitable starting place.

"My mother was a descendant of an old Connecticut family by the name of Granger, and in 1927, the Granger Family Bible, which has been handed down in our branch of the family for more than a hundred and twenty-five years, came into my possession.

"In this Granger Bible were the names and birth and death dates of ancestors of my mother for nearly a hundred and fifty years. Knowing how the pioneers used to keep the history of their families, I thought it possible, I might find an earlier trace of the Granger family, and after some search in the various libraries of the city, I found the Granger Genealogy and got quite a kick out of tracing my mother's people back to 1650 in this country.

"Having found the Granger history so interesting, I decided to see what my father's family would be like. I knew absolutely nothing of my father's people except that, my grandfather's name was Samuel and that he lost an arm during the Civil War, serving with the 2nd W. Va. Cavalry.

"Starting with this meager information, I began by writing to the various postmasters, county recorders, cemetery sextons and historical societies in the southern part of Ohio and after nearly three years of continuous work I finally finished the genealogy and had the pleasure of seeing it published.

"By this time I was beginning to get a big kick out of historical research work and began to look around for another interesting subject to work on.

"About this time, I noticed an article

in Surface Service, stating that Frank Parmelee was the originator of the street railway in Chicago, and that he started with an omnibus line.

"Thinking this would be an interesting subject, I started working on it more than a year ago. I found that Franklin Parmelee was the originator of the street car lines all right and that he started with an omnibus line, but he was not the originator of the omnibus system of transportation. I then set out to find out who was the originator of the omnibus lines and found that the stage coach had preceded the omnibus, so came to the conclusion that the best thing to do was to start at the beginning of Chicago and follow thru.

I went back to the first man to actually settle on what is now Chicago, who by the way was a black man, Jean Baptiste Point-au-Sable, a native of Santo Domingo. Starting from there, I went thru the early history of Chicago, thru the building of Fort Dearborn, the massacre of Fort Dearborn, its reconstruction by the U. S. Cavalry, thru the organization of the village of Chicago, and later thru the chartering of the city of Chicago and the first election, when W. B. Ogden defeated John Kinsey. There were about seven hundred votes cast and Mr. Ogden received more than twice as many as Mr. Kinsey. The term of office was for a period of one year, at the salary of \$500.00.

"Chicago, by the way, is an Indian word and is found spelled in more than fifty different ways by the many dialects of the various tribes of Indians which inhabited these shores at different times.

A few of these follow:

"Stktschagko, Schuerkaigo, Tzstchago, Shecago, and many other ways, but strange to say, they all mean almost the same thing, namely, wild onion, leek, garlic, or skunk, in short it seems to mean bad smell.

"In 1841 the Walker Brothers came to Chicago and a few years later started an omnibus line. Franklin Parmelee came here in 1853 and like the Walker brothers

was only here a few years when he started an omnibus line in opposition to the Walker brothers.

"In my collection, I have followed the transportation systems on down thru the few years that Mr. Parmelee was with them and on thru his various successors. I have the history of many forms of transportation which were experimented with during the early years, such as steam, which was used on at least three different routes. Then followed experiments with cars operated with storage battery, compressed air, underground trolley wire, and cable, which was followed by the electric cars.

"There have been some thirty-six companies in operation in Chicago at various times, about fifteen or eighteen of these operating at one time, in Chicago and suburbs.

"I believe I have the history of every street car line in Chicago, including the time each one was first opened, the time each extension was made, when the transfer from horse to cable and from cable to electric was made excepting a few east and west lines on the South Side."

Randolph Street Line Opening

We are indebted to Motorman T. H. Shumon of Armitage Depot, for the following clipping from the Press & Tribune (predecessor of the Chicago Daily Tribune) of August 8, 1859, which shows that the first car service on Randolph Street from State to Bryan Place and thence over Lake to Robey Street began on Saturday, August 6, 1859.

"Horse Cars vs. Omnibuses: Opposition is the life of trade. This axiom was strikingly exemplified on Randolph Street, on Saturday last. The railroad was finished on Friday evening and the next morning (Saturday, August 6), two of the new cars made their advent on the street, making trips every half hour from State Street to Union Park (at Ashland Avenue) then over to Lake Street and along that street to Robey Street, which is within four blocks of the western limits of the city.

"The appearance of the cars was the signal for the Walker (bus) line to whip up. Buses were run every ten minutes, instead of three times an hour as heretofore. Speed was increased fully one-third

—the passengers being put through regardless of horseflesh, and the fare was reduced to three cents—that is thirty tickets for one dollar, which is $3\frac{1}{3}$ cents.

"Between the buses and the cars the traveling public had lively times on Saturday, as one or the other conveyance ran every seven minutes, so that the people had not long to wait. The cars and the buses were filled to overflowing all day."

"June 22, 1860, the double track was completed in West Madison Street and cars began running every twelve minutes instead of every fifteen minutes as before. This twelve minute service, however, was only to Robey Street, cars going on to the city limits, at Western Avenue, ran only every half hour."



Peggy, the Tobacco Chewing Pet of Motorman
L. E. Jordan of 77th

A sales-manager was asked by a so-called salesman, whom he had fired, for a recommendation. He thought it over and then wrote as follows:

"The bearer of this letter is leaving me after one month's work. I am perfectly satisfied."

"Where did you get that bum cigar you wished on me?"

"That was a two-for-a-quarter cigar."

"Who got the twenty-cent one?"

In the Spirit of Sport

Accounting Division Indoor Baseball Fans Stage a Spectacular Outdoor Contest



Indoor Baseball Enthusiasts of The Accounting Department—First Row—Left to Right—Kubala (S. C) Kubick (R F) Pacelli (Scorekeeper) Kennedy (1-B) Vitale (P) OBrien (L F) Janczyk (C F) Pacelli (S C). Second Row—Meyer (Umpire) Jann (L F) Cotter (3-B) Cione (R F) Dahl (L F) Becker (C F) Mark (P) Francoeur (P) Hall (C) Rohde (C) Hill (1-B) Bresin 2-B) Wilson (Scorekeeper) Johnson (P) Kirkman (C)

On Monday, August 29th, a spirited game of indoor baseball was played by the two teams comprising Accounting Division, namely, the "Old Timers" and "Neophytes." It was a thrilling exhibition of technique and home run slugging, and it has been rumored that several scouts of the National and American League were amongst the crowd of spectators who have offered to sign up some of the players as bat boys. The teams were very ably cheered on by their office associates and friends, and the game had to be stopped by the umpire several times to clear the field of straw hats and pop bottles thrown by the spectators expressing either their enthusiasm of home runs or opinion of the umpire's decision.

After a few innings of play, it seems that the "Sluggers" managed to regain their batting eye, and each team was at their wits' end trying to find enough pitching talent to prevent a landslide for either side. An attempt was made to keep track of the score, errors, putouts, assists, etc., but, due to the fact that the scorekeepers ran out of pencils and paper, it was impossible to keep a total score. However, no question of doubt re-

mains as to the fact that the Old Timers had won the game, and it was expected that a comptometer or Burroughs Adding Machine will be used in the next game, which will then be turned in for auditing in the usual manner. The standing of the teams after this eventful game was as follows:

	W	L	Pct
Old Timers	90	38	.703
Neophytes	36	92	.281

Several double plays were made which, no doubt, any of the major leagues would be envious of.

The Old Timers have been challenged for a return match, which is expected to be played soon. Also the Timekeeping Division are under the opinion that they could "do things" against the Old Timers if given a chance, which no doubt will be granted them in the near future.

It is understood that many of the Old Timers had followed Pat Flannigan's advice and several drug stores experienced runs on them for Minute Rub. The accompanying picture discloses the remarkable physique of these gladiators.

Commendation for Trainmen

Letters From Appreciative Car Riders Who Observe Acts of Courtesy and Kindness

Starter Harolovich on the Job

Chicago, Sept. 5, Chicago Surface Lines, Gentlemen: I wish to commend the action and foresight of your able supervisor (Starter John Harolovich) stationed at 63rd and Western Ave. at 1:30 P. M. today. Western Avenue cars to 95th and 111th were crowded to the extreme with some passengers hanging on to the steps.

This was due to a colored Republican picnic in the forest preserve at 91st. Some 18 such crowded cars passed and few pick-ups were made at 63rd. About a hundred people, women and children could not reach their destinations. I spoke to your supervisor who 'phoned for extra relief cars.

One lady while waiting was taken sick and was picked up by a passing southbound motorist. Your supervisor took a westbound 63rd Street car which was empty and filled it and dispatched the crowd of people to 95th Street, picking up passengers at cross lines en route.

As this gentleman had no number and my inquiries of the conductor failed to establish his identity, I am writing to him through you, thanking him for his earnest and capable handling of this crowd of patrons of your service.

Yours very truly,

S. J. McCann and family,
6136 Greenwood Avenue,
Chicago, Illinois.

Supervisor Victorson Makes a Hit

Chicago, Sept. 3, Chicago Surface Lines, Gentlemen: An incident which occurred on Monday, August 15, 1932, has been called to my attention, where the prompt and courteous action by a Supervisor of your company was of great service.

On the above date at about 6:30 P. M. we had almost 200 visitors at the Sherman Hotel which our Convention Committee wished to entertain at a Banquet in our Temple at 68th and Green Streets. He had previously decided to charter street cars for the occasion, but through an oversight this had been overlooked and forgotten.

One of our Committee approached the Supervisor at Clark and Madison Streets (Earl E. Victorson) and explained the situation to him. He immediately went to Clark and Lake Street and obtained the necessary cars for the transportation of our visitors, the result was that our guests had comfortable seats and a pleasant trip, and thoroughly enjoyed their visit to the south side, thanks to the friendly cooperation of the gentleman at Clark and Madison.

Very truly yours,

W. W. Willis,
6521 S. Marshfield Ave.

Mr. C. E. Brandenburg, 2648 N. Whipple Street, thanks Starter Nels Jensen of North Avenue for his courtesy in assisting him in

boarding one of our cars as he is physically handicapped and must make use of a crutch.

Usual courtesy on the part of Conductor James J. Horrigan, Badge No. 252 of Cottage Grove won for him a letter of commendation from Dr. C. F. Peckham, 11033 S. Michigan Avenue.

Mrs. M. F. Jegen, 6822 LaFayette Avenue commends Conductor John J. Davis, Badge No. 1758 of Devon for his kindness in assisting a blind man to board his car and escort him to a seat and later when leaving the car the blind man was assisted from the car to the sidewalk.

Miss Retta Morgan, 4450 Lowe Avenue, thanks Conductor John H. Bossi, Badge No. 2022 of 69th for his thoughtfulness in assisting her to board his car.

Mrs. Peterson, 3636 N. Paulina Street wishes to thank Conductor John Kuebler, Badge No. 2364 of Lincoln for his honesty in turning in her umbrella to the Lost and Found Department, which she inadvertently left on his car.

Mr. W. K. Alkire, 205 W. Wacker Drive thanks and commends Conductor E. J. Nehls, Badge No. 2458 of 77th for his honesty in turning in a purse which his wife had left while a passenger on his car.

Miss Helen Bartos, 2133 S. Albany Avenue, expresses her appreciation of the courteous treatment extended to her and her companions when traveling in a strange neighborhood by Conductor Paul Richter, Badge No. 2764 of Lawndale.

Mrs. M. Rutkowski, 909 N. Richmond Street wishes to thank Conductor Walter H. Kortmann, Badge No. 2940 of North Avenue for his kindness in paying her fare when she boarded his car and found that she was without sufficient funds.

Mr. J. B. Merrill, 1646 Larrabee Street, reports that an old lady boarded the car in charge of Conductor M. Hennessy, Badge No. 3294 of Lincoln and as she did so she dropped her transfer, the wind blowing it into the street. This conductor got off the car and got the transfer, issuing another one to her, all with a pleasant smile and for this he wishes to commend him.

Conductor Louis Lyons, Badge No. 2528 of 69th is thanked by Mr. J. A. Gaffen, 5642 S. Halsted Street for his kindness in paying his fare when he boarded his car and found that he had no money.

Motorman W. F. Hansen, Badge No. 2237 of Archer, is commended by Mr. J. A. Hinrichsen, 2635 W. 36th Street for his helpfulness in assisting him to alight when incapacitated by an injured ankle.

Mr. G. J. Pierce, 512 W. 46th Place reports that while riding on one of our cars he lost a jeweled pin. The conductor, T. H. McLellan, Badge No. 1692 of Archer, saw him drop it and brought it to him, and for this he wishes to commend him.

Miss Lilian Dickerson, 935 E. 55th Street, wishes to thank Conductor P. J. Gabell, Badge No. 3594 for courtesy extended to her.

Mr. J. J. McCarthy, 155 N. Clark Street, compliments Conductor M. McCarthy, Badge No. 3752 of Lawndale for his thoughtfulness and kindness in assisting several little children to board his car who were burdened with heavy grips.

Mrs. H. Hansen, 5309 Winthrop Avenue wishes to thank Motorman M. Gill, Badge No. 3763 of Devon for his courtesy to her and other passengers on his car.

Mr. L. M. Brant, 3949 Long Avenue, reports the motto of Conductor W. T. McDevitt, Badge No. 4202 of Devon seems to be "Service with a smile," and he wishes to commend him for it.

Operator J. Kledzik, Badge No. 4609 of Noble is the recipient of a telephoned commendation from Dr. Carter, 3125 Palmer Square who reports that an old lady boarded this man's car and dropped a package in doing so. He courteously picked it up, handed it to her and found a seat for her in the car.

Conductor C. Pogg, Badge No. 5230, of Kedzie is thanked and commended for his kindness in assisting Mr. M. J. Young, 422 Garfield Avenue to alight from his car and escorting him to the sidewalk when handicapped by a stiff knee.

Mrs. E. F. Saur, Columbus, Indiana, states that Motorman M. B. White held his car long enough to enable her to board it, and that Conductor W. Harrington, Badge No. 8935 of the same car told her to take her time, inasmuch as she was lame and assisted her to board the car and for this she thanks them.

Mr. J. C. Stephens, 8 Superior Street, Oak Park, wishes to thank Conductor L. P. Pedersen, Badge No. 9614, of North Avenue for recovering a shopping bag that he had left at the Navy Pier when he boarded this conductor's car.

Miss Louise Summa, 2043 N. Spaulding Avenue, wishes to commend Conductor Badge No. 10408 of Cottage Grove for his alertness and tact in stopping annoyance to passenger on his car by a beggar who had passed envelopes for contributions.

Mr. G. VanHeyningen, 7056 S. Carpenter Street wishes to thank Conductor M. P. Micetic, Badge No. 10996 of 77th for his courtesy in paying his fare when he boarded this conductor's car and found that he had left his money at home.

Mr. G. W. Koe, 4236 W. 21st Place, commends Conductor B. Hojnowski, Badge No. 11444 of Lawndale, for his kindness in assisting a blind man to alight from his car and escorting him safely to the sidewalk.

Mr. E. D. Caly, 2216 S. Michigan Avenue wishes to commend Motorman F. Eulberg, Badge No. 11227 and Conductor H. C. Lund, Badge No. 11504, both of Elston for their efficient and courteous service.

Supervisor A. Disseldorf wishes to commend Motorman G. Wajerski, Badge No. 11569 and Conductor E. J. Brown, Badge No. 11850 of Armitage, for their action in going back and rerouting their follower when their car was blocked by a fire.

Mr. H. F. McDermott, 208 S. LaSalle Street, thanks Conductor John Floyd, Badge No. 12066 of Devon, for turning in his camera to the Lost and Found Department, and which he recovered it in good shape.

Mrs. Coughlin, 7229 Hermitage Avenue, wishes to commend Motorman R. J. Galloway, Badge No. 12195 of 69th for the competent manner in which he handled his car and his unfailing courtesy towards his passengers.

The quick action and alertness of Motorman D. J. O'Keefe, Badge No. 12355 of North Avenue, averted what might have been a serious accident due to a careless truck driver turning into the car track without giving any signal, and for this Miss Genevieve Cook, 647 N. Waller Avenue wishes to commend him.

Mr. J. D. West, 4734 Dorchester Avenue, thanks Conductor Walter Eckel, Badge No. 12906 of Cottage Grove, for turning in a bag containing two bathing suits to the Lost and Found Department.

Miss Josephine Rice, 3476 N. Clark Street, compliments Motorman M. J. O'Brien, Badge No. 13081 of 77th for his thoughtfulness in assisting a crippled man to board his car.

Miss M. V. McDonagh, 9845 S. Seeley Avenue, thanks Conductor J. J. Haggert, Badge No. 3042 of 77th for paying her fare when he could not change a twenty dollar bill which was the smallest amount she had.

Mr. and Mrs. F. Skulic, 7751 Langley Avenue, commend Motorman E. G. Hutchinson, Badge No. 3753, and Conductor M. H. Tierney, Badge No. 9880 of 77th, for their efficient service and consideration to their passengers.



Motorman J. C. Snackel of Lincoln and Board Member M. C. Peterson Hang Their Catch Out to Dry at Waverly Beach, Lake Winnebago, Wisconsin

Heard in the Galley

"Just one more glass, boys, and we'll all go home," said the dishwasher as he laid down the soap.

Departments and Divisions

A Wedding that United Representatives of the Token and Accident Investigation Departments

Miss Ruth Ford, of the Oak Park Fords, but not related to Henry, has for some time cherished a fond hope of establishing a better understanding and closer relationship between the Token department and the department of Accident Investigation. She was determined to bring this about even at a sacrifice of marrying an employe of the latter department.



Mr. and Mrs. Harold Holger Nee Ford

After a careful survey of a dozen of more or less eligible adjusters and claim investigators, Mr. Harold E. Holger, of the Englewood Holgers, was chosen as the lucky man.

Mr. Holger is a direct descendant of Hjolgaar XIII, better known as "Sven the Terrible," the last of the brave Viking kings who was shipwrecked off the coast of Iceland in a severe snow storm, and before he sank for the third and last time was heard to shout above the roar of the elements, "Many are cold but few are frozen."

Unlike his illustrious ancestor Harold has always been an admirer of the beautiful—hence the merger—and on September 3 the name of Ford was changed to that of Holger, thereby disproving the old Viking Saga, "A Ford by any other name is a Ford just the same." The best of luck and may all the little Fords be Pontiacs.

Accounting

Miss M. McIntyre returned from a delightful vacation spent with her mother at home on

James Island, 8 miles from Charleston, South Carolina. During this time she was swimming, fishing (caught a 2-ft. shark), followed the sail boat races in Charleston harbor, horseback riding and attended several parties given by her many friends.

Mr. B. O. Ratner has returned from his vacation displaying a nice coat of tan, which he acquired across the lake in Michigan and Indiana, and reports having a wonderful time.

Having enjoyed her vacation by swimming, motoring to Starved Rock, Belvidere, Ill., and other trips in and around Chicago, and also by having a good rest, Miss Rose Kleefeld returned perfectly satisfied.

During the recent heat wave, Mr. B. A. Hall came to work wearing his white duck trousers and Mr. E. J. Mark mistook him for the Eskimo Pie vender. He came up to Bert with two nickels saying he wanted to buy a couple of Eskimo Pies.

Judy Rosenfelt is the name of the new baby at the home of Mr. and Mrs. J. Rosenfelt. Mrs. Rosenfelt, many will recall, was formerly Blanche Kickler of the analysis division. Our best wishes to the proud parents.

Having no motor trouble going or coming from the following lakes: Geneva, Delevan, Pell, Bangs, Kathryn, Gages and Channel where Miss Marie Simonsen spent a good deal of her time swimming and boat riding, makes the trip more pleasant.

An educational and pleasure trip to Springfield, Ill., was enjoyed by Mr. and Mrs. G. Wachtel, visiting Abraham Lincoln's monument, the Capitol Building and other points of interest, also Starved Rock, Ill., and Milwaukee, Wisconsin.

Cupid has been busy in our department again. Miss Evelyn Scheffner will be baking biscuits for Mr. Edward Elden after Saturday, August 13th, 1932. Miss Scheffner's friends had a bridal shower at the home of Miss A. Bapst on Monday, August 29th, where she was presented with a beautiful set of dinner dishes. To the happy couple we extend our heartiest congratulations and best wishes.

T. F. Coan.

Engineering

Thomas O'Neill, born August 5th, 1883, entered the service of the Chicago City Railway in February, 1906 as a teamster. He held various positions among which he was Wreck Wagon Driver and Wreck Auto Chauffeur, the position he held at the time of his death on September 6th, 1932. He will always be remembered for his jovial disposition among his associates and his passing leaves a void which cannot be filled. Our deepest sympathy is extended to his bereaved wife and daughter.

H. M. Schlachter spent his vacation in Michigan trying to improve his golf. After many hours of diligent application Harry is now able to break 190 and has issued a defy to all members of the department.

Mr. and Mrs. Debus vacationed in the Northern woods of Wisconsin. Harry visited the Indian reservation at Lac du Flambeau and attempted to barter his Pontiac for a pinto pony. The red men did not take kindly to the proposed trade, and Harry disputes the claim of historians that the early colonists were able to

procure valuable tracts of land for a hand-full of silver.

J. L. Ruzich gave exhibitions of his aquatic skill to all members of the Rochedale colony in Michigan and reports fan mail from the mermaids very heavy for private instructions during the coming winter season.

Wm. Doherty of Flournoy Yards had an enjoyable vacation in and around Chicago.

Miss Taylor took heed of the publicity given to beaches of Chicago and enjoyed the surf, returning with a very nice coat of tan.

Maybe I'm wrong but I thought I saw a dainty young lady driving a familiar car belonging to Dave McCauley of Racine and Center. Correct me if I am mistaken, Dave.

Johnny Flynn vacationed in the vicinity of Antioch, Ill., and reports having a good time.

Transit.

Material and Supplies

Miss Matilda Goldman has returned from a pleasant vacation spent at a lake in Michigan. It seems that upon arriving at the lake Miss Goldman persuaded a young man to teach her the art of swimming and after much aimless splashing and floundering around in the water and cries of distress, Matilda ascended the diving board and executed a graceful swan dive, coming up far out in the lake, much to the surprise and admiration of the young man whose only remark was "what a woman."

R. E. Buckley.

Schedule and Traffic

The most noteworthy occurrence in the department during August was the arrival of a son at the Frank Forty house. This happy event occurred August 6, and the boy has been named Ralph. We believe that Frank is particularly proud that the new arrival is a son.

Fred Excell attended the Spanish War Veterans National Encampment at Milwaukee. After the reunion was over Fred went to Green Bay for the balance of his vacation, from where he was called home, as the Highway Commission was about to begin operations through the property of his former home in West Hinsdale. Fred is now located in his new home in Hinsdale.

Ted Cowgill and Stephanie Marchal were married by Rev. Fisher at the Manse on July 17, 1932. On August 18, his wife was run down by an automobile receiving serious injuries. His doctor says she will be at the Presbyterian Hospital for quite some time. Good hopes are entertained for her complete recovery.

Gus Lohse went to New York City to meet Mrs. Lohse on her return from Europe on August 21. Mrs. Lohse left for Europe on June 2, where she visited relatives and friends in Germany. She also traveled through Holland, Germany, Switzerland and other parts of Europe.

J. S. Franzen and family went up to Northern Michigan to spend their vacation. John can tell some interesting stories of his experiences on this trip.

While the weather may seem a little warm to some of us northerners, it did not seem to stop P. N. Simmons from visiting relatives and

friends in the old home town, Sardis, Mississippi, while away on his vacation.

Geo. Weidenfeller.



Eugene, Son of Operator J. Machnick of Noble Celebrates His First Birthday Aug. 5

Shops & Equipment

West Shops: Mr. R. Martz of the Drafting Room has returned from a vacation spent in his home town of Sudbury, Pa.

We are glad to report that Messrs: Burzod, Turcotte and Zick of the Paint Shop, have recovered from illness and are back to work again.

Mr. C. Larson, draftsman, spent his vacation in and about Chicago.

Our two boy scouts, Leo Sterling and Joseph Kindell, spent two weeks of extensive training in Rockford and they are now experts in the art of taking care of horses.

Miss Caroline Johnson enjoyed a vacation spent in Lake Geneva, Wisconsin. All the boys thank her for the postcards.

Most of Mr. John Landeck's vacation was spent at the Cubs Park.

Lawndale: Yes, folks, it's really happened, Mr. Frank Butkus has finally convinced a certain lady that he can make this life a happier one for her. It all happened on Monday, August 15th, and all is over but the shouting. Congratulations Frank and lots of luck.

Incidentally Charlie Norweck, can be seen these days going about his duties with a gloomy look on his face. It seems that he was Frank's greatest rival for the lucky lady's hand, tough luck Charlie, try again.

It is a well known fact, that several weeks ago our Night Foreman F. Martikonis spent quite some time in front of the barn trying to lasso hogs, when a market bound truck broke down throwing its load of pigs into the street. We are informed on good authority that Frank is spending his vacation on a farm in Michigan, practicing the art of hog lassoing, in case there should be a recurrence of this extraordinary

accident. It might also help to demolish that waist line that he is sporting around.

Lincoln: The employees at Lincoln Ave. extend their sympathy to Charles Holzschuh, night foreman, whose mother passed away recently.

We are happy to report a continued improvement in the condition of George Petrides, night car placer. He spent four days in a hospital recuperating from injuries received in an automobile accident. He is now convalescing at home.

A. Joeffery, night repairman is a happier man these days. His wife, who has been ill for some time, is improving gradually and we all hope for her speedy recovery.

Armitage: The cheapest way to operate a Studebaker car is to keep the choke throttle in. For further particulars, see Bill Krueger.

Kedzie: Mr. C. Simpson, our day foreman, who is a Cub fan, seems to be losing cigars on the Cubs winning streak to some unknown party. The cigars will be taken care of on Monday, the —?

F. Wajrowski, assistant day foreman, just returned from his vacation with a nice coat of tan, which indicates he had a very enjoyable time.

W. Stevesand, assistant night foreman, has returned from his vacation full of "pep" and is now waiting for next year's vacation.

J. V. McCarthy.

In Memoriam

Just one year ago there passed from our midst our good friend and associate John P. McCauley. Time in its journey can never erase from our memory his cheerful personality and sterling character.

South Shops: We were indeed sorry to learn that Nick Sobal, Sr., old timer in the Machine Dept., who was well liked by his fellow employees, passed away August 16, 1932. Services were held at St. Richard's Church, August 19, 1932. Interment at Mt. Carmel Cemetery. Our sincere sympathy is extended to his bereaved family and relatives.

We express our sincere hope that E. Colson, Foreman of the Foundry, will speedily recover from his recent operation and be back with the boys soon.

Employees at the South Shops report spending very pleasant vacations at the following places: Joe Seaman, White Pidgeon, Mich.; E. Rooks, Rhineland, Wis.; Wm. Farrow, Lake Geneva, Wis.; A. C. Lindquist, Farmers City, Ill.; Minnie Stoffle, New Era, Mich.; Lydia Matheny, Kibbie, Mich.; J. Graiser, Danville, Ill. and Michigan.

Cottage Grove: Foreman Joe Gamen spent an enjoyable vacation up at Shawano Lake, Wis. Joe says the fishing up there is simply wonderful but the darn things only bit for the natives.

Russell Ferguson is taking a course in cosmetics. At present he is acquiring the art of lipstick and its manipulation.

Papa Timpi refuses to divulge information as to his vacation. Seemingly there is something mysterious about it.

Burnside: T. Carson has returned from his

vacation. He reports that the fishing can't be beat in Northern Wisconsin.

P. Streelman spent a very pleasant two weeks touring the Middle West.

77th Street: Wanted—A Bohemian terrier hound—Wanter Frank Walseck.

We understand a wrestling match between Big Charlie and Frank Havel will be held at the tailors. Leave your teeth at home.

69th Street: Will someone please wake Jack Keane out of his Rip Van Winkle trance so that 69th Street Depot can claim its place in these items.

Elsie R. Smith.

Around the Car Stations

Cottage Grove

The school of instruction on the new type of transfers is open and in charge of Assistant Superintendent H. Hooper and Conductor Randall who have full details of how the transfers should be punched in the different zones. If there is anything any Conductor does not thoroughly understand do not hesitate to ask either of our Superintendents or Supervisor Jones or Mr. Randall. No doubt in discussing the use of these new transfers questions will be asked amongst the trainmen which will throw more light on this important subject. Our instructors are thoroughly conversant on this matter and will be glad to answer any questions you do not clearly understand, the school is very well attended at every class and a great deal of interest is shown by the trainmen to learn all they can.

Supervisor H. Russell, with Wm. Russell, have returned from a motor trip taking in the sights around Lake Michigan, visiting several cities in Canada, Wisconsin and Michigan. Both returned home much better for their vacation.

Conductor Ed. Baker and Mrs. Baker have returned from their summer residence at Big Star Lake, Baldwin, Michigan, where they spent a very pleasant 2 months entertaining friends, bathing in the lake, fishing and roaming around in the woods. Ed and his wife have a splendid coat of tan and are the picture of good health.

Superintendent C. Cricks and his wife spent their vacation motoring in the Eastern States visiting relatives of Mrs. Cricks. They motored over the Adirondack Mountains and along by the St. Lawrence River and then took a boat ride and viewed the millionaires' residences on the Thousand Islands. They also visited several places in Canada. Both returned home much benefited by their trip. Mr. Cricks took his fine collection of fishing tackle with him but he did not get a chance to use it.

Conductor Fred Hooper is confined to the Hines Hospital and the trainmen wish him a speedy recovery.

Motorman Jack Birmingham has been seen around the depot looking much improved since his return from Mayo Brothers hospital. The



Conductor T. Borucki of North Avenue Exercising His Pull at Royal Oak, Michigan

trainmen wish him a complete and speedy recovery and hope he will be at work again soon.

The trainmen of this depot extend their sympathy to Motorman F. W. Murphy and family on the recent bereavement of his beloved mother.

J. H. Pickin.

Sixty-Ninth

Conductor F. L. Morris is deserving of commendation for his prompt action in calling the wreck wagon when a collision of autos occurred at 68th and Damen July 13th. No cars were present at the time but Mr. Morris, off duty, saw the accident and knowing that the cars would be blocked called the wagon at once. By the time the first car, run 508, got there the wagon had the blockade nearly clear and he was delayed only 2 minutes which of course did not disrupt the service at all.

We are extremely sorry that included among our bereavements during the past month there were two Conductors namely O. P. Ring and T. J. Mulhaney. Sympathy is extended to the bereaved families. We extend our deepest sympathy to members who have during the past month lost relatives as follows: Father of J. D. Gallagher and Brother of P. J. Gallagher. Brothers of J. Buckley and J. Fenton. Daughter of J. E. Fitzimmons and father of C. W. Meier.

Conductor O. F. Pecht was cited for good work by the Division Superintendent Mr. Irvine when he found that Pecht had voluntarily made an extra trip to Argo when there had been an accident on the Argo car.

We have just heard that Conductor M. Murphy has welcomed his sweetheart Miss Babe

Hurney back from Ireland. It looks like the wedding bells soon. How soon Mike?

On July 21st, 1932 there arrived at the home of Mr. and Mrs. T. J. Duggan a 7-lb. boy and Mr. and Mrs. J. B. O'Connor on the 8th day of August welcomed the arrival of a 7-lb. boy. Congratulations.

During a fire in the front part of the building in which he lives Motorman J. C. Becker became quite a hero when he carried 2 girls, ages 3 years and 1½ years out of the fire into safety.

Two of our clerks chose the month of July for their weddings. Mr. Edwin Volland was married on July 12, to Miss Mildred Bruckner and on July 27, Mr. S. P. Norman was wedded to Miss Betty Zindrick. We wish these couples a long and happy life with many merry moments.

W. L. Pence.

Archer

The "Big Talk" at this Division is the New Transfer, which the boys are taking to with great enthusiasm. They are talking it over in the Classes, in the trainroom and on the cars. Many are sure trying out the instructors with various kinds of rides but the instructors are on the job and able to handle the situation.

Motorman W. E. Bennett was called upon to part with his dear wife Sept. 4th after a short illness. Our deepest sympathy is extended to the Bennett family.

Conductor M. J. Phelan has just returned from attending the "County Fair" at Crescoe, Iowa. We do not know whether it was the Fair or the Fair ONE that Mike went to see.

Conductor J. Knudsen is now able to be around in a wheel chair. It would be a good time for some of the boys to drop in at St. Mary's Hospital and pay him a visit.

Our genial Clerk Mr. Chas. Vanek attended the Home Coming at Braidwood, Sept. 5th. Mr. Vanek was elected Honorary Mayor for



Conductor Kopik of Armitage and His Two Daughters



This Bright Looking Youngster Is Thomas, the Year Old Son of Conductor A. Iwanski of Armitage

the day. From now on we will have to address Charles as "His Honor."

Conductor Ed. Flanders is touring the State of Michigan. We wonder if Ed is interested in the "Peach Crop."

Our Night Clerk J. Durkin spent the greater part of his vacation in teaching Al. Shereck the finer points in that great outdoor sport, the game of Golf. Dusty.

Blue Island

We all extend our sympathy to the following and their families in their recent bereavements: L. Kucera in the loss of his father; T. Daniels in the loss of his father; G. Perkaus in the loss of his father, and Jas. and Peter Nadel in the loss of their mother.

Vacation Relief Receiver Sherman Norman slipped away and took a life partner. We all wish you the best of luck, Red.

Conductor Patrick Healion is in the Speedway Hospital and would appreciate a visit. John Gleason who is ill at home would also appreciate a visit. We wish them both a speedy recovery from their illness. C. P. Starr.

Kedzie

On the afternoon of Tuesday, August 23rd, approximately 200 men assembled at Kedzie Avenue Depot to bid Robert J. McKinney a belated farewell. Mr. McKinney was Superintendent of Kedzie Depot and was transferred to North Avenue Depot on August 1st. As a token of their esteem and regard he was given a beautiful diamond ring. The presentation was made by Assistant Superintendent of Transportation W. A. Hall and it was accompanied by a few short talks bearing to Mr. McKinney the well wishes of everyone in his new assignment.

North Avenue

It is with deep sympathy that we announce the passing of one of our best beloved oldtimers, Motorman Robert Burke died Sept. 4. His service dated from October 31, 1902. Bob was a gentleman of the old school, always quiet and courteous and yet a man in whom one sensed a reserve of strength and character. For many years he held Run 1 on North Avenue but of



Motorman J. Kurzer of Armitage Is Justly Proud of This Charming "Stepladder"—Left to Right: Jacquelin, 3; Lillian and Raymond, 6½ (twins); Lorain, 8; and Marilyn, 10½

late has worked a night car. We will miss him from our midst. Our heartfelt sympathy to his family and friends.

Motorman Herman Malotke rounds out thirty-five years of service this month having started out Sept. 3, 1897. Herman is still a big, husky chap and of the same good natured temperament as in that day of long ago.

Conductor William Larson started out Sept. 2, 1898, which makes thirty-four years for Bill. He is still going along in spite of an accident in which he was cracked up a bit a couple of years ago. Conductor Thomas Sheehan, who handles one of the night cars over on Chicago Avenue made his debut as a connie Sept. 27, 1898. Tom enjoys among other things quite some reputation as a poet. Andy Larson started out as a conductor Sept. 1, 1899, and is now operator of the first day car on Division St. where he hauls mailmen. Andy is an Austinite and proud of it. Motorman Fred Steinbeck has a seniority dating from Sept. 10, 1900 beating out Motorman J. E. Clifford who first pushed a controller handle fourteen days later. And can these boys still get over the road? We'll say they can. Conductor George Brown be-



Motorman Alex Jones of Devon Receiving the Congratulations of His Friends on the Winning of a Chevrolet Car

came a conductor Sept. 4, 1901 and is still smoking the same black pipe he brought on the job. Conductor John Glynn dates his seniority from Sept. 13, 1901. John lives in Monte Clare. Enough said.

Believe it or not, both Kipper and Herring are conductors at this depot. We have a lot of other herring too. C. A. Knautz.

Devon

Little thinking that a casual purchase of a package of cigarettes at the corner drug store would bring fame and fortune, Alex Jones, a motorman at Devon Depot, won a fine new Chevrolet. But fate plays queer tricks, Alex had just bought a car two weeks previous. The smile on his face can be interpreted two ways, one is that with two cars in the family there will be no more backseat driving; and the other is the pleasant surprise that awaits Mrs. Jones on her return from her vacation in Canada.

We all wish to extend our sympathy to Conductor Jake Cohen and family upon the death of their son.

Motorman Clarence Wilson was married the

first part of August. We wish him and his bride much success and happiness.

We are sorry to see that Motorman O. Isenberg, C. Holtberg, J. Morrissey, J. Conlin, M. Snyder, F. Eck, R. Blackstock and Conductors R. Elliott, C. Rehfeldt, W. Wuestenberg, J. Lange and J. Glover are ill at home. Any of the above men would be more than pleased if their friends would call and pay them a visit. We wish them all a speedy recovery.

We have a large number of boys on vacations this month. W. Warner and E. Newhouse in Minnesota; O. Hendricks, T. Barry and M. Eardly in Michigan; J. Heron in Indiana; H. McDonaugh, H. Dixon and W. Rindfleisch in the City; J. Tyrrell in Southern Illinois; D. York and M. Tracy in Ohio; E. Steineke and N. Hansen in Canada; O. McGarry and A. Thomas in Wisconsin; and J. McKain. We wish them all a very pleasant vacation.

Motorman Lewis Platt was married August 31st. Congratulations from all the boys and we wish you much happiness.

Conductor Fred Haberstick is the proud daddy of a baby girl. Congratulations.

G. E. Land.

Samples from the Jokesmith's Workshop

The Blushing Bride

They tell about the blushing bride
Who to the altar goes,
Trips down the aisles of the church
Between the friend-filled rows;
There's Billy whom she motored with,
And Bob with whom she swam;
There's Jack—she used to golf with him—
And Steve, who called her "lamb;"
There's Ted, the football man she owned,
And Don of tennis days;
There's Herbert, too, and blond Eugene—
They took her to the plays;
And there is Harry, high school beau,
On whom she had a crush.
No wonder she's a blushing bride—
Gee Whiz! She ought to blush!

Quite English Y'Know!—A "doggy" lady met a friend who propounded this riddle. "What do you see when you look down a dog's throat?"

The lady could not guess, and was amused by the answer, which is "The seat of his pants."

So on her return home she asked her husband, "What do you see when you look down a dog's throat?"

Her husband confessed bafflement.

"Why," said the lady between gusts of laughter, "the seat of his trousers, you silly."
—Boston Globe.

A Terrible Dream

The weatherman dreamed that he was dead;
That he stood by his monument tall, and read
The message thereon—and he hung his head,
For "Probably Warmer" was all it said.

A young lady was on a sightseeing tour in Detroit recently. Going out Jefferson Avenue on a sightseeing bus, the driver was calling out places of interest.

Driver: "On the left we have the Dodge home."

Lady: "John Dodge?"

Driver: "No, Horace Dodge."

Continuing out Jefferson.

Driver: "On the right we have the Ford home."

Lady: "Henry Ford?"

Driver: "No, Edsel Ford."

Still further out Jefferson.

Driver: "On the left we have Christ Church."

At this point an interested passenger tapped the lady on the shoulder saying: "Go ahead lady, you can't be wrong all the time."

"Much bothered with tramps out your way?"

"I was until I tacked up a sign on my gate."

"Ah! 'Beware the Dog,' I suppose."

"Oh, no. Simply 'Farm Help Wanted.'"

—Calgary Herald.

All in Favor Say "Aye"

Well, I've seen scarlet fingernails,

Although I did not hope to;

But they are things I wish I might

Apply a little soap to.

—Newark (Ohio) Advocate.

A Warning

Lives of great men all remind us,

As their pages o'er we turn,

That we're apt to leave behind us

Letters that we ought to burn.

—Vancouver Province.

Looking Backward—and Forward

Recalling a Last Winter Memory Hoping for Better Things to Come

