

# SURFACE SERVICE MAGAZINE

VOLUME 9

JUNE, 1932

NUMBER 3



*LOOKING NORTHEAST ACROSS MADISON STREET BRIDGE  
TO THE CIVIC OPERA HOUSE*

## FLAG DAY — JUNE 14



### YOUR FLAG AND MY FLAG

Your flag and my flag.  
And how it flies today  
In your land and my land  
And half a world away!  
Rose-red and blood-red  
The stripes forever gleam;  
Snow-white and soul-white  
The good forefathers' dream;  
Sky-blue and true-blue with stars to gleam  
aright—  
The gloried guidon of the day; a shelter through  
the night.

Your flag and my flag!  
And, oh, how much it holds—  
Your land and my land—  
Secure within its folds!  
Your heart and my heart  
Beat quicker at the sight;  
Sun-kissed and wind-tossed—  
Red and blue and white  
The one flag—the great flag—the flag for me  
and you—  
Glorified all else beside—the red and white and  
blue.

—Wilbur D. Nesbit.

# Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 9

JUNE, 1932

No. 3

## To Make It Easy for Visitors

*Trainmen Have a Great Chance to Make a Favorable Impression on Strangers*

On May 31st, completing the first month in the 6th Courtesy Contest, the standing of the sixteen depots is as follows:

	Disc.	P. U.	Trans.	O. S.	Total	Comnd.
1 Lincoln	1		1		1	3
2 Blue Isl.	2		4		6	2
3 North	11	5	11		27	4
4 Burnside	2		5		7	6
5 Limits	3		4		7	1
6 69th	2	3	10	5	20	4
7 Archer	7	4	8	3	22	5
8 Kedzie	6	3	9	3	21	4
9 Lawndale	4	2	5		11	3
10 Devon	7	4	9	2	22	7
11 Cot. Grove	8	3	5	3	19	4
12 Elston	5	2	6		13	2
13 77th	17	3	20	3	43	12
14 Noble	6	2	4		12	2
15 Armitage	12	1	8	2	23	
16 Division	11	3	11	1	26	2
Total	103	35	120	22	280	61

By C. H. Evenson

### Superintendent of Transportation

During the month of June the city of Chicago has the unique distinction of being host to both the Republican and Democratic National Conventions. Thousands of visitors from all over the United States, many of them with their families, will visit the city.

As the principal transportation organization of Chicago, it is incumbent upon the Chicago Surface Lines to provide a class of service that will impress these visitors with the hospitality of the city and the efficiency of its transportation agencies.

Every trainman, both from the standpoint of his interest in his job and his loyalty to the city, should exert himself to the utmost to give courteous and efficient service. He should remember that a great many of the persons who board his car are strangers unfamiliar with the

city, and he should be helpful to them in giving them ample information on request.

The numerous routes of the Surface Lines passing through the central business district naturally are confusing to strangers and unless information is readily available to them, they will incur the extra expense of individual transportation rather than risk attempting to get to their destination by street car. If they find supervisors and trainmen always ready to give them directions, this difficulty will be obviated.

In addition to the political conventions this month, an unusually large number of conventions representing large organizations will be held in Chicago throughout the summer, and practically all of the time there will be a large number of visitors in the city. What is said here relative to treatment of political convention delegates and visitors applies likewise to these other visitors.

In fact, the progress of work on the Century of Progress and the advertising it is receiving throughout the country will result in an increasing number of visitors during the months prior to the opening of the Exposition in June of next year. These visitors will tell their neighbors and friends in their home towns of their impression of the city, and the popularity of the Century of Progress Exposition next year will depend to a considerable extent upon these reports.

It is to be hoped that Chicago Surface Lines employes will do their full share in giving all visitors a good impression of Chicago.

In the last courtesy article in Surface Service magazine, the necessity for strict attention to the legal use of transfers was pointed out. It is gratifying to note from reports received from the various lines that what was said there has

been taken to heart. Nevertheless, there are still evidences of slackness in some quarters and the company is still losing a considerable amount of money because trainmen are accepting invalid transfers.

It is impossible to emphasize too strongly the importance of stopping this leak of passenger earnings.

The presence of a large number of visitors in the city will undoubtedly result in misunderstandings on transfers. Trainmen should be very courteous in explaining the regulations, but should be firm in refusing to accept transfers which are not valid. As the complaints during May showed improperly punched transfers to be the cause of nearly one-half of the altercations it is evident that issuing conductors should be extremely careful to see that time and direction are accurately indicated.

#### How Not to Do It

Here is a complaint which affords an example of the wrong way to deal with a passenger who had been given a transfer incorrectly punched as to direction. There should have been a prompt and courteous explanation, and in collecting the additional fare, which was quite proper, the lady should have been requested to write to the general office for an adjustment.

Chicago, May 17, 1932.

Chicago Surface Lines.  
Gentlemen:

I wish to report a very unpleasant experience which I had on my way to school this morning.

After having gone south on Clark Street and west on Lawrence Avenue, I boarded the southbound Western Avenue car which had turned back at Lawrence Avenue at 7:37 or 7:38 A. M., handed the conductor my transfer and requested another.

He looked at me and said, "Get off at the next car line."

As there was no reason that I knew of why I should get off at the next car line, I asked him why. The only answer I could receive was his repetition of his first statement, "Get off at the next car line." He repeated this statement at least four times in a very positive and disgusted tone of voice.

I asked him please to explain why I should do this and he finally said, "You went north before; you can't go south on Western." Evidently my transfer had been punched incorrectly, and I explained this to him, but he refused to listen.

Aside from the fact that I did not receive a transfer and was forced to pay a second fare when I boarded the Madison Street car, I wish to state that my experience was most embarrassing and humiliating.

I realize that the mistake was not his. However, I feel that he should be willing to admit

the possibility of an error on the part of a street car employe and I am certain that it is not the wish of the officials of the Chicago Surface Lines that an honest passenger be forced to suffer such embarrassment and humiliation because of a mistake which originated with a street car conductor.

Very truly yours,

Clara E. Vergowe,  
1409 Summerdale Ave.

[The Lawrence avenue transfer had been punched "North" and "West" instead of "South" and "West." A refund and an apology were mailed to the complainant.]

#### WHAT'S YOUR WORTH

What is the real worth of a man?

The world tries to estimate in terms of money, but the world is not always right. For a man is worth what he does—no more, and no less.

A man in fact, is, what he does. A man may say what he likes; what he does and what he achieves will soon prove whether or not he is telling the truth about himself.

No one, no matter how great his abilities, is worth anything at all unless he uses those abilities. He is no good to himself and useless to his organization.

For the cleverest man in the world, who does nothing, is the inferior of the most ignorant laborer who accomplishes something.

Real achievement cannot be measured in terms of money. Some of the greatest achievements in the world are intangible, for they are battles fought and won with oneself, and has meant more real effort, more real pluck, than the building of a spectacular skyscraper or the bringing off of a colossal financial deal.

It is no use asking or expecting anyone else to estimate our real worth. We, and we alone, are the sole judges. It is we who know whether we are true or false to ourselves. It is we, and we alone, who know whether what we have achieved is real, or only a sham. What we are worth is the measure of our faithfulness to our principles, and to our employers.

That in the end, is the only real estimation of a man.

Selected and submitted by J. D. Newton,  
West Shops.

"I reckon," said the farmer, "that I get up earlier than anybody in the neighborhood. I am always up before three o'clock in the morning."

The second farmer said he was always up before then and had part of the chores done.

The first farmer thought he was a liar and decided to find out.

A few mornings later he got up at two o'clock and went to his neighbor's house.

He rapped on the back door and the woman of the house opened it.

"Where is you husband?" asked the farmer, expecting to find his neighbor in bed.

"He was around here early in the morning," answered his wife, "but I don't know where he is now."

## "A Night in Dixie"

*Last Big Entertainment of the Season—Club House Closed Temporarily—A Style Show—Women's Bowling*

There were big doings in Dixieland Saturday night, May 14. This was the annual May party of the Surface Lines Club, and it more than held its reputation for popularity which always means a crowded hall and a need for "S. R. O." signs. The show was voted by everyone as "the best yet" and it was hard to clear the hall when the last dance music had been played.

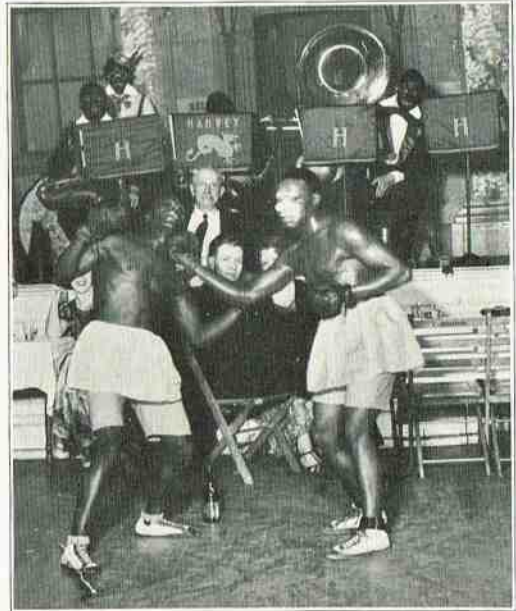


The Pickaninny Entertainers.

The scenic effects were all that could be desired. Before entering the main auditorium, the guests were greeted by a view of the rear end of an observation car with an illuminated sign reading "Dixie Special." The stage had as a background a scenic drop picturing the exterior of an old Southern mansion, on the veranda of which Chris Melgard's orchestra, in black face make up, played entrancing music all evening. The sides of the hall were draped with Spanish moss from which multi-colored lights sparkled, and the effect of a lawn party was complete with dozens of colored lanterns stretched over the heads of the guests.

The show started off with a bang when John Burdette, world renowned negro baritone, came forth in ragged costume and made the room echo with the rich volume of his wonderful voice. "That's Why Darkies Were Born" and other familiar negro melodies brought thunders

of applause from the audience and several encores from the singer. The inimitable "Gold Dust Twins" put on two numbers, and had most of the guests standing on chairs to watch their comic capers as they battered each other around



When One Gold Dust Twin Went Out.

the floor. Another number which called for several "repeats" was the dancing and singing by a group of real pickaninnies who demonstrated the meaning of rhythm, quite marvelous in performers of that age.

Refreshments were served continuously at the tables and the guests never seemed to get enough of the dance numbers between acts. Altogether Chairman John Hewitt had reason to be proud of the latest edition of a series of successful May parties.

### Attractive Fashion Show

Attendance records continued to soar when about 150 members and guests gathered to view the Spring Style Fashion Show given by the Financial Department on Thursday evening, May 19, 1932, at the Clubhouse.



Exhibits at the Fashion Show, Left to Right—Helen Wallace, Mrs. N. Ebeling, Dorothy Johnson, Ann Kerruish, Helen Baar and Mildred Prange.

Frocks displayed, through the courtesy of the Wieboldt Department Stores, were those for afternoon, evening, active sports and spectator sports. Hats, gloves, purses, necklaces, and bracelets were also given consideration. The charming models were Mrs. L. Hunter, Mrs. N. Ebeling, the Misses H. Baar, D. Johnson, C. Reinhardt, A. Kerruish, M. Prange and H. Wallace.

The dimly-lighted colorfully decorated hall, in which were individual tables adorned with tulips, was a delightful setting for the occasion. Song, dance, and accordion numbers which interspersed the program were greatly enjoyed.

In the beginning of the evening a most interesting talk was made by Miss Baron, director of the Burr Oaks Camp for Girls at Mukwanago, Wisconsin, telling some of the advantages to be had by business

girls who choose this spot for their vacation.

The capable committee handling this party consisted of Evelyn Jones, Chairman, Sarine Davis, Nina Ebeling, Ann Kerruish, Rose Kleefeld and Christine Luenti.

#### Women's Auxiliary Bowling League

The evening of March 31 will not be forgotten for some time to come as it was the opening night of our bowling league. Never in the history of our club had so many girls come out to the bowling alleys.

As the first night was only an experiment we had asked that the six teams be present. The bowling started at 6:00 o'clock P. M., and at 10:45 P. M., the laughter and shouts of the girls could still be heard from the bowling alleys. What

a night and what fun the girls all had. This same enthusiasm lasted during the entire bowling league meet.

Mildred Prange, Chairman of the Bowling Committee, then changed the schedules of the teams and on the second Thursday of the meet only four teams bowled each evening. This plan worked out more successfully and was continued up until the last evening April 28th.

On the evening of May 19th, Miss Mildred Prange awarded the prizes to the "Wildcats" whose team bowled 3,007 pins. The members of this team were: Erna Karge, Olga Krueger, Isabelle Lubway, Lillian Maloney, Betty Sullivan, Alice Weldon.

Prizes were also awarded to the following girls who had bowled highest games each Thursday evening of the meet: Olga Krueger, 171; Alice Weldon, 157; Margie McIntyre, 153; Mildred Prange, 133.

A blue ribbon was awarded to Miss Mary Wiley who is considered our best bowler but who had been unsuccessful in winning a prize during this meet.

Miss Mildred Prange and her committee consisting of Rose Kleefeld, Olga Krueger, Ruth Mathis, Arlene Pray and Alice Weldon, are to be congratulated upon their splendid work in arranging these teams as to averages and for their untiring efforts in acting as scorekeepers each Thursday evening.

#### Clubhouse to Close

As a measure of economy the Surface Lines clubhouse will close on July 1, until further notice. This has been made necessary by the discontinuance of appropriations for club purposes by the management of the Chicago Surface Lines which, because of the continued decline in revenues, must eliminate all unnecessary expense. The Board of Directors of the club express the hope that conditions will so improve in the future as to permit the renewal of club entertainments and other activities.

#### Last Call for Golf Tournament

All employes of the Chicago Surface Lines and their guests are invited to take part in the annual golf tournament of the Surface Lines Club, to be held on Friday, June 24, at Evergreen Golf Club, West-

ern Avenue and 91st Street. The tee-off will be at 1:00 P. M. The grounds fee, including showers and lockers, will be \$1.00, and for those who care to stay for dinner an additional charge of \$1.00 will be made. Suitable prizes will be awarded to the winners. It is expected there will be an unusually large attendance this year because of the convenient location of the tournament course. Those who expect to enter should send a check, before June 22, to C. J. Mersch, 600 W. Washington Boulevard, and those who plan to stay for dinner should specify at that time whether they wish to have steak or fish.

#### TAX ON N. Y. RAPID TRANSIT FARES SUGGESTED

New York "enjoys a 5-cent fare"—in theory. In fact the riders pay 5 cents directly and another 2 cents through the municipality which reimburses itself by taxation. As one plan to relieve the situation Mayor Walker has received from Prof. Lindsay Rogers of Columbia, secretary of the Mayor's Committee on Taxation, a memorandum discussing the feasibility of a 2-cent "sales tax," or an increase of 40 per cent on the city's rapid transit lines. Professor Rogers makes it clear that he believes it would provide a surer means of relieving the drain on the municipal budget than a flat increase in the nickel fare. In his memorandum Professor Rogers estimates that with the opening up of the new city subway lines, the maintenance of the 5-cent fare on both old and new lines will cost the city close to \$25,000,000 a year, which it will have to meet by budgetary appropriation.

The teacher was testing the knowledge of a kindergarten class. Slapping a half dollar on the desk, she said sharply, "What is that?" Instantly, a voice from the back row, "Tails."

The height of optimism is the case of a young man who fell off a forty story building, and upon passing each floor on his downward flight, yelled, "All right so far."

New Boarder: "When I left my last boarding place the landlady wept."

Landlady: "Well, I won't. I always collect in advance."

Mandy: "Doctor, Ah's skeered Ah's got er infernal injury from dat fall when Ah slipped on dat banana peelin'."

Doctor: "You mean 'internal' injury, Mandy. 'Infernal' means 'lower regions.'"

Mandy: "Dat's right, Doctor, 'infernal.'"

An ancient car chugged painfully up to the gate at the races. The gatekeeper, demanding his usual fee for automobiles, called:

"A dollar for the car."

The owner looked up with a pathetic smile of relief and said:

"Sold!"

## In the Interest of Safety

*Trainmen Score Decreases in Most Classes of Accidents—Elston-Noble Leads Contest*

Cumulative—February 1 to May 31, 1932

First Place .....	Division No. 10, Elston-Noble .....	92.820
Second Place .....	Division No. 3, Seventy-seventh Street .....	92.656
Third Place .....	Division No. 2, Burnside .....	92.625
Fourth Place .....	Division No. 11, Lincoln .....	92.232
Fifth Place .....	Division No. 4, Sixty-ninth Street .....	92.065
Sixth Place .....	Division No. 5, Archer .....	91.256
Seventh Place .....	Division No. 9, Armitage-Division .....	91.042
Eighth Place .....	Division No. 8, North Avenue .....	90.940
Ninth Place .....	Division No. 6, Lawndale-Blue Island .....	90.341
Tenth Place .....	Division No. 1, Cottage Grove .....	90.234
Eleventh Place .....	Division No. 12, Limits-Devon .....	88.909
Twelfth Place .....	Division No. 7, Kedzie .....	86.909

Month of May, 1932

First Place .....	Division No. 10, Elston-Noble .....	95.410
Second Place .....	Division No. 9, Armitage-Division .....	93.892
Third Place .....	Division No. 4, Sixty-ninth Street .....	93.869
Fourth Place .....	Division No. 5, Archer .....	93.419
Fifth Place .....	Division No. 11, Lincoln .....	92.600
Sixth Place .....	Division No. 12, Limits-Devon .....	92.480
Seventh Place .....	Division No. 2, Burnside .....	92.217
Eighth Place .....	Division No. 1, Cottage Grove .....	92.149
Ninth Place .....	Division No. 3, Seventy-seventh Street .....	92.002
Tenth Place .....	Division No. 6, Lawndale-Blue Island .....	91.274
Eleventh Place .....	Division No. 8, North Avenue .....	90.508
Twelfth Place .....	Division No. 7, Kedzie .....	87.137

### By WILLIAM PASCHE Supervisor Accident Prevention

The greatest decrease is in collisions with vehicles. For this gratifying result, praise is due to Surface Lines motormen, one-man car and bus operators.

Unfortunately the record as to "Passengers falling in cars" did not show a decrease. These are accidents with which the motorman has to do and efficiency in applying the power when starting will surely reduce them. At the present time some motormen and operators, when starting apply the power two or three points at one movement of the controller. This will almost always throw a standing passenger off balance, to say the least, and, in some instances, to the floor of the car.

When a number of passengers have boarded, it so happens that in some instances the first passenger to board has

paid his fare, entered the interior of the car and is about to be seated when the car starts with an unnecessary jerk. Sometimes this jerk causes passengers to strike the corner of the seat or, particularly when about to occupy a long seat, throws the passenger to the floor of the car.

Passengers who have not completed the payment of fare, still on the platform are thrown off balance against the controller, brake handle or vestibule. These are all included in the "falling-in-car" class, caused by not applying the power correctly.

Then there is the "falling-in-car" accident which occurs when the car is being brought to a stop. The passengers in this instance sometimes are walking through the car to the front or rear exit, or have just arrived at either the front or rear platform and are thrown as the car



is brought to a stop with a jerk, causing them to fall when the air has been applied hard. Making correct applications of power when starting, and of air when stopping, will reduce this class of accident and also complaints about rough operation.

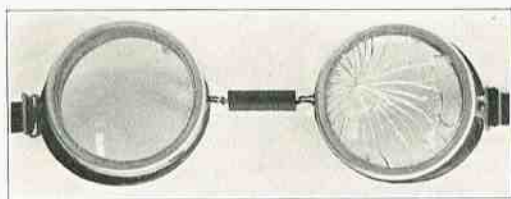
A careful study is being made of all accidents that occur, particularly "falling-in-car" and "alighting and boarding." When reporting "falling-in-car" cases, be sure to give all available information, like stumbling over other passengers or objects, such as grips, boxes, packages on platform floor or interior of car, tripping on step from platform to interior of car when entering, or of slipping on angle iron when going from interior to platform. Endeavor, whenever possible, to give the approximate age of person. If a jerk is the cause of an accident, be sure to state whether or not it was necessary to make an emergency stop because of a cut-off by a vehicle or pedestrian. If, at an intersection controlled by stop and go lights, a second stop has been made because of a change in light from green to red, be sure to state this in your report. These are all important items to know when attempting to discover what really has been the cause of the accident. In every instance of a "falling-in-car" accident, the conductor should call it to his motorman's attention as soon after the occurrence as possible. In no instance, no matter how slight the fall may be or what the cause, even if a passenger insists that he is not hurt or refuses to give his name, ever neglect to write a report of the incident. Many blind cases result from these occurrences which are both troublesome and costly.

When reporting an alighting accident be sure to give the details on how the accident occurred and whether the car was standing or moving, if passenger was stepping from platform to step, whether or not they slipped when stepping from platform to step, stumbled in street or were struck by vehicle after alighting. If it occurs while the passenger is alighting from the rear end, state whether or not the signal to go was given before the accident occurred. If the accident occurs at the front exit, specify whether or not the door was opened before the car was

stopped and how far it was opened from the actual stopping place. When boarding accidents occur, state whether or not the car or bus was moving or standing. Did the conductor look out alongside of the car before giving the signal to go? How far did the car move before occurrence? How many passengers boarded the car at that point and how many were on the rear platform? Where did the person come from—around the front end of the car or from the sidewalk? Did he stumble on the street while approaching the platform or did he come around the rear end of the car?

### One More Eye Saved

A terse ending of a brief report, "This man did not receive an eye injury" attached to the pair of goggles illustrated here showing the lens cracked by a flying



piece of steel, caused the Accident Prevention Department much elation. Another man, this time R. Goings, took precaution and wore his goggles while working with a track gang on Lake Park Avenue and 55th Street on May 25th. Because of his safety-mindedness he still enjoys the sight of both eyes and ought to be a reminder to those who sometimes neglect to don their goggles that one never knows when a piece of steel or concrete is going to fly up. By wearing these protective devices you can save yourself much time, worry and pain, and probably one or both eyes.

Teacher: "Now, Robert, what is a niche in a church?"

Bobby: "Why, it's just the same as an itch anywhere else, only you can't scratch it as well."

"Madame, is your husband home?" inquired a book agent. "I'd like to have him look at this book, 'What to Do in Case of an Accident.'" "Just wait till I look and see," replied Mrs. Peck grimly, "and if he ain't home he's going to need that book."

# Displaying "Old Glory"

## *Official Rules for Handling the Flag Under Various Conditions*

The National Flag Conference in Washington in June, 1923, and in May, 1924, adopted the formal Flag Code now generally observed on national holidays and occasions when decorative use is made of the National Emblem:

1. The Flag should be displayed only from sunrise to sunset, or between such hours as may be designated by proper authority. It should be hoisted briskly but should be lowered slowly and ceremoniously. The Flag should be displayed on all National and State holidays and on historic and special occasions. (However, being the emblem of our country, it ought to fly from every flagpole every day throughout the year, weather permitting.)

2. When carried in a procession with another flag or flags, the Flag of the United States of America should be either on the marching right (i. e., the Flag's own right), or when there is a line of other flags, the Flag of the United States of America may be in front of the center of that line.

3. When displayed with another flag against a wall from crossed staffs, the Flag of the United States of America should be on the right (the Flag's own right), and its staff should be in front of the staff of the other flag.

4. When a number of flags of States or cities or pennants of societies are grouped and displayed from staffs with the Flag of the United States of America, the latter should be at the center or at the highest point of the group.

5. When flags of States or cities or pennants of societies are flown on the same halyard with the Flag of the United States of America, the latter should always be at the peak. When flown from adjacent staffs the Flag of the United States of America should be hoisted first and lowered last. No such flag or pennant flown in the former position should be placed above, or in the latter position to the right of the Flag of the United States of America, i. e., to the observer's left.

6. When flags of two or more nations are displayed they should be flown from separate staffs of the same height and the flags should be of approximately equal size. International usage forbids the display of the flag of one nation above that of another nation in time of peace.

7. When the Flag is displayed from a staff projecting horizontally or at an angle from the window sill, balcony or front of building, the union of the Flag should go clear to the peak of the staff unless the Flag is at half-staff. (When the Flag is suspended over a sidewalk from a rope, extending from a house to a pole at the edge of the sidewalk, the Flag should be hoisted out from the building towards the pole, union first.)

8. When the Flag is displayed in a manner other than by being flown from a staff, it

should be displayed flat, whether indoors or out. When displayed either horizontally or vertically against a wall, the union should be uppermost and to the Flag's own right, i. e., to the observer's left. When displayed in a window it should be displayed the same way, that is, with the union or blue field to the left of the observer in the street. When festoons, rosettes, or drapings are desired, bunting of blue, white and red should be used, but never the Flag.

9. When displayed over the middle of the street, the Flag should be suspended vertically with the union to the north in an east and west street or to the east in a north and south street.

10. When used on a speaker's platform, the Flag, if displayed flat, should be displayed above and behind the speaker. If flown from a staff it should be in the position of honor, at the speaker's right. It should never be used to cover the speaker's desk nor to drape over the front of the platform.

11. When used in connection with the unveiling of a statue or monument, the Flag should form a distinctive feature during the ceremony, but the Flag itself should never be used as the covering for the statue.

12. When flown at half-staff, the Flag should be hoisted to the peak for an instant and then lowered to the half-staff position; but before lowering the Flag for the day it should be raised again to the peak. By half-staff is meant hauling down the Flag to one-half the distance between the top and the bottom of the staff. If local conditions require, divergence from this position is permissible. On Memorial Day, May 30th, the Flag is displayed at half-staff from sunrise until noon and at full staff from noon until sunset; for the Nation lives and the Flag is the symbol of the living Nation.

13. Flags flown from fixed staffs are placed at half-staff to indicate mourning. When the Flag is displayed on a small staff, as when carried in a parade, mourning is indicated by attaching two streamers of black crepe to the spear head, allowing the streamers to fall naturally. Crepe is used on the flagstaff only by order of the President.

14. When used to cover a casket, the Flag should be placed so that the union is at the head and over the left shoulder. The Flag should not be lowered into the grave nor allowed to touch the ground. The casket should be carried foot first.

15. When the Flag is displayed in the body of the church, it should be from a staff placed in the position of honor at the congregation's right as they face the clergyman. The service flag, the State flag or other flag should be at the left of the congregation. If in the chancel or on the platform, the Flag of the United States of America should be placed at the clergyman's right as he faces the congregation and the other flags at his left.

16. When the Flag is in such a condition that it is no longer a fitting emblem for display, it should not be cast aside or used in any way that might be viewed as disrespectful to the National colors, but should be destroyed as a whole privately, preferably by burning or by some other method in harmony with the reverence and respect we owe to the emblem representing our Country.

#### Cautions

1. Do not permit disrespect to be shown to the Flag of the United States of America.

2. Do not dip the Flag of the United States of America to any person or any thing. The regimental color, State flag, organization or institutional flag will render this honor.

3. Do not display the Flag with the union down except as a signal of distress.

4. Do not place any other flag or pennant above, or, if on the same level, to the right of the Flag of the United States of America.

5. Do not let the Flag touch the ground or the floor, or trail in the water.

6. Do not place any object or emblem of any kind on or above the Flag of the United States of America.

7. Do not use the Flag as drapery in any form whatsoever. Use bunting of blue, white and red.

8. Do not fasten the Flag in such manner as will permit it to be easily torn.

9. Do not drape the Flag over the hood, top, sides or back of a vehicle, or of a railway train or boat. When the Flag is displayed on a motor car, the staff should be affixed firmly to the chassis or clamped to the radiator cap.

10. Do not display the Flag on a float in a parade except from a staff.

11. Do not use the Flag as a covering for a ceiling.

12. Do not carry the Flag flat or horizontally, but always aloft and free.

13. Do not use the Flag as a portion of a costume or of an athletic uniform. Do not embroider it upon cushions or handkerchiefs nor print it on paper napkins or boxes.

14. Do not put lettering of any kind upon the Flag.

15. Do not use the Flag in any form of advertising nor fasten an advertising sign to a pole from which the Flag is flown.

16. Do not display, use or store the Flag in such a manner as will permit it to be easily soiled or damaged.

#### Proper Use of Bunting

Bunting of the National colors should be used for covering a speaker's desk, draping over the front of a platform and for decoration in general. Bunting should be arranged with the blue above, the white in the middle, and the red below.

Rastus: "Quick, Sam, a wildcat jes' run into yo' house, what yo' wife am."

Sam: "Well, he'll jes' hab to git out de bes' way he kin dats all."

"The horse you sold me last week is a fine animal, but I can't get him to hold his head up."

"Oh, it's because of his pride. He'll hold it up as soon as he's paid for."

#### TRAFFIC RULES—? ? ?

1. Never signal when about to turn; let the man behind you use his imagination. Remember the twelve-millionth Ford is now in the ditch.

2. After parking and you wish to back out, never look behind. Let the other guy think for you. Just ram back and see how good he is at dodging.

3. It is well, when coming out of an alley to step on the gas. Never mind the traffic, come out boldly, with a rush. If others object give them the icy stare.

4. Always sound your horn loudly and insistently whenever there is a traffic tie-up; if the fellow ahead refused to run into a street car and keeps you waiting three minutes, tell him just what you think of him.

5. If the speed limit is 20 miles, slow down to 35; courtesy makes safety.

6. Never pay any attention to stop signs or signals, especially at the junction of crowded thoroughfares. He who hesitates demeaneth himself before the traffic cop and makes the undertaker listless.

7. When entering a quiet zone always open your cut-out and loudly blow your horn. If others resent it, pay no attention to them. It's your horn.

8. Whenever you see a safety zone, drive boldly thru it. Pedestrians should stay upon the sidewalk. Be independent.

9. Never dim your lights; if the fellow can't see to pass you let him wait until you get by. What the hell do you care if he does go in the ditch with his wife and children.

10. Never pass another car until you see one coming from the opposite direction. Then you will have just time to crowd past and get a good laugh at both drivers when they have to slow up for you. This is always good and perfectly safe.

11. Always keep weaving in and out of line to gain a car length or two. Of course you are in a hurry but don't know where you are going or what for.

12. Never stop to allow people to get on and off street cars. This is a foolish waste of time. Hit the women and children first.

13. Remember the golden rule: Always get someone else before they get you. Safety first means nothing to you. It is better to have hit and smashed than never to have hit at all. Then sneak away.

14. Drive like hell on all occasions. Never mind, you may not get killed; if you should, the undertaker needs the business.

15. Observe the rules carefully and when passing through this neck of the woods, salute the traffic cop by placing your thumb to your nose. Nothing further is necessary on your part,—only meet the Judge and dig.

Selected and Submitted by  
Conductor Joseph Marousek, Jr.  
Badge No. 3916, 77th.

"Did ye hear about Sandy McCulloch findin' a box of cornplasters?"

"No."

"Yes—so he went and bought a pair of tight shoes."

# SURFACE SERVICE MAGAZINE

*Published Monthly by*

**Chicago Surface Lines**

**231 South La Salle St.**

**CHICAGO**

**Volume 9**

**June, 1932**

**No. 3**

**John E. Wilkie** - - - - - **Editor**  
**C. L. Altemus** - - - **Assistant Editor**

## **HELPING OUR GUESTS**

"Thousands of visitors will be in Chicago during the month of June, many of them for the first time," says Superintendent Evenson's General Order No. 3-32. "The two national political conventions and several other large national gatherings will bring people from all sections of the United States.

"Every citizen should be anxious to impress these visitors with the greatness and beauty of Chicago and the hospitality of its people.

"Chicago Surface Lines trainmen have an exceptional opportunity to contribute to this impression. No group of employes in the city will be more frequently in contact with the visitors.

"It is hoped that every trainman will exert himself to the utmost to be courteous and helpful and to give most efficient service at all times. Trainmen must remember that visitors are not acquainted with the city. Questions should be answered fully and courteously and street names should be called distinctly.

"This is a splendid opportunity for real service."

The Transportation Department has worked out plans for ample service to meet all the requirements of the two conventions with a headway of little more than a minute on the Madison Street line.

## **NATURE UNDISMAYED**

Experts who know all about such things assure us that this spring's production of leaves and flowers in the Park, Garden, and Forest Preserve Subsidiaries of Mother Nature Laboratories, Inc., has not been affected by any adverse conditions. On the contrary every department

has been operated on a twenty-four hour schedule, and has been on a scale rarely equalled in the past.

Surface Lines specialists at the various car stations report that the work of the Mother Nature forces in beautifying the properties exceeded all their expectations. The Tulip Department, which closed for the season at the end of May, turned out a number of new models with color effects surpassing all previous efforts. Other Mother Nature departments are now devoting themselves to their several specialties, with most gratifying results.

SURFACE SERVICE regrets its inability to present samples in the glory of their natural colors. Black and white is wholly inadequate even to suggest the wonderful colors of the '32 models, but the men who are superintending the beds, window boxes and gardens are experiencing a keener pleasure than ever before. The Garden Committee has been delighted with the results and approval has come from those friends and neighbors who have a chance to inspect our exhibits.

Photography will do its best to record the effects at the various stations as the season progresses, and congratulations are extended to the ambitious gardeners who have taken so deep an interest in the reclamation and beautification of what once were bare and ugly areas of neglected land.

## **EMPLOYES RELIEF FUND**

**May, 1932**

The Surface Lines Employees Relief Committee held five sessions during the month, at which 38 applications were considered. Of this number there were 25 emergency cases on which the Committee approved immediate relief, and 11 applications were approved for weekly payments.

Checks totalling \$10,768.97 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$194,216.67 paid to Surface Lines employes in relief.

The Surface Lines Relief Committee have to date forwarded seven \$10,000 checks to the Joint Emergency Relief Association, making the total expenditures for relief to date \$264,216.67.

# Keeping 'Em Rolling

*Blue Island the Winner—An Increase Shown in Number of Pull-Ins on the System*



**Blue Island's Husky Crew**

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. Skarzenski, 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. 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.

Blue Island, the winning carhouse, operated 42,790 miles per pull-in due to failure of equipment, which is an increase of 1,384 miles over the month of April, when they were in 2nd position.

The number of pull-ins for May, however, shows an increase as compared with the preceding month. The average miles operated for the system is 27,093, a decrease of 1,097 miles or 3.4%.

An increase in percentage is shown by nine of the sixteen carhouses, and thirteen carhouses operated their cars over 21,000 miles per pull-in.

The individual records are shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-in	Pct. Inc. or Decr.
1	Blue Island	23	42,790	3.3
2	77th Street	11	38,512	11.3
3	Cottage Grove	15	38,225	1.6
4	Lawndale	20	34,496	10.2
5	Devon	19	34,099	55.1
6	Burnside	18	32,878	27.0
7	Elston	21	30,640	10.6
8	Archer	11	30,169	37.4*
9	North	10	28,107	31.7
10	Kedzie	9	27,209	12.2*
11	Lincoln	16	25,354	11.4

12	69th Street	7	22,598	22.6*
13	Division	10	21,143	18.2*
14	Noble	14	16,152	52.3*
15	Limits	17	15,701	4.7*
16	Armitage	9	15,031	41.9*
		230	27,093	3.4*

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

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

\*Decrease.

## Personal Service Recognized

### *Pleased Passengers Write Pleasant Letters of Appreciation About Treatment Received*

#### A Human Interest Story

Chicago, June 10, Chicago Surface Lines, Gentlemen: I have just heard the details of an experience of a dear little old lady friend that has so many interesting features and especially as it reflects such high credit upon members of your organization that I am sure you will be glad to know about it.

While a passenger on one of your Madison Street cars she got off, forgetting a package which she prized very highly, and when she discovered her loss became frantically excited. She waited for the return of the car she thought she was on and told the crew that she thought she had left it on their car. As to this she appears to have been mistaken.

She then appealed to Motorman Badge No. 11175, asking him to tell her what to do. He suggested that the package would probably turn up at the Lost and Found office at Kedzie Avenue station, but she explained that on account of her age she was afraid she would get lost, whereupon your employee told her not to worry, helped her to a seat and said that he was about to be relieved and that he would take her to the barns. This he did, but your clerk, Mr. Callahan, I believe, informed her that the package had not yet been turned in and asked what was in the package, whereupon she began to cry and explained that there were pictures of her dead husband—all in the world that she had to remember him by.

Your trainman and your clerk quieted her, holding out the hope that the package would be turned in later and telling her to call up the barn in the morning. She was given a transfer to go home with and your uniformed man boarded the Kedzie Avenue car with her and when they arrived at Madison Street your Supervisor who had evidently heard from the barn reported that the package had just been turned in.

Back they went to the station where she joyfully received her precious package and after congratulations all around she was again provided with transportation and started on her way home. She attempted to have your motorman accept a reward which he declined with thanks and added that he wished she were his mother so that he could be of further service to her and then he escorted her to Madison Street, where he helped her on her car and rode with her as far as Crawford.

I want you to know that she and all of her friends are deeply grateful for the consideration and kindness shown her by all your representatives. This incident occurred on May 9, just after Mother's Day, and she wished God's blessing on all of the men who helped in recovering her precious pictures.

Although I am giving you my name and address I particularly request that neither be used.

(Motorman Badge No. 11175 is R. H. Tiffany of Kedzie. The clerk referred to is M. Callahan and Supervisor Hays was the man who brought the glad tidings to them at Madison and Kedzie. Later a letter was received from Mrs. Bessie McAlpine of No. 211 S. Forest Avenue, River Forest, Ill., expressing her appreciation of the kindness extended to her in her difficulty.—*Editor.*)

#### Mr. Quinn's Pleasant Experience

June 7, 1932. Mr. C. H. Evenson: Arriving at Ashland Avenue and 40th Street on the morning of June 6, it was raining very hard and the cars were stalled on account of the subway being flooded. I immediately proceeded to switch cars and take care of passengers when Motorman H. G. Hubbard, badge No. 10397, on Run 448, arrived northbound and upon observing me standing in the rain, stepped off, handed me his rain coat and insisted on me wearing it, even helping me to put it on.

The friendliness and unselfishness of this motorman was so outstanding that I feel it my duty to voice my appreciation of his kindly consideration for others.

This incident is typical of Motorman Hubbard, as I have observed on many occasions, and we would have a more friendly feeling toward our Company if more of our men would copy his methods.

M. B. Quinn.

Miss Helen O'Connor, 6424 Glenwood Avenue, compliments Motorman Albert Lacek, Badge No. 2185 of Devon, for his courtesy to her aunt who was a passenger on his car.

Mr. S. A. Fleming, Principal, Haugan School, expresses his appreciation of the service rendered to pupils of his school by Starter Louis Soduski of North Avenue.

Supervisor M. J. Lyons of 77th assisted Mr. C. S. Wiltse, Osborn Trucking Company, Huntington, Indiana, to recover a portfolio which he had left on one of our cars, and for this he wishes to commend him.

Conductors G. A. Manson, Badge No. 6880, and I. J. Peters, Badge No. 13722, both of Devon, are commended for their courtesy and friendly "Good morning" by Mr. W. R. Stailey, 4867 Magnolia Avenue.

Miss Hattie Schock, 6353 S. Rockwell Street, thanks and praises Conductor T. J. Mahoney, Badge No. 13518 of 69th, for his honesty in turning in her purse to the Lost and Found Department, which she had inadvertently left while a passenger on his car.

Motorman L. R. Davis, Badge No. 13167, and Conductor R. C. Wells, Badge No. 13390, both of 77th, are recipients of a telephoned commendation from Mr. W. Watson, who stated that this crew waited for him and six other passengers who wanted to board the car, although they had the right-of-way to proceed.

Miss Louise Kirkham, 7423 Rogers Avenue, commends and thanks Conductor J. G. Klein, Badge No. 13224 of Lincoln, for courtesy rendered her when she was handicapped by an injured leg.

Mr. A. R. Ward, 7230 Yates Avenue, commends Conductor F. L. Morris, Badge No. 13026 of 69th, for his kindness in assisting a blind man to alight from his car and escorting him safely to the sidewalk.

Conductor F. A. Motuelle, Badge No. 12638 of 77th, is highly praised by Mrs. C. A. Hesel-tine, 1812 W. 63rd Street, for information given to her as to how she might reach her destination when she became confused in a strange part of the city.

Motorman J. P. O'Reilly, Badge No. 12635 of Limits, is commended by one of his passengers for his thoughtfulness in holding his car long enough to enable several persons to board his car although he had been given the signal to proceed.

Mr. H. Nussman, 1310-159 N. State Street, wishes to thank and commend Conductor William Anderson, Badge No. 12634 of Burnside, for his honesty in turning in a purse which had been lost by Mrs. Nussman, who had been a passenger on his car, containing a sum of money and a diamond ring.

R. B. P. thanks Conductor A. H. Feltz, Badge No. 12104 of 77th, for his kindness in permitting him to ride notwithstanding the fact that he had left his money at home, the conductor paying his fare.

Unusual courtesy by Motorman J. J. McNamara, Badge No. 12021 of 77th, to a small boy who had lost his way while riding on his car won for him a commendatory letter from E. J. Sonne, 6566 Yale Avenue.

Mr. F. P. McGivinis, 32 N. Kostner Avenue, compliments Motorman Raymond Tiffany, Badge No. 11175 of Kedzie, for his admirable trait of calling streets in a clear, distinct voice.

"S. M." commends Motorman C. J. Nelson, Badge No. 10905 of 77th for kindness and courtesy to an elderly woman passenger on his car.

Mr. C. H. Lang, 8034 Luella Avenue, thanks and commends Conductor C. J. Cullen, Badge No. 10794 of Burnside, for his honesty in turning in his brief case to the Lost and Found Department, which he had left on this conductor's car.

Conductor A. L. Leaverton, Badge No. 10516 of 69th, is the recipient of a commendatory letter from Miss Mae Dwyer, 5346 S. Spaulding Avenue, for courtesy rendered to her.

Mr. Steve Ryan of the South Park Commissioners sincerely thanks and commends Conductor G. J. Patt, Badge No. 10430 of Noble, for turning in a package that he had left on his car. Mr. Ryan also commented favorably on this conductor's neat appearance and courtesy.

Mr. E. Wright, 1100 Crawford Avenue, thanks Conductor Charles Peterson, Badge No. 9872 of North Avenue, for his thoughtfulness in paying his fair when he found that he was without funds, having left his money at home.

Mr. A. M. Gleissner, C. B. & Q. R. R. Co., praises Conductor R. J. Conkop, Badge No. 9870 of Blue Island, for his courtesy and kindness to women burdened with packages and children, patiently answering questions and

managing to smile even though he had a full load and was somewhat rushed.

Mr. C. O. Whaley, 2626 Ballou Street, thanks Motorman J. W. Cairns, Badge No. 9469 of Division, for his thoughtfulness in stopping his car in order to enable him to board it, even though some distance from the regular stopping point.

Mr. J. A. Masek, 913 N. Racine Avenue, commends and thanks Conductors I. Lyngaas, Badge No. 3640, and J. Morrow, Badge No. 8144, both of North Avenue, for their cooperation in assisting him to recover a brief case that he had left on one of our cars.

Miss Louise Kirkham, 7423 Rogers Avenue, commends and thanks Conductor M. Moran, Badge No. 8006 of Lincoln, for courtesy and kindness rendered her when she was handicapped by an injured leg.

Mrs. E. J. Pierce, 159 W. 72nd Street, wishes to thank Motorman I. L. Flannery, Badge No. 12847 of Devon, for his thoughtfulness in holding his car until her blind father was seated, so that he would not be inconvenienced by the starting of the car.

Mr. J. T. Milota, 2416 S. Troy Street, commends Conductor C. R. Gurschke, Badge No. 12742 of Blue Island, for his kindness in assisting an elderly couple to alight from his car and escorting them to the sidewalk.

Miss Anne Tracy, 12 N. Long Avenue, sincerely thanks Conductor H. L. Weeks, Badge No. 12606 of Kedzie, for his honesty in turning in her purse to the Lost and Found Department, which she had inadvertently left while a passenger on his car.

The efficient handling of his car and passengers has made Conductor C. W. Prentiss, Badge No. 6940 of Devon the recipient of a commendatory letter from Mr. F. J. Steele, 1255 Foster Avenue.

Miss Evelyn Dalezal thanks Conductor C. M. Neisner, Badge No. 6626 of Lawndale, for paying her fare when she boarded his car and found that she had lost her money.

Mr. M. Trenker, 2464 Clybourn Avenue, commends Conductor Joseph Fichter, Badge No. 6566 of Lincoln, for the service he rendered to him on various occasions as a passenger on his car.

Conductor Charles Jelinek, Badge No. 6402 of Lawndale, is complimented on his kindness and courtesy in assisting a blind man to alight from his car and escorting him safely to the sidewalk by Mrs. M. G. Horwich, 3953 W. Roosevelt Road.

Mrs. M. Mitchell, 3713 W. 61st Street, wishes to thank Conductor Thomas Sheehan, Badge No. 6338 of 69th, for turning in her umbrella which she left on his car on which she had been riding.

Mr. L. F. Boyer wishes to express his appreciation of the courteous service rendered by Conductor P. J. Robinson, Badge No. 4132, and Motorman W. J. Dowling, Badge No. 6039, of Archer.

Mr. H. Van Gelder, 448 Arlington Place, wishes to thank and commend Conductor G. F. Zimmer, Badge No. 5926, for paying his fare when he boarded this conductor's car and found that he was without funds, having left his money at home.

Motorman W. C. Rayborn, Badge No. 5525 of Limits, is complimented on his courtesy in assisting a blind man to alight from his car by Mrs. El Rene Hubbard, 360 North Michigan Avenue.

The calling of street car stops in a clear, distinct voice won for Conductor H. G. Richter, Badge No. 4508 of Elston, a letter of praise from Mr. W. H. Clayton, 4814 Altgeld Street.

Mr. M. J. Hack, 3933 N. Racine Avenue, expresses his appreciation of the kindness of Conductor E. P. Moran, Badge No. 4280 of 77th, for paying his fare when he found that he had left his money at home.

Mr. J. E. Robinson, 606 W. 32nd Street, Tacoma, Washington, compliments Conductor B. C. Nelson, Badge No. 3974 on his courtesy, neatness and trait of calling street car stops in a clear voice.

Mrs. A. Murphy, 3609 Archer Avenue, commends Conductor M. J. Jennings, Badge No. 3884 of Archer, for his courtesy in assisting her to board and alight from his car when she was carrying several bundles and accompanied by her children.

Miss M. M. Allen, 7823 Emerald Avenue, sincerely thanks and highly commends Conductor F. J. Bening, Badge No. 3486 of 69th, for his honesty in turning in a new pair of gloves that she had inadvertently lost while a passenger on his car.

Mr. D. L. Milner, 809 W. Roosevelt Road, compliments Conductor G. P. Miller, Badge No. 2828 of Lawndale, for his courtesy and kindness to his passengers.

Unusual courtesy on the part of Motorman C. N. Hoff, Badge No. 2497 of Cottage Grove, won for him a letter of commendation from Mrs. L. M. MacPherson, 609-15 E. Washington Street.

Mrs. E. C. Hassold, 5629 Dorchester Avenue, highly commends Conductor E. J. Hehls, Badge No. 2458, for his kindness and thoughtfulness in paying hers and her husband's fare when they boarded his car accompanied by their small daughter and found that they both had left their money at home.

Mr. E. Wray, 9 South Clinton Street, compliments Conductor L. J. Koepke, Badge No. 2432 of Kedzie, on his honesty. Mr. Wray states that a passenger paid his fare and walked into the car without waiting for his change. This conductor after taking care of his other passengers went into the car and found this passenger and gave him his change, and Mr. Wray considers this an act worthy of merit.

Mr. W. C. Aldridge, 10218 Prairie Avenue, reports that his wife accompanied by a friend who is badly crippled boarded the car in charge of Conductor W. A. Heden, Badge No. 2352 of 77th, who was very solicitous as to their welfare. When they reached their transfer point Mr. Aldridge states this conductor alighted from the car and carried this crippled girl to the sidewalk much to her surprise and delight, and he sincerely thanks and commends him.

Mrs. J. H. Welshon, 741 N. Mayfield Avenue, compliments Conductor Michael McDonald of Kedzie, Badge No. 1998, for his kindness in assisting an old man to alight from his car.

Bus Operator E. W. Ericson, Badge No. 1974 of 77th, is complimented on his careful driving and courtesy by Mr. W. R. Allen, 105 W. 104th Street.

Mr. R. E. Lipsey, 1718 Thorndale Avenue, commends Motorman W. F. Ryan, Badge No. 947 of 77th, for assisting a blind woman to alight from his car and escort her to the sidewalk in spite of the fact that it was raining very hard.

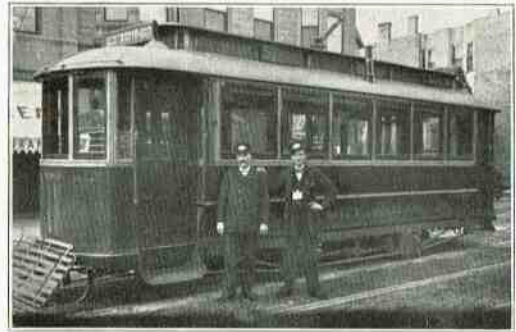
Dr. M. J. Hawkins, 5240 Harper Avenue, praises Conductor W. S. Jones, Badge No. 1178 of Cottage Grove for his kindness in assisting a blind man to alight and escort him from his car to the sidewalk.

Mr. A. Farwell, of Blyth & Co., 105 S. LaSalle Street, thanks Conductor R. E. Buckley, Badge No. 422, of 77th, for his courtesy and kindness in paying his fare when he boarded his car and found that he was without funds.

Kindness and courtesy on the part of Conductor P. J. Murray, Badge No. 376, of Kedzie, was made the subject of a commendatory letter from Mr. W. R. Boorman, 3000 W. Washington Boulevard.

Miss Ella Gloss, 2239 W. Chicago Avenue, reports that while a passenger on the car in charge of Conductor A. J. Salmon, Badge No. 270, of Limits, a crippled lady wished to board the car but could not negotiate the high step. This conductor got off the car and picked her up bodily and placed her safely on the platform and for this act of unusual courtesy Miss Gloss wishes to commend and compliment him.

#### A 1900 Old Timer



Conductor W. D. Carroll of 77th submits a photograph taken at 69th Street and Wentworth Avenue in 1900. "At that time," writes Conductor Carroll, "we had a pocket at 69th Street, one at 63rd and one at 79th Street. These cars were a dark green in color, finished inside with a dark oak trimming, and heated by a small hard coal stove. They were equipped with a lever brake which worked by a chain winding around a disc, which made it hard braking when this disc got wet in rainy weather. The seats were lengthwise and were covered with a green soft carpet covering. Conductors carried the register hung around the neck and made change from their pockets. Motorman A. Andersen, who is in this picture with me, has passed on to the other world."



## Limits Seniority Leaders

*Twenty Lively Well Preserved Old Timers With Over 760 Years of Service*



Names and years of service: First row, left to right—P. Zeches, 47; H. Shultz, 42; O. Johnson, 42; E. Gerard, 41; G. Johnson, 40; T. J. Regan, 40. Second row—G. Routzong, 39; G. Martin, 38; H. Durr, 38; W. Michaelis, 38; C. Kastner, 37; A. Levinsky, 37; J. Simon, 37; J. Kliem, 36. Third row—F. Palmer, 36; H. Seibert, 36; J. Hamm, 36; J. Greenwald, 36; F. Kempe, 33; M. Roche, 32.

More than seven and a half centuries are covered by the combined service records of this score of veterans, and looking back in history one finds that 760 years ago Henry II conquered Ireland in 1172 and it was not until more than 40 years later that King John immortalized himself by granting Magna Charta to the British barons, thus establishing the basis of English civil liberties.

For anyone with a yen for statistics it

might be interesting to figure how many miles had been covered by the members of this group in these 760 years on their runs. And what they have seen in the growth of Chicago, and the expansion of the transportation system with changes in the forms of equipment! If one could listen in when they are in a reminiscent mood in the trainroom one doubtless could get a fascinating series of human interest stories.

### ROUNDING UP WITNESSES

#### North Avenue Again Assumes Lead—Archer Slides from First to Sixth Place

During the month of May, every depot with the exception of Elston-Noble and Armitage-Division changed places in this contest, these two holding second and last places respectively. North Avenue showed good form in climbing from fourth to first place as well as Burnside climbing from sixth to third place. Archer Avenue after taking the lead last month seemed content to rest on its laurels, but while she was resting someone rudely jerked the bottom from her and she slid to sixth place with an average of 3.61. Even with but two divisions scoring 4.00 or better the average for the system was boosted somewhat over that of last month, reading 3.57.

Detailed figures are as follows:

	May	Apr.	Mar.	Feb.
1. North Avenue.....	4.24	3.58( 4)	4.45( 1)	3.94( 3)
2. Elston-Noble.....	4.13	4.14( 2)	4.15( 3)	3.62( 5)
3. Burnside.....	3.88	3.28( 6)	4.01( 4)	4.23( 1)
4. 69th Street.....	3.74	3.38( 5)	3.35( 7)	2.82(12)
5. 77th Street.....	3.72	3.88( 3)	4.38( 2)	3.63( 4)
6. Archer.....	3.61	4.24( 1)	3.45( 6)	3.41( 8)
7. L'ndale-Blue Isl.....	3.55	3.88( 3)	3.81( 5)	3.99( 2)
8. Lincoln.....	3.36	3.05( 9)	2.87(12)	3.56( 7)
9. Devon-Limits.....	3.31	2.92(10)	3.23( 8)	3.17(10)
10. Cottage Grove.....	3.25	3.20( 7)	3.13(10)	3.60( 6)
11. Kedzie.....	3.14	3.06( 8)	3.19( 9)	3.28( 9)
12. Armitage-Div.....	2.78	2.84(11)	2.64(11)	2.98(11)
Av. for System.....	3.57	3.44	3.58	3.47

First Burglar: "Let's get out of this. We've broken into the home of the heavy-weight champion."

Second Burglar: "Aw, don't let dat worry youse, he wouldn't fight fer nothin' less than a million dollars."

## Departments and Divisions

### Accident Investigation & Legal

This department appreciates the efforts of our crews to get witnesses to accidents for us, but sometimes we get a "kick" out of the regular business. One of our investigators called to interview one Bridget O'Sullivan and incidentally asked the woman if he could see the witness. The reply was: "Yes, you can see her but I don't think she will talk." The witness was then produced—a husky six months old youngster whose vocabulary was limited to "Goo-Goo."

This department challenged the other able-bodied members of the company to a game of indoor-outdoor ball. Walter Johnson of the West Shops produced a "very" able-bodied team which took us on after we had played another game against a foreign team and had clouted the ball plenty. The scorekeeper quit before the end of the game—fortunately, so the exact record is not available. We are under the impression that Walter had a few ringers with his team. Our players are playing in the "slow ball" and the "fast ball" divisions of the Herald and Examiner league at present and we have our hands full with games and also with competition up to date. If we make a killing it will be reported.

Blackstone.

### Accounting

Vacations are now in full swing. The weather in the past has not been so good, but the last few days would seem to indicate that warm weather is here to stay. Vacations should provide a number of interesting stories for the next few months and make it a little easier for the writer to get some news.

We are taking this opportunity of wishing Miss Helen Baird all the luck and happiness possible on her marriage to Mr. Joseph Johnson.

We are sorry to report the deaths of Mr. Wm. Edman and Mr. Bapst, father of Miss A. Bapst, and we extend our sincere sympathy to the bereaved ones.

Miss Clara Samek had a birthday (Oh, yes, she still has them). She received many beautiful gifts, plenty of good advice, and hearty congratulations from her host of friends.

A future cook was born on Sunday, April 3, 1932, at the Elmhurst Hospital. In the near future this new 7½ pound arrival will help her big sister enliven things around the Arthur Johnson household. We are glad to announce that both mother and child are doing well. Daddy Johnson is just as proud as he can be over this new responsibility.

In a basketball tournament held by the Southtown Economist, Mr. H. Dahl was awarded a trophy for being considered the most valuable player to his team.

We are very glad to have Misses R. Wohlford and S. Novotny back with us again, and

are pleased to see that they have fully recovered from their illness.

On Tuesday evening, May 10, 1932, the Stenographic Division held a surprise party at the home of Mrs. Lillian Hunter in honor of Miss Yvonne Small, at that time a prospective bride. After the excitement of surprise and greetings subsided, Miss Small was presented with a picturesque tapestry hanging. The evening was spent playing bridge, the first prize being awarded to Miss Small. To complete the party dainty refreshments appropriate to the occasion were served. Mrs. Small, who so graciously assisted the members of the division in surprising the bride-to-be, was also a guest at the party. Miss Small became the bride of Mr. John A. Randall on Saturday, May 21, 1932. The ceremony took place at the Baptist Church of La Grange, Ill. Reception followed at the church. To the happy couple we extend our heartiest congratulations and best wishes.

Mr. Roscoe W. Morton, son of Mr. M. V. Morton of the Treasury Division, who graduated from the University of Illinois, recently received his Master of Science Degree from Colorado State University. To Mr. M. V. Morton and his son, Roscoe W., we extend our sincerest congratulations. T. F. Coan.

### Engineering

M. Doyle of Grand & Leavitt, avows that he no longer dreads the sight of a dentist's chair, though a person would believe that he was preparing for a major operation when he had one molar extracted recently.

Mr. and Mrs. Andy Johnson and Mr. and Mrs. Frank Fielding occupied a choice table at the "Night in Dixie" party given at the Club House on May 14th.

Ed. Fitzgibbons of Grand & Leavitt is of a mind to reduce his furniture to kindling wood since he received his tax assessment which he claims is exorbitant enough to cover "period" furniture.

Harry Safford and the charming Mrs. Safford have had their apartment newly decorated throughout, and are making plans to give a reception and dinner to their many friends in the near future.

Charlie Gremley has purchased a new Plymouth with floating power and free wheeling, and is saving up to get some gas to try it out.

George Johnson of Clark & Division is collecting his usual spring supply of fishing tackle and summer resort literature. Transit.

### Material and Supplies

Ed Hoyer has been going around with a big smile on his face lately. The big improvement and change in his storeroom must have been successful.

Mr. Passot has taken up traveling. He knows all the roads and trails in and around Gary, Indiana.

We notice a certain party has discarded his black derby with much reluctance. We figure the boys chided him too much. Well, spring is almost here anyway, George.

If anyone has a lawn mower they wish to give away, please send it out to Department 61; the grass around "Doc's" shanty is growing considerably fast.

We have a new member added to the staff of the Material and Supplies Department. Frank Rothman raised him from a pup.

We wish to express our most heartfelt sympathy to Viola Eger in her bereavement over the loss of her mother and father, both of whom passed away recently.

R. E. Buckley.

#### Schedule and Traffic

On Saturday, May 28, Mrs. D. O'Brien went to Detroit by aeroplane, leaving the Municipal Airport on a twenty passenger plane. At Detroit her husband met her; from Detroit they went to Pontiac by auto, returning to Chicago from Pontiac by auto.

L. M. Traiser went to Richmond, Wisconsin, where he will spend most of his vacation, visiting his parents and other relations. He will also visit other places of interest in northern Wisconsin and Minnesota.

Since Max Kipping bought that Pontiac car, some of those in the department seem to think that Kipping is trying to be a second "DePalma." Kipping says they are a little put out because he did not buy the make of car ("Henry") they are using.

Geo. Weidenfeller.

#### Shops and Equipment

**West Shops:** Paul Pompian of the Meter Car is sporting one of the new Ford 8-cylinder coupes.

Joe Jankaukis of the Truck Shop Office has just returned from a vacation spent in Indiana and Michigan, and reports having had a delightful time.

**Kedzie:** After three weeks, a dark secret has leaked out. D. Callaghan is the proud daddy of a 7½ pound bouncing baby boy. The boys extend their congratulations.

E. Warchol, our storekeeper, came back after the holidays with one of the biggest fish stories of the year. The story—he caught 36 fish and the boat tipped over.

**Division:** A 7½ pound baby boy has arrived at the home of M. Briglio. Congratulations! The cigars were fine. Jane V. McCarthy.

**Cottage Grove:** Russell Ferguson, clerk to Foreman Gamen, forsook the ranks of the bachelors on Saturday, May 28, 1932, to become the happy groom to the lovely bride, Margaret Wahl. Congratulations, but don't forget the cigars and candy.

Earl Eyer has moved away from civilization and now resides out in the sticks of Bumtown where the dandelions are in bloom.

**77th:** Wessel and Riedhauser went fishing and had sardines for dinner.

**South Shops:** Our most sincere sympathy is extended to Mr. and Mrs. Chas. Westcott, whose baby boy passed away on May 13, 1932.

Notes taken while at "A Night in Dixie": Jules (Frenchy) Graiser who says "It's great to be popular"; Joe Seaman, Jr., who danced every dance with "Her"; Frank DeWitt whose ambition now is to become a big time boxer on a team such as the Gold Dust Twins; Wm. (Rosy) Cameron who liked to waltz in a certain cozy corner.

The boys in the Paint Department wish Frank Coonan, who has left for Ireland to visit relatives, bon voyage and a safe return.

Joe Mullaly, Paint Department, recently joined "Ye Fishing Club," so last Sunday Joe valiantly strode forth to Lake Michigan to conquer "Ye Fish." Joe caught a cold and he also brought home fifteen perch. He did not divulge their price, but we have our own conclusions, as we all know Joe.

Old Doc Stork visited Chas. Waleski, Machine Department, and presented him with a lovely baby boy on May 24, 1932, weighing 9½ pounds. Congratulations!

Miss Viola Eger, former employe at the Shops, and now at the downtown office of Material and Supplies, recently suffered the great loss of her dear father and beloved mother. We extend to her our sincere sympathy in her deep sorrow and grief.

Elsie R. Smith.

#### Tokens

The question as to whether or not two can live as cheaply as one has been a matter of opinion and discussion for ages. A debate on this subject between Mr. Axel Knute Swanson, a married man, and George Osterberg, an attaché of the Token Department but otherwise unattached, was recently held, Mr. Swanson taking the negative side of the argument.



After a debate lasting three hours the score still stood nothing to nothing, and in order to prove to the world that Mr. A. Knute Swanson's argument was not only unsound in theory but not based on facts, Mr. Osterberg, on June 4, 1932, led the charming and blushing Miss Mildred Buno to the altar. After an elaborate wedding breakfast served daintily at seven o'clock, P. M., the happy couple—now both blushing—left for parts unknown. The original plan of spending their honeymoon at Niagara Falls was—owing to present distressing economic conditions—deferred to June 4, 1932, at which time they will celebrate their golden wedding anniversary and, according to George, by that time the depression should be at least partly over. Assuming the Falls are still falling, and Mrs. Osterberg still blushing, the trip to Niagara Falls with the rest of the Osterbergs—if any—will then be considered. In the meantime we extend to this young couple our best wishes for their happiness.

A.

## Around the Car Stations

### Cottage Grove

Clean up and press up for we have thousands of visitors attending all kinds of conventions in our city. Be on the alert and ready to answer all kinds of questions intelligently. Let our slogan be "Safety and Courtesy" to make a lasting and pleasant impression of their visit with us.

Our general receiving clerk, Nels Hollingshead, who has been sick for several months, has paid several visits to our depot. We are all pleased to see him and hope he will soon be strong enough to resume work.

Our assistant superintendent, H. Hooper, who has been on the sick list for two weeks, we are glad to see on the job again fully recovered.

We are sorry to learn of the misfortune of Mrs. Lundberg, wife of Conductor H. Lundberg and mother-in-law of Motorman C. Hawken, who had a leg amputated at Billings Memorial Hospital. The trainmen wish Mrs. Lundberg a complete and speedy recovery.

We regret to report the sudden illness of Motorman T. J. Davies, who has been taken to relatives in Texas. We hope he will soon be restored to health again.

A large number of our trainmen have passed to the Great Beyond recently: Conductor M. O'Brien, 75 years of age, who was with us a great number of years, was laid to rest in Mount Greenwood Cemetery, leaving a wife and two sons to mourn his loss. Conductor Wm. Suddith was laid to rest in Oakwoods Cemetery, leaving a wife and two daughters. Starter C. E. Jackson, whom we all loved and respected so much, was laid to rest in Mount Hope Cemetery, leaving a wife and son and mother to mourn his loss. Conductor J. T. Eger, who had been sick several months, also passed away. Motorman H. G. Gottsch, who had been in Speedway Hospital a long time, died May 11. The trainmen express their deepest sympathy to the families of these departed trainmen.

Motorman T. J. Davis recently lost his wife whilst visiting relatives in Wisconsin. The trainmen wish to express their deepest sympathy to Tom Davis and his son in their sudden bereavement.

We are sorry to report the death on May 12 of the only brother of our chief receiver, E. H. Ahern. The trainmen express their deepest sympathy to E. H. Ahern and the immediate family.

Sympathy is also extended to Motorman Hawken in loss of his son.

Lost—One motorman by the name of Patrick Gallagher in the vicinity of 39th St. between Cottage Grove and Stock Yards. Anyone finding him please notify Clerk McMahon, Cottage Grove Depot.

On their way to the Eucharistic Congress in

Ireland are Conductors J. Loneygan, T. Kennedy and J. Kane. We wish them a pleasant voyage and good time visiting relatives and friends in Ireland. Send us a few cards.

J. H. Pickin.

### Seventy-seventh

Saturday evening, May 21, the club held its annual dance at the South Side Masonic Temple, Sixty-fourth and Green. With the weather ideal for dancing, the dancers began to arrive early and by 10:00 o'clock the hall was filled to its capacity. The music was furnished by The Bohlin's Syncopators, which was very good, and I might add was very generous, for which they received a good hand. The various committees are to be congratulated for the efficient manner in which they conducted this overflowing crowd. Another big night, a huge success is the opinion of all.

Motorman A. Menke is now vacationing in Germany. We have received news from Colblenz stating he had just completed a trip up the Rhine and is having a wonderful time.

In the witness contest last month we came back with a bang, or third place to be exact. Superintendent W. A. Bessette states that only for a few unfortunate cases, we would have been in first place. Let us prove that we can make a five plus for one month just to see how it feels.

Have you seen the club's new baseball field at Seventy-seventh and Yale Avenue? Yes sir, it's ours, all ours, back stop and all. In the future, we will have one of the best grounds on the South Side. Six teams are expected to sign up. The standing of the league and the high lights of the games will be reported in the next issue. Come out the warm nights and enjoy yourself. Another feature for the club with its live officers and directors.

In accident prevention get an eyeful of the following statement: Decoration Day our division, the Third, with its large cemetery crowds, extra runs, heavy traffic and strangers, did not have a single accident report. No boarding or alighting or any other class of accident, or in other words, a clear record for the day. Hats off to our trainmen, and may the good work continue!

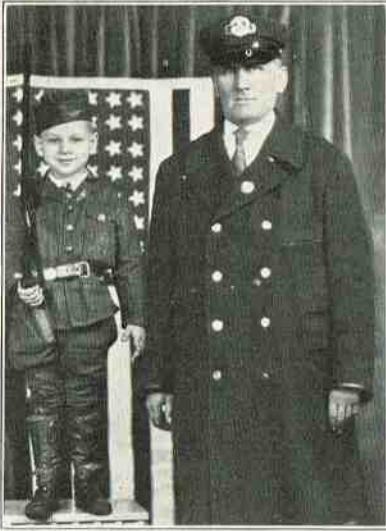
Here are two of our boys that are hitting the trail: Motorman M. J. Egan, now visiting in Ireland, and Conductor J. L. Meyer in New Mexico. Good luck, boys!

Congratulations are now in order for Conductor B. J. McGuire, who stepped out this past month and became a benedict.

We still have a few boys off sick and a little visit no doubt would be appreciated. The following are at home: Conductor M. W. Neumann and Conductor H. A. Schneider, while Conductor J. Jamieson is confined at Englewood Hospital. We wish you all a speedy recovery.

This past month the following trainmen and relatives of trainmen have been called to the Great Beyond: Father of Motorman M. L. Wood, father of Conductor A. T. Agnes, and one of our oldest and esteemed motormen, Bob Wall. To the bereaved relatives this division extends its profound sympathy.

C. A. Gylling.



Conductor Theodore Lind of North Avenue and His Five Year Old Pal, William A. Thompson.

#### Blue Island

We all extend our sympathy to Albert Appel and family in the loss of his mother, and to Carl and Herb Buchring and family in the loss of their grandmother, who was killed in an auto accident.

Conductor Pete Camer is the proud father of an 8 pound baby girl, born May 24. Congratulations, Pete!

C. P. Starr.

#### Devon

Conductor Frank Simpson was happily married on June 1. Congratulations, Frank, and we wish you and your bride much happiness and success.

Motorman R. Bookey is the proud daddy of a bouncing baby boy born May 20. Congratulations, Bookey, old boy!

Conductor Geo. Buggren was presented with a 9½ pound boy on May 25. Congratulations from all the boys.

We are sorry to see that Motormen Bob Pattison, Con Walsh, O. Isenberg and F. Mueller and Conductors John Glover and Hugo Shelling 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 are glad to see that Motorman Al Gloede and Conductors Harry Haderly and Jack Scuffy are back on the job again after a short illness.

If anyone can supply us with a couple of entry blanks for the Olympic track team we would appreciate it, as we have two eligible men here. After seeing them work out on Devon Avenue the other morning when they missed the east-bound night car, we think they deserve a tryout. How about it, Satzke?

G. E. Land.

#### Limits

The men extend their deepest sympathy to Conductor Harry Welhausen in the loss of his father, who died suddenly May 27, 1932. He was 72 years of age. Also to Conductor W. Slattery whose mother died May 18.

Congratulations to Conductor Frank Greenan on the arrival of a 6 pound baby boy, presented to him May 28. Cigars will be distributed June 23 at 10:00 A. M.

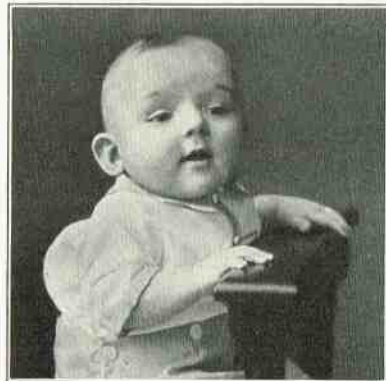
Conductor Barney Rooney, the Shakespearean student who has few words and many ideas, and speaks nothing but facts, spoke wisely (as usual) the other morning when he declared as he was purchasing 400 pennies: "It takes a lot of common sense to be a conductor on State Street." He is right, it takes both sense and cents.

We note with great pride the exquisite flower boxes that have taken their places for another summer. A slight change has been made and it looks like we will win the beauty contest again this year.

We also claim the honor and distinction of having the three best bowlers of any depot—Ed (Strike) Wilberschied, Henry Jouron and Rudolph Mikulicic. Any dispute to the contrary will be decided on the alleys.

Observing the first three months in the accident prevention contest, we find our division just 5,174 from the top, which indicates that it is anybody's race yet. A gain of 2,784 was made by Division 12 for month of April over March. This gain is attributed to the decrease in boarding and alighting accidents. Should we continue to gain just one-half of this percentage each of the remaining months, our standing would then be 98,512, which would win by a large majority. So, come on men! let's continue this gain each month. Everybody use extraordinary precaution in preventing accidents and win that contest this year. Remember, Seventy-seventh depot was in 7th place last year and then won with a score of 91,434.

A. B. Poore.



Fred Charles Kindle, Jr., Six Months Old Son of Motorman Kindle of Lawndale.

"When is the next train to Glenside?"  
 "You'll have to wait until 4:30, miss."  
 "Will you be able to tell me then?"

# Facts About "Way Back When"

## *Early Bus Competition—First Down Town Trolleys—Civil War Service*

### **Bus Competition in Old Days**

It is a well known fact that the first transportation system (so called) in Chicago was by buses and that the first regular omnibus company was formed by Frank Parmalee in May, 1853, with five or six buses previously operated by various hotels. Three years later Mr. Parmalee had ten buses operating in the south division and it was he and his associates who, in 1858, secured the first successful ordinance for street railway lines in the city. Shortly after the street cars began operating, competition by Mr. Parmalee's buses came to an end. Other competitive lines sprung up and there were two principal groups, one operated by the Walker Brothers and another by William Young and Z. I. Pratt, known as the "Zip" Line. These buses operated in Wabash avenue as competition for the street car line in State street, but they sold out after a few years, part of their property being taken over by the street railway company.

About 1860 a bus line was operating in Wells street from North Water to Menominee street, and in order to give competition the street railway company laid rails in Wells street as far as Chicago avenue. It was not long before the bus company had to give up the ghost and the street railway company took over their horses and their barn which was located at Wells and Menominee streets. In that same year the rails in Wells street were taken up and service by street car was not renewed there until 1875, the people meanwhile having to depend on service in Clark street.

Milwaukee avenue also had a bus warfare about 1878. Street cars were then operating as far as Armitage avenue and one after another bus competitor started in business until four or five individuals were competing with each other and with the car company. There was a rate cutting war which resulted in fares going as low as one cent on the buses.

A still later form of competition was offered by the Carette Company between

the Union Depot and Clark street and North avenue. This company went out of business about 1903.

The earliest service on Milwaukee Avenue between North Avenue and Diversey was provided April 1, 1871, by a bus line which operated from the old downtown post office on Dearborn Street to Lake, Lake to Wells, Wells to North Avenue, North Avenue to Milwaukee Avenue, and thence to Diversey. A ten-cent fare was charged. This operation was provided by a company independent of the West Side street car company and its backers were guaranteed \$10,000 to cover losses for a three-year period.

### **Overhead Trolleys Downtown**

The story has frequently been told about how various city administrations fought for many years to oppose use of overhead trolley in Chicago and that this opposition was successful in the downtown district for many years after trolley lines had been installed in other parts of the city. It is interesting to note that the change finally became necessary when the United States Congress on April 27, 1904, passed an act declaring tunnels under the Chicago River an obstruction to navigation. These tunnels were used solely by the street railway companies and if they were to be lowered or destroyed street railway traffic on important trunk lines had to be interrupted because these trunk lines from the north and west sides were operated by underground cable.

When the lowering of these tunnels became an absolute necessity, the companies sought, and the city council in an ordinance of June 11, 1906, gave them the right to change their motive power from cable to overhead trolley. In July the work of trolleyizing the routes began and in October, 1906, the last cable cars disappeared from the street and operation was continued thereafter with the use of overhead trolley. It may be recalled in this connection that the Chicago City Railway Company had been operating an overhead trolley line by way of Clark

Street south of Washington Street since 1895 and at that time center-pole construction was used.

#### The Street Railroads in War Time

The following is quoted from "Chicago—Its History and Its Builders," by J. Seymour Currey:

"The depreciation of the currency which began soon after the opening of the Civil War caused especial hardship to the street car companies, then operating in Chicago. When the small change disappeared consequent upon the issue of paper money by the government, which quickly declined in value, the conductors on the street cars had great difficulty in collecting fares. Recourse was had to postage stamps which for a time was almost the sole medium in use for making small change, but the stamps soon became soiled in handling and utterly unfit for use.

"The street car companies were obliged to issue tickets representing small amounts, and these, though redeemable only in fares, became an important medium of circulation. It was not until the second year of the war that the government began to issue the so-called 'postal currency' for fractional parts of a dollar,—in denominations of fifty cents and less. This form of currency relieved the situation greatly, its value remaining on a par, however, with the ordinary government issues which were in the meantime constantly declining."

#### More About "Chicago Passenger Railway Co."

In the February, 1932, issue of SURFACE SERVICE, there was a brief account of the former West Side transportation unit known as the Chicago Passenger Railway Company. In this connection an interesting letter has been received from Varian J. Fuller, of Blue Island Avenue Depot, giving further particulars and dates about several lines operated by that company. Mr. Fuller writes as follows:

"On November 10, 1885, the Chicago Passenger Railway employed 72 trainmen at their general offices which at that time were located at the northeast corner of Western Avenue and Flournoy Street. This space is now occupied by the Chicago Surface Lines as a store yard. On the above date, the general office, carhouse and horse barn were all in the same building, the equipment consisting of 25 cars, one snow plow, one sweeper, one salt car, and approximately 300 horses.

"Active operation began on November 20, 1885. The route was Harrison Street, Desplaines Street, and Adams to Clark Street, later extended to Michigan Avenue, and Monroe Street. On November 20, 1886, another line opened on Harrison Street, Center Avenue (now Racine Avenue), Adams Street, Franklin Street, Washington Street, Michigan Avenue, loop west on Adams Street.

"On December 15, 1886, the Center Avenue line was put in operation from 21st Street north to Harrison, east to Franklin, north to Washington, east to Michigan Avenue. This line was extended west on 21st Street on April 4, 1889, and was operated from the Blue Island Avenue Station.

"On February 1, 1896, the 21st Street line was extended west to Marshall Blvd. and east to Halsted Street, connecting with the Canalport Avenue line.

"The writer had the distinction of taking the first 21st Street car into the Blue Island station. He also operated the first west side car with four numbers, No. 1000, which was considered of so much importance that the superintendent, the late Mr. C. F. Nagl, telephoned the station to find out what run that car was on.

"Of the original trainmen, 72 in number, two are still in the service, William McKee of Kedzie Station, and the writer."

#### Did You Know That

There was formerly a horse car (about 1902) operating over a short downtown line via State and Adams, east to Michigan, north to Washington, and back over the same route?

That the City Council on November 16, 1863, passed an ordinance excluding railways from Wabash Avenue, Lake Street, Michigan Avenue, Third Avenue, Washington, Monroe, Adams and Jackson Streets, and that by a later ordinance, December 21, 1874, authority was given to build a line in Wabash Avenue from Madison to 22nd Street, and later in these other downtown streets?

#### Antiques

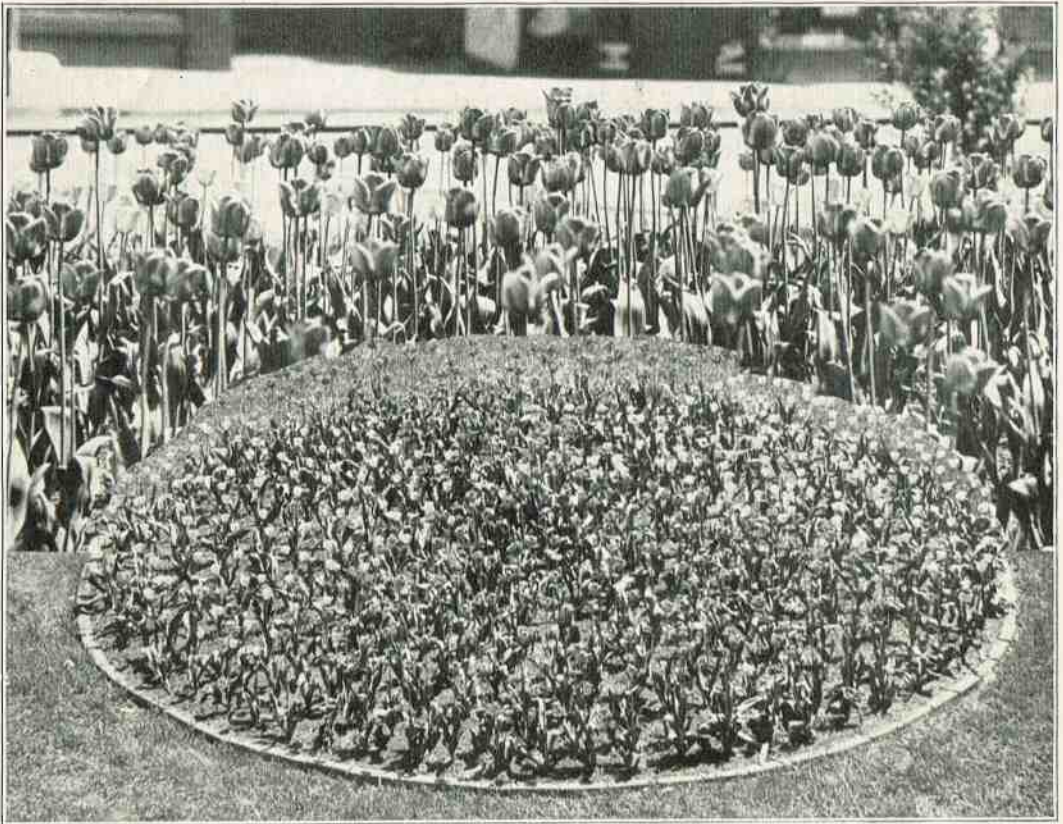
The following news items copied from Chicago newspapers of early days have been submitted by T. H. Shumon, motorman at Armitage Depot:

"In May, 1860, Judge Henry Fuller resigned as Superintendent of the Chicago City Railway Company and his office was filled by David A. Gage. Judge Fuller has been in charge since the beginning and was responsible for the rapid growth of this important public utility."

\* \* \*

"June 11, 1860, the double track was completed in Randolph Street as far as Ann Street and four more cars were placed in service which increased the service in that important street to every seven minutes. From Ann Street to Robey Street was a single track, and service over this portion of the road was every fourteen minutes or every other car."

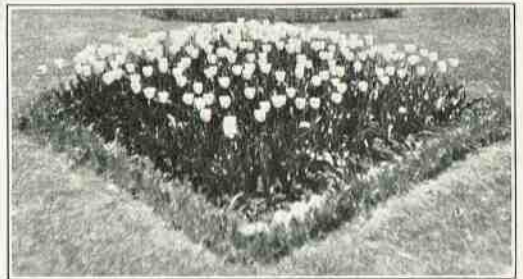
EARLY GARDEN SNAP SHOTS



Kedzie Is Proud of Two Beds Shown Here Together.



Devon's Spring Start.



Burnside's Beauties.



North Avenue's Tulip Bed.