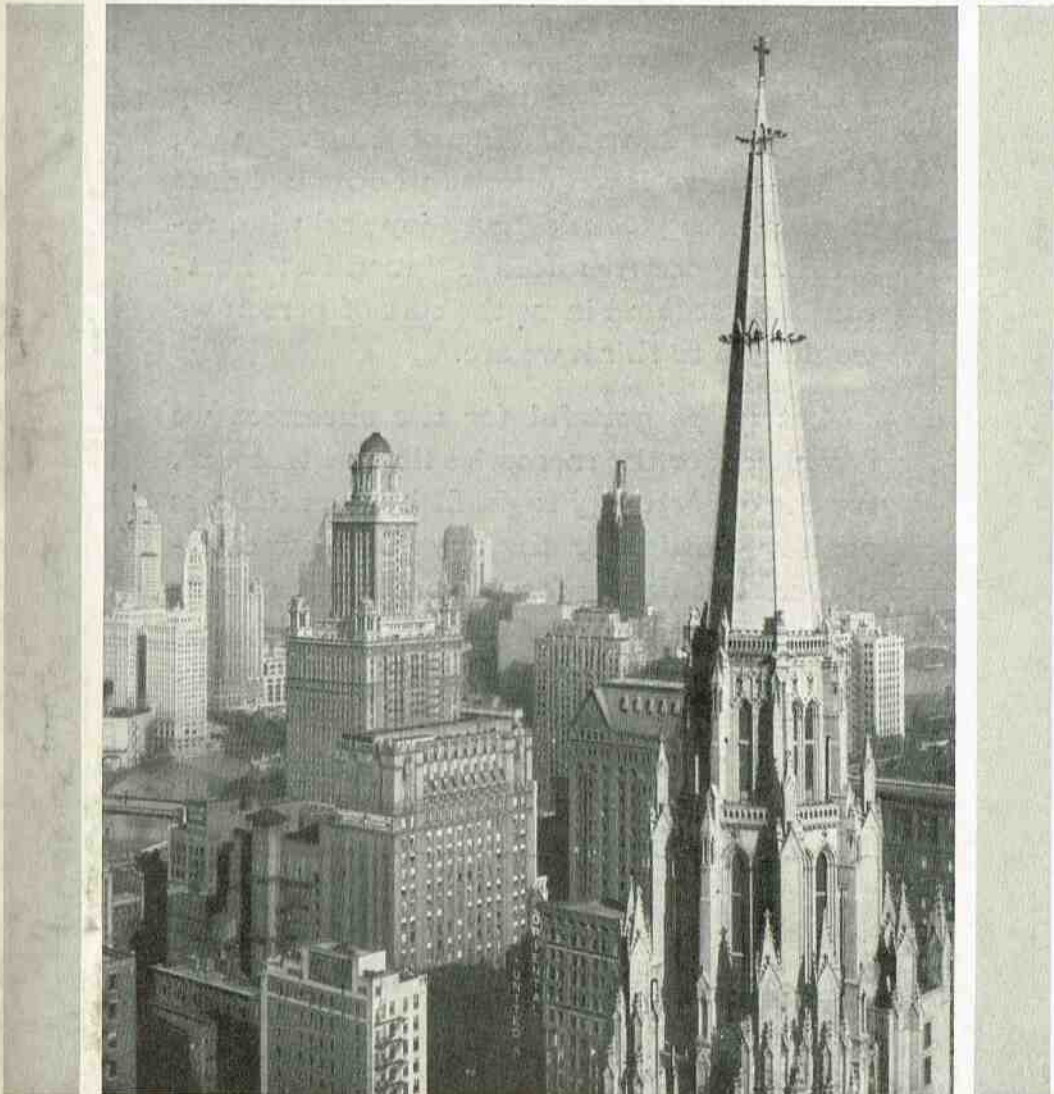


SURFACE SERVICE MAGAZINE

Volume 9

NOVEMBER, 1932

Number 8



THE SPIRES AND TOWERS LOOKING NORTHEAST FROM THE TOP OF THE CONWAY BUILDING AT CLARK AND WASHINGTON



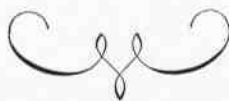
LET US BE GRATEFUL



LET us be grateful this Thanksgiving Day that we have friends who believe in us, that we have loved ones to whom our home coming brings comfort and joy and who, regardless of our manifold and manifest shortcomings, still see in us the sort of person we would like to think we are.

Let us be grateful for the successes we have had, for the memories that we treasure, for the opportunity to profit by the mistakes we have made, for the day of renewed endeavor that dawns for us tomorrow, and finally, for the mellowed philosophy of life and the revised standard of values that the years so mercifully bring.

Selected



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 9

NOVEMBER, 1932

No. 8

Two Years of Employee Relief

*Splendid Work of the Committee—How Cases Were Handled—
Total Payments \$374,721*

On November 1, 1932 the Surface Lines Employees Relief Committee completed the second year of its operation, and in order that the employe contributors to this fund may be fully informed the Committee supplies some interesting details.

The Surface Lines Employees' Relief movement came into existence December 2, 1930, with the appointment of William Quinlan, C. H. Evenson, Joseph J. Kehoe and F. M. Hamilton as a committee to distribute a fund raised by the voluntary monthly contribution of every employe from the president to messenger boy.

The first procedure was to have the various departments of the Company furnish the names of employes that they considered to be in need of relief and worthy to receive it. A careful and thorough investigation of these cases was made and relief extended in all worthy cases in amounts varying from \$2.50 to \$20 per week, the measure of relief extended depending upon whether or not the applicant was single, married without children, family with one or more minor children, and such other facts as would have a direct bearing upon their living budget.

About every three months a re-check is made of each case in order to determine whether or not conditions have improved or grown worse.

The regular weekly meetings of the Committee are held each Tuesday morning, at which time the minutes and records of the previous meeting are read by the secretary of the Committee, Miss Frances B. Canny; and an index card record is made and kept on each case approved, which cards are also signed by each member of the Committee.

During the year 1931 the Committee considered 493 applications, of which 293 were approved and 205 rejected. For the

year 1932 there were 500 applications considered, 437 of which were approved and 63 rejected.

To date the Committee has held 100 meetings, authorized the disbursement of relief to Surface Lines employes in a total amount of \$254,721 and to the Joint Emergency Relief Fund \$120,000, making the grand total relief extended, \$374,721.

At the present time the Surface Lines Relief are carrying 198 employes and their families on weekly relief for the following amounts:

28 at \$20.00 per week.....	\$ 560.00
1 at 18.00 per week.....	18.00
27 at 15.00 per week.....	405.00
84 at 12.00 per week.....	1,008.00
7 at 10.00 per week.....	70.00
39 at 8.00 per week.....	312.00
7 at 5.00 per week.....	35.00
2 at 4.00 per week.....	8.00
3 at 2.50 per week.....	7.50
198	\$2,423.50

"In addition to the foregoing," says the Committee report, "we have assisted during the two year period, 218 employes and their families where investigation showed that through some unusual circumstance they were in urgent need of a 'lift over the stile' with special gifts. The total amount of relief disbursed in such cases, over the two year period, amounts to \$4,998.61.

"Occasionally it develops that some employe who, though working at his regular occupation either full or part time, is in urgent need of assistance due to sickness, death, or an addition to the family, but who is ordinarily able to meet his family budget, and requests a loan. To these employes, after due and proper investigation, we have granted loans in sums varying from \$10 to \$100 upon the employe signing a payroll deduction authority to make repayment from within six months to a year. Loans, however, are not approved for real estate purposes

or for any other reason except as stated. No interest is exacted for loans.

"While practically all of our cases have been worthy of the fullest consideration of the Committee, we regret to say that there have been a few instances brought to our attention in which Chicago Surface Lines employes working full or part time and earning enough to reasonably care for their families, have applied for and received aid from outside charities. In such instances, where investigations have proved these charges, the employes have been required to enter into an ar-

range ment for payroll deduction, to repay the amount fraudulently received; or, upon their refusal to do this, have been summarily dismissed."

The following accounting of the Surface Lines Relief Fund is as of October 31, 1932:

Receipts	\$387,835
Disbursements	374,721
Balance on hand	13,113

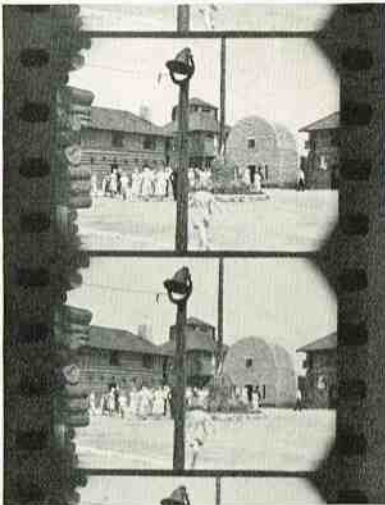
William Quinlan,
C. H. Evenson,
Joseph J. Kehoe,
F. M. Hamilton, Chairman.

Letting Pictures Tell 'Em

Success of Movies in Interesting the Public—"Chicago", a Talkie in Great Demand

As in most other fields of modern business, advertising methods are continually undergoing a change. This is true especially of methods involving motion pictures. Five years ago a good, lively silent picture was very effective. Today with the talkie in general use a silent picture is not only uninteresting and dull, but lacks appeal to the public.

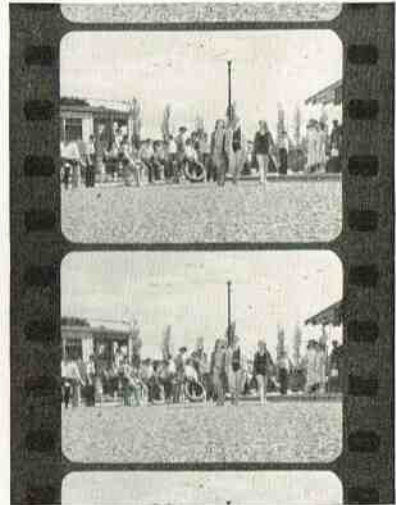
released February 2, 1932. The purpose of this picture is to inspire pride in our city—its beautiful architecture, its wonderful educational facilities, vast industries, recreational features and transportation, including views of the Century of Progress Exposition. The grouping of the subject matter, the story and photography are so well planned that the



Fort Dearborn

In January, 1931, the Chicago Surface Lines developed its first sound picture, "Going from Here to There," presenting a tour of the world's largest cities and depicting their various types of transportation.

This proved so popular that a companion picture, "Chicago," was made and



A Popular Small Beach

interest of the audience is held to the last.

During the past summer the last reel of "Chicago" was revised to bring the Century of Progress views up-to-date and also to include some advertising showing the proximity of street car service to the bathing beaches. To accom-

plish this latter purpose the photographer enlisted the assistance of three young women of the financial department, Miss Helen Wallace, Miss Laura Gibbons and Mrs. Clara Bannister, who acted the part of bathing beauties.

The voice of Mr. Quin Ryan of WGN radio station tells the story of both pictures. The picture "Chicago" is composed of three reels on 16 m.m. film, requiring 35 minutes of continuous showing. "Going from Here to There" is five reels on 35 m.m. film, requiring 51 minutes.

The popular demand for the Chicago picture is attested by the number of engagements made and the class of audiences reached. Up to November 5, "Chicago" was shown 246 times to audiences totalling 58,877 persons. On Wednesday, November 2, it was shown to the Chicago Association of Commerce after their luncheon at the La Salle Hotel.

Employees desiring a showing of either of these pictures may secure a booking through the members of the Speakers' Group in the following departments: Transportation—G. W. Peterson, T. H. Eigelsbach, Edward Zage, R. W. Simpson, Thomas Fahey, Lambert Milz, J. M. Johnson, F. J. Frank, H. T. Hooper, M. B. Quinn, E. H. Altemeier, John Becker; Accident Investigation—J. P. Jarvis, F. R. Campbell; Financial—E. J. Sigwalt, A. W. Malmquist; Electrical—R. G. Callahan, S. D. Forsythe, William Schenck, H. R. Chadwick, John Reitz; Accident Prevention—William Pasche; Shops and Equipment—W. C. Wheeler, T. H. Shaughnessy, E. J. Rooks; Executive—Walter C. Becker; Purchasing and Insurance—H. B. Storm; Legal—Hubert Smith; Schedules—P. N. Simmons; Public Relations—C. L. Altemus.

A November Anniversary

Seventy-Four Years Ago This Month Ground Was Broken for the First Car Line

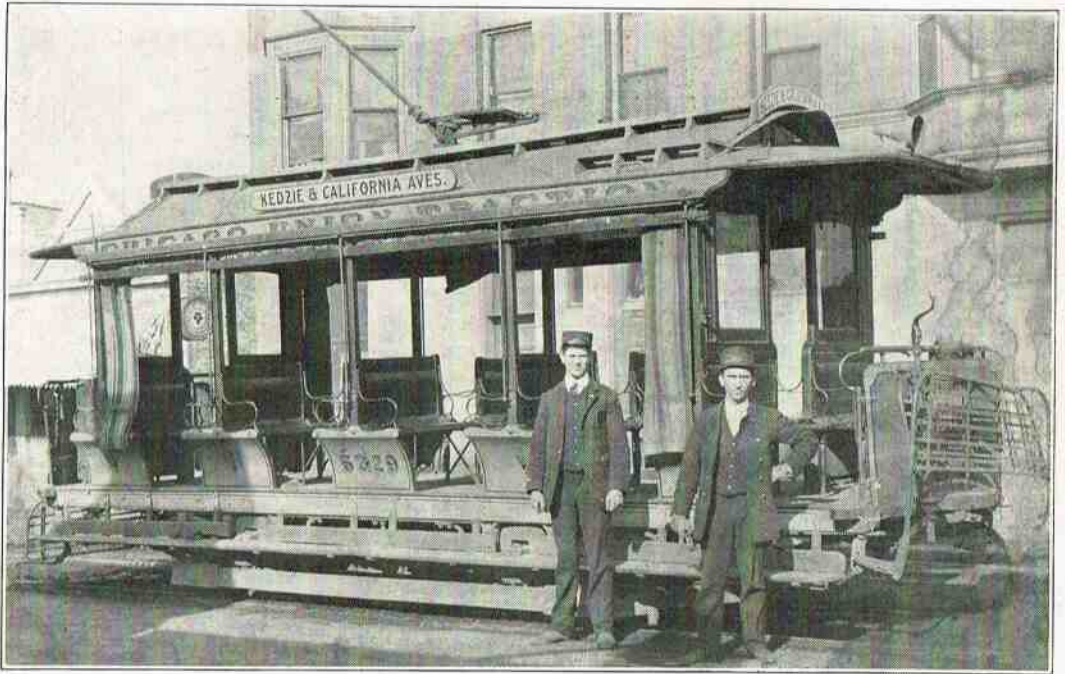
On November 1, 1858, ground was broken at State and Randolph Streets for Chicago's first street car line, so that this month marks the seventy-fourth anniversary of the starting of a street railway system which today is the largest in the world.

In 1856 the City Council gave a franchise to Roswell B. Mason and Charles B. Phillips to construct a street car line on State Street from Randolph to Twenty-second Streets; also on Dearborn and Franklin Streets north from Kinzie Street to Fullerton Avenue, which was then the north boundary of the city. This enterprise was never actually undertaken, because the next year, 1857, was a panic year and money could not be obtained. The first Chicago street railway franchise was allowed to lapse for lack of capital.

In the following year, 1858, the council passed another grant, this time for lines on State Street, Cottage Grove Avenue, Archer Avenue and Madison Street. The promoters in this instance were Frank Parmelee, Henry Fuller and

Liberty Bigelow. Mr. Parmelee was the original proprietor of the 'bus lines, and the other gentlemen were interested with him. Five years previous, Mr. Parmelee had started his first 'bus line.

Mr. Parmelee and his associates had great difficulty in securing a franchise because the City Council had heard of so many projects for street railways which never were built that they suspected Mr. Parmelee of trying to secure the franchise simply for the purpose of keeping competitors to his bus line out of the field. Mr. Parmelee saw that he must do something desperate to convince the council of his good intentions. He therefore sent to Heaton, Gilbert & Company of Troy, N. Y., and ordered four horse cars to be sent at once. They were made in a hurry and shipped by the Lake Shore and Michigan Southern Railway to Chicago, being delivered at Twelfth Street. Then the famous first trip of a street car in Chicago was made. The four cars were unloaded one by one at Twelfth Street, and hauled by teams over the plank road in State Street to



In the Good Old Summer Time in 1896 at 12th and Kedzie, Conductor P. Cassidy, Later of the Chicago Police Force and George Daily, Now of the Armitage Depot

Randolph, where they were left standing as an object lesson to convince the council of Mr. Parmelee's good faith. The desired franchise was at once forthcoming.

With an elaborate ceremony attended by many city and county officials, Judge Henry Fuller turned up the first spadeful of earth and Ex. Lieut. Governor Bross drove the first spike, thus inaugurating a work which has since proved to be of such vital importance to Chicago. The rails were spiked to the planks of the corduroy road at the beginning. A little later, however, State Street was paved with stone from Randolph Street to 12th Street. Actual operation began from Randolph to 12th Street on April 25, 1859.

This information was furnished by Motorman T. H. Shumon of Armitage Depot.

More About Early Railway Executives

In the March, 1932, issue of SURFACE SERVICE magazine there were two items of interest about the executives of former days on the north, west and south side railway lines. Since then some addi-

tional information has been uncovered. That article said that apparently the first president of the North Chicago City Railway Company was Valentine C. Turner, and it now appears that the first executive was John B. Turner, from 1859 to 1867, when he was succeeded by Valentine C. Turner, who had previously been secretary and treasurer of the company. The latter continued in charge until 1886. H. N. Towner was secretary and treasurer from 1865 to 1873; Herman Crawford, secretary and treasurer from 1873 to 1885; Lucian Tilton, vice-president from 1875 to 1877, and George L. Dunlop, vice-president from 1879 to 1881.

Officers of the Chicago West Division Railway Company in 1885 were J. Russell Jones, president; Benjamin F. Campbell, vice-president; George C. Webb, secretary and treasurer, and DeWitt Cregier (afterward mayor), general superintendent.

Officers of the North Chicago Street Railway Company in 1896 were Charles T. Yerkes, president; W. F. Furbeck, vice-president; John M. Roach, second vice-president and general manager; J. Charles Moore, secretary and treasurer.

Revised information as to early executives of the Chicago City Railway Company indicates that W. H. Waite was the second president, from 1862 to 1863, and he was succeeded by David A. Gage from 1863 to 1865, and the latter by S. M. Nickerson from 1865 to at least 1868 and possibly till 1871. George W. Fuller was superintendent of the south side lines from 1862 to at least 1868.

The first executive offices of the North Chicago City Railway Company were at the northeast corner of Clark and Chestnut Streets, although they appear to have

been moved to Clark and Elm Streets about 1866. The Chicago West Division Railway headquarters were at 69 State Street, which was at the northeast corner of State and Randolph, while the Chicago City Railway Company headquarters were in the Garrett Block, directly across the street on State Street.

Much of the above information was furnished by Motorman T. H. Shumon of Armitage Depot. The editor would like to have any other information along these lines.

One Kid's Greatest Day

What Happened to Billy When He Met a Strange Man at the N. U. Stadium

Billy is ten years old and lives in Evanston. When Billy sleeps he dreams of the day when he will become a football star, but when Billy wakes up and thinks about that queer twisted leg of his, he admits that his chances of achieving his ambition are very slim. But that does not dampen his enthusiasm. He has a football helmet and a sweater with a letter on it and football trousers and stockings and shoes with cleats on them and he has a football and he's a bit of a pathetic figure when he limps over toward the N. U. stadium and watches his heroes enter and leave the enclosure.

Billy was standing there one day watching and worshipping when a man who had been observing the youngster stopped with the inquiry: "Are you waiting for someone?"

"No, Sir," said Billy, "I was just watching."

"What's your name?"

"Billy."

"How would you like to go inside, Billy?" asked the strange man.

"Gee!" exclaimed Billy, "could I?"

"Come along," said Billy's friend, and hand in hand, they passed the gate and presently were comfortably seated where they could watch the big fellows at practice. Billy's knowledge of the technique of the game amazed his companion and presently, during a lull in the practice, his friend turned to him. "How would you like to meet some of the boys?"

Billy was so overcome that he could only nod in response.

So down they went and out onto the field where the big fellows and their coach were gathered. Billy's friend seemed to know the boys who regarded Billy and his football regalia and his twisted leg with interest.

"Fellows," said Billy's friend, "I want you to meet a friend of mine. This is Billy." And then, one by one, Billy was introduced to each of the players in turn.

"While you're here," said the man, "how would you like to have the autographs of the team?"

Billy again was too overwhelmed for words. And then from somewhere a pad of paper was produced and each player wrote his name on a slip and handed it to Billy and the coach added his autograph to the others.

Then Billy and his friend walked back and found a seat where they could watch the continued practice, Billy hugging his football under his arm and clutching the precious stack of autographs in one chubby hand. Thus they sat for a few minutes when Billy, suddenly seized by an inspiration, turned to his friend and said shyly: "I'd like to have your autograph, too."

"Sure," said his friend, and on the slip of paper that Billy handed him he wrote, "Harvey T. Woodruff."

And the memory of that day will be cherished by Billy as long as he lives.

Seventy-Seventh Veterans

Twenty Old Timers With a Total of 866 Years of Service



Here they are with their years of service. First row, left to right—J. Brennan No. 2, 41; J. Moriarty No. 1, 51; E. J. Lynk, 42; W. Lake, 45; H. L. Smith No. 1, 47; E. H. Hankins, 41; A. Altermatt, 44. Second row—W. Powell, 44; S. Longton, 43; G. Sandilands, 39; M. Lawrence, 41; L. Reimers, 40. Third row—C. P. Kaley, 41; H. J. Bartholomey, 41; J. H. Smith No. 1, 44; P. Reynolds, 45; H. S. Brittain, 39; A. E. Brown No. 1, 49; P. McCann No. 1, 50; E. Mulcahy, 39.

Service Salesmen Need Enthusiasm

Pride in Their Company and Their Jobs Helps to Make Them Successful with Public

By C. H. Evenson

Superintendent of Transportation

A merchant friend of mine told me the other day that he had discovered that one of his clerks was knocking the goods he was selling. The clerk in showing goods to the customer said: "This isn't as good as it used to be. The depression has resulted in everything being cheapened. It will probably serve your purpose but it's really not very good stuff."

The merchant explained that as a matter of fact, what the clerk said was not

true; for the price charged for the article, it was much better than a similar article sold at a much higher price before the decrease in cost of living.

Naturally he got rid of that clerk in a hurry. He told him that if he did not believe in the goods he was selling he had better look for another job.

It struck me that there is a lesson in this for all of us. As I have said frequently, the Surface Lines deals in only one article—service. The trainmen are the salesmen of this service.

A trainman who knocks the service is not only disloyal to the company which employs him, but he is also contributing to the injury of the business in which he makes his living.

Naturally, no local transportation service can be perfect. Our business is based on a low fare and numerous obstacles must be overcome in maintaining regularity and efficiency in operation.

In spite of these facts, however, the Chicago Surface Lines is providing the best local transportation service that can be afforded by street cars. It has maintained the excellence of this service in the face of all the difficulties resulting from the depression.

Any trainman who does not believe this and does not say it whenever the opportunity presents itself is in the same class with the clerk in the store who criticized the goods he was selling.

More than that, he is admitting that he and his fellow trainmen are inefficient, for the trainmen are responsible for the service.

Unlike the salesman in the store, who has no control over the manufacture of the article he sells, the Chicago Surface Lines trainman makes the service and sells it.

The management and the investors provide the equipment, which is recognized by electric railway engineers all over the country as among the best to be found anywhere. The road bed is good and the cars are maintained in first-class operating condition. These are the tools with which the trainman works in providing service.

If the service is not good it is manifestly the fault of the trainmen and the operating management.

I am not suggesting that any considerable number of the Surface Lines' train force criticize the service in their contacts with the public. There are, however, a few who have the wrong mental attitude. They allow the little vexations that all of us meet in our daily tasks to make them grouchy. Consequently, they are inclined to knock rather than to boost the service.

Loyalty to their fellow trainmen as well as to the management and their own selfish interest in their jobs should be

sufficient to give these trainmen a different point of view.

On October 31st the cumulative standing of the sixteen depots in the Sixth Courtesy Contest is as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Commd.
1 North Ave....	46	19	66	10	141	24
2 Lincoln	18	2	24	2	46	14
3 Lawndale	16	6	24	..	46	17
4 Burnside	11	5	19	1	36	10
5 Blue Island...	11	8	23	1	43	5
6 Elston	17	7	18	1	43	8
7 Kedzie	38	18	55	10	121	16
8 77th	57	30	62	10	159	51
9 69th	35	26	52	16	129	27
10 Cottage Gr...	37	10	24	10	81	21
11 Limits	16	10	24	5	55	10
12 Archer	49	28	67	8	152	18
13 Division	30	10	28	4	72	8
14 Devon	62	18	60	9	149	48
15 Noble	18	9	26	..	53	4
16 Armitage	44	7	28	11	90	10
Total.....	505	213	600	98	1416	291

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

	Disc.	P. U.	Trans.	Q. S.	Total	Commd.
May—1932	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
September	390	164	449	79	1082	252
October	505	213	600	98	1416	291



J. and M. J. Nielsen of Lincoln with Their Bag of Pheasants at Tyler, Minn.

She: "But, dear, can't we live on love?"
 He: "Sure Your father loves you doesn't he?"

Accident Prevention

Standing of Contestants—Important Preventive Features Stressed at Annual Addresses to Trainmen

Cumulative—February 1 to October 31, 1932

First Place	Division No. 11, Lincoln	93,346
Second Place	Division No. 3, Seventy-seventh Street ..	93,256
Third Place	Division No. 10, Elston-Noble	92,800
Fourth Place	Division No. 2, Burnside	92,730
Fifth Place	Division No. 4, Sixty-ninth Street	92,532
Sixth Place	Division No. 6, Lawndale-Blue Island ...	91,723
Seventh Place	Division No. 5, Archer	91,720
Eighth Place	Division No. 9, Armitage-Division	91,155
Ninth Place	Division No. 8, North Avenue	91,127
Tenth Place	Division No. 1, Cottage Grove	91,123
Eleventh Place	Division No. 12, Limits-Devon	89,400
Twelfth Place	Division No. 7, Kedzie	87,106

Month of October, 1932

First Place	Division No. 11, Lincoln	94,587
Second Place	Division No. 3, Seventy-seventh Street ..	94,106
Third Place	Division No. 2, Burnside	93,771
Fourth Place	Division No. 4, Sixty-ninth Street	93,649
Fifth Place	Division No. 6, Lawndale-Blue Island ...	92,330
Sixth Place	Division No. 5, Archer	92,186
Seventh Place	Division No. 7, Kedzie	91,615
Eighth Place	Division No. 1, Cottage Grove	91,572
Ninth Place	Division No. 8, North Avenue	91,157
Tenth Place	Division No. 10, Elston-Noble	90,983
Eleventh Place	Division No. 9, Armitage-Division	90,137
Twelfth Place	Division No. 12, Limits-Devon	88,920

By William Pasche, Supervisor of Accident Prevention

The annual Operating and Accident Prevention meetings have been held at each of the 16 depots. The matters discussed were improved operation and the prevention of accidents. In accident prevention, many things were pointed out, among others the calling of streets and its effect on preventing alighting accidents; motorman opening the front exit door, permitting passenger to alight while car is moving with its attending hazards; conductor failing to look out alongside of the car for intending passenger before giving the signal to go and its effect on boarding accidents.

At each of the depots the type of vehicle collisions occurring in greatest numbers on the lines operating out of that depot were also mentioned and what in our opinion should be done to reduce vehicle collisions. Operating against and over facing point switches also was very

elaborately discussed and the possibility of serious accidents occurring at such points was explained.

After each of these meetings there has been a noticeable improvement on the part of many trainmen in their effort to do the things pointed out as beneficial, but we still find some conductors who do not seem to realize the importance of calling streets and looking out alongside of the car for intending passenger. Is it possible that this is indifference on their part and that before we have a full compliance to this very important phase of accident prevention work there will have to be some drastic action on the part of those invested with disciplinary powers? This should not be necessary in matters which are so obviously necessary to good operation. We have also noticed with a great deal of concern that some motormen do not realize the danger of opening the front exit door and permitting passengers to alight while the car is moving.

We have repeatedly pointed out that there is not only the danger of falling because of this practice, but the very much greater danger of being struck by passing automobiles.

Most motormen and operators are giving strict attention to operating against and over facing point switches. This is very gratifying, but there are still some motormen and operators who do not seem to realize the hazards attendant on this operation. The facing point switch is always a place of danger and should never be operated against until the motorman or operator is positive that the switch is set for the direction in which he intends to travel. There is only one way to be sure and that is to look. After assuring themselves that the switch is properly set, it should be operated over only at such slow speeds that should something go wrong, the car can be stopped almost instantly.

To prevent accidents is the main object of all of the matters discussed in this article and at the meetings which are held once a year. This most important part of our entire operation strongly emphasizes the humanitarian phase of accident prevention work, but it also has another side—the economic side, the actual cost in dollars and cents. When accidents occur, no one ever knows just what it will mean in expense. It therefore follows that our first thought must be to prevent accidents and closely following must be the understanding that when accidents do occur it is necessary to furnish the Department of Accident Investigation with as complete and accurate a story as to what caused the accident, with the names of as many witnesses as possible to disclose their knowledge as to how the accident occurred from a disinterested standpoint.

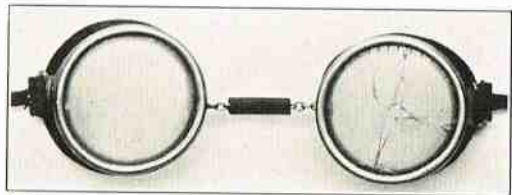
When writing reports state as nearly as possible the exact location on the street where the accident occurred, keeping in mind always the distance away from the crossing or intersection in cases where other vehicles are involved together with the approximate speed of your car and the other vehicle. Also an estimate of the amount of property damage resulting and whether or not there was any injury to the occupants of the vehicle or passengers on our cars.

In reporting alighting accidents it is important to know whether the car was standing or moving. If moving, how fast and how far from the nearest intersection did the passenger attempt to alight? If standing, what was the condition of the street at the point where the car was stopped? In each instance give as nearly as possible the exact age of the person involved. When boarding accidents occur the same information that is given in alighting accidents should be furnished. In falling in car accidents it is important that we know in what part of the car the passenger fell, if on the platform or interior of the car or when entering from the platform to interior or if stepping from interior to platform. We should also know if the passenger fell when the car was starting or stopping. If a sudden stop is made because of an emergency created by a short cutoff by a vehicle or pedestrian this should also be shown in the report together with the approximate age of the passenger and as nearly as possible the extent of injury.

The information mentioned above is very valuable if at hand together with disinterested witnesses and should go a long way in reducing the costs of accidents, which is second only in importance to the actual prevention of accidents.

T. Costa Saves An Eye

T. Costa of the Track Department, while working with a gang at Southport and School Street, had an experience that now makes him glad that he had the good sense and foresight to wear his safety goggles. Under the force of a heavy blow from a sledge hammer a piece of concrete flew up and damaged the lens,



as shown in the accompanying cut, and it can easily be seen that had he not taken the precaution to wear his goggles he would certainly now be nursing an injured eye. Now it is doubly sure that he will always wear them, knowing now of what value they really are.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

**231 South La Salle St.
CHICAGO**

Volume 9 November, 1932 No. 8

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

EMPLOYEES' RELIEF

The report of the Employees' Relief Committee covering their activities for two years is a rather remarkable tribute to the men and women of the Surface Lines organization. Everyone from office boy to president has shared in the voluntary contribution to the fund. The care with which it was administered, the thoroughness with which applications were investigated and the committee's earnest personal efforts made it possible to afford relief to worthy individuals and families. So successful was the movement that no one in the Surface Lines family of more than 60,000 souls found it necessary to apply for outside assistance. Our committee not only cared for their fellow employes who were in need but they were able to send \$120,000.00 in cash to the treasurer of the Joint Emergency Relief Fund of Cook County, Inc., to be applied for general relief.

All of this was accomplished without a dollar of overhead charges for the collection or administration of the fund. The close serious personal consideration that was given by the committee's members entitle them to the grateful thanks of their fellow employes.

PAY BY CHECK SUCCESS

Five years ago, for various reasons, chiefly for the protection of employes handling payroll cash, the Financial Department adopted a system for payment by check. This change was regarded at first as one which might result in loss of checks and consequent confusion, but the results have been most satisfactory and some of the figures are really remarkable.

The total payroll disbursement for this five year period ending June 30th last was \$158,000,000 and involved the distribution of 2,200,000 pay checks. Out of this vast number only 249 were reported lost and in all but 4 cases reimbursement was made to the losers. The conditions as to these four, amounting to \$350.00, were such that reimbursement was not considered justifiable.

The new system eliminated all of the hazards of assaults by holdup gangs, and released to the City a number of police officers who had theretofore been detailed to accompany the payroll wagon.

A. E. R. A. CHANGES NAME

Further evidence of the widening scope of the public transportation industry in urban and suburban areas was furnished by the action of the American Electric Railway Association in changing its name at its annual business meeting in September to American Transit Association. For a number of years the association has been giving increasing recognition to the newer methods of transportation in its field. Not only in addresses at its conventions, but in committee activities and the work at headquarters has attention been devoted to them. Thus the new name does not mean a change of policy so much as recognition of a policy that has already been adopted. It is a constructive move that should do much toward bringing about a fuller understanding of the scope of the transit industry.—Transit Journal.



Modern Transportation, Isle of Orleans, Quebec, Canada, by E. Wendt, West Shops

The right way to dress this season is just well enough to avert suspicion and not well enough to invite a holdup.

Vastly Improved Vehicles Promised

Results of Eighteen Months of Experiment and Research Outlined by Professor Hirshfeld

Beginning eighteen months ago with a searching analysis into the shortcomings of existing car designs, the research work of the Electric Railway Presidents' Conference Committee has now been carried forward to a point where new and improved designs have been developed and are actually under test. The progress of the work and the results thus far obtained were summarized by Professor C. F. Hirshfeld, chief engineer of the committee, at a luncheon meeting of the American Electric Railway Association in Chicago. "It is a glorious adventure to those engaged in it, almost like an old-fashioned voyage of discovery," he said. "We are going at this job to get practical and usable results. I feel very certain that we have made definite and worthwhile advances in the art of street car design."

Professor Hirshfeld confined himself to a brief outline of the steps he and his staff have taken during the period he has been engaged in this research. It was necessary to set up a laboratory, determine what tests should be performed, acquire or devise instruments, and build up the personnel. Despite his obvious reluctance to go much into detail regarding new developments still to be proved in tests and under service conditions it was clear that progress has been made in the relatively short time the committee has been working.

From the outset, Professor Hirshfeld explained, two requirements for success were recognized. One was that any designs produced must represent technically a sufficient advance over current practice to justify operating companies in using them to replace existing equipment, when and to the extent that economic considerations and company finances permit. The other was that the designs must embody features producing the maximum of passenger appeal. The work of investigation was therefore divided roughly into two classifications representing these two requirements. Most of the experimental and analytical work

has now been done. In fact, practically all of the studies having to do with the performance and characteristics of present-day equipment have been completed. Such experimental and analytical work as remains has to do almost entirely with new developments which are to be incorporated in new cars if found satisfactory.

Type of Wheel

The investigations had not gone far before it was evident that the type of wheel used determines to a very great extent what can be done in street car construction. The present wheel, because of its solid and unyielding structure, passes up into the mechanisms above it all sorts of impacts and high-frequency vibrations. The values of impact at the journal box are of an extremely high order but diminish progressively as the resilient action of more parts intervenes between rail and point of measurement. These impacts and the high-frequency vibrations that accompany them are in large measure responsible for the sizes and weights now necessary in the truck structure and associated parts. It was realized that any radical changes would have to provide for the suppression of these impacts and high-frequency vibrations as near as possible to the source. That is, it was essential to find or develop a satisfactory resilient wheel.

Tests indicate that a resilient wheel makes a much less disagreeable noise than a solid wheel. Moreover, it does not pass to the truck structure the vibrations which now cause noise therein. Thus it accomplishes one of the ideals of the committee, namely, the elimination or diminution of noise at the source.

The previous unsatisfactory experience with most resilient wheels given practical trial was fully recognized. It was one thing, said Professor Hirshfeld, to conclude that a resilient wheel was needed, but quite another matter to obtain one that could be expected to be commercially usable. Numerous types have been tested in a machine especially set up for the purpose, and the results have led to the conclusion that it is entirely feasible to design a resilient street car wheel with impact values sufficiently low to permit radical improvements to be made in the truck.

Predicating the truck design on the assumption that a resilient wheel would be developed, about eight different types have been considered in detail. At least one of these appears to meet the various requirements, such as light weight, sufficient strength, low and simple maintenance, quietness and good riding quality. Construction methods and costs have been kept in mind throughout and the designs under consideration can be built easily and cheaply if standardized. This contemplates the liberal use of rubber so

arranged that all forces, driving and rolling, are cushioned on rubber.

Faster Acceleration Without Discomfort

Substantial improvements are expected in the power plant and its control. Recently purchased cars have been built to start with an average acceleration of the order of 3 m.p.h. per second up to the point at which the motors operate on their characteristic curves. This appears to represent about the limit of commercial possibilities with present methods of control, because of passenger discomfort and because of slipping wheels. The problem was how to obtain increased agility within commercial and technical limitations and without subjecting the passenger to an unacceptable amount of discomfort.

Tests of standing passengers upon a moving platform were made to determine the best starting method from the standpoint of passenger comfort or passenger tolerance. The curious fact was observed that the more rapidly acceleration is built up, provided this is done smoothly, the higher the acceleration that can be attained with a given degree of discomfort. Before starting these tests it was thought that a passenger once brought successfully to any constant acceleration could tolerate it indefinitely. But this now appears not to be so. The length of time to which the passenger is subjected to the acceleration enters as a factor.

Results of these acceleration tests made it seem obvious that to start cars much more rapidly than those of recent design are now started, control equipment must be capable of giving smoother starting than could be obtained by any practicable multiplication of the steps in equipment of present type. This has been discussed at length with the electrical manufacturers and Professor Hirshfeld stated that they have found means of accomplishing much smoother starting for high rates of acceleration, and he hopes that it will prove possible with further study to bring the new designs within reasonable weight and price limitations.

Results obtained in tests on braking performance have suggested opportunities for the improvement of this equipment to a notable extent. It is now possible to say that brake equipment weighing very much less than the conventional apparatus of the present day will be available, which should make possible smooth and effective braking without the uncomfortable jerk at the end to which passengers properly object, and which also has a marked effect on car maintenance.

Better Lighting and Ventilation

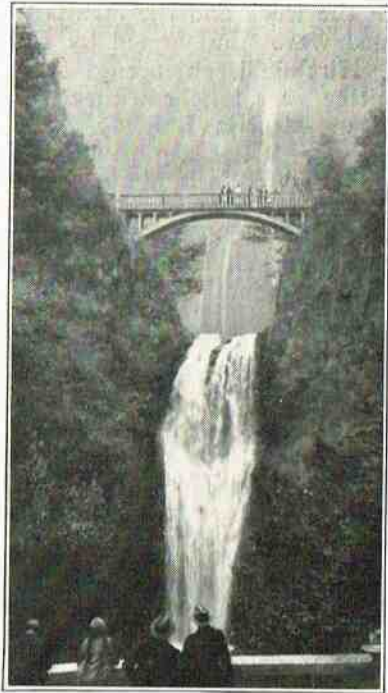
Lighting of the car interior was attacked from three different viewpoints, namely, (a) even distribution of light, (b) general level of illumination, and (c) pleasing or attractive appearance or effect. Tests indicated that the light distribution in modern cars is far from uniform and this subject, therefore, was given careful thought in considering improvements.

The intensity of illumination most desirable remains in the last analysis a matter of opinion. But the public has been educated to constantly higher standards.

Light within a transit vehicle also is consid-

ered to have great merchandising value. Other industries are using it extensively for this purpose. Although more light costs more money, the small increase involved, when measured in actual dollars, may be about the cheapest and most effective advertising that can be purchased.

In working out the ventilation problem the fan was adopted, not because it is necessarily the only possible method of obtaining results but because it is one with which we are familiar. Such familiarity reduced the work involved in producing satisfactory designs. The ventilation and the heating are combined in what it is believed will be a simple and inexpensive system to give acceptable results while being simple to operate and maintain.



Miss Evelyn Schlau of the Accounting Department Brought Home This Picture of Multnomah Falls, Oregon

Knew Its Language

A certain famous motor car manufacturer advertised that he had put a car together in seven minutes. The next evening he was called on the phone at dinner time and asked if it were so.

"Yes," was the reply. "Why?"

"Oh, nothing. But I believe I've got the car."

Plain Logic

A Scotsman, upon entering a saddler's, asked for a single spur.

"What use is one spur?" asked the man.

"Well," replied Sandy, "if I can get one side of the horse to go the other one will hae to come wi' it."

Recognizing Meritorious Conduct

Complimentary Letters from Our Patrons Acknowledge Courtesy and Service

Mr. O. Alexander, 7903 Kingston Avenue, compliments Conductor Edward Manow, Badge No. 876 of 69th for his thoughtfulness and courtesy in assisting a blind man to alight from his car and escorting him safely to the sidewalk.

Motorman M. L. Glaser, Badge No. 1307 of Division is a recipient of a commendatory letter from "R. M. H.", for his kindness in holding his car long enough to enable a woman to reach and board it, even though he had the right-of-way and signal to proceed.

Miss Mary McCarthy, 342 Swan Street, commends Conductor Carl Dessecker, Badge No. 1614 of 77th for calling every street name distinctly and for his kindness and courtesy to his passengers.

Conductor W. Mohrlock, Badge No. 1890 of 77th, assisted a blind woman passenger to alight from his car and escorted her to the sidewalk. This act of courtesy attracted the attention of Mr. J. J. McCarthy, 1311, 155 N. Clark Street, who made this conductor the subject of a commendatory letter.

Conductor C. H. Blum, Badge No. 2406, and Motorman John Beisiegel, Badge No. 2373, both of 77th, are commended by Division Superintendent F. J. Smith for their assistance in helping to maintain service when their car was delayed by a stalled automobile.

Mrs. N. Provol, 6353 N. Oakley Avenue, wishes to thank Conductor C. F. Steelman, Badge No. 2388 of 77th, for his kindness and courtesy in helping her when she became ill while a passenger on his car and fainted.

Mr. W. J. Rabourn commends Motorman A. S. Midkiff, Badge No. 3119 of 69th, for holding his car long enough for him to board it, even though he had the signal to proceed.

Mrs. J. Savage, 5506 S. Carpenter Street, thanks Conductor James Kenny, Badge No. 3700 of 69th, for his honesty in returning her purse to her which she had inadvertently left while a passenger on his car.

Mrs. Ella Borden, 6141 S. Artesian Avenue, expresses her appreciation and admiration of the honesty of Motorman G. Clancy, Badge No. 4221 of 69th, for turning in her purse to the Lost and Found Department which he had found on his car.

Mr. H. L. Stuart, 705, 38 S. Dearborn Street, compliments Conductor L. J. Thomas, Badge No. 4628 of Lincoln, for turning in his wife's purse to the Lost and Found Department which he had found on his car, on which she had inadvertently left it.

Mrs. A. Klette, 1819 Cornelia Avenue, thanks Conductor C. Berryhill, Badge No. 5110 of Cottage Grove, for assistance rendered her when she boarded his car heavily loaded with bundles, assisting her to board and later to alight from his car.

Miss Louise Kirkham, 7423 Rogers Avenue, wishes to commend Motorman A. Johnson,

Badge No. 5483, and Conductor A. Benson, Badge No. 9996 of Lincoln, for their courtesy in assisting her to alight and board from their car as she is somewhat handicapped by a broken leg.

Miss Alice Bergman wishes to compliment Motorman W. H. Berzek, Badge No. 5723 of 69th, for his careful operation and also for holding his temper when verbally abused by an unreasonable irate woman passenger.

Supervisor J. Carlin commends Motorman G. H. Hansen, Badge No. 5745 of Armitage, for switching back his car and advising his follower, to do the same when the line on which they were operating was blocked by a disabled auto.

Miss Emma Rempert, 7208 Carpenter Street, thanks Motorman John Janosky, Badge No. 6613 of 69th, for turning in her umbrella, which she had left while a passenger on his car, to the Lost and Found Department where she subsequently recovered it.

Mr. F. D. Wood, 222 W. Adams Street, compliments Conductor Davis Sax, Badge No. 7478 of Kedzie, for his pleasant disposition and gentlemanly manner in performing his duties.

Mr. F. L. Oehme, 1921 S. Jefferson Street, commends Conductor John Halvey, Badge No. 8298 of Lawndale for his courtesy in assisting a crippled man to alight from his car and escorting him to the corner at which point he was transferring, placing him on the car which would take him to his destination.

Conductor P. H. Larson, Badge No. 8972 of Lawndale, is the subject of a commendatory letter from Miss Agnes Skach, 1618 S. Grove Avenue, Berwyn, for answering her questions as to how she might reach her destination in a courteous and explicit manner and also for the handling of school children who boarded his car.

Mr. M. Burke, 1620 N. Rockwell Street, reports that he is compelled to admire Conductor James Rice, Badge No. 9364 of Devon, for his courteous and gentlemanly way towards the people with whom he comes in contact.

Mrs. L. M. Rieser, Ravinia, Illinois, wishes to thank Conductor Arthur Gross, Badge No. 9898 of Devon, for his kindness in paying her fare when she boarded his car and found that she was without funds.

Conductor W. Ammerall, Badge No. 10238 of Cottage Grove, is commended for his courtesy and kindness by Mr. E. C. Vojtsek, 640 Webster Avenue.

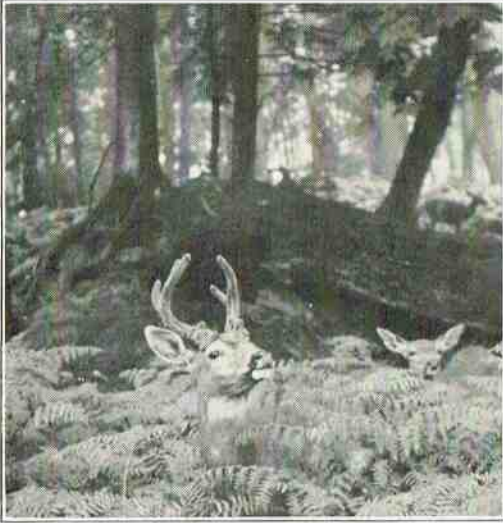
Miss Mae Callahan, 5536 Adams Street, wishes to thank Conductor Patrick Nagle, Badge No. 11038 of Archer, for his thoughtfulness in paying her fare when she boarded his car and found that she had left her money at home.

Mrs. Lane, 3520 S. Francisco Avenue, wishes to express her appreciation of the courtesy of Conductor C. W. Cramsie, Badge No. 11240 of

Archer, in assisting her to board and alight from his car when she was carrying her baby.

Motorman T. D. Sullivan, Badge No. 13229 of 69th, is complimented on the smooth operation of his car by Mr. T. E. Cantwell, 6108 Ellis Avenue.

Mr. D. Cawon, 3631 Polk Street, in a telephoned report expressed his appreciation of the courtesy of Conductor P. Lenaghan, Badge No. 12008 of Kedzie, in assisting him and his wife to board and alight from his car when he was carrying a baby.



Deer in the Ferns at Defiance Point, Tacoma, Snapped by Evelyn Schlau of the Accounting Department

FIFTY YEARS IN SERVICE

James Keaveny Says That the First Forty Years Were the Hardest

James Keaveny, Badge No. 1294, who was born in Ireland April 22, 1860, came to the United States twenty years later.



He entered service as a conductor in 1882 at the old Wabash Avenue Barn, then went to Wallace Barn until it burned down, and he then went to Cottage Grove.

The first run that he worked after working through the extra list was a short sixteen-hour run with a two-hour hole in it, making eighteen

hours to complete his day's work. This run operated on Indiana Avenue.

One of the many things he remembers is the great number of railroad crossings that a conductor was required to flag on 47th street, one set of these crossings being a half mile continuous tracks.

Changes in working conditions, different types of cars, and new transfers do not confuse James. He goes along and accepts these changes as just another step of improvement in himself and Company.

Jim says that in the days when he got his first job you had to be a man of means to get the position. Beside the cash deposit there was the cost of the uniform suit, overcoat and cap, a rubber stamp to print your badge number on the back of each transfer, a punch, a broom and a rag to clean your lamp chimney, bringing your investment up to approximately \$80.00. Despite the many storms he endured and hardships he suffered in those days of open cars he still enjoys good health and is as capable as many of his younger fellow workmen.

Conductor Keaveny is the possessor of a five-year No-Accident Button and this was earned while working on the rear platform type cars on Indiana Avenue. He can be justly proud of this achievement, as most of his trips were heavy and this record shows that real work was done under such conditions by a real trainman.

Let us all take a page out of this book and try to be real trainmen.

P.

A WORD ABOUT FARES

Comment on Suggestions That Street Car Fares Should Be Lowered

Observers watching the national scene note a growing disposition throughout the country to demand that local transit fares come down simply because commodity prices in general have come down. Two of the most recent instances are furnished in Philadelphia and Atlanta. That such requests, growing in number, are not justified by actual conditions in the transit industry does not seem to matter to their proponents.

For the industry as a whole, taking 1913 as a base of 100, fares today stand at 162.5, wages at 205.8, material prices at 116 and electric railway construction costs at 155 per cent. From this it does not appear that fares are unreasonably high. Moreover, it should be remembered that the number of passengers has been declining and the fewer the passengers the greater the cost of providing service for each passenger.—*Transit Journal*.

Let Us Not Forget

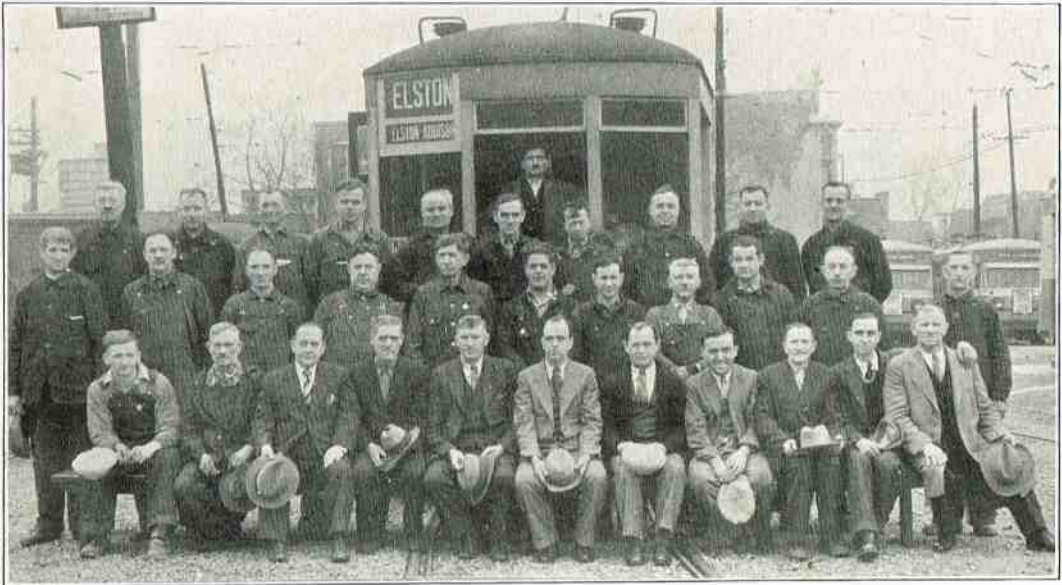
That everyone who rides our cars, everyone who asks us for information, everyone who seeks our aid in any way, offers to us the privilege of creating good will.

Let us not throw away this privilege. Let us not rebuff the man or the woman who gives us this opportunity.

—Los Angeles Two Bells.

Keeping 'Em Rolling

Elston and Limits Make Very Good Showing Both Having Increased Over 50 Percent



In the pull-in contest noticeable changes occurred in the positions of the various carhouses as compared with the month of September. Elston, the leader, operating 44,258 miles per pull-in due to failure of equipment, came all the way up to the top of the list from 12th place last month. This is an increase of 76.4%. This carhouse had no chargeable pull-ins for the week ending October 15th.

The second highest carhouse, Limits, moved up from 15th place last month, making an increase of 50.9 in percentage. They had no pull-ins of any kind, chargeable or non-chargeable, for the week ending October 29th.

Cottage Grove moved up from 8th position to 3rd this month, Burnside from 11th to 5th, and Armitage from 14th to 6th.

Only two of the sixteen carhouses operated below 22,000 miles per pull-in, as shown by the individual records below:

Rank	Carhouse	Miles Per		
		Zero Days	Pull-In in Oct.	Pct. Inc. or Dec.
1	Elston	18	44,258	76.4
2	Limits	23	40,649	50.9
3	Cottage Grove	15	36,672	27.8
4	Devon	14	34,851	13.5
5	Burnside	15	30,091	14.9
6	Armitage	16	28,484	15.9
7	Noble	21	27,696	6.5*
8	Lawndale	17	27,669	6.3*
9	69th Street	6	26,418	8.5*
10	Archer	8	25,623	7.8*
11	77th Street	6	25,314	31.0*
12	North	5	24,655	26.0*
13	Kedzie	11	24,042	25.1*
14	Lincoln	16	22,101	10.3*

15	Blue Island	18	20,736	18.8
16	Division	15	13,376	38.5*
		224	26,590	6.8*

*Decrease.

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

Carhouse	Oct.	Sept.	Aug.	July	June	May
Elston	1	12	8	13	3	7
Limits	2	15	12	14	7	15
Cott. Grove	3	8	7	1	2	3
Devon	4	4	5	15	8	5
Burnside	5	11	16	3	10	6
Armitage	6	14	15	11	14	16
Noble	7	5	13	16	15	14
Lawndale	8	6	4	4	1	4
69th Street	9	7	11	8	6	12
Archer	10	10	6	5	5	8
77th Street	11	1	2	2	4	2
North	12	2	14	9	12	9
Kedzie	13	3	9	12	11	10
Lincoln	14	13	3	10	9	11
Blue Is.and	15	16	1	6	16	1
Division	16	9	10	7	13	13

Some Do

Garage man: "How much gas do you want?"
 Customer: "One gallon."
 G. M.: "What are you trying to do? Wean it?"

"Jerry ain't much of a farmer, I'm afraid."
 "Naw, he keeps foolin' around with his crops so much he don't half tend to his fillin' station."

“Who’s Who” in C. S. L.

Brief Sketches of Men in Various Departments Who Share Surface Lines Activities

The fact that the street railway industry provided a steady and reliable means of gaining a livelihood is the reason Mr. E. H. Altemeier went to work as a motorman March 10, 1899. He was employed at the 39th and Wabash

appointed track foreman and served in this capacity until 1906 when he was appointed assistant road master under Chas. A. Caul, since deceased. When the unification took place in 1914 he was made Division Superintendent of



Ed. H. Altemeier

depot for five years. His coming in contact with a number of the Cottage Grove men attracted him to the Cottage Grove depot because of the athletic facilities that were available there for trainmen, thus he became a Cottage Grove Avenue gripman. Before the cable was taken off a trolley night car service was installed on Cottage Grove Avenue from 39th Street to the loop. Mr. Altemeier was the motorman on the first trip which received a great ovation by a large crowd with a brass band.

A short time after the cable was discontinued he was promoted to starter. Three years later he was promoted to the afternoon shift of the Dispatchers Board at the main office. In the year 1917 he went to the Archer Avenue depot where for five years he was a supervisor. His next promotion was to Assistant Superintendent at Burnside depot. After serving six months there he was transferred to Archer depot where he worked for nine months. On July 1, 1923, he was advanced to the position of Division Superintendent at Burnside, the position he now holds.

Because of the open spaces through which most of the Burnside cars operate, during snow storms, very high drifts often accumulate. This condition requires quick action and the steady application of plows to keep the service open. Mr. Altemeier has earned the reputation of being a stubborn snow fighter.

He has ably represented the Surface Lines on the Public Service Speakers' Bureau ever since its inception.

Connor C. Chambers entered the service of the North Chicago City Railway Company in 1893 as a track repairman on cable tracks. During the summer of 1894 he was appointed assistant foreman and the following year was made inspector of track construction work on the various track extensions in progress on the North Side. When the track extension work under way at the time was completed he was



Connor C. Chambers

the Northern Division, which position he holds at the present time with headquarters at Racine & Center.

Mr. Chambers has a very keen recollection of the old horse car and cable days. He recalls the gas dummy locomotives which were used in pulling trail cars West from Lincoln Ave. in Garfield Ave. to Racine Ave., South in Racine Ave. to Center St., East in Center St. to Lincoln Ave., where the trail cars were coupled onto the Lincoln Ave. cable cars going downtown. These locomotives were equipped with Belgian boilers and the continuous blowing off of steam made it very annoying to the neighborhood and same were in use only a short time.

Mr. Chambers' 39 years of experience in street railway work in the City of Chicago stands him in good stead when modern problems arise and his past experience from cable and horse car days has proved very valuable when delving into old records. He has no special hobby other than work and when anything unforeseen happens in his division either night or day, you can always find him on the job.



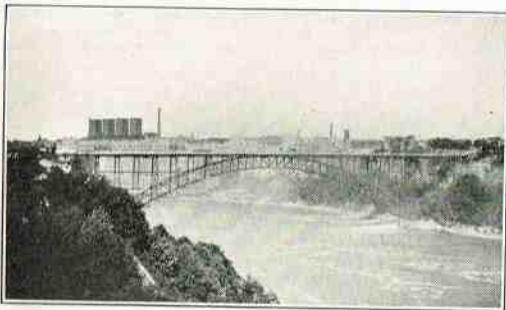
John F. Golden

Entering the Accident Investigation Department in September, 1917, Mr. John F. Golden became an investigator and worked in that capacity until June, 1918.

Having a background of law practice which dated from the year 1892, he was promoted July 1, 1918, to have charge of the Arrest and Criminal branch of the Legal Department. This means the handling of all arrest cases where the Surface Lines is involved. Immediately upon notice of each arrest Mr. Golden is informed of the circumstances and the party is either held for trial or released from custody, as the facts warrant.

His work also includes accumulating evidence in cases of the following infractions of the law: Assault and battery, assault with deadly weapon, disorderly conduct, driving an automobile while intoxicated, reckless driving, abuse of transfers, and obstinate interference with street car traffic. As many as 2,400 such cases have been handled in a year.

One remarkable fact that stands out in Mr. Golden's court experience is the large number of Surface Lines trainmen who, over a period of twenty-five years and more, have never had occasion to attend a session of court.



F. Spangemacher of the Building Department Caught This Interesting View of the Niagara International Bridge Looking from the Canadian Side

CARE OF PNEUMATIC TIRES

Important Suggestions to Insure Long Life and Satisfactory Performance

Walter Becker, our automotive engineer, has sent out a bulletin on tire care that is of interest to all operators of Surface Lines' buses and other motor vehicles.

These suggestions will reduce trouble and help give good tire mileage on both trucks and passenger cars which should be looked after once each week:

Inflate all tires to proper recommended pressure, including spare. Examine and remove nails, glass, etc. Remove any tire which has been badly cut or bruised.

Keep valve caps on and be sure lock nuts are always tight.

Be sure lug nuts are always tight. (When changing tires see that rims run true by tightening lug nuts evenly.)

If wheels are out of alignment or brakes unequal, report same.

When it is necessary to change a rear dual tire, be sure the tires are "matched." (Which means that they should be the same size or have an equal amount of wear, otherwise the load will be unevenly divided.)

When it is necessary to use skid chains on dual wheels, install only on the rear outside wheels. They can be easily applied by running your truck on a block on the inside rear tires.

Good results will be had if you always use care as follows:

Do not run at all with a flat tire.

Never bump or rub curb or wall with either front or rear tires.

Do not run over any sharp object which might cut tires.

Do not start or stop unevenly or quickly.

Excessive fast driving is unnecessary.

Pressure Table

Passenger Cars		Trucks	
Tire Size	Pounds	Tire Size	Pounds
28x4.75 (4.75-19).....	40	6.00-20	55
30x4.50 (4.50-21).....	40	36 x 8	120
30x5.50 (5.50-20).....	40	8.25-20	70
31x6.00 (6.00-19).....	40	9.00-20	75
31x6.75 (7.00-19).....	50	38 x 7	110
32x6.00 (6.00-20).....	40	40 x 8	120
32x6.50 (6.50-20).....	50		
32x6.75 (7.00-20).....	50		

These features of tire care although small in themselves are of importance in securing the most miles from the tires.

"DAD WRITES HIS DAUGHTER"

He's Having a Tough Time but See How Cheerful He Is

My Dear Daughter: You ask me if your husband should stay on in his present position at an "adjusted" salary, but you forget to tell me what he would do if he didn't. You and he couldn't come here very well just now. Your brother Sheridan's salary has just been "reconsidered," so he moved into his old room at home and brought his wife.

Your sister Eloise telegraphed the next day that Wilfred has just been offered a new contract that was an insult so your Mother is airing out her room. Wilfred never could endure insults. Your sister Frances, you will recall, has been a private secretary and wrote last week that if anybody thinks she is going to drop to the level of a common typist, they are mistaken, so we expect her any day.

What with these and the younger children, I imagine that as long as Rupert's salary is merely being "adjusted" he had better stay. An adjustment is nothing like a reduction. It's hard for me to keep up with the new language of big business, but as I understand it, an "adjustment" is the equivalent of a raise. Of course, Rupert wouldn't know that; he has been working only since 1928; he should ask some old timer to explain what a raise is.

My own business is coming along fine. It was sold on the court house steps last Friday, but there were no bidders so the sheriff let me keep it. That makes the best month since the upturn.

Your affectionate Father.

—Anonymous.

Misunderstood

"What caused you to beat up that fellow?"

"He insulted my girl."

"Why, all he said was that she dances like a zephyr."

"My mistake! I thought he said heifer."

Departments and Divisions

Accounting

Oh, a Most Interesting Event! Mr. Wm. McMaught is the happy father of a little boy and Mrs. McMaught is its mother, formerly Mabelle Winholt. The interesting event occurred on Saturday, October 8 at Detroit, Michigan. Our best wishes to the proud parents.

As this item goes to press, we are looking forward to the speedy return of Lillian Hoeft, who is at the Henrotin Hospital convalescing from an operation.

"Being last in turn for a vacation in the payroll department was not bad at all because there was no chance of envying anyone when I came back," says Miss Lillian Matecki. "A very pleasant two weeks' sight-seeing in and around Chicago, dividing my time between Comiskey Park, Municipal Airport, shopping,



Indian Dance at Haywood, Wisconsin, an Interesting Snap by Mildred Hedstrom of the Accounting Department

attending theatres, playing tennis and dancing."

Girls of the Stenographic Division were pleasantly entertained by Mrs. Yvonne Randall at her home on Friday evening, October 21, 1932.

The other days must have been perfect; however, we do know that the motor trips to Frankfort, Logansport and Kokomo, Indiana, visiting relatives and friends were very pleasing to Mrs. Clara Bannister.

Tuesday evening, October 18, 1932, will always be remembered by Mr. and Mrs. George Wachtel as the unfortunate evening that their pet chow dog was killed by a "hit and run driver."

For a good rest Miss K. Orth recommends Chicago, Illinois, as a vacation spot—beautiful scenery, wonderful meals, and short trips.

Centralia, Illinois, and Indianapolis, Indiana, visiting relatives and friends, also making a trip to Brown County, Indiana, is the way Mrs. Yvonne Randall passed her time.

Miss Sarine Davis is now convalescing after an operation for appendicitis at Edgewater

Hospital, and we are pleased to hear at this time of the progress she is making.

T. F. Coan.

Engineering

The Track Department has a high grade team in the Bowling League this year, captained by that peerless leader, R. J. Rumatz, who has so successfully led his team the past few years. At this writing they are in second place, one game behind, but promise to get first place and hold it for the rest of the season.

Frank Madsen of 13th and Ogden is now operating a rabbit farm in his back yard, much to the delight of his neighbors.

A. M. Knutson of the Building Department suggests that distant stations should reduce their power, as he is having trouble tuning out KFI when he is trying to listen to bedtime stories over local stations.

Miss Margaret Klinghoefer, Stenographer of the Track Department, recently had her tonsils removed and is now back at work, much improved in health.

Mrs. Thierkauf returned from a very enjoyable vacation spent at Sheboygan, Wisconsin.



Miss Helen Baar Waiting to Putt on the Ninth Green at the Commodore Barry Course, Twin Lakes, Wisconsin

Our deepest sympathy is extended to Eugene Lawson whose mother passed away recently.

Our sympathy is also extended to the family of William Ambler who died October 15, 1932, at the age of 91. Mr. Ambler was employed in the Building Department from 1909 to 1923. Transit.

Material & Supplies

We see where Wally Miller and the "Missus" are having quite a pow-wow about the lingerie advertisement he has pasted in his car. Better remember and keep peace in the family.

Since John Schwitz sports a derby, he looks like the Prince of Wales. The only difference is John doesn't ride a horse.

Fred Getz has been walking around with a guilty look on his face lately. "What's the secret, Fred?"

Now that winter is setting in, the stock in the motion picture industry should show an increase. Page Mr. Jensen at—well any theatre on any night. He lives in them.

Speaking of architecture, have you seen the drawing in colors of the World's Fair Grounds, by Frank Horn? Boy, it's a masterpiece!

Our pal, J. Hasto, got nailed the other day for driving a concrete mixer up the boulevard. And he calls it an automobile.

Al. Linn has joined the ranks of matrimonial martyrs. He's a high-falutin' dish washing, floor scrubbing Romeo. Congratulations, Al.

Roller Skating Party Special

'Twas a glamorous and spectacular event which drew the multitude to the roller rink on Monday, October 24.

However, we missed the presence of Mr. E. Jensen, the old 140 pounder himself. (Wouldn't you just love to see him on roller skates? We would.)

Mr. and Mrs. Walter Miller were present; imagine? Wally pulled the hero act when he elected himself "Fall down picker up." A gentleman's feet suddenly left him stranded in mid air, and did he make a three-point landing, my-o-my! Wally assisted him to his feet (must have been his landlord).

The dapper Mr. Art Carlson had no trouble slaying the fair damsels. (How he does it, m-m!)

Mr. and Mrs. J. Hasto went a few rounds themselves (on skates, not in the ring).

Miss Trant was also absent from roll call. (She's either inexperienced or bashful, which?)

Herb Hoger was also among the missing. (He must have forgotten the magic words which start "Old Ironsides" perambulating. Better luck next time.)

Ed Duval didn't show up either. (Either his feet are too fast or his body too slow.) "Why not try anyhow, we all live to learn." And, boy, does it come in handy!

Aside from a few, who were learning the ups and downs of life on the beginners' floor, everyone seemed to be enjoying themselves.

You folks who never tried it, come out the next time. You may suffer a few bruises and sore muscles, but bear in mind that they still manufacture liniment and iodine. It's great fun.

R. E. Buckley.

South Shops: Our deepest sympathy is extended to the bereaved family and relatives of Emmett Brogan, Motor Repair Dept., who passed away on October 23, 1932.

Jules "The Hunter" Graiser, office, spent an adventurous week-end in Wisconsin. The young man bagged five rabbits and ten squirrels. Now he states he is going to enter the restaurant and fur business.

Wm. "Rossy" Cameron is another young man whose fancy has turned to "Crooning" the modern "Moonlight Ballads." We suggest to Bill's girl that one can still purchase ear-muffs.

Irene Horn, office, returned to childhood days on Hallowe'en and pulled a few hi-jinks.

Joe Hecht, our "Duck Hunter," says, "Ducks have been on our menu for the past few weeks and will for a few more." Quack, quack.

Burnside: T. Carson, Assistant Day Foreman, has abandoned his old Willys-Knight and is now sporting a new "Rockne 6."

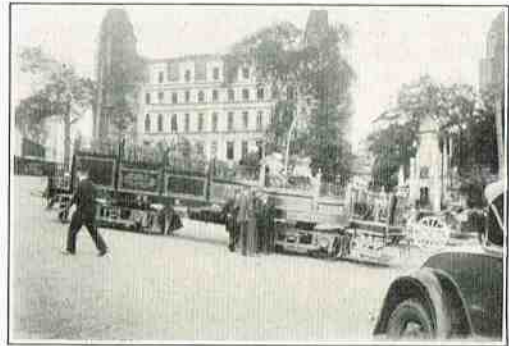
J. Margetic and C. Buckley pooled their finances and now both own one-half share in a "Plymouth 6."

69th Street: We extend our sincere sympathy to M. Markus, whose daughter passed away on October 5, 1932.

We are pleased to announce that the daughter of J. Burtkweiz set sail on the sea of matrimony on October 8, 1932. J. Demas and C. Forta were among those present to wish the happy couple "Bon Voyage." Tender our congratulations and best wishes, dad.

D. Condon and C. Boster went to the football game between the University of Chicago and Indiana. The boys claim that the University of Chicago has a pretty classy team and the coeds aren't so bad either.

Correspondent,
Elsie R. Smith.



Sight Seeing Trolley Car, Champlain Square, Quebec, by E. Wendt, West Shops

Around the Car Stations

Cottage Grove

The visit of Superintendent Evenson, Assistant Superintendent O'Connell and Mr. Pasche on October 24th was marked by a large attendance. All of the talks were inspiring and the trainmen who attended the sessions were better salesmen and were careful operators and wiser as to transfer practices than they were before. The meetings were among the most interesting and successful in the history of Cottage Grove. Among those on the platform with the speakers were Division Superintendent Cricks, Assistant Division Superintendent Hooper, Foreman Daman and Al Smith and James Phillips, Board Members of Division 241.

Another of our trainmen, Conductor James Keavney, has passed the half-century mark in Surface Lines service and elsewhere his picture will be found with a brief story of his experience. Mr. Cricks, our Superintendent, and his assistant, Mr. Hooper, and all the employes of Cottage Grove congratulate this old timer on his golden jubilee and wish him good health, prosperity and many happy years.

Our Chief Janitor, Jerry O'Connor, will complete his 38 years of service in that capacity, having been with us since November 1, 1894.

Congratulations from your fellow workmen.

We have just heard Conductor Ed. Baker is confined to his home with sickness. We hope it is not serious and the trainmen wish you a complete and speedy recovery which we know will be under very able nursing of his good wife.

Motorman Patrick Gallagher is extended sincere sympathy from all the trainmen in the loss of his only sister who recently passed away.

Mrs. Nelson, the beloved wife of Conductor John Nelson, recently passed away after a long illness. Our sympathies are extended to you, John, in your sad bereavement.

The Grim Reaper has again called at the home of Motorman Theodore Hamer. Sept. 18 it took away his father and this time, Oct. 29, his dearly beloved mother. Losing both father and mother in six weeks is a sad blow and the trainmen extend their deepest sympathy to Motorman Hamer and his brothers.

J. H. Pickin.

Seventy-Seventh

The tenth annual Accident Prevention Meeting was held at our depot on Friday, Oct. 28. The speakers were Mr. C. H. Evenson, superintendent of transportation, Mr. Wm. Pasche, superintendent of accident prevention, and our old pal from 77th Street, Mr. J. B. O'Connell, who is now Mr. Evenson's able assistant. The talk by Mr. Evenson, in which he depicted the many variations in transportation both past and present; the possibilities of increased business, and the addition of more runs in the future, was very encouraging. Our attendance at this meeting was very gratifying not only to our superintendent, Mr. W. A. Bessette, but also to Mr. Evenson.

The Accident Prevention Contest will end three months hence. The contest began last February and up to the present time our division has been setting a very steady pace for the other contestants in our endeavor to perch in first place (a place we occupied at the finish of last year's contest), and judging from our persistent strides this year, it is obvious that we will again be leading the other divisions at the close of this contest. Don't let our efforts of the past nine months go to naught. Let's keep our regular stride, coupled with a do or die spirit for these last few months that this contest has to go. From now on, as never before, go to it, men, and remember, our division first in everything worth while.

According to our rating last month in the "rounding up witnesses" contest, we were upholding the record of our division. Obtaining witnesses is a very essential part of our duty. Whenever there is a cause, and regardless of who is at fault, always try to get as many witnesses as possible.

When in doubt about anything pertaining to the new transfer, don't forget our superintendent, Mr. W. A. Bessette, or his assistant, Mr. J. B. Becker, will be very pleased to explain to you again anything you want to know about it.

We are very glad to see our efficient starter, Mr. Yost, back on the job again.

We are informed of another way which the

new transfer affords to our patrons an added help. One day last month Mrs. Gleason left home to keep an appointment with her mother-in-law, and after boarding our street car, much to her surprise, she realized the fact that in her haste she forgot her wrist watch. While wondering about how many minutes it was going to take her to reach her destination she suddenly thought of the clock dial on the transfer. Thanks to her "hubby," Conductor Gleason, she had been taught the principles of time computation and noting the leaving time from the zone punched in her transfer she counted the zones to her destination and discovered to her joy that she would reach there with time to spare. This is just one of the many valuable features of the transfer that we will hear more about in the future.

Congratulations to Mr. F. W. Meyers and all the men of his department for their splendid work in keeping your cars rolling. Their conscientious efforts in efficiency is noticeable for the third time in the four years that records of this kind have been rated. Their efforts are appreciated by the trainmen, and will help us materially in our contest.

For your information the following trainmen are on the sick list, and a visit to them is proof of your good fellowship: Conductors A. T. Anderson, H. Roth, W. A. Ose, E. G. Erickson, T. M. Dacey No. 1; Motormen P. Helminger, T. W. Rafferty, F. J. Brown No. 2, J. Doherty.

Last month Mrs. Ellen McNichols, mother of Conductor F. McNichols, passed away. To the family of the deceased we express our deep sympathy in their great loss. On October 29 Mrs. Susan J. O'Connell, wife of our Supervisor, James O'Connell, passed away. To the family of the deceased we express our deep sympathy in their bereavement.

John T. Flynn.

Sixty-ninth

Conductor A. Egan has taken his vacation traveling to Worcester, Massachusetts, and intends to return via automobile. Some say that he would be married, but we haven't any proof.

Added to our "cradle roll" this month was the 5-pound bouncing baby boy born to Mrs. and Mr. Conductor W. W. Barowsky. Congratulations.

We are glad to see Motorman Arnold Klaesi fully recovered from his operation.

We wish to proffer our sincerest sympathies to Motorman J. Lavin, who lost his brother, and to Conductor O. F. Gill, whose mother passed away, and to Motorman P. Carey, No. 1, whose charming daughter passed away.

Conductor A. B. Hedburg, in service since 1916, passed away on October 29, after a brief illness. Sincerest sympathy is extended to the bereaved relatives.

There is quite an epidemic of rabbit hunting now going on by the boys from 69th. Quite recently Mr. Brichta, M. J. Manning, F. J. Bailey, D. D. Cahill, C. B. Edmonson, J. A. Lynch, and Mr. Michael Rosania indulged.

W. L. Pence



Motorman Behrend of Sixty-ninth With His Wife and Two Nieces in the Black Hills.

Archer

Conductor John H. Rau has recently made a second trip of the season to Prairie Du Chien, Wis., this time on a fishing trip. The country seems to hold a deep attraction for John, who drops us a card saying it's raining but the fishing is good.

Motorman W. Miles received a telegram calling him to the bedside of his mother in Hamilton, Ohio, who died October 19th, and was laid at rest October 21st. Our deepest sympathy is extended to you, Bill.

Conductor Henry F. Kostka is the proud father of twin boys born on Columbus Day, October 12. One he calls Christopher and the other Columbus. Congratulations, Hank, on the good work, and may the next be twin girls.



Mother, Wife and Daughter of Conductor J. H. Young of Archer

Motorman Dan Hruby's father died October 3, at the age of 86 years. Heart trouble was the cause of his death. Dan, you have the deepest sympathy of the boys from Archer.

Conductor D. W. Landin is now convalescing at home from the after effect of an appendicitis operation. On the last day of the month

he made his first trip out of the house and came over to the depot to say Hello to the boys. While he shows the effects of his illness, he says he feels fine and expects to be back on the job very soon.

We extend our sincere sympathy to Conductor George Calhoun, who recently lost his sister, died October 17, buried from Saint Agnes Church on October 20.

Motorman P. J. Hoar, who has been confined to his bed for several months, is reported to be much improved. However, we learn he will be a shut-in for the winter months. A visit from the boys will be greatly appreciated and will shorten the long coming wintry days.

Conductor James McConville and wife welcomed a new arrival at their home, a baby boy born Wednesday, October 19, and answers to the name of James Joseph. Congratulations, Jim.

The smile that covered the countenance of Conductor Michael J. Rogers was quite indescribable when reporting the arrival of twin boys at his home on Sunday, October 16. Mike goes strutting around like a little banty rooster since their arrival. Has no time for consulting, says he is too busy thinking up appropriate names for his offspring. Mickey now assumes a double duty as Daddy. Congratulations are now in order.

Motorman D. F. Samuels is back on the job after a serious operation which took place at the Speedway hospital.

Among the old-timers who have been on the sick list for several months are Conductor J. C. Kesler, Motorman Bat. Madigan and Frank Lewandowski. All are convalescing at home; J. C. says he is stiff all over, Bat Madigan says his legs are not manipulating right, while Frank says he is not circulating in accordance to nature. All three are up, out and around and occasionally drop around the depot to say hello to the boys.

Oh joy, it's a boy! So Starter Chas. H. Lynch reports he is now grandpa of a grandson who arrived at the home of his daughter on Thursday, October 27. We congratulate you on the newcomer.

We have been wondering why the smile on Conductor Ervin H. Gaines, and now the truth leaks out. He is the proud father of a bouncing baby, 7½ pound, boy who arrived at the Gaines home on Tuesday, October 18. Congratulations, and may the next be a girl.

Dusty.

Blue Island

The Operating and Accident Prevention Meetings held at this depot on October 14, 1932, were well attended. Outside of those whose runs did not permit them to be present the attendance was 100 per cent. All who attended were very interested in the talks given by Mr. Evenson, and Mr. Pasche and Mr. O'Connell answered many questions regarding the new transfer and some very good points were discussed.

On October 10 the stork visited the home of Conductor J. Lenau and presented him with a 9½ lb. girl. Congratulations.

Assistant Division Superintendent T. H.

Eigelsbach is the proud possessor of a beautiful Willys-Knight sedan.

Bob Quill recently moved to Villa Park and Frank Valenta, who has lived in Villa Park for years, and through past experience informed Quill he will need a pair of snow shoes during the winter months as the snow is so deep out there. Better get busy, Bob.

C. P. Starr.

North Avenue

It is with deep regret that we report the passing on of three of our co-workers. Motorman Lars Larson died suddenly Oct. 19. He had been with us since June 15, 1918. Conductor William Nelson died October 25. He had about 15 years' seniority. He was a world war veteran. Funeral services were held Saturday, Oct. 29, auspices Trowel Lodge, No. 981, A. F. and A. M. Motorman Jack Nelson passed away suddenly October 28. Jack had over thirty years' seniority and was a prime favorite among his fellow workers. The sympathy of all North Avenue men is extended to the families and friends of these good men.

Extra Conductor Geo. Carlson is papa to a girl which arrived October 3, 1932, at 5 P. M., weight 7 lb. 10 oz. Congratulations, George.

Motorman Jerry Craemer and wife celebrated their nineteenth wedding anniversary October 22. Congratulations, folks, and do you remember how it poured all night nineteen years ago, the same as it did this year?

We saw whistling Fred Jacobs over on Chicago Ave. the other day "rushing the can." Aw naw, it wasn't that kind of a can. The can Jake had was a red one. Looked like he hadn't figured his mileage right and needs must hike for gasoline.

Conductor Chas. Tietjens, one of our young looking old-timers, and his good wife celebrated the seventeenth anniversary of their wedding October 20. It was also Mrs. Tietjens' birthday. Many happy returns of the day, folks!

Believe it or not, Love and Lane are extra conductors at this depot, being together on the list and are good pals.

C. A. Knautz.

Lincoln

One of the interesting bits of news from this station that has been overlooked, is the wedding of Conductor I. J. Metzger. On March 1st he was married to Miss C. L. Reich at her fine home before a large number of relatives and interested friends. Following the ceremony an elaborate dinner was served and in the evening all made merry, there being plenty of singing and dancing to the splendid music. The party did not break up until the wee hours of the morning when the guests departed, leaving best wishes for the future and many happy years to the bride and groom.

Limits

Another "old-timer," Motorman Peter Coolgeorgien died October 11, 1932, after a long illness. Pete signed the sick book November 10, 1931. Later it was discovered he had appendicitis, and an operation was necessary. He had three major operations before he succumbed to the infection. His seniority started

January 24, 1905, and his record from that time is second to none. We all offer our sympathy to his family in their hour of bereavement.

We also regret to report the death of Conductor W. Cromie's father who died October 13, 1932. Sympathy is extended to Conductor Cromie and family.

Motorman John Greenwald held out for approximately 62 years before he fell. He was happily married Saturday, October 29, 1932. Motorman Greenwald holds the honor and distinction of being the motorman to give Division Superintendent F. J. Smith his first lesson in the duties of a motorman. He has educated many good students. Congratulations, Greenwald, and all the happiness in the world.

A sad occurrence took place on October 24, 1932, when a drunken policeman boarded Conductor Andrew Gallagher's car and shot him twice for apparently no reason at all. This policeman (in plain clothes) boarded car at Clybourn and Halsted streets and produced his star. Conductor Gallagher explained to him that under regulations he would be required to have a police ticket or pay a fare, as he was not in uniform. At that time there was no other discussion, and the officer went in car. Later he returned to platform and paid his fare, with the remark that he would get the seven cents later. At the end of line he was the only passenger on the car when Conductor Gallagher told him it was as far as car went. He then pulled his gun and shot conductor in the left arm, badly breaking it. The bullet glanced off and entered his left side, and pierced lower edge of left lung, coming out back. The other shot entered stomach and stayed there. Andy is in a critical condition, but is now allowed to receive visitors. He is at the American Hospital. Drop around and see him, fellows; it will cheer him up.

A. B. Poore.

Devon

We are glad to welcome our new clerk, Ray Peterson, who came from Armitage to fill the vacancy left by the transfer of Lee Cumber to Noble.

This past month a number of our trainmen have been called upon to part with loved ones. This division is most sincerely regretful and extends its sympathy to their sorrowing relatives. The following list comprises the bereaved relatives: Motorman Robert Coburn, the loss of his mother; Conductor H. Bledsoe, his mother; Motorman Thomas Green, his wife.

The following trainmen are home on the sick list and a visit to them would be appreciated: Motormen O. Isenberg and W. Rindfleisch; Conductors J. Glover, C. Rehfeldt, W. Wuestenberg, R. Elliott, L. Englerth, C. Walker and C. Hayes.

G. E. Land.

Take His Finger Prints

Film Star (newly married): "And is this your home?"

Bridegroom: "It is, precious."

Film Star: "Say, it looks mighty familiar. Are you sure I haven't married you before?"