

# SURFACE SERVICE MAGAZINE

VOLUME 8

FEBRUARY, 1932

NUMBER 11



## *A WINTER TRANSFORMATION*

Effects by Jack Frost—Photography by Chouinard



# Surface Lines Who's Who

## *Interesting Side Lights on the Men Who Keep Busy in the Various Departments*

M. B. Quinn has been actively employed in the street railway industry in Chicago for nearly forty-five years. John McGinnis at Cottage Grove depot broke him in and did a better job than he realized. Mr. Quinn's first position was conductor on the Indiana and Wentworth horse car line for two months, after which he transferred to the State Street line. He was a conductor on this line for eighteen years. In the year 1905 he received his first promotion, supervisor at 61st and State Street and in the following year he was made assistant superintendent at 61st and State Street.



**M. B. Quinn**

Two years later he was transferred to 69th and Ashland as assistant superintendent. In 1920 the Burnside division needed a superintendent and Mr. Quinn received the appointment. After two and one-half years at Burnside, he was transferred as division superintendent at 69th and Ashland. October 1, 1925 he received the promotion of assistant superintendent of transportation at the general office, which position he held until the year 1929, when he was appointed superintendent of instruction. Through his wide and diversified experience, Mr. Quinn is well qualified for this position.

He finds his relaxation in reading. With a library containing the works of many of the world's best writers, his delight is to follow an author from cover to cover and volume to volume until he knows his viewpoints thoroughly.

Mr. Quinn has been an active member of the Public Service Speakers' Bureau ever since its inception, ably representing the Surface Lines in all parts of the city.

Elmer J. Sigwalt dates the beginning of his connection with the street railway industry from September, 1912. He started as assistant chief clerk of the Shops and Equipment department at the West Shops. Later he was advanced to the position of chief clerk of the same department. In July, 1929, he was promoted to his present position, General Store Keeper.

Mr. Sigwalt's duties involve the responsibility of renewing the supply of materials and a continuous inventory of quantities and costs.

He is ably assisted by Mr. C. J. Collins on the south division and Mr. O. Hoyer on the north and west divisions.



**E. J. Sigwalt**

As a means of relaxation and exercise Mr. Sigwalt finds an absorbing interest in his home and gardens.

Paul Murray came to Chicago, after graduating from the Pennsylvania State college, and started to work for the Western Electric Company. During the latter part of 1911 he received and accepted an offer to work in the Electrical department of the Chicago City Railway Company.



**Paul Murray**

Besides electrolysis engineering, Mr. Murray looks after radio interference, telephone and miscellaneous electrical tests. A tester carries a voltmeter attached to a cord, boarding a street car he removes a lamp and determines whether the line potential is adequate. In other words the meter will show whether the line voltage is sufficiently high to enable the car or cars on that line to maintain their schedule speed.

Like all electricians he likes to experiment. He has made improvements on the present electric track switch improving its reliability, reducing the number of parts and its cost of maintenance.

Just mention short wave length radio to Paul and he is miles ahead of you instantly. He expects shortly to receive a license to operate an amateur radio station of his own.



# Surface Service Magazine

*A Monthly Publication by and for Chicago Surface Lines Employees*

VOL. 8

FEBRUARY, 1932

No. 11

## Seventy-Seventh Victor!

*Second Largest Car Station Comes Through With the Winning Record—A Great Race*

Cumulative February 1, 1931 to January 31, 1932

First Place.....	Division No. 3, Seventy-Seventh Street....	91.434
Second Place.....	Division No. 10, Elston-Noble .....	90.591
Third Place .....	Division No. 2, Burnside .....	90.560
Fourth Place.....	Division No. 11, Lincoln .....	89.884
Fifth Place.....	Division No. 8, North Avenue .....	89.756
Sixth Place.....	Division No. 4, Sixty-Ninth Street .....	89.744
Seventh Place.....	Division No. 6, Lawndale-Blue Island.....	89.639
Eighth Place.....	Division No. 1, Cottage Grove .....	89.628
Ninth Place.....	Division No. 5, Archer .....	89.576
Tenth Place.....	Division No. 9, Armitage-Division .....	88.595
Eleventh Place.....	Division No. 12, Limits-Devon .....	88.089
Twelfth Place.....	Division No. 7, Kedzie .....	86.330

### Month of January, 1932

First Place.....	Division No. 3, Seventy-Seventh Street....	94.697
Second Place.....	Division No. 10, Elston-Noble .....	93.613
Third Place .....	Division No. 2, Burnside .....	93.191
Fourth Place.....	Division No. 4, Sixty-Ninth Street.....	92.563
Fifth Place.....	Division No. 1, Cottage Grove .....	91.508
Sixth Place.....	Division No. 8, North Avenue .....	90.422
Seventh Place.....	Division No. 5, Archer .....	90.170
Eighth Place.....	Division No. 9, Armitage-Division .....	89.453
Ninth Place.....	Division No. 11, Lincoln .....	89.400
Tenth Place.....	Division No. 12, Limits-Devon .....	89.106
Eleventh Place.....	Division No. 6, Lawndale-Blue Island.....	89.008
Twelfth Place.....	Division No. 7, Kedzie .....	88.886

By WILLIAM PASCHE

### Supervisor of Accident Prevention

Well, it's 77th Depot, Division No. 3, who, by hard, persistent work moved up in the Accident Prevention race from seventh place at the close of the first month of the contest to be finally returned the winner when the 1931 contest passed into history.

What a remarkable contest it has been! More than one-half of the contestants were so closely bunched toward the end that had it been a horse race we would say that the first six divisions could have been covered with a blanket.

Breaking away with the starting gun

in the month of February, Burnside Depot, Division No. 2 set the pace closely followed by North Avenue Depot, Division No. 8. In the month of March Burnside continued to lead with Lincoln, North Avenue and Elston-Noble following closely and continued onward in the month of April with two dark horses—Archer and 77th Depots—moving along and showing improved form.

In the month of May Burnside was leading, closely followed by Lincoln and Elston-Noble Depots with 77th having moved into the 4th position in the race. June showed Burnside first, Lincoln second, and 77th third, now a contender to be reckoned with. Going into the



second half of the contest in July, Burnside, Lincoln, 77th, Elston-Noble, Lawndale-Blue Island and North Avenue Depots were closely bunched in the order named. August showed Lincoln Depot, proud owners of the sterling silver car, pushing to the lead followed by Burnside and 77th in the order named. In September Burnside again moved into the leading position, but in August 77th Depot, the second largest division on the system, spurted into the lead and was never headed, finally winning by a very close margin.

It was a wonderful race with all of the 16,000 Surface Lines employes as spectators cheering and encouraging the contestants.

Definite plans for awarding the prize to the winners have not at this time been completed, but as soon as a decision is made notice will be given through SURFACE SERVICE.

### Leave Crossing Clear

When a stop is made at street intersections it should be made as nearly as possible with the front end of the car even with the building line. Motormen and operators should not allow the car to drift into the intersection. This practice not only tends to block the crossing, but also is an accident hazard. It shuts off the view of other drivers, and in some instances forces automobiles to swing out of the regular lane of traffic. This creates the danger of head-on collisions between automobiles which are traveling on the street which crosses the street car line. Drifting also has a tendency to encourage passengers to alight from a moving car and with the possibility of falling or of being struck by a passing vehicle.

We continue to observe some motormen opening the front exit door before the car has come to a stop. This habit on the part of some motormen is acquired because they believe that it will eliminate the loss of time, but it also creates a great danger of passengers alighting from a moving car and being struck by passing machines or falling to the street when alighting.

We note with great satisfaction that conductors are more and more acquiring the habit of looking out alongside of the car before giving the signal to go. As this habit grows just so sure will board-

ing accidents diminish to a point where they will only happen when the car is at a standstill, or when for some reason the intending passenger flips a moving car out on the intersection or between blocks.

In the past month we have had several instances where passengers were struck by punches swinging on the end of a strap, or were injured by stools or switch irons falling on their feet. We believe that all of this type of accident can be prevented by taking proper care of the tools required for our work. Punches should not be left swinging from a strap. The punch when not in use should be carried in the conductor's pocket. Switch irons and stools when not in use should be put away in such a manner that they will not be a menace.

### ROUNDING UP WITNESSES

#### Burnside Takes the Lead While Elston-Noble Falls to Fourth Place

In December, Elston-Noble, regarded as a "dark horse" in this contest came up from sixth place to take the lead, but during January was unable to keep up the pace and fell to fourth position. This month another "dark horse," Burnside, comes up from sixth place with an average of 4.31 to "cop" the lead. Lawndale-Blue Island moved up, climbing from fifth to second place while 77th fell from third to sixth position. With but two divisions scoring 4.02 or better, the average for the system, 3.40, the lowest that has been scored in some time, and which to say the least is not very encouraging, has been marked down in the records.

When an accident occurs on your car you can't expect witnesses to offer their names, you've got to get out and solicit them and that means a little effort on your part. If you want to see your division at the top in this contest you've got to get busy. A word to the wise is sufficient—get busy!

Detailed figures are as follows:

	Jan.	Dec.	Nov.	Oct.
1. Burnside .....	4.31	3.81( 6)	3.65( 7)	4.46( 2)
2. L'ndale-Blue Isl.	4.02	3.91( 5)	3.99( 5)	3.95( 4)
3. North Avenue...	3.85	4.37( 2)	4.10( 3)	4.60( 1)
4. Elston-Noble ...	3.81	4.50( 1)	3.95( 6)	3.89( 5)
5. Cottage Grove...	3.47	4.01( 4)	4.25( 1)	4.04( 3)
6. 77th Street.....	3.46	4.27( 3)	4.14( 2)	3.89( 5)
7. Kedzie .....	3.44	3.31( 8)	3.41( 8)	3.13(10)
8. Archer .....	3.33	3.70( 7)	4.01( 4)	3.65( 6)
9. Lincoln .....	3.17	3.21( 9)	3.00(10)	3.61( 7)
10. Devon-Limits ...	3.07	3.20(10)	3.26( 9)	3.42( 8)
11. 69th Street.....	2.91	3.19(11)	2.97(11)	3.29( 9)
12. Armitage-Div. ..	2.48	2.91(12)	3.62(12)	3.03(11)
Av. for System...	3.40	3.68	3.63	3.73

Judge: "What brought you here?"

Accused: "Two policemen."

Judge: "I don't mean that, drunk, I suppose."

Accused: "Yeah, both of them."



## Days of "Way Back When"

*More Interesting History of the Earlier Periods of Chicago's Transportation*



**A Group of Old-Timers Including Motorman Dennis Bradley Now of Kedzie Depot Taken in Front of the Old Western Avenue Car Barns in 1908**

### Early West Side Transportation

Recently there was resurrected a statement made some years ago by George L. Webb, former Superintendent and Manager of the Chicago West Division Railway Company, which throws some interesting light on early transportation on the west side. It appears that the first car barn in that district was in the block bounded by Ashland, Ogden, Warren and Madison Streets, directly across from the old Bull's Head Tavern. The owner of this land was Matthew Laffin, who finally found it necessary to cancel the lease to the company, fearing that its use as a horse car barn would retard increase in property value. The company thereupon in 1864 secured headquarters in the block of land bounded by Western, Washington, Park and Campbell Avenues. About 1860 the Madison Street line was extended to Western Avenue and they were then operating about ten cars on that

street. Ike's Grove was located on the south side of Madison, extending from Western to a point near Rockwell Street and this provided considerable crowds for the cars, especially on Saturday nights. Another line of eight cars operated in Randolph Street to Ogden Avenue and thence west on Madison Street.

### Early Transportation on North Side

Recently there came to light a statement made in 1904 by F. J. Threedy, former Superintendent of the North Chicago City Railway Company, who had been in service since February, 1861. This contained some interesting details of early operation on the north side.

As to Clark Street, Mr. Threedy said this line in 1860 ran from North Water Street to Chicago Avenue. There was at that time a bus line running on Wells Street from North Water to Menominee and in order to compete with that line the street car line vacated Clark Street (not, however, taking up the tracks) and put down a double flange rail in Wells Street



from North Water to Chicago Avenue and in the Fall of that same year they bought out the bus line (3 buses and 30 horses) which had their barns at Wells and Menominee. The street car company then took up the track from Wells Street and built a double track on Clark Street from Chicago Avenue to Division Street and a single track from there to North Avenue.

In the Fall of 1861 they built from North Avenue on Clark Street to Fullerton Avenue and in the Spring of 1862 an extension was made to Dewey Court. Dr. Dyer would not let them go by his house and they stopped short of Diversey. In 1863 they compromised with Doctor Dyer and built on Evanston Avenue to Graceland Avenue and west on Graceland Avenue to the cemetery at Clark Street. They had two acres of land at Graceland and Southport Avenues and built a barn there to keep the steam dummy in. The company, in the Spring of 1864, started to build the tracks and a few months later they got the dummy which was a combination of motor and passenger car. After a while they had a law suit about running the dummy and had to take it off and put on horses.

On the part of Clark Street from North Water Street south there was no line until 1872. On a Sunday morning a car was run from the bridge to Lake Street. The arrangement with the Chicago City Railway Company was that cars were to stop at Randolph Street but the Sherman House people would not let the company operate a switch by the side of their property so President Turner leased the right from the City Railway to run as far as the alley from Randolph to Washington Street for \$750 a year. Before the fire the Clark Street line used to run south on Clark to Michigan, thence to State, thence south over the bridge to Lake Street. The fire burned all the bridges and then the Clark Street line stopped north of the river between Michigan and Kinzie until a viaduct and bridge were built on Clark Street.

### Chicago Passenger Railway Company

Next time you pass the old "Flournoy storage yards" of the company on Western Avenue, it might be interesting to note that this site and the adjoining brick building occupied by the Goodhart Laundry Company on Harrison Street formerly were the operating headquarters of an independent traction company. This was the Chicago Passenger Railway Company, originally the Chicago Horse and Dummy Railroad Company, which later was joined with other west and north side companies into the Chicago Union Traction Company, predecessor of the Chicago Railways Company. Its president at one time was Austin J. Doyle.

Beginning about 1885 the Passenger Railway was busy extending its lines into

the heart of the west side. It was the originator of transportation service on Adams, Michigan Avenue, Desplaines, Harrison, 21st, Erie, Washington, Austin Avenue, Franklin, Sangamon and parts of Western, Roosevelt, Ashland and Racine Avenues. The Yerkes interests saw the value of these connections, secured the use of the Washington Street tunnel and later built some of the cable lines which made the west side system an important unit. The Passenger Railway system in 1897 consisted of 34 miles of track.

### The "Larry McGann Line"

Part of the South Side system is The Southern Street Railway Company, which has had an operating agreement with the Chicago City Railway Company since 1909 and has been operated as part of the Chicago Surface Lines since 1914. It was generally known in its separate operating period as the "Larry McGann line," because its president was Lawrence E. McGann, prominent in public life in those days. The company was then known as the Chicago General Railway Company. Its corporate history began in 1891 as the West and South Horse Railway and then as the West and South Towns Street Railway Company. The property was acquired by the Chicago General in 1894 and by The Southern Street Railway in 1907.

The company operated principally in 22nd street west of the river in 1894. The use of Chicago City Railway tracks east of the river to Wabash avenue was secured by lease. Other lines were operated in 25th street, Lawndale avenue, Throop street, Rockwell street and the company built connections between the north and south side lines in Ashland avenue from 22nd to Archer and in Kedzie avenue from 22nd to 31st street. The general offices, depot, power plant and repair shops were at Kedzie and 31st. William A. Hall, now Assistant Superintendent of Transportation of the Surface Lines, was at one time Assistant Superintendent of the Chicago General Railway. That company operated one of the few double-deck cars ever used in the Chicago district.

Old Lady (to tramp): "Why don't you work? Hard work never killed anyone."

Tramp: "You're wrong, lady. I lost both of my wives that way."



# Getting Our Story Over

*Educational Job Being Done Effectively by the Speakers' Bureau*



Chicago Surface Lines speakers reached more people last year than ever before in twelve months. From January 1 to December 31, 1931, inclusive, a total of 385 engagements were filled, representing a total audience of 104,502.

The speaking season does not include the summer months, as practically no engagements are filled at that time. Leaving out this period and Sundays and holidays, there are a total of 215 days available for speaking engagements. The number of engagements by the Surface Lines, therefore, represents 1.7 per day, on an average.

Of the total number of engagements, 213 were before adult audiences, averaging 152 persons to the engagement.

The sound motion picture, "Going from Here to There," which was released just a year ago, was the most popular of any of the offerings. This picture was shown 170 times, to audiences totaling 40,754 persons, or an average of 239 for each engagement.

"Safe Highways," the two-reel accident-prevention picture, continues to be popular in spite of the fact that it does not include sound. It was shown last year 135 times, mostly to public school audiences.

"The Magic of Transportation," the first picture issued by the Surface Lines, was shown 48 times, although it is now about five years old.

The lantern slide lecture, "The Development of Local Transportation," was given 26 times.

Speakers representing the Surface Lines at

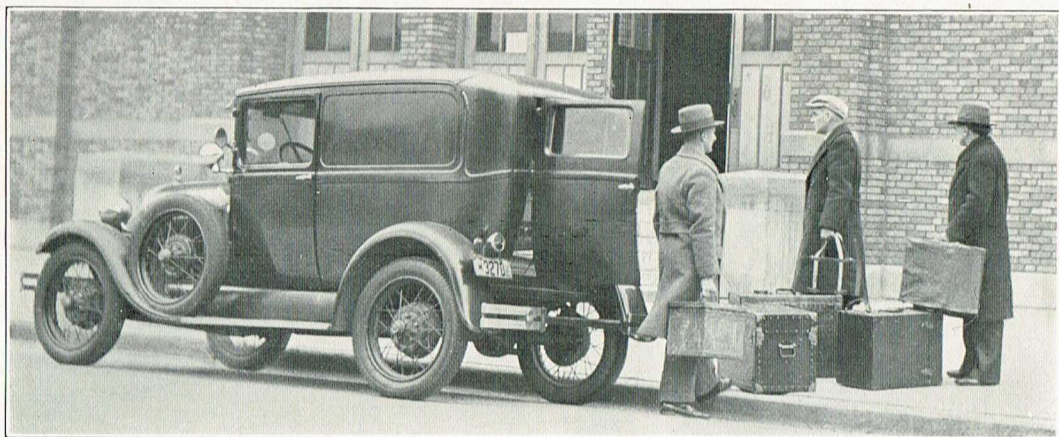
various engagements during the year include the following:

E. H. Altemeier, C. L. Altemus, R. G. Callahan, T. H. Eigelsbach, J. M. Johnson, Don McGill, William Pasche, M. B. Quinn, John Rietz, William Schenck, T. H. Shaughnessy and R. W. Simpson.

For those not familiar with the speaking activities of the Surface Lines, it might be well to explain that this work is carried on in co-operation with the other utilities of Chicago and under the general auspices of the Public Service Speakers' Bureau. The city of Chicago comprises District Ten of the Bureau's activities, which are state-wide. The city is divided into five sections, with a committee in charge of each, the section committees being made up of six representatives from each of the four utilities—Chicago Surface Lines, rapid transit, electric and gas companies. The principal function of the sectional committees is to secure engagements, which are reported back to the companies and assignments of speakers or motion pictures are made by the public relations departments.

The Rapid Transit and Surface Lines combined their speaking activities in 1930, following the approval of the new ordinance by the people. The headquarters are maintained in the Chicago Trust Building under the name of the Local Transportation Information Bureau. William Pasche, representing the Surface Lines, and C. E. Thorney of the Chicago Rapid Transit Company, are in charge of these head-





quarters. All local transportation assignments are made through this Bureau.

Surface Lines members of the sectional committees are as follows:

SECTION ONE: C. L. Altemus, J. P. Jarvis, E. J. Sigwalt, R. W. Simpson and Edward Zage.

SECTION TWO: R. G. Callahan, F. R. Campbell, Thomas Fahey, Lambert Milz, William Pasche and W. C. Wheeler.

SECTION THREE: Walter Becker, S. D. Forsythe, A. W. Malmquist, William Schenck, T. H. Shaughnessy and H. B. Storm.

SECTION FOUR: H. R. Chadwick, T. H. Eigelsbach, F. J. Frank, J. M. Johnson, John Keane and Hubert Smith.

SECTION FIVE: E. H. Altemeier, Don McGill, H. T. Hooper, M. B. Quinn, John Rietz and E. J. Rooks.

## Women's Annual Banquet

*An Affair Marked by Many Notable Events—Miss Riddle New President*

The Lake Shore Athletic Club was a fit setting for the banquet given by the Women's Auxiliary on Thursday evening, January 21, as some hundred members gathered in the beautiful ballroom for their annual fete.

The tables were placed in a circle facing the speaker's table, and the decorations were a symphony of black and silver. Large pearly balloons of the same color, swaying gracefully from the back of each chair, caught and reflected the iridescence of myriad lights from the crystal chandeliers. Large bouquets of roses and ferns at the speaker's table shed their fragrance in the air.

The dinner was well selected and excellent, and we enjoyed everything from the Seafood Ravigote de la Wiley to the Biscuit Tortoni por Matheny and Cafe Au Lait d' Ebeling. The service was so quiet and unobtrusive that although our wants were amply supplied we were almost unaware of the human agency.

Johnny Sheehan's Orchestra provided the music for the dancing and the community singing. The new and popular songs arranged for the party met with instant approval, and as the lovely voices filled the room with their sweetness those who did not join in the singing were highly entertained. Miss Margaret Harte, President, favored us with a solo, "Save the Last Dance for Me," and left a sweet, haunting melody for remembrance.

Then there was Lorenz! Who? well, just Lorenz! Lorenz, the waiter—now dusting off

tables—now dropping trays—now bringing in the "fish," oh, no!—of course, a joke, etc., etc., causing endless fun and laughter.

Then came the President's report and the reports of the various committees, all of which were enthusiastically applauded as we were told how these committees carried on their work during the year. Came the awarding of prizes for bowling, for which Mary Wiley took first prize for high game (171) and Marie Sullivan first prize for high average (126.4), professionals. Mildred Prange took first prize for average score (102.6) beginners. Swimming emblems were awarded Dorothy Johnson, Geta Romano and Betty Suhr, for advanced swimming. Eleven girls from the beginners' class were also awarded suitable emblems.

By this time the tellers had counted the ballots and turned in their findings, and all attention was centered on the announcement that Miss Edith Riddle, Accident Investigation Department, was to be our next president. Amid the cheers and applause, this poised and charming candidate winner made a speech of acknowledgment for the honor bestowed on her, and a "thank you" to the girls, in a simple, yet business-like, manner that left us with a feeling that our future Club work was in good hands.

Just a word of thanks and praise to the committee who prepared for us one of the most delightful banquets of our many delightful banquets, and who arranged the whole affair so thoroughly and so wonderfully. **A. V. M.**



# No Excuse for Discourtesy

*Passengers Should Be Treated Politely and With Consideration to Build Business*

On January 31, 1932 the cumulative standing of the sixteen depots in the Fifth Courtesy Contest is as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Comd.
1 Lawndale ...	22	6	23	3	54	18
2 Burnside ....	25	13	14	5	57	32
3. Blue Island..	22	9	29	6	66	9
4 Lincoln .....	36	13	23	8	80	15
5 Noble .....	22	11	21	4	58	8
6 North .....123	48	116	32	319	42	
7 69th .....	66	32	71	28	197	49
8 77th .....	106	40	77	23	246	74
9 Elston .....	32	15	19	9	75	17
10 Kedzie .....	77	41	72	23	213	55
11 Archer .....	76	49	80	20	225	34
12 Devon .....	84	29	54	23	190	52
13 Limits .....	34	18	33	7	92	11
14 Division .....	52	24	42	14	132	13
15 Cottage Gr... 68	29	37	16	150	64	
16 Armitage ... 55	25	28	10	118	19	

Total .....900 402 739 231 2272 512

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

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

Total .....900 402 739 231 2272 512

The total chargeable complaints (172) for the month of January 1932 were the lowest for any one month of the 57 months of Courtesy Contests.

**BY C. H. EVENSON**

## Superintendent of Transportation

Trainmen are to be congratulated on the fact that the month of January showed the smallest number of chargeable complaints of any month since these records have been kept. This is a most commendable showing. It indicates that trainmen are really interested in selling the service.

Unfortunately, not all of the men are entitled to receive credit for the good

record made. There continue to be some instances of discourtesy which show conclusively that the men involved have no conception of what is expected of them as representatives of the Chicago Surface Lines.

For example, there is the case of a conductor on a Kedzie avenue car: A woman got on his car and before paying her fare asked the conductor if the car went to Belmont avenue. The conductor replied that he did not know where he was going—that the car might go there, or it might switch back before it got there. He did not know.

"Well," the woman replied, "I would like to get to Belmont avenue and if you don't know whether you are going there or not, I had better take the 'el' or a cab."

"Yes," the conductor answered, "you had better take something else, because we don't know where we are going."

The conductor did not seem to care whether he got this fare or not, or how bad an impression the woman might have of Surface Lines service.

And there is a case, also substantiated by sufficient evidence, of a motorman who, when a passenger complained that the heater on the front platform was too hot, turned to him and said:

"If you don't like this car, you had better get off and take a cab."

These are extreme cases, of course, but the fact that they occur shows that there are still men in the ranks who do all they can to drive business away from the Surface Lines at a time when the great majority of trainmen are making every possible effort to increase business.

In all of the car stations, two cards are always on display in frames hung in the trainroom. On these cards, which are changed every fortnight, are printed terse statements on courtesy. These are well worth the attention of the trainmen, because every statement suggests a thought which if conscientiously followed would result in a material improvement in the attitude of the trainmen toward the public.



Almost every one of these brief statements has been used at one time or another as the text for these articles in SURFACE SERVICE magazine. As the fiscal year has just ended, it might be well to quote here some of the cards used during the past twelve months. They will bear repetition.

In addition to the "courtesy cards," sayings of "Uncle Watt Rider" also are displayed in the trainrooms. They offer such homely advice as this:

"He's a poor business man who closes the door in his customer's face."

"Courtesy is simply being considerate of the other person's feelings."

"The fellow who jumps at conclusions is sure to get in over his head."

"After all, the other fellow may not always be wrong."

### Some Courtesy Texts

Some of the texts on courtesy which have appeared in the trainrooms during the year are as follows:

"The day's work is easier for the man who gets along pleasantly with the people he meets."

"Between good and bad service, the main difference is in picking up or passing up passengers."

"The question involved may be old to you but new to the passenger."

"More passengers mean more trainmen hours. Let's get all we can and keep those we have."

"A quick get-away is desirable, but passengers must have time to board or alight."

"Correct punching of transfers is highly essential to good service."

"No one can reasonably take offense if told courteously the limitations of their transfer privileges."

"Courtesy and good judgment are necessary in sizing up children for half fares."

### "IDLING" ENGINES EXPENSIVE

#### Gas Consumption Runs Into Money Investigation Shows—Possible Savings

In these trying times when big problems are receiving study and attention it is not so with the small ones. Individually the smaller problems seem to be of little value, yet collectively they can easily assume a position of deserving merit. For instance gasoline consumption. At the present time we are operating comparatively few gasoline buses, but quite a number of miscellaneous motor vehicles in comparison to the large number of street cars.

Trolley busses present problems from

an economic standpoint which attract little attention.

Gasoline consumption is usually thought of in "miles per gallon" and all of us have a more or less definite opinion as to the averages obtained by our own personal automobiles. We don't forget to check very closely, to "kill our engine" every time we can because "it's money out of pocket." It is also a lot of money "out of pocket" when the engines of bus or truck are permitted to "idle" unnecessarily.

Suppose you figure how many gallons of gasoline are used per hour. You may believe it or not, but experts have found that engines use as much gas when they idle as they do when they are traveling.

Lawmakers thought of that too, but chiefly as a safety measure, when they made it unlawful to permit the engine of a vehicle to be left running unattended, yet it is found that last year our bus engines wasted more than 335,000 minutes in idling engines. Operators of trucks should remember that when they go in to "call up," or to lunch, or to make deliveries or otherwise, it is costing almost 1c per minute in fuel consumed and unnecessary engine wear and tear. That runs into heaps of money in a year.



### THE CHICAGO HISTORICAL SOCIETY

*gratefully acknowledges the receipt of*

HISTORICAL DATA - (CHICAGO TRANSPORTATION)  
By J. V. Sullivan. Typewritten statement.

Several articles of historical interest concerning various sections of the Chicago Surface Lines. Excerpts from the Surface Service Magazine - November and December 1931, January, 1932.

#### A GIFT TO THE SOCIETY

*from* Mr. J. V. Sullivan, Assistant to the Vice President, Chicago Surface Lines,  
231 South La Salle Street, Chicago,  
*and desires to express its appreciation for the material.*



Chicago, January 25, 1932.

*The Trustees of the Society accept this gift on the understanding that it is unrestricted and offered without limiting conditions*

*J. V. Sullivan*  
DIRECTOR



## Keeping 'Em Rolling

*Division First in Line, with Blue Island Second—Weather a Serious Handicap*



### Division's Winning Crew

J. Schwartz, J. Laing, F. Stoll, J. Tynes, R. Rowley, F. Chabatowski, G. Holzschuh, S. Shumicki, W. Westphal, J. Janco, M. Klos, L. Ubis, V. Max, J. Valancius, L. Solak, G. Cooley, P. Hanrahan, J. Shimkus, M. Lewinski, T. O'Neill, J. Milewski, S. Petrosez, J. Brady, M. Rurka, P. Annos, J. O'Donnell, S. Osak, J. Rasinski, J. Felz, L. Rygiel, C. Neuhaus, S. Sprovieso, M. Cplis, C. Grunst, G. Pantelakis, H. Collas, J. Geaneas, F. Sendor, A. Loomas, T. Moriarty, P. O'Connor, P. Sproveri, C. Russ, S. Bombicino, J. Valentino, M. Zigmont, D. Begley, J. Kowalski, J. Jasinski, I. Towarnicki, A. Von Moffaert, J. Mosnicka, W. Schleh, P. Corcoran, P. Murphy, M. Briglio, C. Ristow, G. Zapapas, R. Schmidt, J. Dwyer.

The head of the rank this month is Division Carhouse, operating 26,446 miles per pull-in due to equipment failure, and Blue Island ran a very close second with 26,181 miles. This second highest carhouse moved all the way up from tenth position last month and increased their percentage 28.9%.

An increase is shown in the number of pull-ins as compared with the month of December, and only five of the sixteen carhouses have increased their percentages over the preceding month.

The average of 17,384 miles operated per pull-in for the system is 2,737 miles less than last month, a decrease of 13.6%.

As will be noted in the following statement, eight of the carhouses operated their cars over 20,000 miles per pull-in:

Rank	Carhouse	Zero Days	Miles Per Pull-in January	Pct. Inc. or Dec.
1	Division .....	15	26,446	8.0*
2	Blue Island ....	20	26,181	28.9
3	Lawndale .....	17	25,184	18.3*
4	Cottage Grove ..	10	23,341	3.3
5	Lincoln .....	14	22,945	17.5
6	Burnside .....	10	20,721	1.3*
7	77th Street ....	5	20,695	8.6*
8	Archer .....	3	20,469	.7
9	69th Street ....	4	16,685	10.1*
10	Noble .....	17	16,684	6.4*

Rank	Carhouse	Zero Days	Miles Per Pull-in January	Pct. Inc. of Dec.
11	Armitage .....	11	16,470	66.9*
12	Devon .....	8	16,313	21.0
13	Kedzie .....	4	15,330	12.2*
14	North .....	2	14,041	32.6*
15	Elston .....	15	11,797	58.3*
16	Limits .....	8	7,382	28.1*
		163	17,384	13.6*

\*Decrease.

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

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



# SURFACE SERVICE MAGAZINE

*Published Monthly by*

**Chicago Surface Lines**

**231 South La Salle St.**

**CHICAGO**

**Volume 8      February, 1932      No. 11**

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

## EMPLOYEES' RELIEF FUND

**January, 1932**

The Surface Lines Employees' Relief Committee held four sessions during the month, at which 38 applications were considered, 11 being approved for weekly relief. In addition to these there were 21 emergency cases on which the Committee approved immediate relief.

Checks totaling \$11,346.73 were distributed. This sum, together with \$6,267 distributed in December, 1930, \$8,581 in January, \$9,652 in February, \$10,647 in March, \$13,216 in April, \$9,564 in May, \$10,232 in June, \$11,914 in July, \$9,774 in August, \$12,146 in September, \$10,014 in October, \$10,271.43 in November, and \$13,664.59 in December, 1931, makes a total amount expended to date \$147,290.05.

In addition to the above, the Surface Lines Relief Committee forwarded three \$10,000 checks covering the months of November, December, 1931, and January, 1932, to the Joint Emergency Relief Association, making the total relief expenditures to date \$177,290.05.

## SEVENTY-SEVENTH WINS

Division Superintendent Bessette and his Assistant, Mr. Becker, of Seventy-Seventh, have every reason to congratulate their men and themselves upon the success of that division in carrying off the honors of the 1931 Accident Prevention Contest. As Mr. Pasche well says in his

Accident Prevention article this month, it was a great race and a glorious victory.

The honors were not easily won. The Third Division started with a considerable handicap and there was little in the early months of the contest to suggest that they were in the running, but in the early summer it became evident that there was a determination on the part of the men of Seventy-Seventh to get to the front and later on, in spite of the sharpest sort of competition on the part of other divisions, they struggled to the lead and held it to the end.

Their principal contenders, Elston-Noble and Burnside, pressed them closely, but neither could pass them. The averages of all twelve divisions were unusually high and the spirit which marked the contest, reflects the highest credit upon the entire organization.

The capture of the prize by Seventy-Seventh is particularly noteworthy in that it was won for the first time by a South Side division.

## "WAY BACK WHEN"

During the past year every issue of SURFACE SERVICE has presented a group of the important events of each particular month carried back for three-quarters of a century in Chicago's history of transportation. At the same time this bare schedule of significant dates has been supplemented by some very interesting articles covering the "Way Back When" period of local transportation, prepared by Mr. J. V. Sullivan after days of careful research. Copies of these articles have been filed with the Chicago Historical Society, whose official acknowledgement is presented in facsimile elsewhere.

These have given to our readers an authentic record of this industry from its inception in the omnibus and horse-drawn-car period ante-dating the Civil War to the later dates when cables and electricity successfully permitted the development of a great system for the convenience of a metropolitan population.

### One Reason

Doctor: "My dear sir, it's a good thing you came to me when you did."

Patient: "Why, doctor? Are you broke?"



## When Nature Delights Us

*Surface Lines Riders Get Glimpses of Fairyland When Passing Chicago's Parks*



Surface Lines passengers on lines running past the parks have enjoyed some wonderful sights following the recent storms this winter. Mr. Chouinard, one of our camera wizards whose work has furnished SURFACE SERVICE with many beautiful snow scenes and summer landscapes, was fortunate in recording a number of entrancing scenes during the January snow storm. The fall was not of a

character to affect traffic, but what it did in a decorative way is shown in the accompanying half-tones. These are the scenes that so appeal to the nature lover, calling him to the parks and woods where, in a few short hours, those supreme artists, Jack Frost and the Snow King, transform a drab world of bare branches and leafless shrubbery into a fairyland of crystal beauty.





# Pleased Patrons Pay Tributes

## *Letters Acknowledge Satisfactory and Meritorious Service Given by "the Men in Blue"*

Miss Victoria Rogers, 7847 Coles Avenue, wishes to thank and compliment Motorman L. R. Wilkinson, Badge No. 13333 of Burnside, for his honesty in turning in her purse which she had inadvertently left on his car.

Miss Helen Urban, 6548 N. Ashland Avenue, wishes to thank Conductor H. H. Reimber, Badge No. 13042 of Devon, for his kindness in paying her fare when she boarded his car and found that beside a check she had no other funds.

Miss Barbara Galamb, 2022 W. Cullerton Street, wishes to compliment Conductor J. Sherpan, Badge No. 12664 of Lawndale, for the extreme courtesy he showed her in directing her to a safer and more convenient connection of cars.

Mrs. H. Hoban, 5023 N. Rockwell Street, thanks Conductor John F. Perry, Badge No. 12504 of Devon, for his thoughtfulness in paying her fare when she boarded his car and found that she had lost her purse.

Conductor R. G. Hosmer, Badge No. 12812 of 69th, paid the fare of Mr. M. Hevagon, 6038 St. Lawrence Avenue, when that gentleman boarded his car and found that he was without funds and Mr. Hevagon sincerely thanks this conductor for his kindness and courtesy.

Mr. L. A. MacKown, 10 S. Wabash Avenue, wishes to thank Motorman Emil W. Pearson, Badge No. 12141 of Division, for the assistance rendered his wife when she was involved in a minor motor accident.

The courteous and cheerful attitude of Conductor Albert Simon, Badge No. 11792 of Archer, won for him a commendatory letter from Mrs. E. Bell, 2453 Diversey Avenue.

Miss C. Rauchberger, 1262 Winona Avenue, writes to express her appreciation of the courtesy shown her by Motorman F. Mueller, Badge No. 11571 of Devon, for holding his car long enough to enable her to board it even though he had the signal and right-of-way to proceed.

Mrs. S. Heyman, 6332 Greenwood Avenue, reports that while a passenger on one of our cars she noticed that the motorman displayed such courtesy and efficient attention to the comfort of his passengers that she took his number and made it a point to write and commend him. The motorman in this case is August Nelson, Badge No. 11453 of Burnside.

### More Clear Calling Conductors

New additions to Mr. M. M. Strader's "Clear Calling Conductor's Club" are: Frank G. Hendricks, Badge No. 9460 of Devon; John Gebel, Badge No. 10938 of Armitage, and Richard J. Fitzgibbon, Badge No. 11370 of Kedzie.

Mr. W. H. Clayton, 4414 Altgeld Street, wishes to commend Conductor F. S. Dutkiewicz, Badge No. 14206 of Armitage, for calling the names of street car stops in a clear, distinct voice.

Mr. W. H. Clayton, P. O. Box 266, Chicago, compliments Conductor Arthur Schabell, Badge No. 11072 of Division, for his commendable trait of calling street car stops in a clear voice.

Clear, distinct enunciation of street car stops won for Conductor James Conway, Badge No. 11266 of Burnside, a commendatory letter from Mr. R. Van Tuyl, 610 E. Springfield, Champaign, Illinois.

Mr. P. O'Shea, 1350 E. 47th Street, praises Conductor William Buergermeir, Badge No. 9666 of Cottage Grove, for calling the names of streets in a clear voice, for his courtesy, and his neat and clean appearance.

"A Visitor" wishes to compliment Conductor Miles A. Crozier, Badge No. 8356 of 77th, for calling streets in a clear voice.

Mr. J. J. Cermak, 3313 S. Kenilworth Avenue, commends Conductor F. A. Rohde, Badge No. 6728, of Division for announcing street car stops, courtesy and politely admonishing passengers not to leave the car before it had stopped.

Mrs. L. Wagner, 5820 S. Whipple Street, congratulates Conductor Benjamin Jones, Badge No. 4490, of 69th for his admirable trait of calling street names in a clear voice.

Mr. J. I. Molitor, 8936 Harper Avenue, wishes to commend Conductor Joseph Ludwig, Badge No. 2218, of Cottage Grove for his uniform courtesy, efficiency and the unmistakable manner in which he announced streets.

Mr. E. Pope, 306 S. Wabash Avenue, commends Conductor Patrick Cassidy, Badge No. 202, of Devon for calling the names of streets in a clear voice.

Mr. and Mrs. Robert F. Cole of Miami, Florida, boarded the car in charge of Conductor G. M. Rozak, Badge No. 10700 of Archer, and questioned him as to how they might reach their destination. He gave them the needed information in such a pleasant manner that it aroused their admiration and both wish to commend and thank him.

Mr. W. J. O'Neil, 2203 E. 67th Street, wishes to commend Motorman Arthur Lange, Badge No. 10661 of 77th, for his courtesy in holding his car long enough to enable him to board it even though he had the signal to proceed.

Miss Florence Portman, 1528 N. Avers Avenue, wishes to thank Conductor H. R. Tomchak, Badge No. 11360 of Archer, for his kindness in paying her fare when she boarded his car and found that she had lost her change purse.

Mr. R. E. Hartman, 1225 Sedgwick Street, commends Conductor Daniel Burns, Badge No. 9376 of Kedzie for his honesty in returning twenty cents to him when he inadvertently gave him twenty-seven cents in payment of his fare.



### Satisfied for Twenty-Six Years

January 28, 1932. Chicago Surface Lines, Gentlemen: I have lived in Chicago for over twenty-six years, and in that time have never met a conductor on your cars that was not attending to his duty conscientiously. And they are all very courteous. I have seen many of them help mothers with little children, old people, blind men. Oh, yes! They are well qualified for their duty. And yet how often they take abuse from some rude men and very frequently from some seemingly educated person.

A few weeks ago, while my children were waiting at eight in the morning for the Western Avenue car under the elevated station between Lawrence and Wilson Avenue, a man was driving very fast and never stopped even while the people were getting on the car. My son, Rudolph, nearly was run over by this car, and the conductor really saved the life of a man that time, the last one to get on the car.

This place is one of the most dangerous in this city. Automobiles speed past regardless of any person who might be waiting there for a street car. If this man had been hurt, I certainly would have been on your side, for I saw that all myself.

Speeding of auto drivers seems to be a contagious sickness and must be corrected. Any parents that let a boy fourteen years old drive a car, are not worthy of the name parents, and yet they do it all too often. Is there no remedy for the reckless auto driver?

I have been in so many different countries, and certainly know that our own Chicago street car conductors are something to be proud of and they are not often to blame for accidents.

Here is wishing well to the Chicago Surface Lines, and its able conductors.

Sincerely,

Mrs. Rose Weber,  
2325 Leland Avenue,  
Chicago, Illinois.

Miss Helen Dall, 510 N. Monticello Avenue, congratulates Conductor T. J. Borucki, Badge No. 8630 of North Avenue, for his courtesy and kindness in assisting a blind woman to alight from his car and escorting her safely to the sidewalk and then placing her safely in the hands of one who was traveling in her direction, thus assuring himself that she would arrive at her destination.

Miss B. W. Clark, 1313 E. 62nd Street, sincerely thanks and commends Conductor Stanley Lanucha, Badge No. 2094, of Division for his honesty in sending her purse to her which he found on his car.

Mr. R. H. Hadfield, 633 Deming Place, commends Motorman G. W. Jones, Badge No. 1907, of 77th, for the smoother and perfect operation of his car.

Mrs. C. P. Kelly, 540 E. 34th Street, reports that she inadvertently gave Conductor Oscar Martin, Badge No. 1416, of Cottage Grove a five dollar gold piece in place of a penny when paying her fare. She did not notice the error until later whereupon she immediately called the depot and was informed that it had been turned in by this conductor. She wishes to thank him for his honesty and courtesy.

Mrs. Eva Ruehl, 7900 Division Street, River

Forest, wishes to commend Conductor Charles H. Meinert, Badge No. 8308 of Kedzie, for his kindness and courtesy towards her when she was a passenger on his car.

Mrs. H. Green, 2744 Evergreen Avenue, wishes to thank and commend Conductor E. Wold, Badge No. 7722 of Division, for his honesty in turning in her purse which she had inadvertently left on his car.

Mr. F. I. Simon, 160 N. LaSalle Street, wishes to compliment Motorman John A. Rumney, Badge No. 7607 of Kedzie, for his quick action in averting what seemed to be an inevitable accident with an automobile.

Mr. P. H. Ball, 624 S. Michigan Avenue, wishes to compliment Motorman Albert Bauer, Badge No. 7261 of Devon, for his kindness in getting off of his car and assisting a blind woman passenger to alight and escorting her safely to the sidewalk.

Mr. and Mrs. F. Hedstrom, 6114 Kimball Avenue, wishes to thank Conductor Thomas J. Nicholson, Badge No. 4620, and Motorman Louis C. Witte, Badge No. 7067, both of Devon, for their consideration in holding their car long enough to enable them to board it after transferring from a bus, even though they had the right-of-way to proceed.

Mr. B. A. Feldman, 2657 Walton Street, thanks Motorman George J. Riechel, Badge No. 6571 of North Avenue, for his thoughtfulness in holding his car long enough to enable him and his wife, who is in ill health, to board the car even though this motorman had the signal to proceed.

Miss E. Cole, 1848 Waveland Avenue, wishes to compliment Conductor Nels Thorson, Badge No. 6354 of Lincoln, for his kindness in helping a feeble old man to alight from his car and escorting him safely to the sidewalk.

Mrs. H. A. Chatroop, 457 Melrose Avenue, commends Motorman Michael Coyne, Badge No. 5553, of Limits for his kindness, courtesy and patience.

Mr. William Zillman, 4446 N. Kildare Avenue, wishes to commend Conductor William F. Schmidt, Badge No. 5534, of Elston, for his honesty in turning in a package which had been lost on his car by a member of Mr. Zillman's family.

Mr. J. G. Smith, 3311 N. Opal Avenue, commends Conductor Guy Rice, Badge No. 5258, of Kedzie for his kindness in assisting a blind man to alight from his car.

Miss Jean Brenner, 340 W. Harrison Street, wishes to compliment Conductor C. E. Thurston, Badge No. 10436 of 69th, for his courtesy and kindness which he extends towards his passengers.

Mrs. Grace Lee, 6016 Prairie Avenue, wishes to commend Conductor John Costello, Badge No. 9998 of 69th, for his unusual courtesy.

Mr. L. Z. Meder, 139 N. Clark Street, wishes to highly commend Conductor Michael H. Tierney, Badge No. 9880 of 77th, for his kindness in lifting a crippled woman passenger off his car and placing her safely on the sidewalk.

Unusual courtesy on the part of Conductor Michael J. Kerrigan, Badge No. 9700 of Elston, won for him a letter of commendation from Mr. Carl Koenig, 1107 Leland Avenue.



Miss Dorothy Kalb, 6711 N. Maplewood Avenue, thanks Conductor J. Isaacson, Badge No. 4338, of Archer for his thoughtfulness in paying her fare when she boarded his car and found that she was without sufficient funds.

Conductor Carl M. Quist, Badge No. 4312 of Devon paid the fares of Mr. A. B. Flint, 1669½ Farwell Avenue, and his companion when he could not change a five dollar bill he tendered in payment, and for this he is thanked.

Mrs. Margaret Purvis, 312 W. 52nd Street, commends Motorman William Hay, Badge No. 3859, of Archer, for his thoughtfulness in bringing his car to a stop after he had been given the signal to proceed in order to permit her to board.

Mr. H. Barnett, 206 N. Cicero Avenue, compliments Conductor Albert Cermak, Badge No. 3744, of 77th for his courtesy in assisting a blind man to alight from his car and escorting him safely to the curb.

Mrs. Elsie Farrell, 839 Sheridan Road, thanks and commends Conductor Frank Miller, Badge No. 3680, of 69th for his honesty in turning in her purse to the Lost and Found Department which she had inadvertently left on his car.

Mr. T. W. Pape commends Motorman Albert Meyers, Badge No. 2789, of Cottage Grove for keeping his temper in handling a man who boarded his car in an ugly mood and apparently felt pugnacious.

Miss Ursual Wessel, 3646 Wilton Avenue, wishes to commend Conductor George Nelson, Badge No. 2642, of 77th for his kindness.

Mr. E. J. Dodd commends Conductor Arthur W. Kurth, Badge No. 2544, of Lawndale for his kindness in assisting a blind man to alight from his car.

Miss Ethel Burns, 57 W. Kinzie Street, thanks and commends Conductor Charles Gallagher, Badge No. 2880, of limits for his honesty in turning in her purse which she had inadvertently left while a passenger on his car.

Mr. T. B. Willis, 1524 E. 66th Place, wishes to thank Conductor Martin Harney, Badge No. 1352, of Cottage Grove for turning in his eye glasses which he lost while a passenger on his car.

Miss Vera Smith, 7800 S. Ashland Avenue, inadvertently left an umbrella on the car in charge of Conductor A. P. Dolfer, Badge No. 1164, of 69th. He found it and turned it in, and when she called the depot was informed that she could recover it by coming for it. She wishes to commend this conductor for his honesty.

Unusual courtesy on the part of Conductor A. W. Iwicki, Badge No. 900, of 77th won for him a commendatory letter from Miss Belle Messenger, Hamilton Club, 18 S. Dearborn Street.

Mr. S. F. Kluck commends Conductor John Walsh, Badge No. 826, of 77th for his courtesy in assisting an old lady to alight from his car and escorting her safely to the sidewalk.

Mr. E. E. Collins commends Mr. W. Ronning, of the Electrical Department, for turning in his brief case which he found while riding on one of our cars on which Mr. Collins had left it.

## OBITUARY

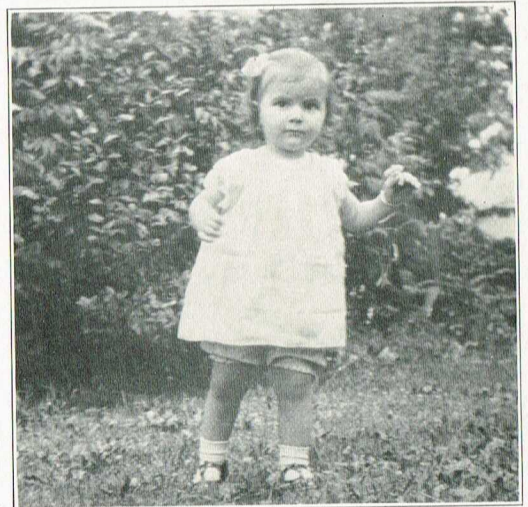
Edmon S. Platt



On Monday, Jan. 25, 1932, Edmon S. Platt passed away as a result of injuries received Jan. 23, 1932, at Division Street, east of Wells Street, when he was struck by an automobile truck.

Mr. Platt was born in Highland Park, Ill., on Feb. 2, 1875. He spent most of his early days in the lumber industry. From 1907 to 1912 he was employed by the Board of Supervising Engineers, Chicago Traction, as an inspector of lumber and ties. On Feb. 1, 1912, he entered the service of the Chicago City Railway Co., Department of Track and Roadway, in a like capacity, which position he held until his untimely death. He was considered one of the best authorities on lumber in this part of the country. "Ed.", as he was affectionately known by his fellow workers, was an aggressive and conscientious employe and will be missed by all.

To Mrs. Platt and children, Mary and William, we extend our heartfelt sympathy in their sad loss. The funeral was held from his late residence, 2548 Burling Street, on Thursday, Jan. 28, 1932. Solemn requiem mass was celebrated at St. Clement's Church. Interment at Mount Olivet Cemetery.



Dorothy Ann, Seventeen Months Old, Daughter of Conductor John Gamen of Kedzie



## NEW BOARD OF DIRECTORS SURFACE LINES CLUB



Front Row: Messrs. Martin, Forsythe, Wheeler, Hewitt, Coan, Mersch. Rear Row: Messrs. Devery, Moore, Simmons, Sullivan, Mikota, Williams, Smith, and Andresen

#### Cut This Out for Future Reference

The Surface Lines Club has outlined a schedule of entertainment and sport features for the year beginning February 1, which is intended to satisfy all classes of the club members. The events and dates, of course, are subject to change. The list is given herewith:

Wednesday, Feb. 17—New C. S. L. sound picture.

Saturday, Feb. 20.—Card Party (mixed).

Saturday, Mar. 12—Dance.

Wednesday, Mar. 30—Lecture.

Tuesday, April 19—Club Banquet.

Monday, April 25—Roller Skating.

Saturday, May 14—Annual May Party.

Friday, June—Golf Tournament.

July—Riverview.

Saturday, July 23—Annual Picnic.

August—White City.

Saturday, Aug. 20—Beach Party.

Friday, Sept.—Golf Tournament.

Saturday, Oct.—Card Party (mixed).

Monday, Oct. 17—Roller Skating.

Saturday, Oct. 22—Annual Fall Feature.

November—Lecture.

Saturday, Dec. 17—Christmas Party.

Saturday, Jan.—Dance.

#### Annual Picnic

The Surface Lines Club is planning for its annual picnic, to be held some time during July, and has been advised that Dellwood Park will not be available for this season. T. F. Coan has been appointed chairman of the picnic committee, whose first duty will be to select a suitable location. Suggestions from members of the club will be welcome, and it is hoped that some place can be chosen which will not be too remote.

#### Tennis Players—Attention

President Wheeler of the Surface Lines Club

calls attention to the fact that two courts will be available for tennis players during the coming season. These are located east of the sub-station at Western and Washington. If sufficient interest is developed in this sport, arrangements will be made for matches and it is suggested that members of the club get in touch with their departmental director to register for play during the coming summer.

#### Mixed Card Party

George Mikota of the M. & S. Department has been appointed chairman of a card party for men and women to be held at the clubhouse on Saturday evening, February 20. Suitable prizes will be provided and a good attendance is anticipated.

#### As It Too Often Is Today

"Dear Teacher," wrote an indignant mother, "you must not whack my Tommy. He is a delicate child and isn't used to it. We never hit him at home except in self-defense."

"Your medicine has helped me wonderfully," wrote the grateful woman. "A month ago I could not spank the baby and now I am able to thrash my husband. Heaven bless you."

George: "Do you believe in clubs for women?"

Glen: "Yes, if kindness fails."

Pat was sick in a hospital ward with bronchitis. The doctor inquired:

"Do you raise anything when you cough?"

Pat looked puzzled, but shook his head. The doctor passed on down the ward. On his return Pat beckoned to him, and said:

"Doctor, I've been thinking, and every time I coughs I raises me left leg."



## Trainmen for 843 Years

*Twenty Veterans at Archer Whose Combined Service Reaches  
Back to the Crusades*



This interesting photograph of old timers of the Fifth Division present a group of men, still hale and hearty, whose individual years of employment, if placed "end to end" so to speak, would stretch back to shortly after the Norman conquest of England and shortly before the Crusades which began in A. D. 1096, and 400 years before Columbus discovered America. Some of the old boys claim that Dan Bowles, their Division Superintendent, must have a personal recollection of some of those events, but there's probably some mistake about that.

Here are their names with their years of service:

First row, left to right: John Howe, 46; Thomas Schaeffer, 45; Thomas Naughton, 44; George Hughes, 43; James O'Brien, 40; James McCutcheon, 40; Patrick Coughlin, 39.

Second row: Patrick Curran, 39; Patrick Sexton, 39; Joe Barnicle, 46; John Clohessy, 50; Tim Doody, 45; John Grady, 43; Dennis Enright, 43.

Third row: Florence McCarthy, 39; Charles Dewick, 39; Herman Neitzel, 40; John A. Kimson, 42; John Kleidon, 39; Frank Mackain, 42.

The first nine are motormen, Joe Barnicle is starter and the remaining eleven are conductors.



Richard Walsh, Now Assistant Division Superintendent at 69th Street, as He Appeared Forty-Two Years Ago

### Very Simple

"You will get along all right with my patients while I am on vacation," said the established doctor to his locum tenens. "Follow this rule: Ask them what they are eating—and stop it. Inquire where they are going to spend their vacation—and send them somewhere else."

Vaudeville Manager: "Why in thunder don't you go on with that animal act?"

Lady Trainer: "Pleathe, thir, I can't find my panther!"

V. M.: "Never mind your clothes. Get on with the show!"

Tattooed man sues osteopath. Claims latter threw all his pictures out of focus.



## Departments and Divisions

### Accounting

Blair Keating, Junior, is the name of the new baby at the home of Mr. and Mrs. B. Keating. Mrs. Keating, many will recall, was formerly Loretta Kane of the stenographic division. Our best wishes to the proud parents.

Many of the girls of the department appeared at work Thursday, January 21, 1932, robed in much finery, prepared to partake of their Annual Club Banquet and Election of Officers in the evening at the Lake Shore Athletic Club.

Miss Agnes Helein had the misfortune of spraining her arm at the banquet, caused by a fall when she was going over to congratulate the newly-elected president, Miss Edith Riddle, of the Department of Accident Investigation.

Mrs. Gazella DeLorme, another casualty in the department, suffered the experience of being bitten by a stray German police dog, but luckily everything turned out satisfactorily.

At the termination of the Women's Bowling Tournament held at the Club House, we find three winners in the beginners class from our department, who receive \$1.00 for bowling ten games Misses Mildred Prang Bernice Uhlich and Theresa Smith. Very good, girls.

Miss Mabelle Winholt, who is on the list of prospective brides, was the guest of honor at a luncheon furnished by DeMets and given by her friends Wednesday noon, January 20, 1932, in the office. Miss Winholt received one dozen goblets and sherbets. We wish to offer hearty congratulations and the very best of wishes to Miss Mabelle Winholt and Mr. Wm. McMaught of Detroit, Mich., who are going to be married on Saturday, February 6, 1932.

T. F. Coan

### Accident Investigation and Legal

Miss Alice Weldon of this department made the headlines and also the pictorial page of the Daily Times on January 30. A half page picture on that date showed Miss Weldon sinking the thirteenth basket out of a possible fifteen and thus becoming the qualifying representative of the I. W. A. C. Brownies Basket Ball team in the championship free throw tournament now being held by the Daily Times. The picture depicts the enthusiasm shown by her team-mates when she made this very high record. The writer has been keeping his eye on this tournament and has noted that only one male athlete has gone above a possible thirteen out of fifteen in this tournament, which is surely a severe test of a certain quality of accuracy and nerve—not nerves.

An attorney, while endeavoring to get some real money for a client of his the other day, remarked to Adjuster David Dullard: "Say, I didn't know that you adjusters had to pay these claims out of your own salary." Mr. Dullard in surprise said: "Why, where did you get that idea?" The attorney replied: "The way you act when somebody wants a settlement made me think that you were paying for this out of

your own salary." This incident should give some idea about the efforts to this department to conserve the company's money. Our adjusters never feel happy when a claimant is seen going down the steps with a pleased smile on his face even though it is our policy to treat everyone with the utmost courtesy and to keep their good will. Blackstone

### Engineering

J. W. Hewitt is confined to his home at this writing, having sprained his right leg. We hope for a speedy recovery.

C. R. Kelly met two affable strangers in the vestibule of his home recently and after a few gentle taps he was relieved of his cash. Moral—Don't look in the mail box too long.

Dame Rumor has it that Ed. Coutre of Grand & Leavitt is about to embark on the sea of matrimony. Best wishes, Ed.

For instructions in the art of pocket billiards see N. R. Alexander.

We extend our sympathy to P. Doran of Grand & Leavitt in the recent loss of his wife.

Transit

### Shops & Equipment—North & West

**West Shops:** At the recent election of officers of the Women's Auxiliary, Mildred Habberger was again elected director of the West Shops. Congratulations!

**Lawndale:** As Valentine Day is drawing near, Louis Gramer seems to be quite worried about a gift for that "Certain Someone." He is undecided whether to give the Buick or the Chrysler he was inspecting at the Auto Show.

The boys are waiting for Frank Butkus or Charles Norweck to announce the date of that long expected wedding. It seems to be a fight to the finish for the little lady, but here's hoping the best man wins.

We understand that our handsome clerk, Johnnie Vani, is getting ready for next summer's vacation. He has been seen practicing swimming at home, in his bath tub.

**Lincoln:** Frank Hess, night repairman, is convalescing at home, and would no doubt appreciate a visit from his co-workers.

John Furtner, fireman, is the proud daddy of a seven-pound boy, and we congratulate John. Jane V. McCarthy

### South Shops and Car Houses

The sincere sympathy of the men at Cottage Grove is extended to Mr. J. Gamen and family in the sad loss of his father-in-law.

Charlie Winzenholler, Cottage Grove, seems to be having trouble with his flashlights, and we are advised that Hannah of the "Dark Town Rhapsody" can solve this mystery.

Cottage Grove Carhouse extends their sincere sympathy to A. Yajas, whose daughter passed away on January 9, 1932.

Mr. Jack Griffin, Cottage Grove, is convalescing slowly from a broken arm. The boys are eager to see you back, Jack.

W. Filson, Burnside, has parted with his Ford at last and purchased a "Chevy."

The sympathy of the 77th Street Carhouse is extended to R. McClelland upon the death of his mother.

77th Street Specials—Swanson and his derby; Tom Madigan's new shoes.



The boys in the Paint Department are glad to see Charley Liko back after a prolonged illness.

Most sincere and deep sympathy from the Paint Department is extended to Joe Mullaly, whose 5th grandfather recently passed away. Where are all the Grandmothers, Joe?

Frank DeWitt, Office, thanks the many kind friends who came to his aid when he was in dire need. Frank is now perusing the various "Cures."

The girls who attended the Annual Banquet, held at the Lake Shore Athletic Club, enjoyed an interesting and delightful evening.

We wish to express our sympathy to Andrew Ziegelmeier of the Machine Shop upon the sudden death of his brother Joseph.

Someone inquired of us as to who the mysterious dark complected girl was who was seen with Chas. Buza at 35th and State Streets.

The South Shops join in extending their sincere congratulations to A. H. Williams, Printing Department Foreman, upon his election as Club Director. Best wishes for a successful term, Mr. Williams. Candy and cigars are in order.

Elsie R. Smith

#### Material and Supplies

We sincerely regret that no mention was made of the death of S. Meyer Blumenfeld on Nov. 16, 1931. He was employed at the West Shops and passed away after a long illness. To his bereaved family we extend our most heartfelt sympathy.

The mystery of the suspicious looking pair of tan oxfords, size 7½ in department 57 has been traced to their owner L. Gaspar; but why the cut over the left toe Doc?

Our department extends its heartiest congratulations to Mr. J. Q. Burton who has been presented with a darling baby boy.

In the spring a young man's fancy lightly turns to thoughts of love. Eddie Coates was observed industriously dusting and polishing Dorothy Johnson's desk the other day. Not a bad way to make a good impression, we think.

R. E. Buckley.

#### Electrical

Our deepest sympathy is extended to Leo Behrendt of 20th and Dearborn Substation, who mourns the loss of his beloved mother and father who passed to the land beyond just one week apart.

Ed. Sheridan of Crawford and Milwaukee Substation and Mrs. Sheridan left Tuesday, Feb. 2, for Sulphur Springs, Florida. He expects to be gone several weeks due to his wife's health condition, hoping that their trip and stay in that sunny climate will be most beneficial.

To Arthur Hansel of Illinois Substation and A. Gilroy of 82nd and Halsted Substation we extend our sympathy in the loss of their sisters.

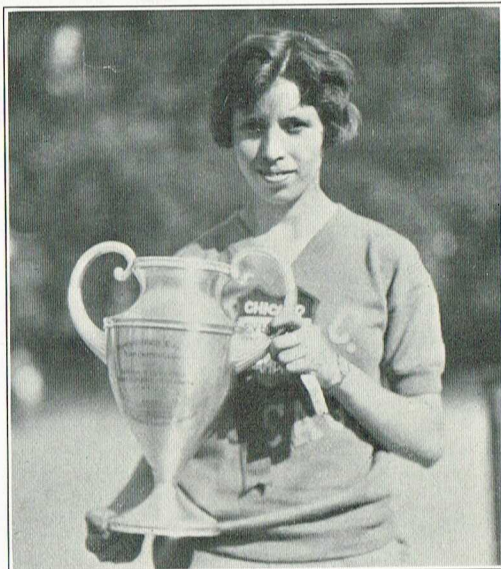
Frank Jones of the meter testing division has been back on the job after being confined to his home with a broken arm, which he received in an automobile accident.

Donations are in order to the campaign fund of Dick Sullivan and Briny Sullivan, who are aspirants to the office of governor and senator.

Come on boys, kick in, you may want a favor some day.  
Billy.

#### Surface Lines Girl Athletes

A train of girls from Chicago representing the I. W. A. C. journeyed to Jersey City to compete in the National Track and Field meet. Four of these girls won the National Relay Championship, two of them being the daughters of Chicago Surface Lines trainmen—Miss Nellie Todd, daughter of Motorman Jack Todd



Capt. Nellie Todd With the Trophy



Miss Annette Rogers

of Cottage Grove depot, and Miss Annette Rogers, daughter of Conductor J. Rogers of Devon depot.

Miss Todd, who is captain of the team, has established a name for herself in track circles, holding several track records and is the proud possessor of a large number of valuable cups and medals.



## Around the Car Stations

### Cottage Grove

We have made a much better showing in the Accident Prevention Contest the last two months, which is very gratifying to our superintendent. We are now starting another year in this contest and by being careful I am sure we can be a winner. So let us organize and finish in first place this year.

We have a few trainmen who are still on the sick list and a visit to them would help to cheer them up. Conductor C. E. Thompson, who works a night car on Indiana Avenue, and who has been sick in South Shore Hospital, we are pleased to say is improving. The trainmen wish him a complete and speedy recovery. Motormen Martin Hennessy and Chas. Sargent and Fred Hughes are still on this list. Motorman Pete Ohlsen, the popular 43rd and Root Street driver, has been sick for some time. We hear he is slowly improving. Pete is uncle to our Venerable Starter at the depot. Henry Eichhorn, to all these trainmen we wish a speedy recovery.

We welcome back to work again Conductor A. McGinness, who was off 40 days due to an accident. Conductor J. E. Brennan, off for several weeks due to an auto accident, and Motorman Dennis S. Wood, who was off several months. We trust they are all fully recovered.

It is with deep regret we announce the death of Motorman D. A. Johnston after an illness of over a year. He was interred at Channahon, Ill., Saturday, Jan. 16. Dave was a man of lovable disposition and very unassuming character. To know was to love him and we can all stand up and say: "This was a man." To his only sister who survives him the trainmen extend their deepest sympathy in her bereavement. Sympathy is also extended to Motorman James Calder on the death of his brother last month.

J. H. Pickin

### 77th Street

Speaking of the season of brotherly love, listen to this: Motorman Jack Reidy received a pigeon for an Xmas present and having made a New Year's resolution to practice brotherly love more extensively, figured he could kill two birds with one stone and here is the story. Jack invited his old crony, Motorman Zeb Guard, to his home to dine New Year's Day, stating they were going to have stuffed pigeon for dinner and of all the ingratitude, Zeb said, "Thank you, Jack, Murphy has corned beef." It looks very much like only one bird was killed.

Conductor Chas. Gylling has returned to work and is feeling fine. He wishes to thank the boys for their pleasant visits and the Club for its beautiful remembrance, also the host of inquiring friends for their kind wishes.

Conductor Mike Tierney will no doubt be conceded the honor conductor of our depot for the year of 1931, having received the largest number of commendations. Mike receives at

least one every month and it is not at all surprising, considering his wonderful disposition. Conductor M. W. (Harry) Ayers should also receive mention as he has perhaps the largest number to his credit.

Conductor J. Walsha No. 2 (Shoes) received a wonderful commendation in the Daily News a short time ago. This article was quite timely in view of the one which followed shortly which was not quite as favorable, thereby removing the sourness of the latter.

In the witness contest we are depressed to miss first place by such a small margin, nevertheless Superintendent W. A. Bessette stated he was pleased to see our division keeping out of the red. "Red," he states is 4 or more witnesses per accident which also means no double crossing or amnesia witnesses letting you hold the bag. Remember, witnesses are your best mouth-piece.

A trainmen was being interviewed by his superintendent in regard to an accident and here is the conversation which followed:

Superintendent: "How do you account for a hundred cars passing this place without an accident?"

Conductor: "If you will allow me to explain in my own way, I will try and tell you."

Superintendent: "All right, go ahead."

Conductor: "When I was single, I lived in a house which had 18 roomers. One winter morning a snow fell covering the front stairs. Seventeen men went down the stairs O.K. while the 18th fell to the bottom. Now, how do you account for that?"

Babies, yes indeed. Conductor J. McGoldrick reports a fine boy arriving at their home, while Conductor G. Becic received a girl and J. J. Stanton a boy. Congratulations, boys, and may your tribe increase and to Stanton hats off as this makes No. 13 in his home.

An encouraging report from Hines Hospital at Maywood, Ill., states Motorman J. Taylor is doing nicely while Motorman John Coyne has returned home feeling greatly improved. Glad to hear the good news and we wish all our sick boys a speedy recovery.



Shirley, Five Year Old Daughter of Motorman F. Special of 77th

Well, we did it for the third consecutive month, first again in this Accident Prevention Contest, but only by a small margin. With this issue in your hands, this contest will be



history and the winner announced. We have no apologies to offer as we at all times have done our level best and it is no wonder that Superintendent W. A. Besette is proud of our division as likewise all our trainmen. Four years ago, Feb. 1, 1928, we started with an average of 74 plus for the month and last month we received a 92 plus. Seventeen out of the past twenty-three months our division has scored a 90 plus or more per month. This is a positive demonstration that we are not a flighty division and the tenseness of the contest was not affecting our nerves. With this contest over, another no doubt will be on the way. In view of our past of "safe street carrying" which has become a habit, let's go after the next contest from the very first.



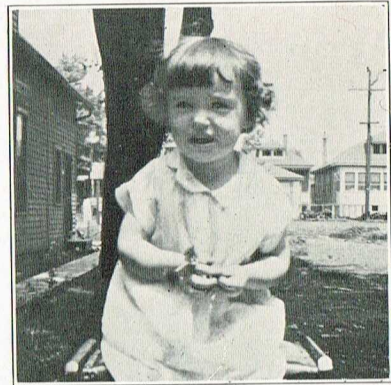
**Edwin, the Four Year Old Son of Conductor Paul E. Scheide of 77th Ready to Execute the Family Goose for Sunday Dinner**

During the past month the following trainmen and relatives of trainmen have been called to their Eternal Rest; namely, Motorman Ed. Willette, Conductor Chas. H. Collins, and Conductor Frank Dudman, also mother of Motorman V. B. Kerns, son of Conductor C. A. Beville, sister of Motorman W. J. Reilly and brother of Motorman J. Beisiegel. To the bereaved relatives this division extends its profound sympathy in their bereavement.

Chas. A. Gylling

#### Sixty-ninth

Conductor J. Hyncik was highly praised by the Division Superintendent, Mr. S. G. Irvine, during the snow storm of February 4, 1932. He and his motorman en route from Argo to Oak Park with passengers were stalled by the Wasson plow being off the track and blocking the right of way. Conductor Hyncik walked to Oak Park and asked the co-operation of crew H. G. Hubbard and W. R. Hansen on run 109 to shuttle back and forth and accom-



**Margaret Eileen, Two and a Half Year Old Daughter of Motorman R. H. Johnson of 77th**

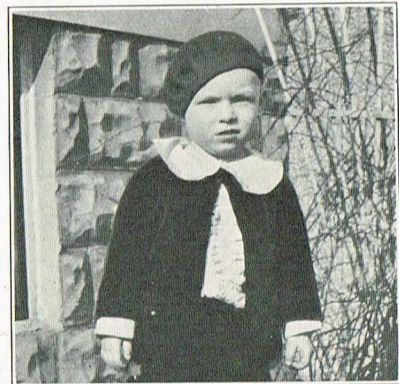
modate the Argo passengers which they did for several hours. J. Hyncik, M. P. Lenehan, H. G. Hubbard and W. R. Hansen are to be highly commended for their cooperation.

Motorman W. H. Berzek is the proud papa of a 6½ lb. baby girl born on February 7, 1932. Congratulations.

Stepping on the scale in the gymnasium the other day the handsome Eddie Suma was horrified to learn that he had gained 5 lbs. in the past month. Eddie now informs us that he has solemnly sworn off from eating Hershey bars until his waist line is reduced to normal size or less. To prove that he really meant it he immediately began the distribution of his accumulated stock of aforementioned confection among the members of the night force. Thanks, Eddie.

Introducing our new clerk, Mr. Lorne R. Ellerbeck, whose smiling face is dominant. We hope you'll like it.

Division 4 was sorry to learn of the death of Motorman Dave Hennessy's son who passed away Feb. 6, 1932. Also sympathy is extended to Conductor P. T. Karr upon the loss of his Mother on Feb. 6, 1932.



**Donald, Three and a Half Year Old Son of Motorman A. Renk of 77th**

The recent pinochle tournament in the club room was an interesting event to some 120 contestants who participated in the greatest card



tournament in the history of cards, we believe. The result of the contest made 13 men happy, the rest disappointed and surprised at the fact that when quiet and tenseness is on how different and difficult the game of pinochle is.

Twenty men played at each session, four men to a table. What close watching they required when old rivals played together as partners and through force of habit used their old signals (which are plentiful enough among the players at this depot). Oh, what a sight, Pinochle, Pinochle, Pinochle. Such enthusiasm and attendance has never been known before. It is all over now but the memory will last at least until W. Behrend wears out those brand new uniform trousers he won as first prize. A. F. Manzke was second. Third honors were captured by "One Round" Maurice Hogan; fourth, M. R. Baker; fifth, T. F. Jones; sixth, P. Drummy; seventh, A. Klaesi; eighth, E. Weissenstein; ninth, N. G. Meyers; 10th, Joe Pomper; eleventh, D. P. Branigan; twelfth, F. J. Konczal; twelfth, H. J. Eichten. Mr. Buckley and Mr. Bradley also played. Better luck next time.

Many thanks to the hard working judges: R. L. Burns, F. R. Smith, T. J. Hincks, F. T. Regan and for this article by F. R. Smith. Advertising and cartoons by F. R. Smith.

W. L. Pence.

### Archer

Conductor M. J. O'Connor is the proud father of a 9½ pound baby boy, born to the O'Connor family January 25. Congratulations, M. J., and may the next be a girl.

Our sympathy is extended to Motorman E. Deinert on the death of his father, who died January 21, and was buried from the Deinert's home January 23.

The joys of a baby girl arrived at the home of Conductor Patrick J. O'Finn January 11. Pat is sure wearing the smile that won't come off.

Our sincere sympathy is extended to Conductor George Drozd on the death of a daughter, who died January 21 after a short illness.

Motorman A. W. Schreffler reports the arrival of an 8-pound baby girl, born January 31. Art says this being their first it is going to take some time to pick out the winning name.

One of Archer's pioneers, no less than our worthy Conductor C. B. Dewick, met with a serious accident while crossing the street on his way home from the market. He was struck by an auto and later taken to the County Hospital where it was learned he had received a broken leg and several other fractures. C. B. you have our best wishes for a speedy recovery.

Sadness has come to the home of Conductor A. L. Smith, who was called upon to part with a daughter through death on Thursday, January 21. Sympathy is extended to you and your family at this sad hour.

This being leap year, it is the advice to young fellows courting the girls to beware. This would refer to one of our night clerks, Kenneth B. Williams by name.

Our sympathy is extended to Conductor J. J. Murphy No. 2 on the death of his father, who died of heart trouble January 16 at the

age of 75 years. Funeral services from Conductor Murphy's home to Mount Olivet Cemetery.

Conductor C. L. Hoyt was called to the bedside of his brother in New York January 4, but his brother died before C. L. arrived.

Dusty

### Lawndale

Well, boys, Lawndale has been off the map for a long time but here we are again with the best intentions of bringing the news each month.

Another Accident Prevention Contest is over and we find Division Six unsuccessful again but we know everyone tried hard and only one can win. Here are congratulations to the winner and may Division Six earn the honors in the year to come.

At this time of the year a good weather prophet is about the greatest asset any depot can own. Lawndale boasts of having the best and he is no other than our good friend Thomas H. Eigelsbach. His predictions regulate the spirit and the snow equipment in Division Six.

Motorman David Whalen has been seen making a visit to the local jeweler each payday. There is only one logical reason for such action—another good man going wrong. Congratulations, Dave.

The wife of Motorman Michael Gleason passed away Sunday, January 24, 1932. The boys of Lawndale extend their most sincere sympathy to Michael Gleason and his immediate family.

The boys, also, extend their most sincere sympathy to Conductor Francis Maloney and the other members of the family on the death of his grandmother.

Old Mister Stork stopped at the home of Conductor George Cameron, Sunday, January 31, 1932, and left a seven-pound baby boy. Congratulations, George.

Don't forget your scribe is in the market for news.

### Blue Island

We all extend our sympathy to Motorman E. Musil and family in the loss of his son.

Now that the Accident Prevention Contest for 1931 has ended, let's all get down to business and try to do better than we did in 1931.

Conductor J. Pacola is in the Municipal Tuberculosis Sanitarium at Crawford and Bryn Mawr Ave., and would appreciate a visit from some of the boys.

C. P. Starr

### Kedzie

Conductor John C. Witt stole a march on the boys on or about January 9 and signed a life contract. Here is wishing him and his a world of happiness and success.

Motorman Thos. Shanahan No. 2 reports the arrival of a 7-lb. baby boy, born December 4. Congratulations.

Motorman John Naughton is also wearing a smile that won't come off announces the arrival of an 8-lb. baby girl, born December 27. Congratulations.

Conductor W. J. Gorey also reports the arrival of a baby boy, born on New Year's Eve.



This makes two boys. Congratulations, old boy.

Motorman Geo. Berg is the proud daddy of a 7-lb. girl, born January 22. George took several days off to celebrate the happy occasion.

George Ambrose reminds us that he also is the proud daddy of a baby girl, born November 29th.

We extend our sympathy to Motorman Joe Lambert on the death of his wife, who died January 19.

Conductor J. J. Creed, who had the misfortune of being taken for a hold-up man while celebrating at a Christmas Eve party, was shot in the stomach and died December 31 after putting up a hard fight to recover. His many friends extend their sympathy to his folks.

C. Sonders

### North Avenue

Joseph Griffen, our handsome bus operator, is papa to a boy who arrived during January. Conductor H. Roth, sheik of the extra list, is daddy to a young lady who was born the latter part of January, and is he chesty.

Sympathy is extended to Conductors Wm. Wendt and C. Tutt, who suffered the loss of their mothers recently.

Thirty-five years ago this month Charles Lemker became a conductor. Thirty-two years ago Motormen Charles Matson and Barney Gillies entered service. Motorman Henry Burt rounds out thirty years, and Conductor Peter Cunningham completes twenty-eight years. Supervisor Adolph Jauman winds up his twenty-seventh year, and here are two fellows who started out almost the same day in February twenty-six years ago and are still following each other around over on Chicago Avenue, Conductor Edward McDonnell and Conductor Pat McHugh. A lot of years these men have put in on the job in good weather and bad and we know they can look back on the years and think of a job well done. They are still going strong and doing the job well.

Believe it or not Kimmel, Martina, Seipps and Beers are trainmen at North Avenue. We have Pretzel also. We should mind the depression.

Conductor Sam Amundsen returned to work after six days' absence saying he had been laid up with "romantics" and Sam is no young fellow anymore. Sam is nothing if he is not versatile so from romantics he went out to work and stepped right into dramatics. Two gentlemen of color got onto his car, held a sharp instrument against his throat and told him not to move while they relieved him of his valuables. Sam must have moved a little bit as he came in with a neat cut along his chin and cheek. But did this stop this valiant old Viking? It did not. After receiving first aid and a bank from the received he went out and finished his run. There is only one Sam and if you don't know him you don't know North Avenue.

C. A. Knautz

### Limits

Miss Joan Samp, daughter of Conductor Otto Samp, discovered America Jan. 5, 1932; weight 8¾ pounds. Mother and daughter now at home doing fine. Samp breeds and raises tropical

fish, valuable ones; also canary birds, so you see if little Joan associated with the canaries she may grow up to be a radio crooner—you can never tell. Your correspondent quotes this information verbatim, which Mr. Rayborn was kind enough to give him.

Conductor Lawrence Bickelhaupt was suddenly called to Brookfield, Mo., due to serious illness in his wife's family. Bickelhaupt accomplished this feat, traveling a distance of 411 miles one way continuously (night driving included) in 14 hours and 15 minutes, deducting 45 minutes for three stops for gas and oil. In addition there was an 8 mile detour taken at night. He crossed the Mississippi River at Quincy, Ill., and passed through Hannibal, Mo., a town made famous by Mark Twain with his "Huckleberry Finn" and "Tom Sawyer." When your correspondent asked for the name of the car he was a little reluctant to divulge it, but he finally did admit that it was a car that a poor man could a-Ford to drive. Lawrence proudly stated that if it were not for the able assistance to his wife and sister-in-law he probably would have been unable to make the trip. He is willing to challenge anybody on a long distance endurance drive. Upon coming to a smooth portion of the highway Lawrence demonstrated the speed of this car. It actually went 62 miles per hour but when they reached the bottom of the hill they found themselves entering Brookfield. It being a rattling good can the police force was awakened but seeing that it was only Lawrence he (the police force) went back to bed.

E. G. Rodgers



Motorman Thomas J. Taylor of Kedzie Avenue Is Looking Forward to Next Summer When He Expects His Garden to Look Like This

"It is the duty of everyone to make at least one person happy during the week," said a Sunday school teacher. "Have you done so, Freddy?" "Yes," said Freddy promptly. "That's right. What did you do?" "I went to see my aunt and she was happy when I went home."

Ramona: "What's a Grecian urn?"

Chiquita: "Oh, about \$25 a week unless he owns the restaurant."