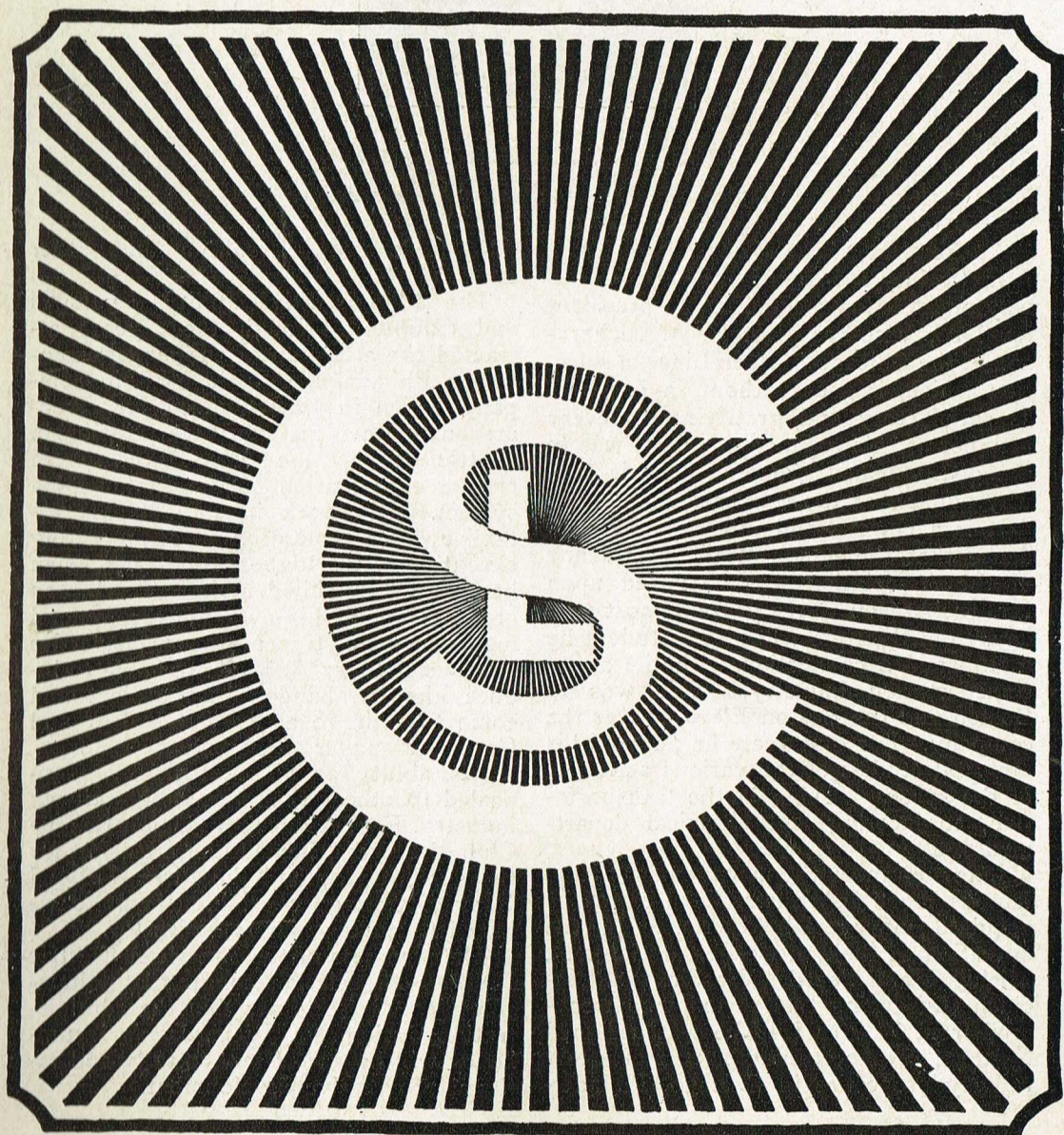


SURFACE SERVICE MAGAZINE

VOLUME 8

OCTOBER, 1931

NUMBER 7





PRESIDENT RICHARDSON
American Electric Railway Association

At the close of the 1931 Convention at Atlantic City the American Electric Railway Association elected as its president for 1932, Vice-President G. A. Richardson of the Chicago Surface Lines, a selection which, it goes without saying, was as satisfactory and gratifying to every member of this organization as it was to the distinguished group of electric railway officials at the convention.

It is a curious and interesting coincidence that the honor of the presidency of the Association was bestowed upon Mr. Richardson thirty years, almost to a day, from the time when as a student he established a connection with the street transportation industry. This was in Boston and the Boston Elevated was the company. For four years he pursued his practical studies of the various activities of the system serving in the transportation, engineering and electrical departments.

Later on under the management of the famous Stone & Webster Corporation he acquired managerial experience in the operation of their properties at Calumet, Michigan and Seattle, Washington. Incidentally during this period which covered from 1905 to 1919 he was assigned by them to expert examination of street railway properties in Chicago, Philadel-

phia, Rochester, Brooklyn and other cities.

The administrative ability developed and exhibited through these years attracted the attention of the management of the Philadelphia Rapid Transit Company which in 1919 induced Mr. Richardson to leave his executive position in Seattle to become Vice-President in charge of operation of the Philadelphia system. His work in Philadelphia established his reputation as an operating executive of the highest order and when he resigned in Philadelphia to develop an organization of his own for the general management of transportation properties President Henry A. Blair was able to induce him to abandon that project and come to Chicago as Vice-President and General Manager of the Surface Lines.

His ability as an executive has appealed to others than the street railway industry. For instance, the Union League Club of Chicago elected him president for the current year and the First National Bank of Chicago considered itself fortunate in securing him as a director.

The members of the American Electric Railway Association congratulate themselves on the certainty that the administration during Mr. Richardson's incumbency will be one of real activity and rational progressive development.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

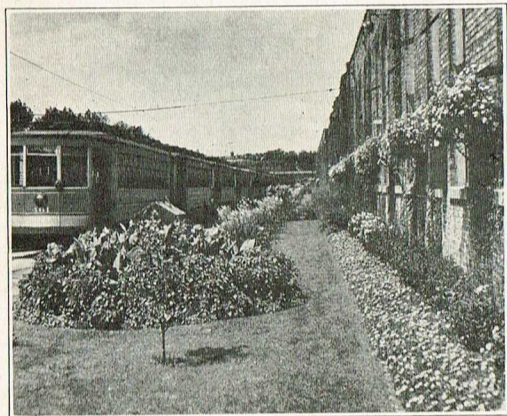
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Honoring the Flower Growers

*Banquet and Award of Prizes at Hotel Sherman—Devon First,
Burnside Second*



Devon's Gorgeous Display

It was flower growers' night at the Hotel Sherman Oct. 8. Sixty-four representatives of the Shops and Equipment



Paul Radtke



R. Nebelseik

Department took their places at the round tables and at 6:30 exactly Mr. Wilkie of the Contest Committee rapped for order. He briefly expressed the pleasure of the Surface Lines management in having the garden specialists as its guests, complimenting the men on what they had accomplished in beautifying the company properties, and fol-



Burnside's Pride

lowing with this bit of rhyme, "Welcome to the Flower Growers":

The guests we welcome here tonight
Are men whose work won public praise;
Whose gardens with their blossoms bright
Lent beauty to the summer's days.
Plain walls of brick, forbidding, bare,
Unsightly yards devoid of growth
Soon yielded to their skillful care
And vine and lawn transformed them both.
With seeds and slips, and bulbs galore
They planted beds 'round everywhere
And where was ugliness before
Now charmed the eye with blossoms rare.
These men who thus for beauty strove,
Who, after hours and in between
Like Wizard Burbank showed a love
For every living thing of green—
These men we honor, and extend
Our thanks at this our floral dinner,
Where, when we've reached the dinner's end
We'll introduce each floral winner.

Mr. Spieler, who has charge of these affairs for the hotel management, must be something of a horticulturist himself. At least he "knows his onions" and he knows what would appeal to a group of big muscled men at the end of a day's work. So he set before them platesful of appetizers, large cups of vegetable soup,

followed by sirloin steaks with pan roasted potatoes, string beans gratin, rolls and coffee and wound up with an especially palate tickling fancy French ice cream with raspberry sauce dressing and cakes. No one appeared to be hungry when the cigars were served and chairs were pushed back as the hour for the awards arrived.

Mr. Hamilton, Chairman of the Contest Committee, taking charge after the dinner, sprang a surprise in the shape of colored slides made from Mr. Chouinard's photographs of the various gardens, the picture on the screen being shown as the winners were announced.

Then the lights went on and Mr. Sullivan, the third member of the Committee, made the presentation of the gorgeous blue and red ribbons to the winners in the various classes as follows:

Group 1—Devon Avenue, Paul Radtke, blue; Burnside, R. Nebelsick, red.



Charles W. Simpson



W. Krueger

Group 2—Lawndale, C. Simpson, blue; Kedzie, W. Krueger, red.

Groups 3 and 4 Combined—Limits, G. Chamberlin, blue; Lincoln, A. Bollinger, red.

Group 5—39th and Halsted, Tom Blakely, blue; Devon, P. Radtke, red.

Group 6—44th and Kedzie, W. Elliott, blue; 82nd and Halsted, L. Davis, red.

Group 7—Noble, E. Phillips, blue; Burnside, R. Nebelsick, red.

Group 8—Devon, P. Radtke, blue; North Avenue, J. Gillen, red.

Seventy-Seventh, F. W. Meyers received honorable mention for originality of design.

Mr. Balthis, Assistant Gardener of the West Park Commission, was introduced by Mr. Hamilton and provided a thirty-minute talk, illustrated with colored slides, on perennials. He supplied the group with a collection of hints and advice that will be most useful in the 1932 work, and extended an all-embracing in-



George Chamberlin



A. Bollinger

vation to call on him or his associates at any time for suggestions as to soil, seed, bulb or design. The slides were fascinating in their beauty, many of them greeted with bursts of applause. The thanks of the group and the management were voted to Mr. Balthis.

Clarence Altemus presided at the projecting machine and "Billy" Schenck and Roland Rogers looked after the "canned" music during the dinner and later presented a comedy two-reel movietone that brought the entertainment to a close.

The following were the guests of the management:

C. Simpson, A. Martikonis, H. Butcher, H. Hale, H. Siekert, T. O'Brein, W. Krueger, L. Keag, T. Murphy, J. Gillen, E. Kuehuss, W. Hoey, J. Haeflinfer, H. Keller, D. Striker, J. Liski, J. Schwartz, J. Laing, C. Ristow, H. Brindle, C. H. Allen, Thos. Blakely, F. Chouinard, W. Goddard, L. Nystrand, T. Rohr, P. Radke, M. Jensen, S. Krifos, A. Bollinger, C. Holzschuh, D. Shay, C. Chamberlin, K. Wasseto, I. Gawlik, E. Phillips, E. Anderson, J. Grolig, W. Gothan, B. Phillips, L. Conrad, J. Gamen, F. Balthis, C. Altemus, G. W. Dunlap, R. F. Rogers, W. Lamont, R. Nebelsick, W. Walker, F. W. Meyers, T. Arendt, J. Keane, W. Coombs, R. W. Short, J. Caulfield, L. Davis, J. Elliott, J. Urquhart, H. W. Busch, F. J. Koza, P. Roach, H. Glasing, D. Ferguson, H. Leahy, P. Walsh, W. Schenck, T. H. Shaughnessy, V. E. Thelin.



Ernest Phillips



"Jack" Gillen



J. Gamen,
Cottage Grove



F. W. Meyers,
77th.



John Keane,
69th.



Ralph Short,
Archer.



Harry Hale,
Blue Island.



Harry Keller,
Armitage.



J. Schwartz,
Division.



W. Goddard,
Elston.

Watch These Men in '32

Final Golf Tournament

Dr. Fanning Wins Play-off of Tie—Surface Lines Club Activities— Future Events

The annual Chicago Surface Lines golf tournament at the Green Valley Country Club near Wheaton on September 11 attracted the largest number of players of any of the seventeen similar events for Surface Lines golfers. A total of 126 played the course during the afternoon. At the dinner in the evening 46 were served.

The largest previous tournament was last year, when 78 played.

It was an ideal day for golf and the Green Valley course was in splendid condition.

The competition for the prizes was very keen. For first low gross, Dr. D. J. Fanning and R. Naessens of the Shops and Equipment Department were tied on the eighteen holes, each of them having made a score of 77. To decide the

tie, they played an additional hole, Dr. Fanning winning by a score of 3 to 6 on this hole.

Mr. Naessens received the prize for second low gross, a beautiful golf trophy. His playing was the event of the day. He had recently recovered from a broken wrist and had not played golf for two years, consequently his good score was considered as a remarkable demonstration of his ability as a golfer.

Third low gross, a golf trophy, was won by another employe of the Shops and Equipment Department, R. Koprowitz. The guest prize for low gross went to R. Healy. This prize was one-half dozen golf balls.

W. J. Eger of the Accident Investigation Department won the electric alarm clock which was given as a prize for

first low net. Second low net was won by T. Riordon of the Transportation Department, and third low net by M. Callahan, also of the Transportation Department. These prizes were golf trophies. The guest prize for low net was won by D. Curtis.

Much credit for the splendid turn-out and the successful day was due to the committee in charge, consisting of C. H. Evenson, chairman, Clarence B. Heath, and A. D. Martin.

A Card Players' Night

Johnny Hewitt staged one of his customary successful events on Saturday evening, October 23, when the Card Party for men and women drew an attendance of 152 players at the Clubhouse. Ten tables of Bridge were ably conducted by Stanley Forsythe, 9 tables of "500" in charge of N. R. Alexander, 6 tables of Pinochle presided over by Bill Schenck of Beach Party fame, and 13 tables of Bunco under the personal direction of our clubhouse manager, David Van Dreesse assisted by Arlene Pray and Margie McIntyre. Bernice Ulich, 1st; Eva Cruse, 2nd, and Nina Ebeling, 3rd, were the winners of women's prizes in Bridge and J. Carr, 1st; George Theilman, 2nd, and Harold Ebeling, 3rd, were the winners of the men's prizes. At "500" Verda Wilcox, Mrs. N. R. Alexander and Mrs. Esther Sandstrom O'Brien were respectively 1st, 2nd and 3rd women winners, with A. A. Mix, Roy Ringdall and N. Johnson taking the men's prizes. First prize at Pinochle was won by Mrs. L. C. Dutton, Ernie Hoskins, the well known Club House Bowling Chairman, was second and Mrs. P. Streelman was third. Master Fielding, young son of Frank Fielding, of the West Side Fieldings, was first prize winner at Bunco. Ice cream and cookies were served by a number of charming young ladies, after which the radio played "Home, Sweet Home."

Coming Events

The special party for the fall season will be a Harvest Home Festival to be held at the clubhouse, Saturday evening, October 24 at 9 o'clock. This will offer a good chance to bury the glooms and cut loose for an evening of fun. Johnny Sheehan will be there with his peppy or-

chestra in rube costume, and it is suggested that our lady guests wear gingham aprons or sun bonnets and that the men appear in blue overalls and red bandannas. The hall will be decorated appropriately. All members of the club and the Women's Auxiliary are invited to bring their friends and make whoopee.

Bowling at the clubhouse got under way Monday evening, October 5 and from the enthusiastic start a lot of fun is anticipated. Ten teams have been formed under the leadership of Ernest Hoskins, and a close race for winning places is promised.

Roller Skaters Ahoy!

Through the courtesy of the management of Madison Gardens, all employees and their friends are welcome to enjoy a pleasant evening of roller skating on October 19. Admission will be by transportation ticket. Mr. C. H. Evenson will be chairman of the party.



Motorman F. C. Resner of 77th Street and His Six Year Old Son Freddie at Big Thompson Canyon in the Rockies.

A Russian was being led off to execution by a squad of Bolshevik soldiers on a freezing cold morning.

"What brutes you are," murmured the doomed man, "to march me through weather like this!"

"How about us?" retorted one of the squad. "We have to march back."

Building Up Business

Trainmen Have Opportunity to Encourage Riding—Importance of Courtesy—Standing in Contest

On September 30, 1931, the cumulative standing of the sixteen depots in the 5th Courtesy Contest is as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Commd.
1 Lawndale ..	16	2	16	1	35	7
2 Blue Island.	11	6	14	4	35	4
3 Burnside ..	19	7	10	2	38	18
4 Lincoln	22	11	17	2	52	13
5 77th	59	21	40	15	135	40
6 Archer	39	26	46	11	122	20
7 Elston	16	5	13	8	42	11
8 North	73	20	79	19	191	23
9 Devon	48	11	29	10	98	18
10 69th	40	19	47	18	124	33
11 Noble	14	10	13	2	39	4
12 Kedzie	52	26	49	11	138	32
13 Armitage ..	31	18	14	7	70	7
14 Division ...	33	15	27	9	84	5
15 Limits	22	13	23	3	61	6
16 Cottage Gr.	49	14	21	12	96	24
Total	544	224	458	134	1360	265

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

	Disc.	P. U.	Trans.	Q. S.	Total	Commd.
May	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
Total	544	224	458	134	1360	265

By C. H. EVENSON

Superintendent of Transportation

The number of street car riders on the Chicago Surface Lines continues to decrease. For the past three months the number of passengers carried per month has shown a decrease of more than six million, as compared with the corresponding months of the previous year; and compared with these months in 1929, the decrease is tremendous. It is a condition calling for extraordinary measures.

It is true that the men are showing splendid interest. Complaints of violations of the rules and of discourtesy on the part of trainmen are unusually low and our accident prevention record is creditable. Everywhere there is evidence

that the men realize the need of greater efficiency and more careful attention to duty.

But this is not enough. To do one's duty in such a way as to avoid complaints is commendable, but what is needed now is the display of salesmanship which will result in increased riding.

The word "salesmanship" has been overworked in recent years and for that reason it does not convey an exact meaning. The term needs amplification.

By "salesmanship," as applied to the train service, is meant the kind of service that will make occasional riders want to use street cars more frequently and will keep our regular customers satisfied with the service we are giving. To be a good salesman, the trainman does not need to solicit people to ride the cars, and that is not the intention of the management.

The good salesman will be on the alert for opportunities for little acts of courtesy and special consideration which are particularly pleasing to passengers. For instance, if he sees an intending passenger running to catch his car, he will hold the bell for a moment or two, thus avoiding the necessity for the passenger to wait for the following car. He will be careful to see that all passengers are aboard before he closes the doors or gives the signal to start. He will not be afraid of sacrificing a little time in order to be accommodating, trusting to the motorman to make up the time and keep on schedule.

This is particularly important on the night cars, where there is a wide spread in headways.

On the night car service also it is important for motormen to make all schedule connections, for the missing of a car late at night means a long wait.

To be sure of satisfying customers, it is necessary that all of the rules of the service shall be observed strictly and all duties performed efficiently. This means such things as the calling of street names distinctly so passengers will not be carried past their destinations; the careful punching of transfers, so as to avoid an-

noyance and embarrassment for the passenger on the car to which he transfers; and smooth starting and stopping on the part of the motorman so as to provide a comfortable ride.

A great many people who have used their automobiles for short trips about the city in more prosperous times could be encouraged to economize by using street cars if they could be convinced that street car service provides quick, convenient and comfortable transportation. Salesmanship consists in convincing these occasional riders that to use their own cars for trips in the city is an additional expense.

Salesmanship also consists in encouraging short-haul riding. This can be done by careful attention to the maintenance of schedules so that a car is always in sight and the exercise of alertness in avoiding the passing up of any intending

passengers. Often a man or woman who is going for a distance of five or six blocks would be willing to pay a street car fare in order to cover the distance quickly and comfortably, but will not do so unless a car is at hand when it is wanted. If passengers are left by a car which fails to stop for them, they often prefer to walk rather than to wait for the next car.

All of these things enter into the securing of more rides, and certainly there never was a time in the history of the company when it was so important to obtain every possible fare.

Whether they recognize the fact or not, Surface Lines trainmen are partners in this business. The earnings of the train service are dependent upon the amount of riding. When rides fall off, trainmen's hours decrease automatically. It is to each man's interest to put everything he has in the way of efficiency into his job.

Pleasant Reading for Employes

Letters of Appreciation for Acts of Kindness and Courtesy By Conductors and Motormen

Conductor John McGrail, Badge No. 4196, and Motorman Henry Westphal, Badge No. 7631, both of Kedzie are thanked by Mr. P. J. Henry, 2550 Blaine Place, for assisting him to board their car when he was forced to use crutches due to a broken leg.

Miss M. A. Mercia, Warsaw, Ind., praises Conductor Louis McGarvey, Badge No. 718 of Burnside for turning in to the Lost & Found Department a hat which she had inadvertently left on his car and commends him for his honesty.

Conductor F. L. Hammond, Badge No. 770 of North Avenue is thanked for turning in a jacket left on his car by Mrs. Carolyn L. Kaufman, 2312 N. 74th Avenue, Elmwood Park.

Mr. J. A. Suerth, 4411 Elston Avenue, compliments Bus Operator Clifford M. Mauck, Badge No. 965, of Elston, for his alertness in avoiding what seemed to be an unavoidable collision with an automobile.

Conductor Albert Hemmergren, Badge No. 1278, of Cottage Grove, is warmly praised by L. M. MacPherson, 609-15 E. Washington Street, for his kindness in assisting a blind passenger to alight from his car and escorting him safely across the street.

Mrs. M. Brennan, 8429 Maryland Avenue, thanks Conductor Morris Hirsch, Badge No. 1280, of Cottage Grove, for his assistance in recovering a small package which she had left on his car.

Various acts of kindness and courtesy on the part of Motorman John Duncker, Badge No.

1725, of Cottage Grove, won for him a commendatory letter from Mrs. B. F. Garnett, 811 E. 46th Street.

Miss E. S. Procter, 3325 W. 66th Place, inadvertently left her pocketbook on the car in charge of Conductor William J. Boose, Badge No. 1928, of Kedzie. She discovered her loss after alighting from the car and taking the one following overtook the car on which she had left her purse. When she explained the situation to this conductor he went into the car and found her purse for which she wishes to thank and commend him.

Mr. Jos. B. Rogers, 1219 N. La Salle Street, reports that Conductor Bernard Johnson, Badge No. 2440, of Cottage Grove, assisted a crippled, middle-aged lady to the door and when she hesitated to step down he stepped to the street and lifted her bodily from the car and assisted her to the sidewalk. Mr. Rogers considers this very kind of this conductor and wishes to compliment him for his courtesy and thoughtfulness.

Mr. W. Patterson commends both Clerk P. J. Grant, of Limits, and Conductor John Fitzgerald, Badge No. 3100, of 77th, for turning in his raincoat which he had left on this conductor's car.

Mr. W. T. Hewetson 3929 Ellis Avenue, thanks Motorman Elmer Paice, Badge No. 3639, of Cottage Grove, for assisting him to alight from his car when burdened with a heavy suit case.

Miss Emily Tikalsky, 2929 Lowe Avenue, praises Conductor Martin J. Reidy, Badge No.

3766, of 69th, for assisting her mother to board and alight from his car.

Mrs. P. B. Rogers, 1744 E. 84th Street, thanks and commends Conductor Floyd L. Mather, Badge No. 3442, of Burnside, for his courtesy in assisting her mother who is almost blind to board his car and escorting her to a seat inside the car; and later upon reaching the intersection at which they wished to alight he assisted her to the ground and escorted the both of them across the street.

Mrs. T. Field, 6756 Yale Avenue, compliments Conductor Thomas M. Kehoe, Badge No. 3836, of 69th, for assisting her to board his car when she was accompanied by her two small children.

Miss Elizabeth Hill, 3741 W. 64th Place, wishes to thank Motorman Robert L. Burns for his thoughtfulness in stopping his car in an emergency in order to enable her to board it when she was almost a quarter of a block from the regular stopping point.

Miss Marie C. Meyer, 7328 S. Maplewood Avenue, praises Conductor Sylvester Malloy, Badge No. 4484, of Division, for turning in her purse which she had left on his car.

Mrs. D. W. Lewis, Imperial Brass Mfg. Co., 1200 W. Harrison Street, compliments Conductor Thomas P. Dunne, Badge No. 5114, of Noble, his courtesy and kindness to his passengers.

Mr. Stephen Kalish, 1344 N. Ashland Avenue, praises Conductor Arthur T. Malmquist, Badge No. 5432, of Armitage, for his commendable trait of announcing street car stops in a loud distinct voice.

Mrs. Edna F. Bloch, 1369 Hudson Avenue, thanks Conductor Albert Soch, Badge No. 6576, of Lincoln, for his kindness in assisting her to board and alight from his car.

Mr. P. J. O'Donnell, 1335 W. 64th Street, compliments Conductor Charles Schwartz, Badge No. 7076, of Kedzie, for his honesty in turning in a wrist watch which he had lost.

Mrs. B. Johnson wishes Conductor Anton Bernard, Badge No. 8310, of Archer, to know she appreciates his courtesy and kindness in assisting her mother to board his car.

Miss Lillian Orr, 5120 Delaware Place, is grateful to Conductor Robert Reiss, Badge No. 9152, of 77th, for allowing her to ride on his car when she was without funds, having lost her purse.

Conductor Robert Reiss is also thanked and commended by Mr. L. M. Hackett of the Hotel Sherman for turning in a brief case which he had inadvertently left while a passenger on his car.

The good nature and pleasant manner of Conductor Michael Hanley, Badge No. 8556, of Lawndale, won for him a commendatory letter from Harry A. Donaldson, 3641 Prairie Avenue.

Mrs. Catherine Callinan, 607 Melrose Street, commends Motorman William J. Ochwat, Badge No. 10035, of Limits, for calling the names of street car stops in a distinct voice.

Mrs. Louis Gornick, 7024 East End Avenue, thanks Conductor Henry M. Lind, Badge No. 10388, of Burnside, for turning in an insurance collection book which he had left while

a passenger on his car.

The consideration extended to a sick boy and his mother by Conductor Carl B. Pierson, Badge No. 10812, of 77th, was acknowledged in letter of commendation from Mrs. C. W. Walters, 816 W. 76th Street.

Mrs. P. C. Maujer, 6616 Yale Avenue, praises Motorman Martin E. Pierson, Badge No. 12249, of 77th, for his honesty in turning in her purse which she had inadvertently left while a passenger on his car.

Mr. B. K. Eldred, 2303 E. 79th Street, compliments Motorman Louis R. Wilkinson, Badge No. 13333, of Burnside, for turning in a package which one of his messenger boys had left on his car and he wishes to thank him.

Miss Yetta Morris, 7217 Vincennes Avenue, commends Conductor Harold L. Lee, Badge No. 12486, of Devon, for his courtesy in assisting a lady to recover her purse which had fallen under one of the seats on his car, and also for calling the names of street car stops in a loud, clear, distinct voice.

Mrs. Margaret Purvis, 312 W. 52nd Street, compliments Motorman Michael Monahan, Badge No. 12465, and Conductor Andrew J. Aird, Badge No. 8430, both of Archer, for the service they rendered to herself, her nephew and a woman companion.

Mrs. B. Glaw, 2549 N. Mason Avenue, heartily thanks Operator Thomas J. Cannon, Badge No. 7620, of North Avenue, for his kindness in paying the fare of her little son who boarded his bus and found that he had left his money at home, and also giving him enough funds to carry him through the day.

ROUNDING UP WITNESSES

Lawndale-Blue Island Takes the Lead, Sending Burnside Down to Third Place

Lawndale-Blue Island worked hard during the month of September and managed to sign up witnesses enough to give them the lead in this contest with an average of 4.28—enough to nose out North Avenue by a few points. Lawndale has been trying hard for some months to land in the top berth and finally succeeded coming up from fifth place to do so. Burnside, the leader for the last two months, dropped to third place. Kedzie advanced from tenth to seventh place, but Elston-Noble slipped and fell from fourth to ninth position. The average for the system, 3.67, though slightly over that of last month, is by no means a score that would send the Department of Accident Investigation to whom this contest means so much into any ecstasies of joy.

Detailed figures are as follows:

	Sept.	Aug.	July	June
1. L'ndale-Blue Isl.	4.28	3.79(5)	3.77(4)	4.28(2)
2. North Avenue	4.26	4.07(2)	4.16(2)	4.75(1)
3. Burnside	4.18	4.10(1)	4.37(1)	4.06(5)
4. Cottage Grove	4.13	3.65(6)	3.46(7)	3.91(6)
5. 77th Street	4.06	4.02(3)	4.01(3)	4.23(4)
6. Archer	3.75	3.65(6)	3.64(6)	3.79(7)
7. Kedzie	3.71	3.08(10)	2.99(12)	3.18(10)
8. 69th Street	3.41	3.20(8)	3.00(11)	3.62(8)
9. Elston-Noble	3.35	3.87(4)	3.69(5)	4.24(3)
10. Devon-Limits	3.00	3.57(7)	3.28(9)	3.42(9)
11. Armitage-Div.	2.85	3.05(11)	3.03(10)	2.97(12)
12. Lincoln	2.33	3.18(9)	3.37(8)	3.13(11)
Av. for System	3.67	3.63	3.56	3.81

OBITUARY

Dave L. Feldman

The Department of Accident Investigation suffered a serious loss in the death of Dave L. Feldman October 2, 1931, at Augustana Hospital, where he had been confined for some weeks.



David Feldman

Mr. Feldman was born in Memphis, Tennessee, sixty-one years ago. In 1896 he entered the employ of the West Chicago Street Railway Company in the Claim Department. At the time of his death he was one of the company's valued inside claim adjusters. He was particularly noted among his associates for his ability to gain the confidence and friendliness of claimants and make good settlements, and where the claims were declined, he had the faculty of sending claimants away either satisfied that the company was right or at least that they had had a fair hearing.

The funeral services were held Monday, October 5th, at Bentley's Chapel, 2701 North Clark Street, with interment at Oakridge Cemetery. The rites were under the auspices of the Masonic Order Sincerity Lodge, No. 982, of which Mr. Feldman was a member, and the services were attended by many of his associates of the Legal and Accident Investigation Departments, in addition to numerous friends of the family.

He is survived by his widow, Mrs. Carrie Varley Feldman, to whom he was married in 1903.

Charles F. Ahern

Charles F. Ahern, an attorney in the Legal Department for 20 years and a former president of the Surface Lines Club, passed away



Charles F. Ahern

in his sleep September 24, 1931, at his residence at 2239 Winnemac Avenue.

Mr. Ahern was born in Chicago, and re-

ceived his early education at St. Patrick's Academy. His first employment was with the Chicago and North Western Railroad, under his father, Daniel Ahern. Later he was minute clerk for the late Judge Gibbons, when the latter held the office of Justice of the Peace.

He entered the service of the Chicago Railways Company in August, 1911, as an attorney, having been admitted to the bar in 1901, and since that time had been handling company matters in the police and criminal courts. His loyalty to Chicago Surface Lines was proverbial, and though ailing for some time he had persisted in carrying on with his work and in fact appeared in court in one of our matters the last day of his life.

Mr. Ahern had been a director of the Surface Lines Club representing the Legal Department, and in 1922 he was elected to the presidency of the club by his fellow directors.

Mr. Ahern left a widow and three children, Dorothy, Marion and Daniel, surviving.

The funeral services were held Saturday morning, September 26th, from the family residence and St. Mathias Church, with interment in Calvary Cemetery. The pall bearers were Messrs. Colgan, Deutsch, Dwight, Golden, Hayes and Nattinger of the Legal and Accident Investigation Departments. Many members of these departments, as well as a large gathering of friends of the family attended these services to pay their last respects to the deceased.

Louis W. Schraag

Louis W. Schraag, employed as a Traveling Timekeeper, passed away on Sept. 7, 1931. He had been in ill health for about a year but con-



Louis W. Schraag

tinued working until a month before his death. He entered the service of the Chicago City Railway Company on June 15, 1898 in the capacity of water boy, was changed to timekeeper a few years later and about 1910 was changed to traveling timekeeper and served in that capacity up to the time of his death. As a boy he attended the Mission Sunday School at 23rd and Wentworth Ave. and the Rev. James R. Smith of the Mission secured employment for him with the Chicago City Railway Company. He was 47 years of age, single and is survived by a sister and five brothers. The funeral was held from his late residence, 6625 S. May St. on Sept. 10th. Services were held at the Drexel Park Presbyterian Church, 64th St. and Marshfield Ave., interment at Waldheim Cemetery.

SURFACE SERVICE MAGAZINE

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CHICAGO

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EMPLOYEES RELIEF FUND

September, 1931

The Surface Lines Employees Relief Committee held five sessions during the month, at which twelve applications were considered, eight being approved for weekly relief. In addition to these there were three emergency cases on which the Committee approved immediate relief.

Checks to the amount of \$12,146 were distributed. This sum, together with \$6,267 distributed in December, \$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, and \$9,774 in August, makes a total amount of relief extended to date \$101,993.

A. E. R. A. CONVENTION

The Surface Lines men who attended the convention at Atlantic City brought back reports of somewhat reduced attendance which, however, was more than compensated for by the earnestness and spirit of those who participated in the proceedings.

Manifestly everyone was there in search of ideas that would be helpful to the industry. Car designs by engineers who were seeking the convenience and comfort of passengers with motors and trucks that operate quietly, were studied with special reference to the growing tendency toward noise suppression.

Traffic problems in congested centers were discussed by earnest students of this important phase of life in large cities where freedom of movement in the public

thoroughfares is essential to industrial and commercial progress. The practicability of progressive traffic control lights so successfully demonstrated in Chicago where the McIlraith System has speeded vehicular movements in the crowded Loop and on certain boulevards, has impressed traffic engineers throughout the country and reports indicated a widespread adoption in other cities.

Chicago Surface Lines pioneering in the development of a special type of trolley bus, and the successful operation of the largest fleet of these vehicles come in for complimentary comment with the acknowledgment that this was the most important forward development in the industry in recent years and has already brought about radical changes for the better all over the country.

When the Convention, just before adjournment, elected our own Vice-President as President of the Association, it paid a high tribute to a widely known transportation executive who indorses the theory that there is no such thing as standing still in this business. "Standing still" is a delusion. There must be continuous progress or the industry is slipping. So his administration will be well worth watching.



Gladys Michaelis, Granddaughter of Conductor H. P. Hanson of 69th and Her Pal.

"I see you're letting your little son drive the car."

"Yes, he's still too young to be trusted as a pedestrian."

Reduction in Accidents

*Evidence of Greater Care in Operation—Trainmen Show Efficiency
—Standing in Contest*

Cumulative February to September

First Place	Division No. 2, Burnside	90.912
Second Place	Division No. 11, Lincoln	90.837
Third Place	Division No. 3, Seventy-Seventh Street....	90.702
Fourth Place	Division No. 10, Elston-Noble	90.210
Fifth Place	Division No. 6, Lawndale-Blue Island.....	90.140
Sixth Place	Division No. 5, Archer	89.724
Seventh Place	Division No. 8, North Avenue	89.587
Eighth Place	Division No. 4, Sixty-Ninth Street.....	89.352
Ninth Place	Division No. 1, Cottage Grove	89.253
Tenth Place	Division No. 12, Limits-Devon	87.591
Eleventh Place	Division No. 9, Armitage-Division	87.014
Twelfth Place	Division No. 7, Kedzie	86.039

Month of September

First Place	Division No. 2, Burnside	91.569
Second Place	Division No. 11, Lincoln	91.139
Third Place	Division No. 10, Elston-Noble	91.069
Fourth Place	Division No. 5, Archer	90.641
Fifth Place	Division No. 4, Sixty-Ninth Street	90.483
Sixth Place	Division No. 3, Seventy-Seventh Street....	90.480
Seventh Place	Division No. 1, Cottage Grove	90.002
Eighth Place	Division No. 9, Armitage-Division	89.504
Ninth Place	Division No. 8, North Avenue	88.957
Tenth Place	Division No. 6, Lawndale-Blue Island.....	88.532
Eleventh Place	Division No. 12, Limits-Devon	88.190
Twelfth Place	Division No. 7, Kedzie	84.602

By WILLIAM PASCHE

Supervisor of Accident Prevention

At the close of September the Accident Prevention Contest shows Burnside leading by a very narrow margin, with Lincoln second, Seventy-Seventh third, Elston-Noble fourth, and Lawndale-Blue-Island fifth. Less than one point separates the leading division and the division in fifth place. There are less than four points separating Burnside Depot in first place and Kedzie Depot in twelfth position. This certainly indicates an active interest in accident prevention and a very close contest which still has four months to go with a good chance of any of the twelve divisions to win.

For the first eight months of the fiscal year there is a decrease of 6.93 per cent in the total number of accidents. The outstanding features are the reductions in alighting and boarding accidents and

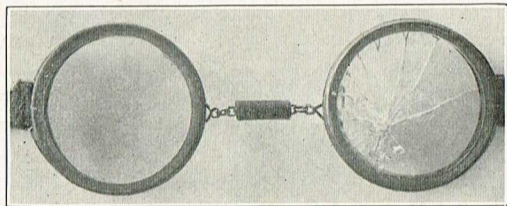
also motormen and one-man car operators are scoring splendid reductions in collisions with vehicles. In fact, there are reductions in all classes of accidents.

At this period of the year it behooves all trainmen to check up on their accident records. That means to make inquiries whether or not you have had a chargeable accident. This information can be obtained from your Division Superintendent. If the record shows a chargeable accident and you believe it has been wrongly classified you should make it known through your Division Superintendent or by coming directly to the General Offices to have the accident reviewed for the purpose of re-classification. If the evidence shows that a mistake has been made correction will follow. In this way you will be protecting your work record and assist us in having a correct and complete No Accident Honor Roll at the close of the fiscal year.

Many terminals have been visited in the past month and to our surprise we continue to observe some trainmen adjusting trolleys from the ground. This is a dangerous practice and must be discontinued. When trolleys are adjusted from the ground there is always the danger of being crushed against the car by another vehicle. Our experience has taught us that accidents which result from adjusting trolleys from the ground at terminals generally are of a very serious nature and sometimes result fatally. The management has in the past made adjustments of trolleys by moving them further out to make it more convenient to adjust them through the vestibule windows. Won't you give us your cooperation to help you and others to protect yourselves from serious injury?

Another Eye Saved

Again we are able to report the good news of another eye saved from certain injury or even possibly total loss. This time L. Nuccio of the Track Department



was sensible, wearing his safety goggles while at work at Chicago Avenue and Clark Street on September 8th. He was swinging a heavy sledge, when a piece of concrete flew up under the force of a blow, shattering one of the lenses of his goggles as may be seen in the accompanying cut. It is certain that he is extremely glad that he was cautious enough to take advantage of this safety device which is offered to him and all other workers in his department.

SOME OCTOBER DATES

One Year Ago

October 15, 1930—Extension in 87th Street placed in operation (Vincennes to State).

Two Years Ago

October 3, 1929—First center exit cars started on Clark-Wentworth line.

October 19, 1929—Supreme Court decision in Diversey and Belmont Bus cases.

Three Years Ago

October 16, 1928—Following appointments

were made: W. A. Bessette, Division Superintendent, vice C. E. Jones, deceased—3rd Div.; C. C. Cricks, Division Superintendent, vice W. A. Bessette, transferred, 1st Division; H. T. Hooper, Asst. Division Superintendent, vice C. C. Cricks promoted, 1st Division.

Four Years Ago

October 1, 1927—Harry T. Hooper appointed Assistant Supervisor of Accident Prevention.

Five Years Ago

October 1, 1926—Garfield Park branch "L" extended to Maywood, Bellwood and Westchester.

Six Years Ago

October 1, 1925—Following appointments confirmed: W. A. Hall, Asst. Supt. Transportation; M. B. Quinn, Asst. Supt. Transportation; C. E. Jones, Division Superintendent, 3rd Division; S. G. Irvine, Division Superintendent, 4th Division; M. Harrington, Division Superintendent 7th Division; William Pasche, Division Superintendent, 8th Division; R. J. McKinney, Division Superintendent, 10th Division; F. J. Smith, Division Superintendent, 12th Division; W. A. Bessette, Asst. Division Superintendent, 3rd Division; T. Eigelsbach, Asst. Division Superintendent, 6th Division; E. L. Brookman, Asst. Division Superintendent, 8th Division; W. M. Kroll, Asst. Division Superintendent, 10th Division; R. W. Simpson, Asst. Division Superintendent, 12th Division; J. M. Johnson, Chief Instructor.

Eight Years Ago

October 1, 1923—Following appointments made: E. H. Altemeir, Asst. Division Superintendent, 5th Division; C. C. Cricks, Asst. Division Superintendent, 2nd Division; W. A. Hall, Division Superintendent, 8th Division; B. W. Bolger, Division Superintendent, 9th Division; R. J. McKinney, Asst. Division Superintendent, 10th Division; E. Belfanz, Asst. Division Superintendent, 12th Division.

Ten Years Ago

October 20, 1921—Bulletin: "Conductors northbound on State Street will accept transfers from eastbound 115th Street cars punched east, and in return will issue northbound cash transfers."

Eleven Years Ago

October 18, 1920—Charles Gordon appointed Engineer of Equipment with the Shops and Equipment Department.

Nineteen Years Ago

October 16, 1912—Through Route No. 9 amended.

October 28, 1912—Through Route No. 10 extended.

Twenty Years Ago

October 9, 1911—Through Route No. 7 began.

October 26, 1911—Through Route No. 11 began.

Twenty-one Years Ago

October 10, 1910—Ordinance passed for Chicago Railways Company to take over Consolidated.

Twenty-three Years Ago

October 16, 1908—Through Route No. 24 (old Route) discontinued.

Twenty-five Years Ago

October 21, 1906—The following cable lines were changed to trolley: Cottage Grove; N.

Clark Street; Wells Street; Clybourn Avenue and Lincoln Avenue.

October 21, 1906—Trolley took place of horses on Dearborn Street (Polk to Randolph). Last use of horse cars.

Twenty-six Years Ago

October 19, 1905—Halsted Street through line began—Root to Milwaukee.

Twenty-seven Years Ago

October 3, 1904—Metropolitan "L" began operating Market Street to 5th Avenue (terminal).

Thirty-five Years Ago

October 11, 1896—West Side "L" main line opened from Franklin to Market.

October 12, 1896—Union Loop opened.

Thirty-seven Years Ago

October 1, 1894—Lake Street "L" extension opened from Market to State.

October 8, 1894—Sheffield Avenue Line electrified—Lincoln to Clark.

Thirty-nine Years Ago

October 1, 1892—South Side "L" extended from 51st to 55th.

Forty-one Years Ago

October 2, 1890—95th Street extended—Stony Island to South Chicago Avenue. First overhead trolley.

Sixty-six Years Ago

October 2, 1865—First six cent fare on N. C. Ry. Co.

Surface Lines' "Who's Who"

Further Intimate Details of the Activities of Men Whose Names Are Familiar

A. F. Andresen

Back in that period of Chicago street railroad history, just before the cable lines had finished superseding so many lines of horse power in the year 1888, there existed a very interesting job. At least the job had a strong appeal to a certain young lad who wanted to become a jockey. The job was driving a large, powerful tow-horse, which was used to help the teams pull the horse cars up certain steep inclines and viaducts. The lad was A. F. Andresen.



A. F. Andresen

He must have proven trustworthy because he was soon promoted to the position of receiver at Noble Street Depot. This position he held for three years. The treasury department had an opening for a clerk to count and prepare the silver for the daily bank deposits and he was chosen.

The day's receipts then were handled quite differently from today. The barn foreman in the morning would take the bag containing the previous day's receipts, board a street car unescorted, and bring it to the main office at Washington and Jefferson Streets.

Later on, for years Mr. Andresen had charge of making the daily deposits of the receipts to the banks, accompanied only by a driver. Such a procedure today, of course, would be unthinkable. However, as time went on, a bodyguard was provided.

In the year 1912 he was placed in charge

of the renting and collections. When the tokens came into use, he was also given supervision of the token department.

Mr. Andresen is well-known for his rich sense of humor that is both dry and spontaneous. Occasionally some of his articles have appeared in the columns of Surface Service, one of which in the September issue, was signed "One of the Gay Boys of the '80's."

For some years he has resided in St. Charles, Illinois. One of his claims for distinction is Champion Long Distance Traveller of the Surface Lines, computed on the total number of miles he has covered to and from his home.

W. A. Bessette

When the World's Fair of 1893 opened in Chicago the street railroads were hard pressed to furnish adequate service. Evidently no one had dreamed of it being such a tremendous success. Conductors were needed and W. A. Bessette availed himself of the opportunity and started in at Archer Avenue and Pitney Court as a conductor on the horse car lines working on 31st Street, 26th Street, and Archer Avenue.



W. A. Bessette

In 1905, the first division needed a supervisor and Mr. Bessette received the appointment. It fell to his lot to help with the first pay-as-you-enter cars that were operated in Chicago. On November 1, 1912 he was promoted to assistant superintendent of 77th Depot under the late C. E. Jones. Then on

May 25, 1921 he was made division superintendent of the 3rd Division (77th Street Depot).

This is one of the largest divisions on the system. In the summer the crowds at the baseball park and at the beaches call for special attention. On Sundays there are the cemeteries and picnic groves. In the winter about 130 miles of track during a heavy winter snow-storm keep everyone on his toes.

Some of Mr. Bessette's friends believe, that with his evenly balanced mind and unbiased temperament, he would have made an excellent judge. His philosophy of street railroading is simple, yet all inclusive.

"A man to be a good railroader must keep his mind on his job during his working hours and not permit any outside interest to detract from his work at hand."

J. G. Nattinger

Along about the year 1907, Mr. Nattinger, who had been looking for an opportunity to fill a stenographic position in connection with legal work, was employed by the Legal Department of the Chicago City Railway Company as a stenographer. After gaining considerable experience at this he was transferred to the Accident Investigation Department briefing accident cases.

From this position he was promoted in 1924 to Chief Investigator, in charge of investigating all legal cases and claims, including automobile cases. He holds this position today.

All accident reports made out by the train crews each day reach the Legal and Accident Investigation Department by 2 o'clock the following morning. They are immediately sorted, copied and placed on Mr. Nattinger's desk ready for distribution to the investigators.

Investigation means locating and interviewing witnesses furnished by the trainmen and



J. G. Nattinger

photographing cars and scenes of accidents. In other words, supplying the Legal Department with all the available facts, whether favorable or unfavorable to the company's interest. In this work investigators are subject to call at any time of the day or night, depending on the seriousness of the accident.

Since the organization of the Surface Lines Club and until quite recently he has been very active in all the club activities, specializing in tennis, wrestling, and track work. Not having the time that he formerly had, "Natt," as he is known to a large circle of friends, contents himself with watching an occasional football game.

Victor E. Thelin

When a young man will desire an education so much that he is willing to go to school in the morning, work in the afternoon and study at night, it can be said that he is heading for some worth-while goal. Such a young man was V. E. Thelin. Just as he graduated from the school of engineering at Lewis Institute he was offered an attractive position in a bank and like a large number of young men today, he didn't know which line he was best suited for. After trying the bank work for five



V. E. Thelin

months he felt quite satisfied that he was not cut out to be a banker, but rather an engineer. So engineer it was, in the engineering department of the Commonwealth Edison Company.

During 1907 as plans for the rehabilitation of the transportation system were beginning to take shape, he found it necessary frequently to consult the engineering department of the Chicago City Railway Company. And so it happened in 1907 that he thought it worth while to resign from the Edison Company and join the Chicago City Railway engineering forces, taking charge of testing.

In 1911 Mr. Thelin was promoted to assistant to Mr. H. B. Fleming, chief engineer of the Chicago City Railway Company, and in 1914, at the time of the unification of the Chicago City Railway Company and the Chicago Railway Company, he became engineer of tests under the late Mr. J. Z. Murphy.

Among Mr. Thelin's accomplishments was that of the development of a simplified automatic substation which has been in service on the Hammond, Whiting and East Chicago Railway Company for the past ten years. This station has given excellent service and attracted considerable attention from railway men.

When the position of purchasing agent became vacant in 1925 a man was needed who was versed in modern methods as well as engineering practices, as the bulk of the purchases are used by departments where engineering principles are involved. On July 1, 1925, Mr. Thelin received the appointment of Purchasing Agent and occupies that position today.

He has one hobby, that of gardening, which he pursues during his spare time out in North Austin.

Mr. Thelin is a member of the Western Society of Engineers.

Success does not so much depend on external help as on self-reliance.—Lincoln.

Keeping 'Em Rolling

Lawndale First and Cottage Grove Second for September—Radical Changes in Position



Lawndale's Winning Crew

C. Simpson, A. Martikonis, T. Donahue, V. Boyle, J. Vani, C. Versiki, J. Guy, M. Platakis, A. Milewski, W. Huth, N. Foley, D. Kay, F. Gustautas, J. Urbutis, J. Wonogas, J. Girwain, I. Aldonis, F. Wilicka, A. Lebduski, A. Klostaris, M. Tamosaitis, E. Kuklinski, C. Norweck, P. Virginis, C. Chapulis, T. Spudas, J. Kubinski, A. Kozlowski, K. Sounor, V. Rotzoll, J. Nodus, A. Chiappetta, J. Straukas, T. Collins, P. Rumas, A. Brazauski, F. Petraitis, F. Carlson, W. Walters, J. Knistaut, S. Vaickowski, A. Dabulskis, F. Macyauskas, F. Butkus, J. Konik, D. Reddin, A. Bukauskis, J. Wass, T. Lehane, L. Kramer, F. McColgan, J. Lobacz, D. Riordan, L. Solner, O. Finlay, T. Young, W. Szymkus, S. Jarosz, S. Copac, J. O'Connor, A. Lomasz, G. Thanas, J. De Marco, J. McMahon, A. Petrauski, J. Woods, J. Schurer.

The leading carhouse, Lawndale, made a very good showing this month, operating 37,981 miles per pull-in due to failure of equipment, increasing their percentage 79.1 over August and moving up to the top from 10th position.

Cottage Grove, the second highest carhouse, moved up from 8th position, North from 14th to 4th, and Elston from 12th to 5th. Elston also had the greatest number of days without a pull-in, being 21.

The individual records are shown below:

Rank	Carhouse	Zero Days	Miles per Pull-in		Pct. Inc. or Dec.
			Sept.	Aug.	
1	Lawndale	20	37,981	79.1	
2	Cottage Grove	11	32,516	40.5	
3	Blue Island	19	29,439	15.0	
4	North	9	26,907	64.8	
5	Elston	21	24,993	27.4	
6	Armitage	19	24,213	13.1*	
7	Division	13	23,167	2.0	
8	Burnside	10	21,370	14.6*	
9	77th Street	7	21,250	18.3*	
10	Archer	6	21,123	25.1*	
11	69th Street	6	19,614	1.7*	
12	Lincoln	11	17,784	37.9*	
13	Devon	5	13,904	41.6*	
14	Kedzie	1	10,769	36.5*	
15	Limits	9	8,811	22.9*	
16	Noble	4	6,423	42.6*	
		171	18,135	12.7*	

*Decrease.

The average miles per pull-in due to equipment failures, for the entire system, is 18,135 miles, or 12.7 per cent less than for the previous month.

The standing of each carhouse for the past year follows:

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

Nurse: "Bobby, I have a surprise for you."

Bobby: "I know all about it. I even know their names."

Nurse: "Why, Bobby!"

Bobby: "Yes, I do. When the doctor told Pa he said, 'Twins! Hell and Blazes.'"

Departments and Divisions

Accounting

Williams Bay, Wisconsin, was selected by Miss Theresa Smith as a vacation spot. She played tennis, besides swimming, fishing and dancing. It is a delightful place and it goes without saying that Miss Smith had a glorious time.

After recovering from a tonsil operation, Miss Rose Kleefeld enjoyed an automobile trip through the northern part of Wisconsin, Minnesota and the Mississippi Valley, then back home to rest up for another year of work.

Miss Helen L. Baird returned from a delightful vacation spent at her home in Oxford, Michigan. During this time she made several small tours through eastern Michigan and the balance of her time was spent in sports at the summer resorts in her home town.

Visiting the Olmstead Museum, a place of unusual interest in Somonauk, Ill., taking short motor trips from Wedron to Ottawa and Streator, Ill., a restful day on cool Lake Michigan enjoying a boat trip to South Haven, Michigan, is the way Miss Agnes Helein passed her vacation.

The only recreation that Miss Helen Baar had on her vacation at Lake Lawn, Delavan, Wisconsin, was swimming, dancing, playing tennis, golf and "eating." Outside of that her time was dull.

Timekeeper J. Allen was quite a wanderer while on his vacation, journeying all the way to West Virginia, Ohio and Kentucky. Some trip by motor, made good time covering everything that was to be covered, excepting Goose Island. Oh, yes, and never had a puncture in this 2,600 mile trip.

A pleasant motor trip to Girl Lake, Longville, Minnesota, was enjoyed by Mr. and Mrs. A. E. Johnson and daughter Irene. While there, most of the time was spent fishing and boating.

Miss Mildred Hedstrom spent her vacation at Last Land Lake near Hayward, Wisconsin. Fishing, swimming and motoring to the Indian Village as well as visiting other lakes helped to make the trip an enjoyable one.

Miss Hulda Youngstrom visited Pittsburgh and Altoona, Pa., New York City, Brooklyn, Albany, Niagara Falls, New York, and Detroit, Michigan. Miss Youngstrom travels by train, preferring to let someone else do the driving while she eats and rests.

The oak color that Howard Dahl is wearing is a give-away of how he spent his vacation. He brought back no fish, so we have no proof whatever of the big catch he was telling us about.

For a good rest Miss Mary Valentino recommends Chicago, Illinois, as a vacation spot. Beautiful scenery—good golfing—and wonderful meals.

Miss H. Olson has returned from a motor trip to Minneapolis, Minnesota, informing us that she enjoyed beautiful scenery, good weather and plenty of rest.

Having no motor trouble going or coming from Diamond Lake, Illinois, where L. Ciucci passed his time boating and fishing, makes the trip more pleasant.

When a person is a long way from home, say, Colorado Springs, Colorado, and you accidentally meet one of your co-workers, it surely must be surprising. Well, that is what happened to Miss Mable Magnuson and Mr. J. J. Ruberry and they both say it helped to make their vacation more delightful.

We wish to extend our most sincere sympathy to Mrs. Schuch in her bereavement by the death of her only son, Miss Mabel Magnuson by the death of her niece, and the family of Mr. Louis Schraa, who passed away on Monday, September 7, 1931.

A wonderful time was had by Miss M. C. Walther playing tennis, swimming, etc., while visiting her sister-in-law in River Grove, Illinois.

Returning in time for a few days in good old "Chi" after having a pleasant stay at Cedar Lake, Indiana, Mr. W. Cotter was glad to get home and rest up.

We have a story to write about Mr. Herbert Rohde which has a sad ending. It seems on his vacation Herbie attempted to raise a mustache. Well, on Friday, September 11th, the Surface Lines Club had a golf tournament and Herbert was entered; the next day the mustache was missing because we understand it interfered with his playing a good game of golf.
T. F. Coan.

Accident Investigation & Legal

Miss Olga Giesler took a late vacation this year for a special reason which is now very apparent. On October 3rd she was one of the principals of a wedding which included Herman J. Krueger, Jr., as the groom, at the home of her parents, Mr. and Mrs. Theodore Giesler, at 4725 Wrightwood Avenue. Over 100 relatives and friends were present on this happy occasion. Mrs. Krueger is not going to leave us yet, she says.

When Mrs. Florence Tremel of this department was united in marriage to Louis J. Bohlin, Chief Clerk of the Transportation Department, on August 22, the correspondent from this department assumed that the Transportation Department correspondent would cover the matter very thoroughly, forgetting that Louis J. Bohlin himself was the correspondent. "Lou" evidently figured that this was too big an assignment for him and so he said nothing about it. The marriage took place at the home of the bride's parents, Mr. and Mrs. E. C. Hoskins, 7920 South Morgan Street, and the honeymoon was spent at Round Lake. A certain bungalow at 8930 Elizabeth Street now houses the happy couple. On September 11 the girls of this department gave a surprise party to Mrs. Bohlin and presented her with a crystal necklace and a crystal bracelet as a token of their regard.
Blackstone.

Electrical

Surface Lines Club Bowling Season Is On! All members are eligible and urged to join the team. If you are interested, please call Billy Schenck, Grand and Leavitt.

Ray Callahan spent his vacation rebuilding and painting his porch. You should hear Ray explaining how this work was done.

William Becker spent his vacation on the Fox River, near McHenry. Bill reports that work around his cottage kept him busy, although he was supposed to be on a vacation.

We are sorry to hear of the accident to Mrs. Henry Richter in a washing-machine wringer. We hope the injury will not be serious and that she will have a speedy recovery.

James McDermott, Electrician, and his son-in-law made an auto trip to Detroit and Canada, stopping at Cleveland, his home town. Jim tells of the delightful times they had.

A strong wind helped bury the straw hats of Bill Stokes and Julius Boisacq under the new Western Avenue Sub-Station while the concrete was being poured. What they said was p-l-e-n-t-y. Two new hats of the latest fall style now adorn the heads of these two gentlemen. It's an ill wind, etc.

"Billy."

Engineering

Clarence Kelly and R. J. Rumatz spent their vacation at their lodge in northern Wisconsin. Fish were plentiful and they sent several large boxes back to the boys at the office.

Cigars are in order. Harry Beckford, Motorman in the Utility Department, is the proud father of a new baby girl.

Joe Westman, Grand and Leavitt, declared a closed season on all games. While on his annual hunting trip, Joe was appalled by the gauntness of the animals of which he did catch only a fleeting glimpse, and for this reason he decided to prolong their lives until next season and by that time they should be considerably fattened up.

N. R. Alexander enjoyed his vacation motor-ing with his family through the East. They visited many places of interest from Gary to Niagara Falls, and was greatly impressed with the magnitude and beauty of the Falls.

Harry Abbott also spent his vacation motor-ing in the East. New York, Boston, Washington and Philadelphia were honored with Harry's visit, and he returned home a much wiser and poorer man.

The following reports were received from vacationing members: Mr. Koza in Kentucky, golfing; Mr. Rummel, in Rocky Mountains; Mr. Boisvert, swimming; Mr. Hibbs, visiting at Springfield.

Transit.

Timetables and Traffic

She had had the laugh on everybody for a whole six months, but the congratulations and good wishes were just as sincere, just as plentiful and full of enthusiasm as though it were an event of the last minute! For those who think womankind can't keep a secret and for those who wish to know the name of a very lucky young man, the Schedule Department takes great pleasure in announcing the mar-



riage of Miss Esther Sandstrom to Mr. Daniel O'Brien, of the West Shops, the event having taken place six months ago and having been successfully kept a secret from the entire office until Monday, September 28, when the bride ventured forth wearing her wedding ring. It didn't miss detection very long and the rest of the day saw a parade of congratulations from all sources! Tuesday the cigars and candy were passed and again lots of good wishes for both "Esther" and "Dan." They will be at home at 1255 Otto Street where they started the merry task of housekeeping the first of October.

George Weidenfeller.

Shops & Equipment—North & West

West Shops: We were pleasantly surprised when we heard that Dan O'Brien and Esther Sandstrom were going to be married on Saturday, September 26th, but what a surprise to hear that they had been married since last March. Congratulations, and thanks for the cigars!

Frank (Answer to a Maiden's Prayer) Norton spent his vacation in and about Chicago.

Joe Jankauskis, the best dressed man in the Truck Shop, just returned from a vacation, the most part of which was spent at the Madison Garden Roller Rink skating with the girls.

Kedzie: After a quiet vacation spent in his home town, Appleton, and visiting relatives and friends through Wisconsin, Mr. Krueger, day foreman, is back on the job.

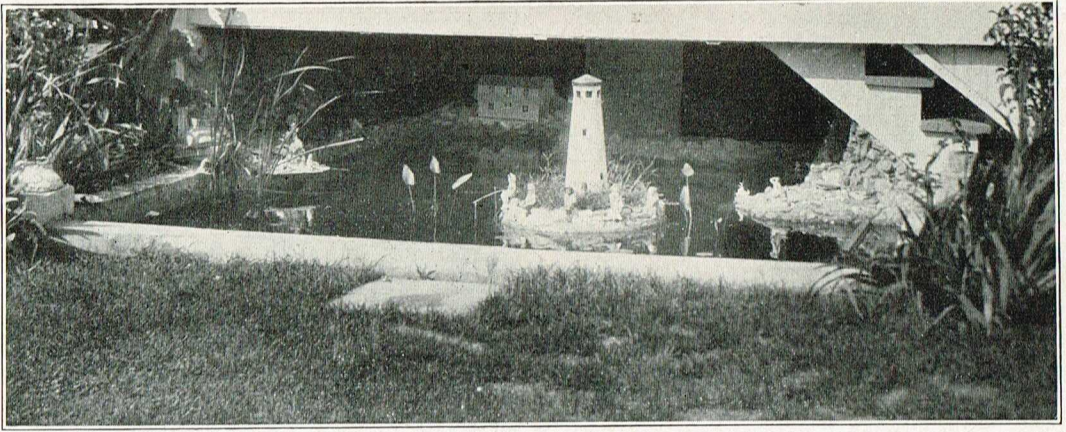
Jane V. McCarthy.

Here is the story about the most optimistic man. Totally bald, he went into a drug store and asked for a bottle of hair restorer.

"Yes, sir," the clerk said, "here is a preparation that is sure to make your hair grow."

"All right," replied the optimist, "I'll take a bottle. And please wrap up a comb and brush with it."

Then there is the ambitious young man who started on a shoestring and got slapped.—Judge.



Conductor P. J. Malloy of Burnside Has Constructed an Attractive Fish Pond Under the Rear Porch of His Home at 1615 E. 83rd Street. The Lighthouse Has Colored Rays at Night and a Waterfall Tumbles Over Picturesque Rocks to Supply Fresh Water to the More Than a Hundred Fish of Various Types

Around the Car Stations

Cottage Grove

With the accident prevention contest more than half over we are only a short way from bottom, but we still have more than four months to get closer to the top. It only needs our conductors to be more alert and look carefully and see that all passengers are safely on the car before giving the signal to go ahead, and a little more effort on the part of our motormen to operate the car more smoothly this next four months to let us get in the lead.

In the Witness Contest we are still in 6th place. Get a good supply of witness cards from the clerk, and should occasion require it, pass throughout freely amongst the passengers and bystanders. Also have a few short pieces of pencils on hand for use if necessary. Remember the Legal Department requires all the witnesses they can get. It is not always necessary for a passenger to see the actual accident, but something he may see might lead to evidence which would have the company thousands of dollars. So get as many witnesses as possible.

Our Chief Clerk, Percy Atkinson, spent two weeks' vacation down in the Eastern and Southern States visiting many historical places, including Yorktown, Arlington Cemetery and Virginia. He returned home much benefited by his 3,000 miles' auto trip.

Conductor John O'Donnell, with his wife and daughter, had over 2,900 miles' auto trip via the Blue Ridge Mountains of Virginia and visited many interesting places in the South. Jack says it cost a lot of money, but it was worth five times as much for the sights he saw. He had his first experience in sea "bathing" when he went paddling with his shoes and

stockings off. He was afraid to go in swimming in the salt water, but we sincerely hope his wife and daughter enjoyed their swim.

Motorman Wilkinson, who has been sick for several months, is able to be around again. We wish him a speedy recovery and hope he will soon be working again.

Motorman Wm. Collins, who has been on the sick list for the last six weeks, we are glad to see at work again. Dennis Crowley says he is ready to take Collins on a trip to Canada if Collins will only keep well.

Motorman Thos. Doherty, who has been in the Alexian Brothers Hospital for the past month is progressing favorably.

Two of our old timers passed away this last month. Conductor Peter Bolger, who had a seniority right of almost 35 years, died recently and left behind a host of friends. To his immediate family and his brother-in-law, Conductor P. Haggerty, the trainmen express their deep sympathy.

It is with profound sorrow we announce the death of Motorman P. O'Meara, who died after a very short illness. He was interred in Holy Sepulchre Cemetery on Tuesday, Sept. 22. The trainmen were well represented both at the wake and funeral. Patrick O'Meara had been in the train service for over 40 years and was noted for his strict attention to business and his readiness to help his fellow workman financially or with good personal advice. He leaves behind him a great many friends at this depot. The trainmen extend their heartfelt sympathy to his family in their hour of bereavement.

J. H. Pickin.

77th

The Club held its annual election Friday, September 14, 1931, and the following officers and directors were elected: President, C. A. Gylling; Vice-President, Harry F. Barry; Treasurer, G. M. Miller, and Secretary, Owen T. Duncan. Directors: J. J. Barry, T. J. Beggan, O. A. Autenreith, P. J. McCarthy, J. W. Cassidy, J. F. Matern, P. A. O'Malley, E. C. Tocci and F. G. Campaigne. With the winter

season soon upon us, things will be humming. We might state at this time the dues are very reasonable and the trainmen who are not members are extended a cordial invitation to join us. Your club dues are positively the only expense attached to our club. All our functions are absolutely free to members.

This past month two of our trainmen stepped out into the field of matrimony. This all happened September 26, so we are informed. To Motorman Martin Johnston and Conductor T. F. J. Collins we extend our congratulations, wishing you a world of happiness and that your troubles may be little ones.

Conductor Buck Casey spent a short vacation with his war time buddies down at Wilkes-Barre, Pa., a reunion of the 11th F. A. Batt. C. They fought the war over again and shot those guns faster than ever before. Buck would like to know if there are any buddies of this outfit in our depot.

In the Accident Prevention Contest last month we were only .31 of one point from first place. This month we are only .23 of one point from first place. Some contest. Last month Superintendent W. A. Bessette was congratulating the trainmen, but this month he is more profuse. He wishes to inform the trainmen that rough stopping and starting are making great inroads into our standing in this contest. He states with this condition eliminated the contest will be ours. The pride we have in our depot should be sufficient to put this contest over. Altogether, pull for 77th Street.

Here is a new list of our sick boys who are confined to their homes: Motorman W. E. Ewers, Motorman Maurice Walsh, Conductor

quire a great deal of visiting. Pick out your man and go. Don't leave it up to George to do it.

Last week Motorman Roy Simpkins paid a visit to the boys around the depot. Roy was



Grandson of Frank Rodowicz, Repairman at 77th

looking as fine as a fiddle and walked about with the aid of a cane but got along nicely. Glad to see you around again, Roy, old top.

Babies? Yes, indeed! The latest additions to our transportation family this month is a girl for Conductor M. Lafferty; a girl for Conductor W. Balling and a boy for Conductor E. J. Howard. Congratulations, boys, may your tribe increase.

The past month a number of relations of our trainmen have been called to their Eternal Rest, namely: Mother of Motorman Bill Leske, mother of Motorman J. H. Farrell No. 2, father of Conductor R. E. Buckley, brother of Motorman P. J. Phillips and one of our esteemed Motorman B. Rogers. To the bereaved relatives this division extends its profound sympathy in their bereavement.

C. A. Gylling.

69th

It is with regret that we record the passing, during the last month, of the following: Father of Conductor J. A. Lynch, father of Motorman T. Bell, mother of J. J. Moore, daughter of Supervisor W. Noble, Conductor T. M. Reilly No. 2, and Conductor F. J. Elwood. The sympathy of the division is extended to the families of the deceased.

Motorman J. J. Umbach, Badge 4629, and Conductor J. M. Johnson, Badge 12754, are to be commended for the action they took while working run 394 on the evening of Oct. 3. Arriving at Belmont and Southport southbound they found both tracks blocked by a fallen tree. Knowing that they were the last car on the north side of the delay they took on a large load of passengers from the stalled northbound cars and back-tracked to Clark Street, thereby cutting down the northbound delay considerably.

On Sept. 29th the Chinese of our city staged a demonstration against the Japanese invasion of their country and all lovers of peace and justice were urged to attend. Sixty-ninth Street was represented by those two major diplomats, Messrs. Irvine and Philpott, and while it is not known just what measures they



Jonnan, the 16 Month's Old Daughter of Conductor "Jack" Taylor of 77th Street in a Contemplative Mood.

Mike Conway, Motorman John Roney, Motorman K. L. Landeck, Motorman P. J. Gannon, Conductor E. H. Buchmeir, Motorman J. J. Doolan, Conductor P. J. McGann, Motorman Wm. Burke, Motorman F. P. O'Neill, Conductor J. E. Birmingham, Conductor E. Blahetka and Conductor J. J. Donohue No. 2. With a list as large as this it is going to re-

may have recommended for the preservation of peace it is significant to note that there have been no signs of unrest in Chinatown since.

Receiver S. P. Norman has returned from his vacation with a series of misfortunes to report, among them being the fact that he was badly disappointed on his trip to Starved Rock. He went out there on the coldest day so far this season to see the Indians but could not find any. (Probably they were hibernating, Sherman.) Then a couple of days before his return to work he broke his glasses in a friendly pugilistic encounter and now he is wondering how he is going to spot those Canadian dimes while his specs are being repaired.

W. L. Pence.

Archer

The many friends among the trainmen of Archer depot extend their sincere sympathy to Motorman George Falsburt in his recent bereavement, the loss of his dear wife who crossed the Great Divide Saturday, October 3. Funeral Tuesday, October 6th; interment at Holy Sepulcher Cemetery.

Two souls melted as one. Motorman H. J. Grannon, commonly known to the boys as "Babe," exchanged congratulations with his sweetie on Saturday, September 12. Wedding ceremonial took place at St. Bridget's church. Honeymoon curtailed on account of business depression.

Father Stork made his appearance at the home of Conductor John Krug on Wednesday, September 23, and left a 10-pound baby girl. Father and Mrs. Krug are doing nicely.

We regret to announce the death of Con-



Robert, son of Repairman R. Jones Filling His Father's Shoes.

ductor Sam Bell's father, who died September 23rd. Our sympathy is extended to you, Sam, on this sad occasion.

Conductor H. A. Schollian, while on his vacation in the southern states, visited the Mammoth Cave of Kentucky. Conductor Schollian reports a wonderful trip, having no rubber trouble and arrived home safely.

Sadness comes to the home of Conductor J. P. Ryder on the death of a sister who died September 29th. This is the third sister John has lost through death in the last year.

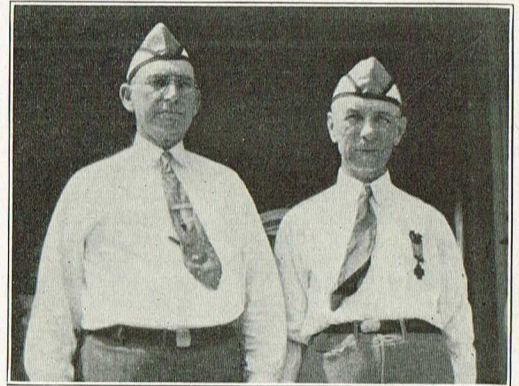
Motorman Oscar Weaver and good wife celebrated their golden wedding anniversary Friday evening, September 4. Oscar reports a regular "blow-out," having some 200 guests in attendance. After an informal reception a very elaborate supper was served and it was the wee hours when the party came to a close. Congratulations, Oscar, and may we all be invited to the next anniversary.

We extend our deepest sympathy to Conductor M. J. Copping on the death of his sister who died October 3d.

Dusty.

Blue Island

Conductor Martin Carlin, who entered service on November 22, 1888, passed away on Sep-



Supervisor Charles J. Doherty and Conductor C. McCarthy of Blue Island at National Convention of Spanish War Veterans at New Orleans.

tember 12. Burial was at Boscoble, Wis. Our sympathy is extended to his family.

Our sympathy is extended to the following in their recent bereavements: L. Setter, in the loss of his brother; G. Wesley, the loss of his brother; J. Bell No. 2, the loss of his father.

The following trainmen were presented with new arrivals: G. Brunsluk was presented on August 20th with an 8-pound boy; T. Helland was presented on August 28th with a 15-pound girl, and J. Snaird was presented on September 24th with a 9½-pound boy. Congratulations, boys.

C. P. Starr.

Lincoln

Motorman E. Gillman is suffering with a fractured rib received when he fell off a ladder at his home August 23rd.

Motorman J. Waters is looking forward to the first frost which he hopes will relieve him of the hay fever of which he is a victim.

Motorman E. Falls, while turning off a water faucet in his home, severely injured his hand on Sept. 25th.

Conductor G. May is at home with a sprained ankle he received when getting off a car Sept. 27.

Motorman J. Hungerford was injured on Sept. 30 when his auto and a street car collided at 91st and Western Avenue.

Motorman M. Croat is 'at home on the sick list.

Conductor A. Engberg, while on duty Aug. 5, was standing in his car at Roscoe and Western Avenue. A Belmont car collided with his car, knocking him down and injured his shoulder.

This station is leading again in the Accident Prevention Contest and it is up to every man to do his best to keep the lead, also try and climb in other contests. Spethman.

North Avenue

One of our old timers, J. Earl, passed away Sept. 15. He had over thirty years' service. Sympathy is expressed to his family and many friends.

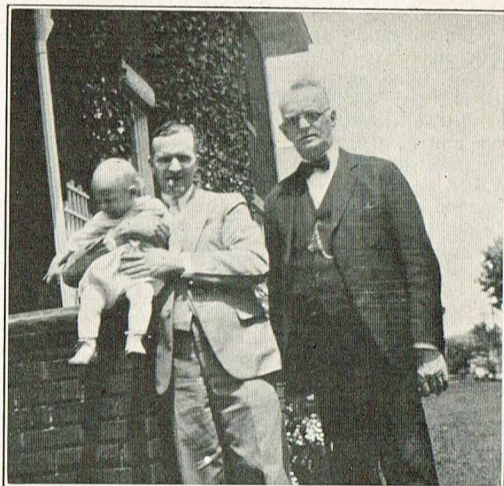
Supervisor Bailey cashed in for a dozen golf balls at the tournament. He had high score and showed the rest of the North Avenue boys how to bring home the bacon.

Sympathy is expressed to Conductor O. Raquet in the loss of his mother.

Starter E. Bushnell is papa to a girl born Sept. 15 at West Suburban Hospital.

And here is a girl for Conductor Axel Anderson, born August 5. Weight 6 pounds. That's pretty good for Axel.

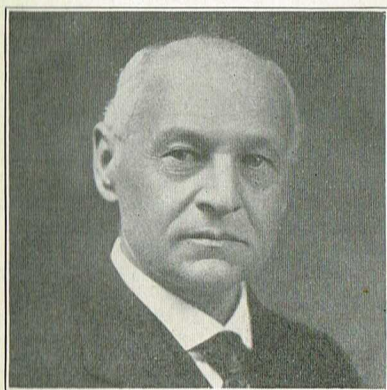
C. A. Knautz.



W. Echols, Motorman at North Avenue, with His Father, Captain W. F. Echols of Huntington, West Virginia, Who Has Had 50 Years Service with the Chesapeake & Ohio Railway and W. F. Jr. of the Third Generation.

Charles F. Nagl, Old Timer

High Points in His Rise From Water Carrier to Superintendent of West Chicago Street Railroad



"Charlie" Nagl, the Only Living Ex-Superintendent of Transportation.

There are many interesting memories stored away in the mind of "Charlie" Nagl, the only living General Superintendent of the West Chicago Street car lines, who rose from water carrier, tow boy, barn boy, conductor, starter, cashier, superintendent of Division No. 1, Assistant General Superintendent and finally to General Superintendent of the West Chicago Street Railroad system.

Born at Zwittan, Austria (state of Moravia) on December 15, 1857, he left Austria alone for America when 14 years old to try to find

employment in the United States. After a few weeks work in a blanket factory repairing machines which had long been out of use, and also had made cloth for which he received \$15.00 a week, he was advised to go West, that he could earn more. After many months of fruitless search in the far West, he came East again as far as Chicago. For a few weeks he worked in a cigar factory and later started working for the West Chicago Street Railway Company as a "water boy," carrying water to the horses drawing cars past Madison and Lincoln Streets. For this back breaking labor he received 75c a day of 12 working hours.

One day early in 1875, Superintendent James K. Lake got off a car and asked "Charlie" as everyone called him now, how long he had worked for the company, because he had noticed his careful attention to even his menial task of carrying water to thirty horses. He told "Charlie" to report for duty next day at the car shops where his pay would be 95c a day. Here he worked beside Roger Sullivan, who was later a wealthy politician, but who at that time received \$1.05 a day. In the shop the duties were cleaning and repairing the cars.

In 1876, Nagl made application for position as conductor and was appointed "extra" on cars running on Madison Street to Robey Street (now Damen Avenue). After about a year and a half he was appointed "tripper," making 5 trips a day to Robey at 15c an hour or \$1.05 a day. In the winter after his regular

day's work as "tripper" was over, he served on the snow plow during snowstorms, at 15c an hour in order to make extra money.

Nagl soon worked himself to the top of the "extra" list, and by 1880 had retained his record for efficiency so well that he was given a day car. Later, Superintendent Lake sent for him, stating that he had been given a report of his record as conductor which showed no absence on working days, Sundays or holidays. He said he needed him as supervisor, which promotion "Charlie" accepted.

During these days conductors were required to carry twenty-five dollars; \$10.00 in tickets and \$15.00 in change. It was Nagl's duty to visit stations as early as 4:30 a. m. and check conductors to see if they had proper amounts of tickets and money. He had to leave his home at three thirty to walk to the different stations, as night cars ran on Madison Street only. Later the company installed the registers and he was furnished a horse and buggy to drive between stations after twelve o'clock. He checked registers on all lines, which was strenuous, for they all had to be checked between 12 p. m. and 5 a. m.

In 1881 he was made dispatcher and was stationed at State and Randolph Streets. In addition to these week-day duties he was transfer agent on Sundays at Robey Street and Milwaukee Avenue. Later he was cashier at Madison and Dearborn Streets. All Madison, Blue Island and Ogden Avenue cars were turned back in front of McVickers Theatre and money turned in by conductors to "Charlie." His hours were from 3:30 to 10 p. m., during which time he took in \$4,000.00 to \$5,000.00, and in addition carried several thousand dollars in car tickets. After finishing work he had to take this money to the main office at State and Randolph Streets without guard and was never molested.

In 1883 the street car service was reorganized because of growth of the company and three division superintendents were appointed. Nagl was made superintendent over Division No. 1 which included all the lines from Madison Street north, including Milwaukee Avenue.

On July 1, 1885, Nagl was appointed Assistant General Superintendent by the Board of Directors of the street car company. In December, Dewitt C. Cregier (afterward mayor of the city) was elected by the Board as General Superintendent to succeed James K. Lake and Nagl was reelected Assistant General Superintendent.

In November of 1885 quite a sensation was created when Nagl caught over 30 conductors with the "Brother-in-Law" device. These machines were of several types, but a common one consisted of a bell in a zinc case. A small wire was fastened to the bell coming out through the bottom of the case, and at the other end of the wire was attached a button similar to those on the conductors' uniforms. The "brother-in-law" was fastened around the neck, and the button was fastened on the vest just under the bell punch, so that the conductor could pull the button and the bell would ring, but it was not the punch bell which recorded the

nickel. For days Nagl boarded cars like any passenger and quietly watched the conductors as they passed through the cars collecting fares, to see if they used the punch bell to record payment, and in this way trapped the owners of the contraption which was cheating the car company of fares.

In March, 1888, he was again sent for by the Board of Directors and informed that he had been elected General Superintendent of the West Chicago Street Railway Company to succeed Cregier. He was now only 31 years old and had been in the service 14 years, years of hard work and responsibility. During these last years in the service he had many loyal employees, among whom was Deputy Commissioner of Police John H. Alcock, who was a good conductor on Madison Street, very efficient and never suspended or reprimanded. There was George Bell, still a conductor on Blue Island Avenue, who was steady and ready for any emergency and especially helpful in storms and fires. Then there was "Pat" Duffy, now a supervisor in the loop, but who in the old days at State and Randolph streets turned back the horses. His good work soon won him promotions to "starter" and "dispatcher." George Fennema, now motorman on Grand Avenue, where he worked in the early days, was always "on the job," in storms, and during one big storm did not get home for three days. Edward McGuire, formerly conductor on Halsted Street, was promoted by Nagl for faithful services to position of supervisor, and today is Superintendent of the Ogden and Blue Island stations. Jack Rummey, now motorman No. 1 on Madison Street, is still remembered for the way he handled his horses and snow plow during snowstorms. Former U. S. Senator William Lorimer, known as "Billy," was conductor on Halsted Street eighties. All peddlers waited for his car because other conductors would not carry them and their junk, so his car usually looked like a freight car.

For eight years he served as General Superintendent of the West Side line and resigned because of his increasing interest in politics, both local and national. In the spring of 1896 he was appointed Superintendent of Bureau of Street Lamps of Chicago with offices at Lincoln and Rice Streets. On August 26, 1897, he was appointed Deputy Collector and Surveyor of U. S. Internal Revenue. In May, 1901, he was appointed Superintendent of the Chicago Federal Building after competitive Civil Service examination by the Government. Federal activities were in temporary quarters while the new Federal building was under construction and Nagl had supervision of the removal of all Government equipment into the new building. The name of Superintendent of the building was later changed to Assistant Custodian, which position he still holds after more than thirty years of loyal service to his Uncle Sam, the longest term of service for any Assistant Custodian in the United States.

On December 15th of this year, he will be 74 years old, but he looks much younger in spite of all these years of long working hours. He is down at his desk early in the morning of every day and has been too busy the past few years to take a vacation.