

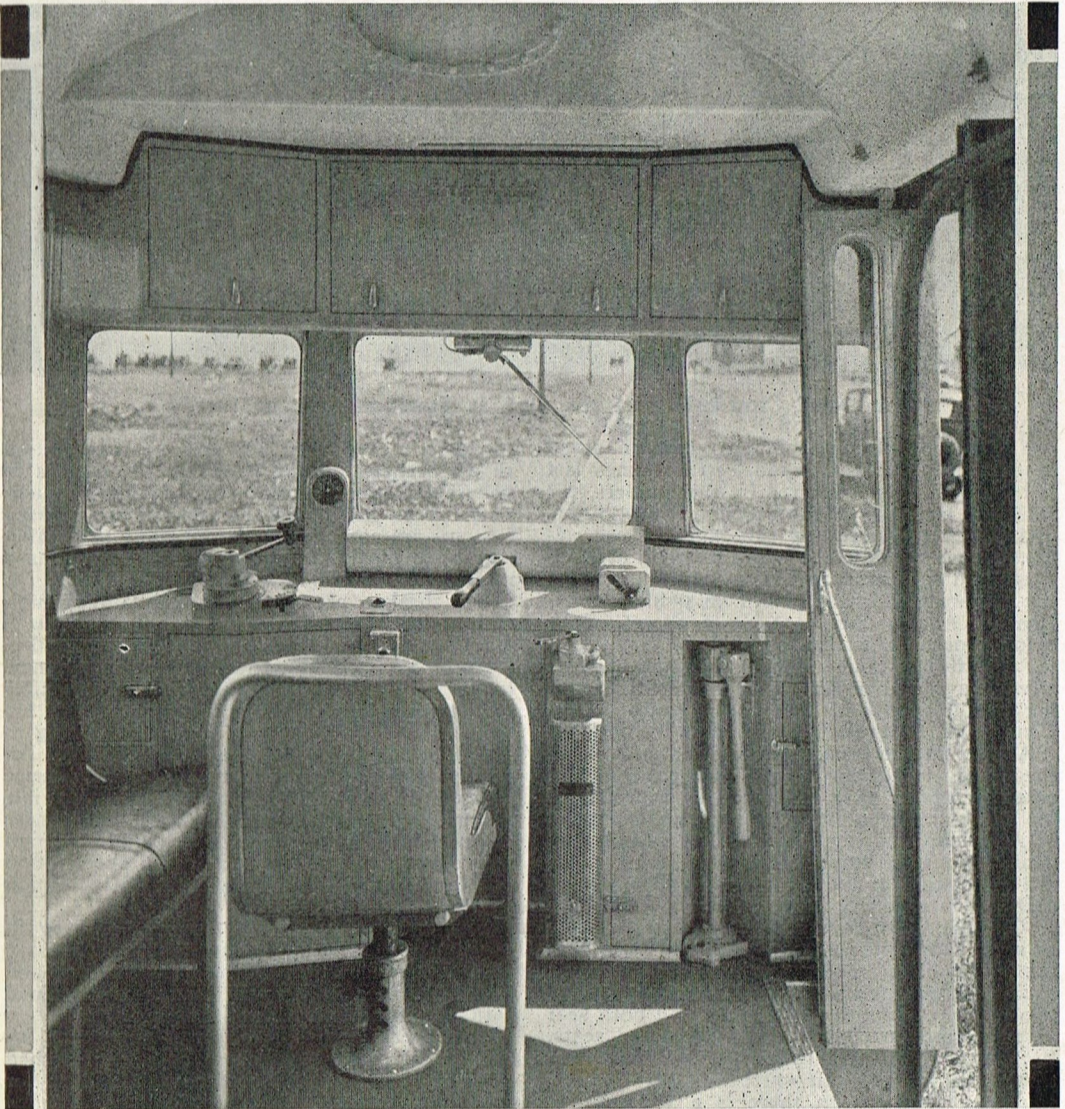
Transportation - Street Railroads

SURFACE SERVICE MAGAZINE

Volume 11

JULY, 1934

Number 4



**MOTORMAN'S QUARTERS ON MODEL CAR PROVIDE
COMFORT, CONVENIENCE AND CLEAR VISION**

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 11

JULY, 1934

No. 4

Another New Model

The Public Gets Its First View of the Pullman Idea of a Streamlined Trolley Car



Interested Crowds Inspect No. 4001 at State and Adams Streets

The second streamlined, ultra-modern street car ordered by the Chicago Surface Lines last fall has just been delivered by the builders, the Pullman Car and Manufacturing Corporation, and is being admired by thousands of car riders. It was exhibited to a select group of engineers and the press on Sunday, July 8, and on the following day was placed on public exhibition on Adams Street at State Street where many thousands walked through it.

After it has gone through a series of tests it will be placed in service on State Street, going to the 23rd and 18th Street gates of the Century of Progress Exposition.

Aluminum has been used more extensively in the body and trucks of this car than in any other street car ever constructed, according to the representatives of the Aluminum Company of America. The car weighs 29,600 pounds and is approximately 40 per cent lighter than standard street cars of the type used in Chicago.

It differs radically from the one built by the J. G. Brill Company of Philadelphia and now in service on State Street, although both cars have streamlined bodies and newly developed equipment throughout. The dimensions of the two cars are practically the same and both seat 58 passengers in comfortable upholstered seats. Both have indirect illumination and are ventilated by forced draft systems. But in their equipment and design there is a wide difference, and whereas the Pullman car is constructed principally of aluminum alloy the Brill car is of steel.

The new car has four 60-horse power, 300-volt high speed motors, providing ample power

for quick pickup. The brakes are a combination of air brakes, braking by using the motors to generate electric current and braking by magnetic shoes sliding on the rail. These braking systems are combined and controlled automatically by a newly developed device known as a retardation controller.

The brakes are equipped to maintain uniformly any desired rate of braking up to a maximum of $4\frac{3}{4}$ miles per hour per second.

Automatic acceleration is attained by a new type of controller which steps the car up after the power is applied at rates varying from $1\frac{1}{2}$ to $4\frac{3}{4}$ miles per hour per second, according to the speed required by traffic conditions. An acceleration and braking rate of nearly twice that of the standard car now in use is possible because automatic control assures smoothness in operation and passengers will find the high rate comfortable. With this quick acceleration and deceleration the average speed of operation can be greatly increased.

The exterior of the car is very striking in appearance. It has graceful lines in keeping with the modern trend toward streamlining and is finished in a light royal blue color combined with aluminum and black striping.

The interior finish is of sheet aluminum, including the ceiling which is of special arched shape meeting in the center with a duct for circulation of air. The doors, built of extruded aluminum sections and sheets, are of the folding type, electro-magnetically controlled and operated. The ventilating duct, along the center line of the ceiling, draws off the air from the car by means of an exhaust fan located at



Interior View Looking to Rear Showing Seating Arrangement

one end. During the winter months fresh air is drawn in at one end of the car near the roof and blown over electric heaters. It is then carried by ducts along the floor line and discharged into the car to provide uniform heat. The same system is used in the summer to provide fresh but unheated air for ventilating purposes.

The indirect lighting trough along the ceiling provides illumination of the soft glow type with an extremely high intensity.

The seats are constructed of aluminum and upholstered in leather. The windows are in fixed position, as sufficient circulation of air is obtained by the forced draft systems.

The floor is constructed of cork material, top surfaced with linoleum.

"With these two new cars," President Richardson says, "we are pioneering in car design for the purpose of determining the best type of equipment to meet modern traffic conditions in Chicago. Although these two cars differ widely in technical details, the manufacturers have aimed at the same objectives. These objectives are:

"Speed, combined with smooth acceleration and deceleration, that will enable street cars to keep pace with the movement of general traffic.

"Quiet operation, removing all objectionable noises and providing a degree of noiseless comparable with the average passenger automobile.

"Affording a high degree of passenger comfort, including comfortable seats, bright illu-

mination without glare, good ventilation and heating and smooth starting and stopping.

"Attractive appearance with pleasing design in keeping with modern streamlining effects.

"Authorities on local transportation agree that the street car must continue to have an important place in the traffic scheme of all of the larger cities. We do not know what further development may be made in future years, but we believe that the advanced designs and equipment of these two new cars produce striking improvements toward the kind of car that will meet the requirements of conditions in Chicago."

SAFER TO STAND

A good story of Signor Mussolini, though possibly apocryphal, was told in one of the London Embassies the other day.

Delayed in a roadside village for more than two hours by the breakdown of his motor-car, he was persuaded to visit the local cinema.

Throughout a lurid triangle drama he sat without evincing the slightest interest.

When the news bulletin depicted him on the screen and the audience rose with shouts of "Viva il Duce" and "Viva Mussolini," he naturally remained seated.

Then came a gentle tap on his shoulder and his neighbor whispered, "I quite agree with you, my friend. but it is safer to stand."—*Pennylare*. London.

C. S. L. Buses on Archer to Harlem

New Single Fare Service Supplants Old Joliet Operation to City Limits



Alderman John E. Egan of the 13th Ward Congratulating Assistant Superintendent John O'Connell on the Successful Inauguration of the Archer-Harlem Service. Division Superintendent Dan Bowles and Walter Becker, Automotive Engineer, Are the Pleased Witnesses.

After the last legal barrier to through Surface Lines service on Archer Avenue from Cicero Avenue to Harlem Avenue had been removed, Surface Lines motor bus service was inaugurated Monday, June 25, to replace the service of the Chicago and Joliet Electric Railway Company. The fare is 7 cents, with the usual free transfer privileges, doing away with the former double fare arrangement.

In anticipation of this service, a celebration was held on Sunday, June 24, at 3 P. M. by the Progressive Independent Italian-American Club and other organizations. A parade in which the first bus acted as pilot went over the route. A second parade, two miles long, was held Sunday, July 1. This was headed by officials of the 13th ward and other prominent citizens, among whom were Edward J. Barrett, State Auditor; Alderman John E. Egan; Michael J. Flynn, Democratic ward committeeman, and Michael Sobyro, president of the West End Civic Federation.

The line of march was from Harlem and

Archer Avenues east on Archer to Crawford Avenue, Crawford to 55th Street, east on 55th Street to Kedzie Avenue, Kedzie to 63rd Street, west on 63rd to Cicero Avenue, north on Cicero to Archer Avenue, and finally to Archer and Narragansett, where the parade was disbanded and a great open-air meeting and celebration took place.

Charles Norman acted as master of ceremonies. Alderman Egan was called on and received a great ovation. In part, Alderman Egan spoke as follows:

"While I was running for alderman in the last election, I said that I would try to accomplish all that was humanly possible to bring about the street car issue to the advantage of the folks of this end of the ward. Things looked pretty dark at times, but with a great deal of time and effort, together with the cooperation of officials of the Chicago Surface Lines, the Chicago and Joliet Electric Railway Company and the Chamber of Commerce, it was made possible to secure this service much earlier than I expected."

Praise from Visitors and Chicagoans

*Complimentary Letters Acknowledge the High Type of Service
Rendered by C. S. L. Employees*

Warm Praise from a Kansas City Lady

Chicago Surface Lines, Gentlemen: Will you please express the grateful appreciation of a young mother to the short, gray-haired motorman on the Armitage-Center street car whose badge number is 8156? (Operator Judson M. Custer, Noble.)

While a recent guest in Chicago I used the Center-Armitage car quite frequently to take our two youngsters, aged one and three, to the coolness of Lincoln Park.

All the motormen were courteous to me, but this one in particular was especially gracious.

We rode with him several times and always his innate courtesy was shown by his kindly lifting our three-year-old on and off the car and in courteously assisting me, who was carrying a baby.

I enjoyed riding with this motorman not only because of the smooth operation of his car, but also because his clear enunciation of street names gave me a sense of relief in feeling that I should not unknowingly be carried past my street.

This motorman's courtesy and quiet assurance means much to strangers riding on his car. His badge number is 8156.

Will you please express my appreciation to him.

I thank you.

Very truly yours,
Mrs. John Clark,
1924 Pennsylvania Ave.,
Kansas City, Missouri.

From Los Angeles Visitors

Chicago Surface Lines, Gentlemen: On June 15th we rode from about 49th Street and Madison Street to Chicago & Northwestern Station. When we got off conductor wearing badge No. 8194 (Benjamin Amsterdam of Kedzie) handed our grips to us. I had occasion to go to the Dearborn Station and he gave me the necessary directions. Because of his courtesy and kindness we wish to commend him. Such men are a great help to the travelling public and an asset to the company whom they are employed by.

Very truly yours,
Roy M. Crist and Wife,
440 Oakford Drive,
Los Angeles, Calif.

A Bouquet for Assistant Superintendent Becker

Chicago Surface Lines, Gentlemen: After decorating a grave at Mt. Olivet on Decoration Day, I had some time to spare while waiting for my brother to pick me up. I stood observing the crowds of people getting on and off the 111th Street cars for some time. I was greatly impressed by the courteous attention a gentleman was giving the people.

Upon inquiring of a conductor, he explained that he was connected with the Chicago Surface Lines—although the man was not in a uniform. The gentleman's name was Mr. Becker, the first name, I believe, was John, and he is stationed at the 77th Street depot.

Such courteous, careful, efficient handling of

patrons of the Chicago Surface Lines is most certainly an inducement to patronize them.

In my work in the teaching profession, I realize the psychology of commenting upon work which is well done and its effect upon striving to do better.

Yours truly,
Mario Byrne,
Assistant Principal, Doolittle School.

Called to Complain, Remained to Praise

Chicago Surface Lines, Gentlemen: I am employed not far from your Burnside branch of the Surface Lines but had never been over to the office until today I had occasion to stop in, primarily to complain of the service on the Western Avenue street car line. A Mr. Altemeier received our complaint and suggested we write to the station out of which that line runs. However, the complaining letter was never written. The courtesy extended us by your employees at the barns was so complete we left the barns with such a gratifying feeling toward the street car company that a complaint, we felt sure, was unjustified. We were shown the grounds first and if I may make a suggestion why do you hide such a beauty spot? I should think with the hundreds of World's Fair visitors in Chicago you would invite them to this beautiful spot. Working so close to the place even I did not know that so beautiful a place was located there.

After being shown the grounds we were taken to the office and the managing of so many men and cars was explained to us, so instead of a letter of complaint you have here a letter of apology for being so hasty and also congratulations on your perfect service, also on the courtesy extended us by the employees at the Burnside car lines. May you keep up the good work you have started and please don't hide your places of beauty as Chicago needs to see more such parks. I am,

Sincerely yours,
Mrs. Ella Borden,
6141 S. Artesian Avenue.

Two Kind and Helpful Men

Chicago Surface Lines, Gentlemen: Just a word of praise and a compliment to one of your motormen and conductors on a northbound Wentworth Avenue car at 35th Street at approximately 11:30 A. M., June 7. The number of the street car was 3346. (Conductor James Burr, 4854, and Motorman Louis Lewerenz, 4967, Devon). Your motorman stopped the car at Wentworth Avenue and 35th Street and a man, I would say, approximately fifty-five or sixty years of age was about to board the car and from my view in my automobile it looked as though the man was paralyzed in both legs, in fact he did not have control of either one and could not raise his foot more than a few inches off the ground.

Your motorman stepped down from his post and assisted this man. This man was in such bad shape it was hard to handle him alone so the

conductor also assisted. Between the two they were able to get this man on the car.

Again I want to tell you that in the busy hurry-scurry of every day life that same affliction may come to someone we know and, no doubt, this man had never been seen before by your motorman or conductor and I want to compliment you on this chivalrous deed these two men demonstrated.

Yours very truly,
C. A. Johnson, Jr.,
Diamond T Motor Car Co.,
320 S. Sangamon Street.

A Pat on the Back for Branigan

Chicago Surface Lines, Gentlemen: Saturday evening June 2, I was riding south on an Ashland Avenue car and an incident occurred which in my estimation deserves notice and appreciation.

The car was driven by motorman number 11899 (Dennis B. Branigan, 69th) and was traveling south of 69th and as we approached 81st and Ashland I saw a small girl of perhaps 5 years of age waiting for the traffic to slow up so she could get across. The motorman did not get any signal to stop at this corner and there was no one waiting to board the car yet he stopped the car and descended and helped the child across the street safely. I myself doubt very much whether the child could have made it alone as the traffic was very busy at that hour (7:15 or 7:30) and think the motorman deserves a pat on the back for his good deed. We need more men like him for safety first.

Yours,
John Klip,
5729 S. Wood Street.

Landgren Stuck to His Post

Chicago Surface Lines, Gentlemen: I would like to recommend for bravery one of your motormen who prevented what might have been a very serious accident.

The motorman's number is 2284. (Elmer W. Landgren, Archer) The car line was 51st Street, car No. 3214; time, about 12:45 P. M. today, Saturday, June 16, 1934.

A gigantic truck had slowed down at the street car crossing and the driver was apparently going to wait until the street car passed, but the truck came out right in the path of the car.

The motorman put on his brakes and held on to them. Before the car could be brought to a complete stop it was within an inch of the truck which just kept crossing. Only a miracle and that motorman's apparent nerves of steel prevented an accident. I still cannot understand what kept him at his post when it seemed so utterly impossible to avoid a crash.

The writer was sitting in the street car a few seats back, facing the front, and saw the whole thing. In my opinion, and I feel sure in the opinion of the other passengers, this motorman deserves the highest of praise.

Sincerely yours,

E. R.
A passenger.

All Along the Line

Mrs. J. T. Berner, 3933 N. Lowell Avenue, commends Conductor Wm. F. Loftus, Badge No. 14324 of Devon, for assisting a woman accompanied by two children to board his car and also for the fact that he answered all questions

asked of him in a courteous and intelligent manner.

Miss Irene M. Cramer, 6810 Ridgeland Avenue, praises Operator F. L. Morris, Badge No. 13026 of 69th, for his kindness in holding his car long enough to enable them to board even though he had the right-of-way to proceed.

"A Patron" wishes to commend Conductor E. W. Arnswald, Badge No. 12858 and Motorman M. Loftus, Badge No. 10091, both of North Avenue, for unusual service rendered to him.

Unusual courtesy on the part of Motorman T. Wohl, Badge No. 12823 of Kedzie, won for him a letter of commendation from Mr. Philip Thomas, 1256 S. Kolin Avenue.

Mr. F. Stillwell, 100 N. LaSalle St., Suite 1707, wishes to commend Conductor P. A. Keane, Badge No. 11674 of Limits, for his courtesy in helping a mother accompanied by her two small children and several bundles to board his car.

Mrs. Fred Rembold wishes to thank and commend Conductor William M. Fee, Badge No. 10616 of 69th, for his honesty in turning in her purse to the Lost and Found Department which she had inadvertently left while a passenger on his car. Mrs. Rembold also wishes to commend the employees at the 69th Street Depot for their courtesy to her when she went to recover the purse.

Mr. A. J. Schinagl, 180 E. Delaware Place, highly commends Conductor B. P. Mathy, Badge No. 9718, for his assistance in informing him as to how to reach his destination in the shortest possible time.

Mrs. G. W. Hartman, 6237 Drexel Blvd., reports that Motorman J. R. Perks, Badge No. 8055 and Conductor R. Codner, Badge No. 9042, both of Burnside, are the most courteous and efficient trainmen that she has ever come in contact with and wishes to commend them.

Mrs. R. Poggensee, 2105 N. Mulligan Avenue, wishes to commend Conductor David Sax, Badge No. 7478 of Kedzie, for his commendable trait of calling all street car stops in a clear distinct voice and also for his assistance to passengers burdened with bundles.

Miss Margaret Meyer, 1022 W. 84th Street, wishes to thank Conductor M. J. Seifried, Badge No. 7476 of 69th, for holding his car to allow her and her mother to board it, even though he had every right to proceed inasmuch as they were almost a half block away from the car and he had the signal light to proceed.

Mr. M. McMahon, 5028 N. Western Avenue, compliments Motorman W. E. Smith, Badge No. 6937 of Archer, for his thoughtfulness in assisting a blind man to alight from his car and escorting him safely across a busy intersection.

Mrs. J. S. Jackson, 3759 Lake Park Avenue, commends Conductor J. J. Quaid, Badge No. 6698 of 69th, for his courtesy to all passengers and for his accurate knowledge of numbers of intersecting streets.

An unusual act of courtesy on the part of Conductor Joseph M. Bukantis, Badge No. 6096 of 77th, won for him a letter of commendation from Mr. and Mrs. A. R. Kirby, 3437 S. Wallace Street.

Operator J. J. Dzedolik, Badge No. 6028 of North Avenue, is highly commended by Mr. G. J. Willner, 1727 Mango Avenue, for his kindness in assisting a blind man to alight from his bus and escorting him safely across the street and starting him on his way.

Miss Genevieve Cook, 647 N. Waller Avenue,

wishes to thank and commend Conductor G. Jensenius, Badge No. 5370 of North Avenue, for his honesty in turning in her purse to the Lost and Found Department.

Mrs. H. Reibly, 7244 St. Lawrence Avenue, compliments Conductor H. M. Dudley, Badge No. 4150 of Cottage Grove, for his kindness in assisting a blind man to alight from his car and escorting him safely to the sidewalk.

Conductor R. A. Calp, Badge No. 3196 of 69th, is thanked by Mrs. J. Caswick, 5526 S. Racine Avenue, for turning in her purse to the Lost and Found Department which she had left on his car. She also wishes to commend the clerks at the 69th Street Depot for their courteous attention when she presented her claim.

Conductor J. G. Schmidt, Badge No. 2992 of Burnside, is complimented on his kindness in assisting a crippled man to board his car and for his courteous and efficient manner of performing his duties by "A Constant Rider."

Mrs. E. Senkel, 4364 W. 25th Place, sincerely thanks and commends Conductor C. W. Huecksted, Badge No. 3124 of Lawndale, for his honesty in turning in her purse which she had inadvertently left while a passenger on his car.

Mr. L. E. Jones, 410 N. Michigan Avenue, commends Conductor M. McGuire, Badge No. 880 of Burnside, for his courteous manner in answering question asked of him by passengers.

Mrs. M. Banicki, 8801 Muskegon Avenue, sincerely thanks Motorman M. O'Rourke, Badge No. 582 of Burnside, for turning in her wrist watch to the Lost and Found Department which she had lost on his street car.

Mr. E. J. Heintz, 606 N. Dearborn Street, states that Conductor L. S. Olson, Badge No. 562 of Devon, is polite, courteous, patient and obliging, his treatment of a lady and gentleman passenger deserves commendation and he also wishes to thank him.

Clerk James R. Tucker of the Transportation Department and Starter John J. O'Connor of Cottage Grove are both sincerely thanked and commended for their efforts in recovering a jacket by Mr. J. Ingoldsby, 755 Buena Avenue, belonging to young lady of his acquaintance.

Conductor J. T. Mullen, Badge No. 2002 of Cottage Grove, is commended by Mr. Dan M. Nourse for assistance rendered to two aged and feeble ladies who boarded his car.

Mr. A. Hoffman, 1723 Monticello Avenue, heartily thanks and commends Motorman Edward O. Reich, Badge No. 3361 of Limits, for his kindness in paying his wife's fare when she boarded this conductor's car and found that she had lost her purse and was without funds.

Mr. M. Moynihan, 6341 Kenwood Avenue, highly compliments Conductor James Vernon, Badge No. 7444 of Lawndale, for the manner in which he assisted a lady passenger accompanied by several children to board his car and also for coming into the car and reminding him that he was to get off at the next block.

Mr. H. C. Smith commends Conductor T. Greenfeld, Badge No. 10766 of Lincoln, for his calling of all street car stops in a clear, distinct voice which can clearly be heard at the front end of the car.

Miss Dorothy E. Worland, 7136 Champlain Avenue, wishes to thank Conductor H. M. Lind, Badge No. 10388 of Cottage Grove, for

his kindness in paying her fare when she boarded his car and found that she had left her money at home.

Alertness and quick action on the part of Operator G. Fleck, Badge No. 7157 of Burnside, avoided a serious accident with a reckless motorist driving on the wrong side of the street. Mrs. Anna E. Blackwood, 6710 Stewart Avenue witnessed the incident and wishes to commend him on his efficient operation.

Motorman J. D. Dominick, Badge No. 717 of Kedzie, is the recipient of a commendatory letter from Mr. A. Christiansen, 1335 Altgeld Street, for his courteous treatment of an aged woman passenger who boarded his car.

Miss Betty Anne Jones, 5840 Stony Island Avenue, praises Conductor A. E. McGrath, Badge No. 5762 of Cottage Grove for an unusual act of courtesy. Miss Jones states that a young mother accompanied by a small child stood on the back platform of his car with a small carriage. At a crowded intersection this lady wished to alight, whereupon he asked the waiting passengers who wished to board the car to kindly step aside in order to let her off and then he alighted from the car and carried the baby and carriage over to the sidewalk causing a wait of probably one minute but Miss Jones states that not one person was in the least impatient after witnessing this act of courtesy.

Mrs. John T. Gill, 651 E. 89th Street, wishes to thank and commend Motorman P. McLaughlin, Badge No. 13291 of Burnside, for his honesty in turning in her wrist watch to the Lost and Found Department which she had lost while a passenger on his car.

Mr. Donald V. Steger, 11 S. La Salle Street, reports that while riding on the car in charge of Conductor A. B. Ledder, Badge No. 13020 of 77th, with a friend from New York it started to rain very heavily. This conductor came into the car and closed all the windows and overhead ventilators of his own volition and without the request of any of his passengers. Mr. Steger's friend was very much impressed and commented that as a whole the courtesy of the Chicago Surface Lines personnel is superior with respect to efficiency and courtesy to that of any other city which he had ever visited.

Miss P. Langford, 916 Eastwood Avenue, compliments Conductor W. F. Lehmann, Badge No. 13842 of Elston, for calling street names in a clear and distinct voice.

Mrs. R. Jarden, 6410 Sangamon Street, wishes to thank Chief Clerk William L. Pence and Clerk Sherman P. Norman of the 69th Street barns for their courtesy and attention in seeing that she recovered a pair of glasses that she had lost.

Mr. D. P. Murray, 8300 S. Throop Street, wishes to thank Barnman William Bardo of 69th for his honesty in returning Mr. Murray's pay check which was endorsed to him, which he had found.

Mr. C. H. Hoffman states that Conductor T. Corkle, Badge No. 4404 of Noble, was very polite and courteous to everyone and called all street names and he wishes to commend him.

Husband arriving home late: Can't you guess where I've been?

Wife: I can; but go on with your story.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 11 July, 1934 No. 4

John E. Wilkie - - - - - Editor

C. L. Altemus - - - Assistant Editor

LOOKING FORWARD

Chicago is having a chance to inspect two electric cars of advanced design, constructed at the order of the Surface Lines with a view to developing a standard for future equipment. Engineers will test the innovations on these model cars and will hope to be able to retain such of the features as will insure quiet operation, ease of control in starting and stopping, speed to meet modern requirements, effective ventilation for summer and winter, comfortable seats, and lighting that will be restful to the eyes and at the same time provide ample illumination for reading. The lines and color schemes of the sample cars are departures from the conventional and while the lines are such as to appeal to the car builders the colors will be selected to meet the tests of permanency in a city whose atmosphere is heavily charged with sulphur and other corrosive gases.

The public is showing a keen interest in these new units of transportation and will take advantage of the opportunities to make personal tests as "4001," and "7001" go into service over the various trunk lines reaching all parts of the city.

WE GET A BLACK EYE

Every issue of SURFACE SERVICE contains several pages devoted to recording messages of thanks and commendation sent to us by appreciative car riders who are residents of Chicago or who are strangers getting acquainted with us. By thousands of them the Surface Lines trainmen are regarded as members of an unofficial reception committee whose business it is to see that they are helped in finding their way about the city. It is a great compliment to this organization that these visitors turn to a trainman with every confidence that they will be

carefully and cheerfully advised—that these men in blue are their friends and may be depended upon in every way.

This attitude of consideration on the part of the trainmen and appreciation on the part of the car riders has been developed by years of training and experience. Trainmen understand that courtesy is something that is due to our patrons and it is an unpleasant shock to find that there is any employe willing to smirch the reputation of his fellows by an exhibition of aggravated and deliberate discourtesy. The following letter discloses the damage done by a single grouchy inconsiderate operator:

Chicago, July 3, Chicago Surface Lines, Gentlemen: I am a stranger in Chicago, staying with kin on the north side for the summer. I had occasion to call on Justine Street on the south side. My brother drove me down. I am telling the world how I sympathize with any stranger trying to get places on the Chicago Surface Lines, with the ignorant, discourteous men that you employ.

The man I am reporting (there was no conductor) is No. 0000, car No. 0000, from the car barns on West 69th near Ashland at around 4:30 on July 2nd.

Had requested him to call for the elevated station. He did not call and then I tried to get some information as to what other way I could get north or at least into the loop. He evidently did not know and after some stalling said he didn't care how much I rode. I replied I am a stranger in town and merely want to know how I can get north. He came back with: "Well, you are not tagged; how do I know you are a stranger?" I retorted with: "Well, you poor ignorant fool." He thanked me for the "compliment"—but heaven only knows it was a self-evident fact.

In New York this man would last one trip. I got off the car, went into a drug store and phoned my brother—told him the incident and inquired how to get home.

What is the matter with the C. S. L., the men that interview and hire your help? Why do you have such ignorant, insulting men to serve the public? And now when strangers are in town by the thousands for the Century of Progress? They are an insult to Chicago—and to your car line.

Neighbors, the folks out here all tell me they have had similar experiences. I would like to send in a slogan for a card to hang in your cars: "Never take a surface car—if there is any other way of reaching your destination."

I don't know why I should take all this trouble—only this was too raw to pass up.

Very truly yours,

H. E. Haight,
c/o Dr. A. G. French,
5861 Magnolia Ave.

Accidents Increasing

Need for Special Care in Operation to Preserve Surface Lines' Good Record

Depot Ratings in Accident Prevention Contest for the period from February 1 to June 30

	Group "A"	Group "B"	Group "C"	Group "D"
First Place	Kedzie	77th	Lincoln	Burnside
Second Place	Lawndale	Armitage	69th	Noble
Third Place	North	Devon	Elston	Cottage Grove
Fourth Place	Limits	Blue Island	Archer	Division

Depot Ratings for the Month of June, 1934

	Group "A"	Group "B"	Group "C"	Group "D"
First Place	Kedzie	Armitage	Lincoln	Burnside
Second Place	Lawndale	Blue Island	Archer	Noble
Third Place	North	77th	69th	Cottage Grove
Fourth Place	Limits	Devon	Elston	Division

BY WILLIAM PASCHE

Supervisor of Accident Prevention

At the close of the fiscal year of 1933 there was a 17.05% increase in accidents as compared with the same period of 1932. We are calling attention to this fact because at the present time there are indications that when the 1934 fiscal year closes we will have another increase in about the same proportion over the 1933 record. A very special effort on the part of everyone for the remainder of the year will be necessary to keep down the threatened increase.

We must shut off the power, take the slack out of the brake rigging and sound the gong when about 100 to 150 feet from all intersecting streets. When vehicles are passing on the left or right cutting in front of the car we must at once slow up to give the driver a chance to increase the distance between his vehicle and the street car. This will prevent many collisions when a sudden stop is made by the automobile. We all know that for some reason or other this is often the case.

Passing through sections where there is parking along the curb the gong must be tapped regularly thereby giving notice to drivers of parked vehicles who intend to pull away that a street car is approaching. Vehicles so parked are always a hazard.

When a pedestrian leaves the curb to cross the street we must immediately prepare for a possible emergency. When pedestrians are crossing the roadway it is necessary to keep in mind the fact that they may become confused by other traffic and do any one of a number of things which make accidents possible.

Conductors, motormen and operators must call streets. This practice will keep passengers informed as to their whereabouts and eliminate unnecessary hurrying on their part which sometimes is directly the cause of accidents. Doors should be kept closed until the car has stopped. This should be given special attention at front exits.

At terminals when the car is over the switch ready to proceed trainmen must be in their proper positions. This means that the car is then en route. Just how important for trainmen to be in their proper places on the car will probably be better understood by explaining a boarding accident at one of our terminals when the car was started over the crossover with both the conductor and motorman on the front platform. In this instance the crew were waiting for

their time to leave which was about five minutes. When the car was started the conductor stepped into the car to change the register from the front to the rear end. At the same time a scream was heard and upon investigation the crew found that a boy who was with his mother and sister had attempted to board just as the car was started. On the explanation of the crew this accident was marked not chargeable. When more than a year later the facts were brought out it was found that the boy had been seriously injured and the cost to the company was \$3,600. Naturally, with the facts finally before us we checked the crew's work records and found that the conductor was on the Four Year No Accident Honor Roll and the motorman was on the Two Year Roll. These cards have been taken from these men and the proper entries made in their records.

When writing reports give the facts as you know them without unnecessary excuses because the facts will finally catch up with you and then your position will not be so good.

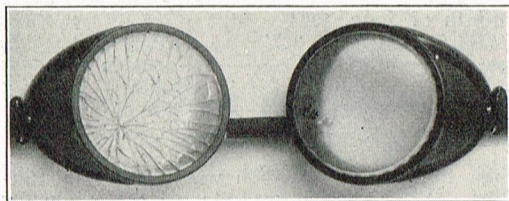
The Track Department workers are in the streets every day at many places throughout the entire system. These workers must see to it that the track and roadway are kept in good repair. The Department is doing everything that seems practical to protect their workers from injury.

When openings are made the entire job is surrounded with red flags for a distance of about a half block before the opening begins to about a half block beyond the opening. At a point about 30 or 40 feet before the opening begins there is always a watchman in charge of a wheelbarrow and which he is not permitted to move until traffic has stopped. This is especially true in the case of street cars. Wherever possible there are other barricades used to block off the side of the street on which the men are working. In other words every possible effort is being made to protect the workers upon whom we rely to keep our track and roadway in the best possible condition for the benefit of all concerned. Motormen and operators, when you see the red flags, barricades and wheelbarrows it should be sufficient notice that your cars should be operated through the space of track which is open at slow speed at the same time sounding the gong as a warning to those workers who are still in the way performing some task. Before entering into the open zone at the point where the wheelbarrow is located it is

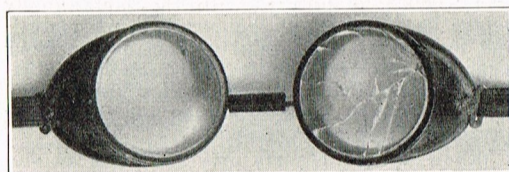
necessary that you bring your ears to a full stop even though the watchman should move the barricade before you have done so. In starting up tap the gong and continue to do so until you are clear of the group. When operating on the track other than the one on which the men are working the operation must be at a slow speed, not in excess of five miles per hour.

Eyes Saved—115

The safety-mindedness of two employees of the Electrical Department in wearing safety goggles during the past month brings the total of eyes saved to 115.



R. Gallo and J. Noon of that department were the very fortunate men this time. Both were holding bullpoints as they were struck by heavy sledges in order to break concrete. In both cases pieces of concrete flew up and damaged the goggles as shown in the accompanying cuts and you can easily imagine what might have happened to the eyes of these men if they had not worn their goggles.



Incidentally, these two cases are the first we have received from the Electrical Department and we sincerely hope that all employees in that and other departments will wear their goggles when engaged in doing any work where there is any possible hazard of flying bits of concrete or steel.

OBITUARY

Deaths on the System from June 7 to July 6, 1934

Transportation—Division 1, Cottage Grove: Charles A. Weaver, employed November 1, 1897, died June 25, 1934.

Division 2, Burnside: Arthur E. Frame, employed June 20, 1899, died June 21, 1934. Luther A. Martin, employed May 7, 1914, died June 22, 1934.

Division 3, Seventy-seventh: Adolph Altermatt, employed December 27, 1888, died July 2, 1934. Willis R. Betty, employed November 18, 1926, died July 5, 1934. Fred Carl Peters, employed March 19, 1912, died June 30, 1934. Edward E. Russ, employed July 7, 1902, died July 5, 1934.

Division 5, Archer. John O'Gara, employed January 25, 1910, died June 24, 1934. Lawrence Sitkowitz, employed June 16, 1927, died June 23, 1934.

Division 6, Lawndale-Blue Island. Fred Robert Benda, employed March 26, 1918, died June 26, 1934. James R. Phelan, employed August 15, 1889, died June 29, 1934.

Division 8, North Avenue: Oscar W. Peterson, employed January 31, 1934, died June 14, 1934. James R. Wagley, employed November 1, 1926, died June 10, 1934.

Division 10, Elston-Noble: John A. Olson, employed September 30, 1892, died June 12, 1934.

Division 11, Lincoln: Charles Kliem, employed May 18, 1902, died June 10, 1934. Peter Miller, employed December 7, 1896, died July 5, 1934.

Accounting—General Office: James R. Maus, employed October 16, 1916, died June 22, 1934.

Shops and Equipment—West Shops: Joseph Baar, employed October 2, 1919, died June 20, 1934. Mike M. Vanosonis, employed July 7, 1926, died June 22, 1934.

South Shops: Julius Gerber, employed August 15, 1886, died June 29, 1934.

Track—James Evers, employed February 15, 1893, died June 28, 1934. Patrick Hegarty, employed January 1, 1924, died June 8, 1934. Otto Manthey, employed June 13, 1898, died June 29, 1934.

ROUNDING UP WITNESSES Lawndale-Blue Island Displaces Burnside for the Lead—Cottage Grove Climbs to Third Place

The battle for first place for the past several months seems to be confined to two divisions, Lawndale-Blue Island and Burnside. This month Lawndale displaced Burnside with an average of 4.47 and dropped the latter to second position with a score of 3.89. We are interested to see who will be the first to barge into the private battle between these two depots and take the lead away from both of them. Cottage Grove by its performance this month in climbing from seventh to third place seems to be the one to keep under observation but any other depot stands as good a chance as this one does to cop first place, merely by getting down and "signing 'em up." 69th Street showed improvement by climbing from eighth to sixth place but 77th, however, had a bad reversal of form and dropped from third to ninth place. The average for the system is slightly better than that of last month but can and must be raised for the benefit of our Department of Accident Investigation who depend so much on the results of your efforts in getting the signatures of witnesses.

Detailed figures are as follows:

	May	Apr.	Mar.	Feb.
1. Lawndale-Blue Isl...	4.47	4.27(2)	4.60(1)	4.02(2)
2. Burnside	3.89	4.65(1)	4.36(2)	4.63(1)
3. Cottage Grove	3.78	3.48(7)	3.50(8)	3.60(3)
4. Archer	3.60	3.58(4)	3.52(7)	3.47(7)
5. Elston-Noble	3.55	3.50(6)	3.87(4)	3.16(9)
6. 69th Street	3.40	3.44(8)	3.75(5)	3.56(6)
7. North Avenue	3.35	3.36(9)	3.26(12)	3.57(5)
8. Lincoln	3.35	3.56(5)	3.32(11)	3.58(4)
9. 77th Street	3.27	3.76(3)	3.66(6)	3.42(8)
10. Devon	3.24	3.07(11)	3.44(9)	3.00(12)
11. Kedzie	3.20	3.25(10)	3.90(3)	3.01(11)
12. Armitage-Div.	2.95	2.78(12)	3.42(10)	3.09(10)
Average for System	3.54	3.52	3.70	3.45

Papa, mama and son, Willie, were crossing the ocean. Willie had done something for which his mother thought he needed correction, but not feeling equal to the occasion, she turned to the husband.

"John," she said, "can't you speak to Willie?"

Papa replied in a thin, weak voice, "Howdy, Willie."

Keeping 'Em Rolling

Limits in Lead for Second Time This Year



Limits Pull-In Crew

G. Chamberlin, K. Wasseto, W. Stevesand, L. Demzien, J. Nardiello, T. Dwyer, L. Buyle, I. Poulouskis, L. Durtyka, P. Irwin, H. Hayden, S. Solak, W. Tiechner, S. Golembksi, J. Le-hocky, J. Ziaja, G. Tepper, S. Kerdulis, N. Schweig, P. Cupak, J. Majkszak, L. Matich, J. Pielia, C. De Ridder, P. Van Boven, H. Pettigrew, J. Fordon, G. John, J. Kaypust, M. Pressler, N. Pappas, J. Warchal, V. Freda, S. Burzynski, J. Vrobel, R. Zink, J. McMahon, L. Gawlik, M. Gitt, B. McAlinden, W. Jackusak, P. Moran, J. Craig, B. Rice, T. McGill.

For the second time this year Limits leads the group, this time with an average of 42,998 miles per pull-in due to equipment failure. Limits gained this position with an increase of 45% over last month.

Blue Island follows with an average of 37,856 miles per pull-in and Burnside holds third place with 36,606 miles per pull-in due to equipment failure.

Sixty-ninth, in 15th place last month, gains fifth place with the highest percent increase, that of 61%.

The individual records are.

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Limits	21	42,998	45.0
2	Blue Island	22	37,856	19.9
3	Burnside	16	36,606	1.0*
4	Devon	10	36,119	35.3*
5	69th	9	33,707	61.0
6	Armitage	16	31,960	3.6
7	Cottage Grove	11	31,170	10.9
8	77th	5	31,103	10.3
9	Lawndale	16	29,376	43.1*
10	Lincoln	15	26,867	13.5*
11	Kedzie	7	24,551	6.8*
12	Archer	8	24,450	22.5*
13	Elston	19	22,933	45.3*
14	Noble	18	22,805	10.9*
15	North	4	21,881	8.8*
16	Division	9	12,973	34.2*
		206	27,713	5.4*

*Decrease.

Standing of each carhouse for the past half year follows:

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

400 Pounds of Dirt

Buses operated by the Cincinnati Street Railway were recently discovered to weigh considerably more than when they had originally been received from the manufacturers. Since vehicle license taxes in Ohio are based on weight, this increase was costing the company real money. Investigation disclosed that one of the reasons for the increased weight was the accumulation of road dirt on the underside of the chassis and body. When this was cleaned off the bus was found to be 400 lb. lighter. Special cleaning equipment was immediately purchased and Cincinnati buses no longer pay taxes on accumulated dirt.—*Transit Journal*.

He Made Hold-ups Unpopular

Conductor J. Robinson, of Cottage Grove, Like Canadian Mountie, Always Got His Man

The early morning sport of sticking up Indiana Avenue conductors between 31st and 51st has lost its popularity largely through the excellent memory and nerve of Conductor J. Robinson, Badge No. 9588 of Cottage Grove. Hold-up artists specialized in pushing a gun in Robinson's ribs and relieving him of his company and personal cash, but if they had kept posted on subsequent events they would have dropped him off their list of "easy marks" and picked another part of town for their game.



Conductor J. Robinson

They would have found that Robinson was robbed at 39th and Indiana at 3:18 on the morning of May 18, 1933, and that on the 20th he identified the robber, signed a complaint against him and saw that he got a sentence of from one to twenty years.

Two negroes took his money on June 4, '33 and he identified them at the morgue where they had been taken after being killed in a police battle.

July 3 of that year another pair cleaned him out at 3 o'clock in the morning but were incautious enough to board his car the next day. Recognition was mutual and they fled with Robinson after them. Police joined in the chase, and after the capture he signed the complaint and carried through the prosecution. They were also identified by other conductor victims and drew sentences of one to twenty years.

He was given a rest until September 24 when again two men collected at the point of a gun. A few days later our Inspection Department which had been active in rounding up pickpockets and hold-up men asked Robinson to look over a group of prisoners at the Pekin Inn station. He picked out his pair who were subsequently identified as robbers by other conductors and the court dished out a one to ten year present to them.

Nearly eight months slipped away without any special excitement on Robinson's night trips, but at half past 2 on the morning of June 6—last month—one man and a gun relieved him of about \$20 and vanished in the darkness at 50th street. When Robinson reported to Assistant Superintendent Hall at the General Office for a settlement attention was called to the previous cases in which the thieves had been punished and he promised to "get" this last chap. It was June 21 before he made good.

On that morning the hold-up man boarded Robinson's car in a group of passengers, paid his fare and went inside. Robinson gave no sign of recognition, but strolling to the front platform told his motorman to "step on it" and not stop until they reached 39th street. Here he dropped off, got to a telephone and called Dispatcher Powers who was on duty at that time, telling him to get a squad car. The call was relayed to Police 1313. In the meantime as they were standing still there were inquiries from a number of passengers including the gunman as to the cause of the delay. Robinson explained that there was some mechanical trouble and they were waiting for a car replacement.

When the squad car from 48th and Wabash pulled up the robber made a dash for the rear of the car throwing away his revolver. An officer attempted to intercept him as he leaped from the platform, but it required a shot from the policeman's gun to stop him. He was taken to the Bridewell Hospital where he died a few hours later.

While they were waiting for the ambulance Robinson's follower, Conductor J. McReynolds Badge No. 3880 overtook him. McReynolds who had been held up June 1 at 49th street identified the wounded man as his assailant, and nine other conductors who had been held up in March, April, May and June recognized the dead man as the wielder of a persuasive gun who had collected their cash.

EMPLOYEES RELIEF FUND

June, 1934

The Surface Lines Employees Relief Committee held four sessions during the month, at which 13 applications were considered. Of this number there were 9 cases approved for weekly relief payments.

Checks totalling \$9,623.00 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$476,241.74 paid to Chicago Surface Lines employees to date.

The Surface Lines Relief Committee in addition to the above disbursements, paid a total of \$120,000 to the Joint Emergency Relief Association during the period from November, 1931, up to and including October, 1933, making the total expenditures for relief to date \$596,241.74.

"Conductor Dearborn, Badge No. 8800"

June 27 the Transportation Department received a telephone call from Mr. George O. Jahn of No. 1844 W. Lake Street. It seems that a friend of his had left a pair of hip boots on a westbound Lake Street car but as the car pulled away he thought of his boots and boarded the following car and asked the conductor what he should do. The conductor gave him a card with the telephone number Dearborn 8800. Mr. Jahn insisted that the conductor's badge number of the car upon which he had left his boots was 8800 and that his name was "Dearborn." The hip boots were located in the Lost and Found Department at North Avenue.

A THRILL FOR JOHN RIETZ

"Pinched" by State Traffic Officer and Ridden
Forty Miles with Siren Screeching

John Rietz, bonding foreman of the electrical department, got pinched by a State traffic officer near Peoria the other Sunday.

It happened this way, according to his friends:



John Rietz

John, who is president of the Chatham Lions Club, was going to Peoria on Sunday, June 10, to attend the State convention of Lions Clubs. When the car in which he was riding with some other members of his club reached a point about 40 miles from Peoria, a State traffic policeman ordered the car to stop.

"Where are you men from?" he demanded.

"We're from Chicago," said the still, small voice of the driver of the car.

"I don't care anything about Chicago. What Lions Club are you from?"

"Chatham," came in chorus from the car.

"All right," replied the officer. "Have you got a fellow by the name of John Rietz with you?"

John, not wanting to get anyone else into trouble, spoke up at once. "I am John Rietz," he said.

"Then follow me," the officer instructed the driver. "I've got orders to take in John Rietz."

And with screeching siren the traffic officer led the way into Peoria. John had plenty of time to wonder what his fate would be before arriving at the front door of the Pere Marquette hotel where a reception committee immediately took charge of Mr. Rietz and his party and escorted them to their suite of rooms.

All of which was preliminary to the election of Mr. Rietz by acclamation as a director of District 1A of the State organization.

As president of the Chatham Lions Club, Mr. Rietz has had such a good administration that the club attempted to re-elect him to that office, but he declined stating that he believed that the office should be passed around to some of the other members.

The Chatham Lions Club is one of the largest organizations of its kind in the city and wields a considerable influence in the southern part of Chicago.

The native genius of an American had carried him to big success in business without much aid of education. He was asked to distribute the prizes at a school and made the usual speech of good counsel. "Now, boys," he said, "always remember that education is a great thing. There's nothing like education. Through education we learn that twice two make four, that twice six makes twelve, that seven sevens make . . . and then there's geography."

Around the Car Stations

Conductor Jack Donnelly No. 1 took advantage of a fire sale in his neighborhood and purchased two alarm clocks making a total of four in the Donnelly household. Jack says that each of them has a different tone quality and they are a great help to him, especially now that his run checks before the stars disappear.

Conductor Joe Hannon is in ecstasy these days because the doctor said it was a boy. Congrats, Joe.

Conductor Christ O'Reilly is daddy to another baby boy, making a total of three boys in the O'Reilly family. Wotta-man!

Conductor Howard Taluzek is a proud papa to a baby girl and we are happy to know of his great joy. Best of luck to you and yours, Howard.

A rare sight was witnessed by many pedestrians at 79th and Halsted streets, one of the south side's busiest intersections, on Saturday evening, June 16, when a Clark-Wentworth car, depot bound via Halsted and 79th street, was derailed. Supervisor Michael J. Lyons and Starter Bell were on the scene at the time and quickly went into action. While Bell was telephoning for the Emergency Crew, Lyons hauled the extra heavy tow chain from the Starter's shanty just as a milk truck with a trailer came along. He made a hasty appeal to the truck driver and the chain was applied and presto, the car was back in place and on its way before the Emergency Crew arrived. Result, no delay to Halsted street service, and only a few minutes delay to the 79th street service, which proves that "order is the sister of forethought."

Our congenial clerk J. J. Barnes and his wife celebrated their Silver Wedding Anniversary on Saturday, June 2. This happy occasion was attended by their married daughter, two grandchildren, their son James, conductor at 69th street depot, and twenty-five relatives and friends. Congratulations to you and yours J. J., and we sincerely hope that you will celebrate your Golden Anniversary.

Well, we have to admit that Conductor Jim Gaskin knows how to play the part of the "big-shot" to all the little boys and girls in his neighborhood without any added cost to the Gaskin bank roll. Jim takes them in their turn to the movies on his days off, and he manages to get there for the matinee to save on the admission price, and after the show they buy candy for him with the coins their mothers gave them. Candy, a big show and their idol all for the cost of one admission.

The first game in our soft ball league was played on Bessette Field, Monday evening, June 4, between the Tigers, captained by Jack Grobel and the Sox captained by Tommy Morris. The score was 12 to 2 in favor of the Sox. The batteries were: Grobel, Kobar, Morrero and Crisman for the Tigers, and Englehaupt, Becic and Erickson for the Sox. The outstanding player in the game was Motorman Andy McCann who plays right field



These Are Considered the Best of Eight Teams of the Softball League Posed With Division Superintendent Bessette of 77th Street. Top Row Left to Right: Mischnick, Harrison, Gillooley, Green. Second Row: Knapp, Wilson, Massig, Duncan Secretary, Schmidt, Sommers, McGrail. Front Row: Jasper, Umpire, Division Supt. Bessette, Becic, White, D. J. McNamara, Vice-president Division 241 Mascot, D. J. McNamara, Jr.

for the Sox. He got three hits, two doubles and a single in four trips to the plate, drove in five runs and made a very thrilling catch that had a psychological effect on the outcome of the game. The attendance at the game was very small due to unsettled weather. Motorman F. J. Oberster, the star pitcher in our league last year, was unable to perform for the Tigers in the opening game, because during a practice game he fell and severely hurt his pitching arm, which will necessitate his absence from the game for at least a month.

Conductor John Phelps is in the hospital, and he would be happy to hear from you. Our chief clerk Owen T. Duncan will gladly give you the necessary information.

One of our dapper gentlemen, Motorman Michael J. Egan, was married last month at Our Lady of Sorrows Church. Your many friends, M. J., wish you and your charming bride a happy wedded life.

The oil painting hanging in our trainroom is the artistic work of Conductor Delaskey, and its subject is none other than our tontorial expert Athos Regas, whose shop is located in our club room. The picture portrays a customer (the artist himself) in the barber's chair, and Athos, with brush in his right hand as though he were putting the last strand of the customer's hair in place. The picture is very realistic, and has earned for the artist-conductor many favorable comments.

The following trainmen parted with their dearly beloved ones last month: Conductors F. G. Wilson, his father; W. A. Feykes, his mother; J. M. Eppich, his father; J. A. Hanlon, his brother William, a former conductor of this depot. Motormen J. E. Hanlon, his

mother; M. Reynolds, his sister, and the Waterson brothers, their mother. To these trainmen we express our deep sympathy in their great losses.

John T. Flynn.

Sixty-ninth

Extending our best wishes to Conductor T. J. Cashin and the former Miss Anna Kwietkus who were united on June 20th at the St. George church. The happy couple spent their honeymoon at the World's Fair in Chicago.

Conductor L. F. David is to be commended for his alertness in going to Dorchester Avenue and switching back cars when an auto truck tipped over at 63rd and Stony Island Avenue, June 23, 1934.

Conductor M. L. Stoldt and Motorman J. T. Regan are commended for the businesslike manner in which they returned to 75th street and traded cars after they had come upon a delay at 78th and Racine during the morning rush hour on July 5, 1934. Also Mike Hennessey and his conductor, P. J. Cerney, are deserving of meritorious mention after they had been delayed by the express truck tipped over at 63rd and Loomis streets on July 4th, they switched at Wentworth which was commented upon.

Operator A. J. Kreutz is the proud father of an 8 lb. boy born July 5, 1934. Also Conductor H. J. Eichten is very proud of his daughter, weighing 9 lb., born June 8, 1934, while Conductor E. Erickson is wearing smiles similar to Joe E. Brown over the fact that on July 6th at 10:30 p. m. he became Grandpa when his daughter became the mother of an 8 lb. daughter. Congratulations to all.

W. L. Pence.

Blue Island

We all wish to extend our most sincere sympathy to Captain U. G. Lee and family in the loss of his wife who passed away July 4, 1934.

Our sympathy is also extended to the following and their families in their recent bereavements: G. Andrews, the loss of his mother; T. Piekarski, the loss of his wife, and to H. Winkleman, the loss of his grandson.

The following joined the ranks of matrimony: Walter Frost, Joseph Novak, John Straka and Peter Ivenyak. Congratulations and we wish you and yours the best of luck and success.

Motorman Paul Gunther was presented on June 19th with an 8 lb. baby boy. Congratulations, Paul, and good luck to the little one.

William Edelstein has returned from his vacation spent in Denver, Colorado, and other points of interest and reported a very fine time.

The many friends and relatives of Conductor John Haider, gave a surprise 25 year Silver Wedding Anniversary on John and his wife, a very good time was had by all and we wish you both another 25 years of happiness.

C. P. Starr.

North Avenue

Conductor Wallace J. Batchelor was married to Elsie L. Knutsen June 9. The reception was held at the Graemere Hotel. Honeymoon in Detroit and Canada.

Conductor J. J. Walsh was married June 9.

Conductor J. Maxwell became a bridegroom June 14. Congratulations lads and good luck.

Conductor E. Stuedman and his good wife celebrated their 25th wedding anniversary June 25.



Miss Bertha March, a Graduate of the Bensonville High School, Daughter of Conductor Fred March of North Avenue.

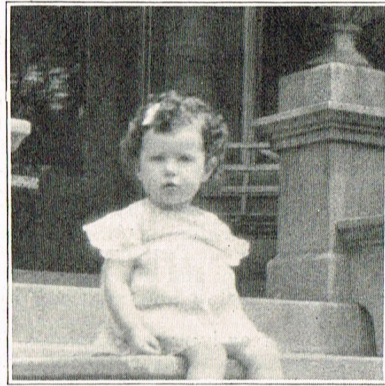
The parents of Conductor J. Edwards celebrated their golden wedding June 23.

Sympathy is expressed to Motorman J. Henen in the loss of his wife in an auto accident in which Joe himself was badly injured. He is still in the hospital but is progressing favorably. Sympathy is also expressed to Receiver Sherman Norman in the sudden death of his mother.

There is a great revival of athletic prowess at this depot, the boys working off their surplus energy on the proving grounds south of

the depot, playing softball baseball. The bus drivers, bus repair, trainmen and clerks having teams. Games are played every evening at 6:30 and Sunday mornings at 10. Get out and watch Clerk Ward slip his famous "Dipsy Dew" past the batter for the third strike. See Receiver Forbes take that Babe Herman cut at the ball, and see Bus Operator Quimette make those astounding belly stops.

C. A. Knautz.



Terry-Ann, the Happy Daughter of Clerk M. Harrington of North Avenue.

Lincoln

Boys, take a look at this: We had four June weddings in our station this year which I think is a very good record. Motorman Carl I. Olson took his marriage vows on June 9th, his beautiful bride, Miss Gertrude Schelling, and Clark Johnson also motorman of this station served as best man. It was a beautiful wedding with five bridesmaids. They were married at Bethany Evangelical Church, Culom and Paulina streets. The reception was held at the Webster Hotel. Motorman C. Sanberg, Motorman R. Matzelle, and Conductor Thornton were the other June grooms. We wish them all success and happiness.

Motorman John Sullivan and wife are certainly happy over their latest arrival, a Johnny, Jr., being born on June 5th, a husky little fellow weighing 9½ lbs. Wonder if he will be a ball player like his daddy. A nice family now, two little girls and a boy.

Conductor J. Solberg and wife are blessing the arrival of a baby girl born June 12. Congratulations to both families.

H. Spethman.

Limits

Conductor P. Howley was presented with twins, a boy and a girl. Mother and babies are doing well. Congratulations.

Conductor W. Lynam No. 2 also reports the arrival of a baby boy.

Conductor Roy Cloud is now convalescing from an appendicitis operation at his home.

Conductors John Kleim and John Gallagher are still confined to their homes by illness. A visit from any of the men will cheer them up.

Conductor E. Lambert and his Motorman E. Miller spent several days in Wisconsin fishing and had a swell catch. They had fish and pictures to prove it.

Al Hill will proceed to shatter par on July 17, when he starts his vacation.

W. Colgan.

Departments and Divisions

Accounting

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

Two brides-to-be—Misses Rose Kleefeld and Margie McIntyre, were pleasantly surprised at a luncheon given in their honor by a number of their friends of the department on Saturday, June 23, in the dining room of the Davis Store. They received beautiful as well as very useful gifts. Miss Kleefeld was presented with an Italian Cut Work Table Cloth and Napkins and Miss McIntyre a Toastmaster and Hospitality Tray. The joy and laughter throughout the party proved that it was an event long to be remembered.

Congratulations and much happiness is our sincere wish for Miss Leola Hitzeman and Mr. Roy Swanson who were married on Saturday, June 23rd, 1934. Miss Hitzeman was guest of honor at a luncheon given Thursday, June 21st, when she received a beautiful lamp and the best wishes from her many friends. The event was doubly celebrated due to the fact that it was Mrs. S. Danielson's birthday.

Miss Marie Simonsen of the pay roll department, returning from her vacation, has made the announcement that she has been married to Mr. George Daniels since November 4, 1933 and the greater part of her vacation was spent entertaining friends in her new home. Our very best wishes are extended for a happy married life.

Returning in time for a few days in good old "Chi" after enjoying a pleasant automobile trip touring Kentucky and stopping at Louisville and Cumberland Falls, Miss Frances Trant was glad to get home and rest up.

T. F. Coan.

Engineering

Oscar Mueller, Clerk in the Western Division of the Track Department, when leaving on his vacation hinted that he expected to take upon himself a wife. Whoever is the lucky girl, we congratulate her.

William Gaw of the Utility Department, heralds the birth of Baby Waunetah Elsie on May 24, 1934. Mother and daughter are getting along famously.

Otto Manthey, General Foreman in the Southern Division of the Track Department, is seriously ill at the Illinois Central Hospital. We are all pulling for Otto and hope for his speedy recovery.

We extend our sympathy to Harvey Hoover and Irving Straubing of the Utility Department in the recent loss of their loved ones.

Transit.

Shops and Equipment

West Shops: Mr. and Mrs. Stanley Kajpust report a very pleasant vacation and belated honeymoon spent at Niagara Falls. They report that despite the dry weather we have had, water is still going over the falls.

Melvin Tepper, our inside mail boy, reports

that he spent a portion of his vacation in and around Woodruff, Wisconsin, in company with five other fellows. On account of trouble which developed with the car in which they drove up there, and because waiting for the necessary repairs would make Melvin and two of his friends late returning to work from their vacations, the three of them hitchhiked back. They report that they hitchhiked back in only one hour longer time than it took them to drive there. That's pretty good hitchhiking, if we know anything about it.

We regret to report the deaths of the following employes of the Carpenter Shop, West Shops:

Joe Barr, who passed away on June 20th.

M. Yonasonis, who passed away on June 22d.

To their bereaved families and friends we express our most heartfelt sympathy.

Yvonne Randall.

South Shops: Vacation Notes—Doc Mohrman, Car Repair Foreman, upon his return from Michigan reports that pump is O. K. again. Joe Hecht, Foreman, Paint Department, is at Shawano Lake, Wis., fishing as usual—fine fishing according to Joe. After an absence of 14 years Jules Grasier, Office, paid a visit to his "Old Home Town" New Orleans, La., but he says the climate in the South is too hot for him. Mrs. M. Stoffle, Office, visited relatives in New Era, Mich., and returned with a prize-winning tan.

Special fishing recipe from C. A. Christensen, Car Repair Department. 2 hooks on 1 line = 22 bass of 2 lbs. each—maybe???

Julius Gerber

Forty-eight years ago a young man by the name of Julius Gerber came to work for the Chicago Surface Lines. Friday morning, June 29, 1934, he passed away at the age of seventy-eight, having been a trustworthy and devoted worker up until two weeks prior to his death. Mr. Gerber, who was one of our oldest and most revered employes had made a host of friends during his association with the Chicago Surface Lines, and it is with deep regret that we announce his demise. To his family and relatives we extend our deepest and most sincere sympathy in their sad bereavement.

Burnside: T. Carson, Asst. Day Foreman, is now enjoying a vacation up in Minnesota. Hurry back but—minus the usual fish stories.

Bill Doering's running out of gas seemingly caused him some embarrassment and tardiness.

77th Street: News of the hour: Why doesn't Frank Walsek go fishing anymore. Frank Rodowicz the pride of Bright Park. World's Fair exhibit of Kenahan & Ditchie at the Hall of Science. Benny Roberts (plus a cane) introduced into society. J. Ditchie lost shoes; new shoes, dog, missing insoles, what next????

Our sincere sympathy is extended to George Chipola upon the death of his beloved daughter.

Archer: We are glad to welcome S. Clark, J. Yeskis, C. Berkebile and L. Hermann to the Archer Bus Dept.

Elsie R. Smith.

Doorkeeper (in public building): "Say, come back. Dogs are not allowed in here, sir."

Visitor: "That's not my dog."

Doorkeeper: "Not your dog! Why, he's following you."

Visitor: "Well, so are you."