

SURFACE SERVICE MAGAZINE

Volume 11

NOVEMBER, 1934

Number 8



*A MORNING SHOT AT 23RD STREET ENTRANCE DURING A
QUIET MOMENT*

A Personal Message

From President Richardson

TO EVERY EMPLOYEE:

A year ago, at the close of the 1933 Century of Progress Exposition, I called upon SURFACE SERVICE to carry to you personally a message of congratulation and thanks. I received so many evidences of the completeness with which the distribution of that message was made that I gladly resort to the same medium this year.

You had done a marvelous job of pioneering for the first season of the World's Fair, and the enthusiasm which marked the activity in all of the departments resulted in service distinguished by courtesy, consideration and care that gave Chicago's Surface Lines transportation a place at the head of the industry.

In serving the hundreds of thousands of visitors in the second season of this world-famous attraction, you were able to improve in many minor but effective ways in contributing to their comfort and sense of security. And your record as to the millions carried and the total absence of serious accidents was splendidly maintained.

There is no doubt in my mind that you established a second world's record for the regularity and sufficiency of service and have more than maintained the reputation of the Surface Lines as an important factor in the supremacy of this city as a most considerate host to strangers within its gates.

Your constant and unselfish devotion to your daily responsibilities was quite as much in evidence in the Exposition season of 1934 as it was in 1933. It was a tremendous task to live up to the reputation you had established a year ago, but what you had to do was so well done as to deserve the highest praise of the management which is herewith extended to you. I am glad also to express my sincere personal appreciation of your accomplishments and the fine spirit with which your activities were maintained.

GUY A. RICHARDSON,

President.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 11

NOVEMBER, 1934

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A Tale of Fair Transportation

Carrying Millions Safely and Speedily Resulted from Careful Planning—Amazing Figures

In future years when members of the present Chicago Surface Lines organization are telling their grandchildren of the glories of the Century of Progress Exposition in 1933 and '34, their tales of transportation to the Fair may not be as spectacular as the stories told by the old-timers of 1893, but they'll be at least as interesting from a transportation standpoint. In 1893 eager Fair visitors rode on the tops of cars, hung out of the windows and stood on the fenders until it was impossible to see the car for passengers. Visitors to the Century of Progress Exposition, on the other hand, rode in comfortable cars right up to the gates and there were so many cars that at no time was there any excessive crowding.

In fact, throughout the Fair, Surface Lines service moved so smoothly and facilities were so ample that the public gave scarcely a thought to the careful planning and effort which made this service possible. Only those engaged in transportation could appreciate fully the task assigned the Surface Lines of assuming, on top of its regular demand for service, the tremendous load of Fair business.

It is estimated that approximately one-fourth of all those who attended the Fair or worked on the grounds used Surface Lines service. During the 1934 Fair, the total number of persons who paid admissions and all others, including employes and those working at the exhibits, amounted to 20,582,000. It is estimated that of this total the Surface Lines carried, inbound and outbound, 10,006,000 passengers. When it is considered that these millions of passengers and the large number of cars operated on lines to the Fair were in addition to the regular service on lines throughout the city, the size of the task is readily understood.

On the big days of the Fair particularly, the Chicago Surface Lines organization showed what it could do. During the convention of the American Legion in Chicago last year, on Children's Day at the Fair this year and on the final day of the Fair on October 31, Surface Lines performance surpassed anything of its kind ever seen before in local transportation. Cars on the double loop at 18th Street and on the loop at 12th Street were loading and unloading literally end to end, pausing only long enough to discharge or take on passengers. Yet on these loops and on the traffic-congested streets the cars moved with clock-like regularity. Every part of the great Surface Lines machine clicked. Preparations had been made long in advance and plans were carried out with an army-like precision.

Service on the last day of the Fair was typical of many of the other large days, but with the added threat of interference with the regular flow of cars because of Hallowe'en pranks in many sections of the city. With the cooperation of the police, plans were made several days in advance both to guard against interference with the service and to provide a continuous flow of traffic to the Fair gates.

People began pouring into the grounds early in the afternoon and by 9 o'clock at night more than 300,000 had passed through the gates. The Surface Lines brought the people to the gates in such numbers that the ticket sellers and



The New Pullman, 4001, Unloads at 18th Street and Is Ready to Go on Its Way.

operators of the turnstiles could not get them through fast enough and they were backed up into the street at 23rd Street and on the loading platforms at 18th Street. As on Children's Day at the opening of the 1934 Fair, Surface Lines service was too efficient for the gate keepers.

The last day's crowd began leaving the grounds between 9 and 10 o'clock at night and from that time until early in the morning there was a constant flow of loaded cars from the entrances. In order to accommodate late Fair visitors regular service was extended on all the main trunk lines until 2 o'clock in the morning or later.

In the construction of the 18th and 12th Street loops at a cost of approximately \$500,000, in the abundance of equipment provided for Fair lines, and in the efficiency and courtesy of employes, the Chicago Surface Lines did its full share toward the success of this greatest of world exhibitions.

Veterans Called Away

*Division Superintendent Irvine and Carhouse Foreman Harry Hale
Get Last Farewell from Associates*

Samuel G. Irvine, division superintendent at 69th Street depot, passed away after a lingering illness Saturday, October 20, 1934.

The services were held at 63rd and Harvard in a chapel amid many beautiful floral pieces, one of which was a design of a street car from the trainmen at 69th Street depot.

The high esteem in which he was held by his men was evidenced by the respect they paid the funeral cortege as it passed the 69th Street depot.

Superintendent Irvine began his career in the street railway industry as a conductor in July, 1892, over 42 years ago. Later he held successively the positions of motorman, starter, night foreman, assistant division superintendent and division superintendent, the position he held at the time of his death.

He certainly will be missed by his many business associates as well as by those who knew him socially.

To Mrs. Irvine and the Misses Irvine we offer our profound sympathy.

It is with deepest sorrow that we record the passing of Harry C. Hale, Day Foreman, Blue Island Carhouse of the Shops & Equipment Department, while on duty on the morning of October 22nd, 1934, due to a heart attack.

Mr. Hale was 72 years of age and had been in the service of the companies since January 7, 1896. He was first employed at the Western and Washington Car barn; in July, 1900, he was appointed Night Foreman at the Armitage and Campbell Carhouse, which position he held

until July, 1909, when he was transferred to the Carhouse at Paulina and Cortland street, and promoted to Day Foreman. In April, 1925, he was transferred to Blue Island Carhouse as Day Foreman, which position he held at the time of his death.



S. G. Irvine



Harry C. Hale.

Harry Hale's passing means the personal loss of a true friend to all who knew him. He was a capable and conscientious employee, and held in high esteem by his associates.

He is survived by Mrs. Hale, a daughter, Mrs. R. J. Ritz, and a son, Dr. C. L. Hale, to whom we offer our condolence.

The funeral services were conducted at Anderson's Chapel, 4325 W. Armitage Avenue, on Thursday afternoon, October 25th, and attended by his friends and fellow employees. Interment at Acacia Park.

T. H. S.



The Men of 69th Paying a Tribute to Their Late Division Superintendent as the Cortege Left the 69th Street Car Station.

Honor to Whom Honor Due

Letters Conveying Expressions of Appreciation for Various Courtesies and Services

A Diplomatic Motorman

The evening of October 31, 1934 (Hallowe'en Night) some vandals had placed an automobile bottom side up on our tracks at Madison and Lincoln Streets which blocked the Madison Street cars. Motorman Thomas McCormack, Badge No. 11473 working extra Run No. 24, observed the obstruction and immediately alighted from his car and as the conductor was about to call the wreck wagon remarked to the bystanders: "Boys, this might be Hallowe'en but blocking the cars when thousands of people are on their way to the Fair is no joke." Whereupon a crowd of young men, presumably the same gang that placed the obstacle there, after hearing the motorman's remark came to the rescue and removed the automobile from the tracks at once and cars proceeded to the Fair. Division Superintendent Fahey commends the motorman for his quick action which undoubtedly prevented a long delay.

One for Motorman James T. Dougherty of Armitage

Chicago Surface Lines: I want to take this opportunity to call to your attention the most courteous and attentive service ever rendered me by any employe of a street railway.

I am a stranger in the city and of course it is with difficulty I get from place to place. I happened on car operated by motorman No. 1665 and asked him for a direction. He very courteously directed me. I was very tired and went to sleep but this motorman stopped his car at my destination, left his post and came back in the car to awaken me so that I would not go past my stop.

If this is not service very much beyond the ordinary then I don't know what service is. As a whole I find your employes know more about the city than any city I have even been in and I have been in a few.

Men of this type are certainly an asset to any organization.

Respectfully,
James W. Jones,
1106 Peermcut Avenue,
Dormont, Pittsburgh, Pa.

Courtesy and Service

Chicago Surface Lines: While visiting the World's Fair in Chicago this summer I had the opportunity to ride on your Surface Lines. Coming home from the Fair one day I had a lot of bundles in my arms. As I was getting off the car the conductor helped me off the car and certainly was very polite and kind. I asked him his name or his number. So he gave me his name. It was Mr. Ray Haslop, conductor number 1030. I certainly got fine service while riding on your surface cars. I remain

Yours truly,
Mrs. Clarence Eitel,
410 Brebrant Avenue,
Norwood, Pa.

Supervisor Bartelheim Makes Good

Chicago Surface Lines: I am writing you to let you know what a fine Supervisor L. Bartelheim is.

We landed in Chicago last Thursday morning for the first time. We didn't know where to get on the street car or where to get off. We finally got to the 18th Street fair gate and found L. Bartelheim. We told him where we wanted to go. He told us what car to take, where to get on and where to get off. He explained everything so we didn't have one bit of trouble.

So we just want to congratulate you on what a fine man you have in your company.

Yours truly,

Mr. and Mrs. M. R. Rursch,
R. R. No. 1,
Clinton, Iowa.

And Here Are Others

Mr. M. C. Walsh, 3110 Jackson Boulevard, wishes to sincerely thank Conductor A. E. Schultz, Badge No. 384 of Kedzie, for his kindness in paying his fare when he boarded his car and found that he had no money with him with the exception of a five dollar bill which this conductor could not change.

Mr. H. Greenbaum, 3343 Warren Boulevard, states that the courtesy of Motorman E. E. Traznik, Badge No. 587 of Archer, is most commendable and the operation of his car so smooth that it was a pleasure to be a passenger with him.

Motorman F. M. Marsh, Badge No. 599 of 69th, assisted a blind woman passenger to alight from his car, escorted her across an intersection and placed her on the car on which she wished to continue her journey. This act of courtesy was observed by Mr. H. Gronberg, 6545 Woodlawn Avenue, and he wishes to commend this motorman for his kindness.

Mr. W. M. Thybony, 356 W. Chicago Avenue, highly compliments Conductor L. L. Anderson, Badge No. 1214 of Lincoln, for the courteous treatment he accorded his passengers and also for calling streets in a clear, distinct manner.

Mrs. A. C. Berry, 4541 Michigan Avenue, praises Motorman John Burke, Badge No. 1567 of Cottage Grove, for the very smooth operation of his car, starting and stopping without jerking and ever on the lookout for intending passengers.

Mrs. J. F. Hennessey, 8623 Ingleside Avenue, warmly commends Operator F. W. Orton, Badge No. 1986 of 77th, for his honesty in service he renders to passengers on his cars, performing all his duties with a smile.

Mr. A. Seitz, 6916 Peoria Street, wishes to commend and thank Conductor R. P. Ellerbeck, Badge No. 1986 of 77th, for his courtesy in turning in his umbrella which he had inadvertently left on the car.

Mr. L. H. Fuchs, 5059 N. Ridgeway Avenue, states that Conductor J. Hastings, Badge No. 2122 of North Avenue, assisted a blind passenger to alight from his car and escorted him safely

across the street, placing him on a safety island where he could get the car on which he wished to travel. Mr. Fuchs wishes to congratulate this conductor for the quality of service he renders to his passengers and commends him for his interest in the welfare of this blind man.

The courtesy of Conductor C. M. Elmer, Badge No. 2408 of Devon, to children and elderly men and women won for him a letter of commendation from Mrs. C. G. Ross, 1401 Winona Street.

Mr. W. H. Clayton, P. O. Box 266, wishes to compliment Conductor G. H. Stephenson, Badge No. 2698 of Kedzie, for the manner in which he performed his duties, calling all street names in a clear voice. The passengers on his car appreciate his endeavor to please.

Mrs. Allen Osherman, 610 E. 62nd Street, very tersely states: "Motorman J. Lambert, Badge No. 3035 of 69th, exceptionally careful—very good."

Miss Sophie Diltz, 2326 Argyle Street, wishes to express her sincere appreciation to Conductor J. Bermingham, Badge No. 3448 of Cottage Grove, for turning in the purse she had inadvertently left while a passenger on his car.

Unusual courtesy on the part of Conductor J. P. Mooney, Badge No. 3574 of Archer, was made the subject of a commendatory letter from Mr. D. H. F. Slyferth, 1540 N. Karlov Avenue.

Mrs. A. Keane, 438 N. Hamlin Avenue, thanks and commends Conductor T. H. Thornton, Badge No. 4170 of North Avenue, who very kindly paid her fare when she boarded his car and found that she had no money with her.

Mr. W. T. Chapman, 12579 Western Avenue, Blue Island, highly commends Conductor S. H. Clough, Badge No. 4750 of 69th, for the assistance rendered to him when he was a passenger on this conductor's car. Inasmuch as Mr. Chapman is physically handicapped this service was more than appreciated.

Mr. J. Shassere, 334 N. Irving Avenue, states that in all his experience he never met a man so much on the job as was Conductor O. B. Strodman, Badge No. 5066 of Armitage, who called every stop, cautioned people to watch out for automobiles when alighting, listened to each request in an attentive manner and gave clear directions how one could reach certain points—in other words a good man in the right place and one whom he wishes to highly commend.

Mr. D. M. Campana, 316 W. Grand Avenue, wishes to thank Conductor O. B. Olsen, Badge No. 5286 of North Avenue, for his kindness in paying his fare when he boarded his car and found that he had not sufficient change with which to do so.

Conductor F. O. Rochlitz, Badge No. 5408 of Lincoln, very kindly assisted an old lady to alight from his car and escorted her safely to the sidewalk. Mr. R. Venn, 3528 McLean Avenue, who was walking along with his wife observed the incident and considered this very kind of this man and they wish to compliment him on his very thoughtful deed.

Conductor A. F. Therkelsen, Badge No. 5520 of North Avenue, is commended by Mrs. S. C. Guffey for the manner in which he called every car stop so that it could be heard by everyone in the car.

Conductor H. E. Smith, Badge No. 5726 of North Avenue, is the recipient of a commendatory letter from Mrs. A. H. Grindy, 2914 Devon Avenue, because of his interest in two small

children on their way to school who were passengers on his car, escorting them safely to the sidewalk and sending them on their way with a smile.

Conductor J. T. Letkey, Badge No. 6186 of 69th, is sincerely thanked by Miss F. Stavrum, 1444 Jarvis Avenue, for his honesty in turning in her purse to the Lost and Found Department.

The quick action of Conductor E. E. Moberg, Badge No. 6416 of Division, averted what might have been a fatal accident and he is commended on his quick thinking by Mr. J. B. Harris, 8023 Maryland Avenue, who also states that this conductor was courteous to all passengers at all times.

Misses Lillian DeVine, Nellie Radcliff, Grace L. Ells, all wish to commend the courtesy of the drivers of the Diversey Avenue feeder buses and especially Operator W. A. Straubing, Badge No. 6993 of North Avenue.

Miss T. Kupperman, 4644 W. Jackson Boulevard, thanks Conductor F. Nemecek, Badge No. 7104 of Kedzie, who very courteously paid her fare when she boarded his car and found that she had no money.

An unusual act of courtesy on the part of Conductor A. R. Knutsen, Badge No. 7450 of North Avenue, in behalf of Mrs. J. Thomas, 831 N. Trumbull Avenue, won for him a letter of commendation from that lady.

Conductor J. L. LaFontaine, Badge No. 7466 of Cottage Grove, is complimented by Mr. Barrett, wreck wagon driver, for his assistance in clearing a delay at 61st and St. Lawrence.

Mr. J. P. Collins, 2813 Fifth Avenue, telephoned to commend Conductor David Sax, Badge No. 7478 of Kedzie, stating that this conductor is absolutely the best conductor he has ever seen for calling streets, announcing connections for the Fair cars and keeping his passengers informed as to their whereabouts; he is also very courteous and accurate in answering questions and giving information.

An envelope with seven cents enclosed and with Conductor E. H. Benson, Badge No. 7530 of "Limits" noted on it was received at the downtown office and was apparently to reimburse him for the payment of some passenger's fare.

Mr. A. M. Marshall, Room 2900, 1 La Salle Street, commends Conductor F. T. Maloney, Badge No. 7664 of Lawndale, for the courteous manner in which he treated all passengers on his car.

Mrs. A. Gundberg, 11248 Stephenson Avenue, wishes to express her thanks to Conductor R. A. Victor, Badge No. 8426 of Burnside, for the prompt return of her purse which she had left on his car.

Miss E. V. Farwell, 6848 Constance Avenue, compliments Conductor A. F. Vlasaty, Badge No. 8572 of Archer, for courteous service rendered to her when she was a passenger on his car.

Miss L. Kirkham, 7423 Rogers Avenue, wishes to express her appreciation to Motorman James Fahey, Badge No. 9563 of Devon, who very kindly assisted her with her baggage when she was a passenger on his car.

Mr. T. F. Coan of the Financial Department highly commends Conductor Roy Patrick, Badge No. 9796 of Devon, for his courtesy to an elderly blind woman passenger on a rainy morning, assisting her to alight and escorting her to the sidewalk.

(Continued on Page 15)

Appreciative School Principals

Continue to Express Their Thanks for Special Service to the Century of Progress

In the last issue of "Surface Service Magazine," excerpts from several letters from school principals commending the service rendered by the Chicago Surface Lines in carrying pupils to and from the Century of Progress were quoted. Letters have continued to come in and more than 30 principals have written highly commending the service and the courtesy of employees.

The following are brief expressions from some of these principals:

Margaret Urquhart, principal, Kelvyn Park and Foreman Schools—"I wish to thank you for the very courteous and careful consideration given to the welfare of the students and teachers of the Kelvyn Park and Foreman Elementary Schools when they traveled to the Century of Progress via the Chicago Surface Lines recently."

Anna R. Jordan, principal, Drummond School—"The teachers, especially, appreciate the kindness and help in accommodating our children in the street cars on leaving the tour. In the case of a few lost pupils the conductors gave very valuable help, for which we are most grateful."

Helen B. Main, principal, Jenner School—"Please accept my thanks and appreciation that everything that was promised was fulfilled."

Mary Ryan, principal, Pickard School—"Thank you so very much for having the cars ready for our children to attend the Century of Progress last Friday. The children and teachers were shown every consideration by your employees."

William E. McBride, teacher, Steinmetz High School—"Permit me to express my extreme pleasure at the most efficient manner in which your people handled our students (2,550) on our trip to the fair yesterday. Due to the necessity for a transfer from trolley bus to street car and the fact that our school is a new one not completely organized, we had anticipated some difficulty for this trip. I am pleased to say that everything went as planned and without a single hitch to mar the occasion."

Isabel D. Annan, principal, Foster School—"We were sending to the Fair a group of underprivileged children, who had not yet seen it, and on very short notice Mr. Madsen procured a car for us and delivered the children to the 31st Street entrance without transfer."

Frank A. Fucik, principal, Pope School—"Permit me to take this means of expressing to you the appreciation of the teachers of this school and the 275 children who were taken to the Fair grounds, twice over your lines. The teachers tell me of the very fine manner in which your men took care of these children on the way to the Fair."

C. L. MacCallum, principal, Carpenter School—"The kindness, consideration and patience of your employees on the street cars were especially to be noted, and I desire to take this opportunity to commend them for the way in which they treated our children. We, as teachers, know that great groups of children are often trying and it is not always that we experience such patience from the outside public."

Grace E. Treleven, teacher, Nixon School—"I'm writing in behalf of myself and thirteen other teachers to acknowledge the courtesy extended to us on Oct. 10th. That was our day at the Fair and Mr. Weege had cars waiting for over 500 children. We arrived at the Fair in comfort and with great ease."

Mary E. Tobin, principal, Cregier School—"On our trip to the Fair on October 26, a mistake occurred in regard to the funds that were used. This matter was not allowed to interfere with the children's pleasure. Mr. George Harrington handled the situation very well with no financial loss to anybody."

Other letters of commendation were received from the following: Josephine Clinnin, principal, Pulaski and Langland Schools; Harry Keeler, principal, Lindblom High School; Elvis L. Hicks, principal, Jackson School; Peter B. Ritzma, principal, Farragut High School; Elsie W. Philbin, Orr School; George F. Cassell, principal, Carter H. Harrison Technical High School; F. R. Liddil, principal, Howland Public School; W. V. Strawe, principal, Jungman High School Branch; Paul R. Pierce, principal, William E. Gladstone School.

OBITUARY

Deaths on the System from October 7, 1934, to November 6, 1934

Transportation—Division 1, Cottage Grove: Joseph Josephson, employed April 13, 1918, died October 23, 1934.

Division 3, Seventy-seventh: John Gordon, employed October 12, 1918, died October 28, 1934.

Division 4, Sixty-ninth: Matthew Cleary, employed September 26, 1905, died October 20, 1934. Sherman G. Irvine, employed July 5, 1892, died October 20, 1934.

Division 5, Archer: Thomas F. Newell, employed January 6, 1891, died October 11, 1934.

Division 6, Blue Island-Lawndale: Lewis William Leins, employed September 4, 1923, died October 8, 1934.

Division 7, Kedzie: Peter C. Thompson, employed September 1, 1892, died October 6, 1934.

Division 8, North Avenue: William Scheel, employed November 28, 1902, died October 11, 1934.

Division 11, Lincoln: Henry B. Fisher, employed June 20, 1895, died November 5, 1934.

Shops and Equipment—Division 3, Seventy-seventh: John Lee, employed June 1, 1886, died October 10, 1934.

Division 6, Blue Island-Lawndale: Henry Charles Hale, employed June 6, 1896, died October 22, 1934.

Division 10, Elston-Noble: Albert Wojnicki, employed May 12, 1926, died October 18, 1934.

West Shops: Edward S. Peterson, employed July 9, 1892, died October 7, 1934. John R. Vaillancourt, employed February 3, 1921, died October 19, 1934.

Track—James V. Galover, employed July 6, 1903, died October 20, 1934. Anton Matic, employed June 16, 1927, died October 17, 1934. Martin F. McCarthy, employed March 7, 1907, died October 23, 1934.

SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 11 November, 1934 No. 8

John E. Wilkie - - - - - Editor

C. L. Altemus - - - Assistant Editor

REPUTATION MAINTAINED

A review of the second and final year of the great Century of Progress Exposition confirms the theory that convenient and inexpensive transportation was an important factor in encouraging repeated visits to the grounds, thus contributing to the success of this world famous enterprise.

Carrying the millions to the Fair of 1933 might be said to have served as a training school for the groups in all Surface Lines Departments, and full advantage was taken of the opportunity afforded by the winter recess to plan for routing and service that would meet the most exacting demands for the final year.

The confidence with which every man faced his 1934 responsibilities was a source of great satisfaction to the management. Emergencies encountered daily were met and readily solved in the interest of the public.

The completeness with which the various departments fitted their special features to the production of a smoothly operating transportation system brought the highest praise from visiting notables in the industry.

Any highly successful organization is built up of efficient individual units, and

it is a matter of pride to all of us that the men in every branch of the Surface Lines have given the best that is in them to provide service for the millions who depend on us for safe and comfortable transportation.

Some of the facts in connection with these accomplishments of 1934 have been brought together in an interesting article appearing elsewhere in this issue of SURFACE SERVICE and form a remarkable tribute to Surface Lines personnel.

THE AMERICAN LEGION

Surface Lines Post No. 146 Has Special Program for Nov. 20

On Tuesday evening November 20th, 1934, the Surface Lines Post will honor our Past Commander Jos. V. Eckmann for his services in the past year.

Our Chairman, M. M. Budo, will arrange a program and he promises a supply of turkeys on hand for this event. Refreshments will also be served.

The following appointments were made by our new commander Jos. S. Zaraf: Adjutant, Carl M. Neisner; Service Officer, T. E. McCarthy; Membership Chairman, M. M. Budo; Rifle Chairman, John F. MacFarlane; Grave Registration, Jos. P. Staska; Historian, B. N. Linstrom; Child Welfare, Austin Hough; Publicity, Jos. V. Eckmann.

The Post Service Officer is issuing this warning to all members and ex-service men who may be eligible for the adjusted compensation certificate, or dependents who may be eligible to apply for these benefits, that the final date on which applications may be made is January 2nd, 1935. This applies to living veterans who have not yet made applications and to widows and children and dependent mothers and fathers of veterans who died without making application in their own right. If you, or anyone you know, come under this ruling, please contact service Officer T. E. McCarthy immediately.

The Commander invites all former members and ex-service men as his guests at our Club Rooms, 205 S. Kedzie Avenue, November 20th, 1934, assuring all a good time.

Jos. V. Eckmann.



CARRYING FAIR CROWDS IN 1893 AND 1934

These Two Pictures Show the Contrast Between Transportation Facilities at the Two World's Fairs.

Keeping 'em Rolling

Devon on Top for October—Limits and Lawndale Holding the Next Two Places

Devon is in the lead for October with 67,307 miles per pull-in due to equipment failure. Devon also has the largest per cent increase, rising from fifth place last month, of 88 per cent.

Limits follows with 38,134 miles per pull-in to their credit. Limits keeps second place for two months in succession.

Lawndale dropped from first place to third this month, with an average of 37,828 miles per pull-in due to equipment failure.

All of the sixteen carhouses had an average of over 20,000 miles, and the system mileage is 27,342.

The individual records are as follows:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Devon	20	67,307	88.0
2	Limits	23	38,134	9.5*
3	Lawndale	19	37,828	55.1*
4	Lincoln	17	32,725	46.0
5	Cottage Grove ...	12	31,045	26.4
6	Burnside	15	29,293	24.2*
7	Armitage	17	29,049	20.8
8	Blue Island	22	26,932	8.1*
9	Archer	11	26,783	24.9*
10	Noble	19	25,941	6.3
11	North	7	25,605	18.4
12	77th	6	24,512	33.9*
13	Division	14	21,988	2.5

14	Kedzie	3	20,999	28.0*
15	69th	4	20,934	11.9*
16	Elston	17	20,289	1.3
		226	27,342	5.4*

*Decrease.

Carhouse records for the past six months follow:

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

Teacher: "Who were the three wise men?"
Johnny: "Stop, Look and Listen!"



Devon Pull-In Crew

E. Phillips, E. Anderson, L. A. Sandberg, T. Hildebrant, L. Billsten, G. Holzschuh, H. Reghyn, B. Jonkauskis, A. Enarson, J. Weber, W. Bogus, B. J. Callahan, F. Thomalla, T. Gregor, F. Grazinski, J. Lazenski, H. Szafraniec, E. Mann, C. Kloster, P. Joyce, O. Thoelin, G. Galek, J. P. Peschon, J. Enarson, L. Skimelis, P. Schulz, T. Riordan, P. Simo, W. Misiak, J. Stopa, J. Sklaney, J. Rolling, M. Mulvey, G. Jonason, T. Shadbaras, T. Dabulskis, J. Duffy, C. Baker, H. McQuinn, L. Pulit, S. Prus, W. Kruppa, M. Cplis, F. Ptasinski, S. Rygiel, M. Schultz, B. Martans, J. Janice, L. Hoehn, L. Einfeldt, J. Doyle, G. Peterson, P. Banialis, M. Loftus, P. Piedos, C. Daus, J. Vlaminck, D. F. O'Donnell, J. Stanton, P. Walsh, O. Neely, F. Schmidt, J. Moloney, L. Demieux, N. Raqusea, S. Chabykowski, M. Breen, J. Kuklewicz, C. Kelly, K. Baker, J. Dobrovitch, J. Finnegan, W. Gothan, A. Kraxewski, J. Hasselmeir, J. Flasz, E. Schmit, M. Sadowski, T. Buch, C. Draznek, J. Maloney, J. Piccyonka, J. Aerens, F. Nelson, D. Mautino, J. Grolig, B. Mozaeko, R. Hickey, M. Brown.

PRAISE FOR POLICE

President Richardson Expresses Appreciation for Efficient Co-operation During Fair

Appreciation for the efficient manner in which the Chicago and South Park police co-operated in the movement of traffic to and from the Century of Progress is expressed in letters written to both departments by President Richardson. In his letter to James P. Allman, Commissioner of Police of Chicago, Mr. Richardson says that the exhibition of efficiency by the police throughout the Century of Progress period was most impressive.

"Safeguarding the millions of visitors," Mr. Richardson says, "accompanied by a masterful management of traffic movements, has given to the whole country a picture of police competency of the highest order.

"The closing date of the Fair falling as it did upon Hallowe'en presented one of the most difficult situations that could have confronted a police executive, yet your plans were so carefully made that the rowdysm and vandalism which have conspicuously interfered with the orderly transportation of car riders on similar occasions were minimized to a remarkable degree; and we feel that there should be a special word of commendation for the completeness with which Captain McDowell, in charge of uniformed forces, co-operated with the representatives of our Transportation Department in forestalling and breaking up hoodlum plans for the disruption of Surface Lines schedules."

George T. Donoghue, Superintendent of the Chicago Park Commission, is complimented for "the completeness with which the South Park police cooperated with representatives of our Transportation Department, resulting in the solution of many difficult problems at the entrances to the grounds of the Century of Progress Exposition."

"Not only this," Mr. Richardson's letter continues, "but the manifold traffic complications along the boulevards under your jurisdiction were so satisfactorily solved as to enable the Surface Lines transportation units to move with the maximum of regularity and thus facilitate the comings and goings of the millions of visitors to the Fair.

"We want you to know that executive and administrative ability thus displayed is recognized and appreciated and I wish to extend on behalf of the management of the Surface Lines our congratulations and our thanks to you and your associates for your whole-hearted assistance in contributing so much to the convenience and safety of the resident and visiting public."

ROUNDING UP WITNESSES

First Place to Burnside Again—Average for System Mounts

Burnside again takes the lead in this important and interesting contest by virtue of compiling a score of 4.28 against the figure of 4.07 which Lawndale-Blue Island, last month's leader, registered. Incidentally, that depot now occupies second place with Elston-Noble, holder of fifth place last month, in the third position. Sixty-ninth Street, Kedzie, Lincoln and Devon by dint of hard work registered good scores and therefore bettered their standings in this contest, and due to the good work per-

formed the average for the system this month is 3.58. This is the source of great satisfaction to the Department of Accident Investigation to whom this contest means so much and they appreciate the good work. Keep it up!

Detailed figures are as follows:

	Sept.	Aug.	July	June
1. Burnside	4.28	3.96(2)	3.64(4)	4.36(1)
2. Lawndale-Blue Isl..	4.07	4.22(1)	3.90(2)	4.04(2)
3. Elston-Noble	3.83	3.54(5)	3.31(6)	3.26(8)
4. 69th Street	3.78	3.33(7)	3.72(3)	3.60(4)
5. Kedzie	3.76	3.20(8)	3.19(8)	3.14(9)
6. Cottage Grove	3.72	3.79(3)	4.22(1)	3.46(6)
7. Archer	3.70	3.73(4)	4.32(5)	3.57(5)
8. Lincoln	3.58	2.87(10)	2.86(12)	2.85(12)
9. North Avenue	3.41	3.53(6)	3.06(10)	3.36(7)
10. Devon	3.40	2.74(12)	3.08(9)	2.92(10)
11. 77th Street	3.37	3.14(9)	3.24(7)	3.77(3)
12. Armitage-Div.	3.21	2.84(11)	2.93(11)	2.91(11)

Average for System...3.58 3.37 3.35 3.42

LOST MONEY RETURNED

Trainmen Turn in Money Picked Up in Street and Owner Praises Honesty

When the Western Avenue car manned by Motorman Walter Hahn and Conductor Steven Derenski stopped at 64th Street some days ago, the car crew noticed drivers of automobiles and trucks jumping out of their vehicles and rushing to pick up something in the street. They investigated and found that the excitement was caused by \$10 and \$5 bills blowing along before the wind.

Motorman Hahn and Conductor Derenski joined the treasure hunt and recovered six \$5 bills.

A little later, Motorman John Bonfield of the Archer depot saw a \$10 bill in the street near the same place and picked it up.

The \$40 was turned over to the "lost and found" at the car stations and a little later was delivered to Gust Sylvester, 2511 West 69th Street, who said he had dropped \$150 in loose bills from his pocket in returning home from a grocery store.

He is loud in his praise of the honesty of Chicago Surface Lines trainmen in reporting the money they found.

EMPLOYES RELIEF FUND

October, 1934

The Surface Lines Employees Relief Committee held five sessions during the month, at which 26 applications were considered. Of this number there were 21 cases approved for weekly relief payments, making a total of 248 cases. There was one check issued for emergency case.

Checks totaling \$12,571.92 were distributed. This sum, together with distributions since December, 1930, heretofore reported, make a total of \$521,963.26 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, 1932, making the total expenditures for relief to date—\$641,963.26.

A handful of Sunday School picture cards had been selected as harmless playthings to amuse a three-year-old during the church service.

During a lull, the clear voice of the youngster announced, as she fingered the cards: "High, low, jack and game."

More Accident Comparisons

Figures on Boarding, Alighting and Vehicle Accidents Brought Down to Date—Contest Standings

Cumulative Standings from February 1 to October 31

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

Month of October, 1934

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

By WILLIAM PASCHE

Supervisor of Accident Prevention

The comparison of various types of vehicle and boarding and alighting accidents in last month's SURFACE SERVICE MAGAZINE, proved of so much interest that it has been decided to repeat them this month, bringing them down to date.

These articles have frequently pointed out what causes accidents and how to prevent them. Here are presented the actual figures on the various types of boarding, alighting and vehicle accidents for the period February 1 to September 30, 1934, compared with the same period in 1933.

A further study of this break-down will be helpful in showing the relative prevalence of the different kinds of accidents and indicating where the trainman should be especially alert.

It will be seen, for instance, that by far the greatest number of boarding and alighting accidents occur when the passenger is stepping from the car to the street or from the street to the car. It is here that there is the greatest opportunity for accident prevention. A study of all of the other figures will be equally interesting.

Vehicle Accident Reports

	1934	1933	Increase or Decrease
Right Angle Collisions.....	1,889	1,653	236 I
Vehicle Pulling Away From Curb	1,144	905	239 I
Vehicle Passing in Same Direction	2,404	2,029	375 I
Head-on	706	558	148 I
Vehicle Passing in Opposite Direction Side-swiping Blind Side of Car.....	608	536	72 I
Straight Track	839	759	80 I
Standing Vehicle	530	504	26 I
Vehicle Struck by Car Backing Rear End of Car Struck by Vehicle Following.....	1,155	1,047	108 I
Vehicle Struck by Car Round-ing Curve.....	873	816	57 I
Vehicle Backed Into Standing Car	210	261	51 D
Vehicle Making "U" Turn....	170	148	22 I
Vehicle Making Left Turn....	346	305	41 I

Boarding Accident Reports

	1934	1933	Increase or Decrease
Coming to Car.....	570	272	298 I
Street to Step.....	2,279	1,404	875 I
Step to Platform.....	860	495	365 I
Struck by Auto Coming to Car	86	60	26 I
Struck by Auto While Boarding	24	11	13 I
Caught in Door.....	103	91	12 I

Alighting Accident Reports

	1934	1933	Increase or Decrease
Platform to Step.....	396	355	41 I
Step to Street.....	1,993	1,348	645 I
After Alighting, Before Reaching Curb.....	763	463	300 I
Struck by Auto While Alighting	50	31	19 I
Struck by Auto After Alighting	401	314	87 I
Caught in Door.....	88	99	11 D

The foreman came across Bill smoking his pipe and stalling on the job. "Look here, Bill," he said. "This here's a contract job, an' it oughta be finished by now. Shove that pipe away an' git goin' on yer work, or it's the sack fer you."

"Well," said Bill deliberately, "Rome wasn't built in a day."

"I don't want none of yer back talk," said the foreman. "Besides, I wasn't the foreman on that job, neither."

Fish Dealer: "Fresh, lady? Why, this fish breathed its last just as you came in the door."

Customer (sniffing): "And what a breath it had!"



Mr. and Mrs. Leonard Olson—Mr. Olson is in the Electrical Department and Mrs. Olson who was Miss Keefeld was in the Accounting Division of the Financial Department.

Around the Car Stations

Burnside

Mr. P. J. Conlon and Miss Helen Grace were united in holy matrimony Saturday, October 27, 1934. The Reverend John T. Conlon from the St. Mary Magdalene Church of Los Angeles, California, brother of the groom, traveled all the way to Chicago to officiate at the wedding. Congratulations from the Burnside Depot.

Motorman Fred W. Uphoff has just returned from a trip to California where he visited his relatives. Fred says California is a nice place to visit but Chicago is a better place to live.

A few of our boys are on the sick list. A visit to your fellow employee is a good deed. Those on our sick list are: Clarence Kane, Danny Fox, Tona White, Louie Nelson and Martin Smith. Stop in and spread some sunshine.

Conductor P. Burke, badge No. 7224, and Motorman F. J. Brown, badge No. 12577, of the 77th Street Depot have been given much credit for eliminating a lengthy delay by re-routing cars when their car became disabled at 79th and Brandon Avenue. Employees of this type are a great benefit to the service.

Wm. D. Frank.

Cottage Grove

Several of our trainmen are still on the sick list. A visit to them would help lighten their burden and would be appreciated by them. The clerks will be glad to furnish their addresses. Conductors Thos. Bolan and Fred Hooper have been sick for several months. Conductor E. Simon, we are glad to say, is improving and able to be around. To each of these trainmen we wish a complete and speedy recovery.

We are pleased to see Conductor J. C. Norton, Conductor Hubert and Motorman J. Payne at work again. We trust their cure is permanent.

Conductor Tidd has returned from California where he was called to visit his sick mother. We hope she is better now.

We note Supervisor Randall is around the depot again after spending five months' vacation (maybe) on the lake front at the World's Fair. He says a person doesn't have to leave Chicago to get a coat of tan. He looks as though he had taken a trip to the South Sea Islands. We are glad to see him in the harness again.

Conductor C. Sternberger and his wife and family had a very severe shock recently. Their youngest boy, who was 8 years old, was walking in Oakwood Boulevard with some other children and crossed an alley where a crowd of young hoodlums was fighting. Several shots were fired and one of the stray bullets struck him in the heart and he died instantly. Although the boy was only 8 years old he was very bright and his parents had planned a great future for him. To Conductor and Mrs.

Sternberger and their four daughters the trainmen express their very deep sympathy.

Sympathy is also extended to Motorman E. E. Paice on the death of his father.

J. H. Pickin.

Seventy-seventh

Conductor William Casey is interested in forming a Veterans of Foreign Wars Post, and not an American Legion Post, as previously announced in this column. We are sorry that this error occurred, and regret any inconvenience which it may have caused.

We hope for a speedy recovery for Motorman John Johnson, who underwent an operation recently at the Roseland Community Hospital. A phone call or a visit with him would be greatly appreciated.

Motorman M. J. Sullivan is the proud daddy to a baby boy that arrived at his home last month.

Motorman W. Hackett is doubly proud as he is daddy to twins, a boy and a girl, that arrived at his home recently.

Motorman Bell attributes his good health and robust mien to moonlight swimming in the lagoon in the vicinity of our depot.

Conductors Jack Shaw and Vic Ballinger went hunting up in Michigan a few weeks ago. We can't say which one was the best marksman, but we do know that both of them feasted on pheasants for several days.

To Supervisor Michael Lyons we express our deep sympathy in the loss of his dearly beloved wife who passed away last month after a long illness. The great number that attended the funeral was indicative of the loyalty of his numerous friends.

Conductor John J. Barnes of the 69th street depot and only son of our Clerk J. S. Barnes, was wedded to Miss Consuelo Waitman at St. Peter's Church on Tuesday, October 23. Father Ernest, chaplain at the Bridewell, performed the ceremony.

It will be a long, long time before Conductor Jim Gaskin will be so ambitious as to sweep, rake, stack and set fire to the refuse that gathers during this time of the year, because the last time he was in the mood of beautifying his surroundings some one, presumably a very interested neighbor who thought Jim might get burned, telephoned the fire department to extinguish the blaze while he stood looking on very much aghast.

We condole with the family of the late S. G. Irvine, who at the time of his death was superintendent of the 69th street depot.

To the members of the families of our late trainmen, Motormen M. W. Newman and J. Gordon, we express our deep sympathy in their sorrow.

We express our deep sympathy to Conductor Wm. C. Gernenz in the death of his brother Henry, and to the following motormen: M. Sarther, in the loss of his dearly beloved mother; R. J. Wheeland in the loss of his brother Clare, who passed away in Freeport, Ill., and R. J. Patton in the loss of his sister Mrs. L. Normoyle.

John T. Flinn.

North Avenue

Motorman William Scheel, who entered service Nov. 28, 1902, passed away suddenly October 11, 1934, after thirty-two years of faith-

ful service. Sympathy is expressed to his family in their loss.

Sympathy is also expressed to Conductor J. Shaver and Motorman W. Johnson who lost their mothers.

Miss Terry Ann Harrington, daughter of Clerk M. Harrington, was the winner of a gold medal in the nationwide baby contest conducted by Sears, Roebuck and Co. at the World's Fair.

Those three great generals John De Juren, John McMahon and Harry Herring attended the Fair together one chilly afternoon.

Congratulations to Motorman Harry Lawrence and his good wife on their twentieth wedding anniversary.

One of our boys opined as how the real hero of this magazine is the person who lines up the names under the "Keeping 'Em Rolling" pictures.

Conductor "Red" Corbett to the receiver, "Give me some penny wrappers or I'll have to be embarrassed by being forced to turn them in in the nude."

C. A. Knautz.

Blue Island

We extend our sympathy to the family of Conductor L. Leins who passed away suddenly on October 8th, and to the family of Car House Foreman H. Hale, who passed away suddenly at work on October 22.

We also extend our sympathy to the following and their families in their recent bereavements: S. Dominiak in the loss of his mother, and C. McCarthy in the loss of his wife.

Motorman Michael Grimes is the proud daddy of a 7½ lb. boy born October 5. Congratulations and good luck to the little one.

Conductor A. Brindley was married on September 19th. Congratulations and good luck to you and yours.

C. P. Starr.

Lincoln

Congratulations to Conductor H. J. Burke and his wife upon the arrival, October 10, of a baby girl. The baby was also a birthday gift to Grandpa Burke, father of H. J. Grandpa is a motorman at Devon station.

Also we add our congratulations to Frank Manhart and wife, who were presented with an eight pound baby boy born October 9th.

This little incident was perhaps funny to other people but not to Motorman James Hurley, Run 334, Fullerton: On October 16 at 9:30 P. M. as he was running his car over the bridge he opened his door, the wind got under his cap and blew it off and into the river. He stopped the car and the bridge tender tried to fish the cap from the water, but it went down out of sight, lost forever. Poor Hurley had to buy a new cap and badge. Our sympathy, James. Next time tie a string on your cap.

We have three great fishermen in our station: Motorman W. Rarigimer, Motorman Henry Meyers, and Conductor Eddie Klann, who went fishing on October 15 at Lake Marie. What a success they had we really can't say, but we understand Conductor Eddie Klann caught two fish at one time. Eddie said it was no trick, he could have caught many more but he only had two hooks.

H. Spethman.

Departments and Divisions

Engineering Department

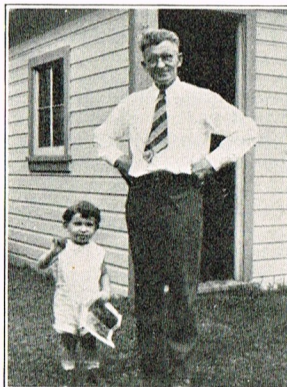
R. Rumatz of the Track Department evidently places some stock in the prediction that we are to have a cold winter as he recently purchased a hot water heater for his Ford. Former winters were too mild for Rudy to require any such luxury while driving.

Since Herb Harner's daughter has taken up ballet dancing, it is not unusual to see Herb balancing himself on his toes.

Vaughn McAllister and family recently made a two day trip to New London, Wisconsin, and bagged two ducks which became entangled on the front of their car.

On Sunday, October 14, Rose Mary McCarthy, daughter of Tom McCarthy, passed away. Our heartfelt sympathy is extended to the bereaved parents.

Transit.



Conductor Nick Kestler of Lincoln and His Youngest Son, Bernard.

Accounting

The employees of the Accounting Department were very sorry to hear of the death of the father of Mr. James Frahm who passed away Monday, October 8th, 1934. We extend our heartfelt sympathy and condolence to Mr. J. Frahm and other members of the family.

Saturday, October 20th, 1934 was a special occasion for Miss Ethyl Swanson for on that day she became Mrs. David Erickson. The ceremony was performed at the Swedish Covenant Church, Iowa St. and Mayfield Ave. For the happy couple we wish many years of happiness.

"See Chicago First" seems to be the slogan of Miss Olga Wagner who reports a good time while visiting various points of interest at home.

Some of the boys in the Timekeeping Department spent their vacations checking up on developments in Florida and Miami which have been discussed at great length since they returned. M. A. Cadwallader says Miami is the garden spot of the earth, C. M. Pacelli did not like it at all, J. Sullivan claims that Miami is a good place to start from if you want to go to Daytona Beach, the real beauty spot of the



TWO OF THIS SEASON'S BRIDES

Mrs. David Erickson, nee Ethyl Swanson, and Mrs. Daniel M. O'Keefe, nee Margie McIntyre, both of the Accounting Department.

south. On the other hand John Allen insists that the prettiest part of Florida is up in Minnesota, when along comes Paul Minogue who settles the discussion—Good old Lincoln Park wins again.

T. F. Coan.

Electrical

Stanley Edquist of the line department, who professed that he was going to stay among the list of bachelors, found himself in a predicament when the news leaked out that he had married. At last Stanley realized that two can live as cheaply as one. Your fellow workers join in a hearty congratulation to you and yours and wish you a pleasant journey through years to come. (Gee! but those cigars were good).

Paul Baumgart of Lill Ave. Sub-Station, James Elliott of 44th and Kedzie Ave. Sub-Station and Wm. White of 48th and Honore Sub Station are on the sick list for this month. We wish them a speedy recovery.

Now that the World's Fair is over we are wondering where Julius Boisacq will spend his evenings and Sundays.

Ed Sheridan of Crawford Sub-Station and his wife have sojourned to the sunny south where they expect to spend a few months. Ed is a booster for Florida. Wishing you both a pleasant journey during your visit to the land of sunshine.

Billy.

Shops and Equipment

West Shops: We are glad to welcome back to our midst John Landek, who has been on the sick list for some time.

Congratulations are in order for Tony Vahanek, Drafting Room, whose wife presented him with husky twin boys on October 24th. We'll have to excuse him if we didn't see any cigars offered to anyone because he has two pairs of baby shoes to buy now.

Mr. Bowes, of the Machine Shop and Ben Phillips, General Carhouse Foreman, had a race

to Florida on their vacation. We always understood that Mr. Bowes was a speed king, but he has lost his title of Capt. Campbell because Ben Phillips beat him by 12 hours. They both report a delightful time in Florida, Mr. Phillips visiting with his daughter in Miami and Mr. Bowes spending his time at Palm Beach.

We regret to report the following deaths in our department for the past month, and we wish to express to the bereaved families and friends our deepest sympathy in their loss:

Ed. Peterson, Carpenter Shop, October 7th.

Albert Wojnicki, Car Cleaner at Noble, on October 18th.

John Vaillancourt, Machine Shop, October 19th.

Harry Hale, Foreman Blue Island Carhouse, October 22nd.

Yvonne Randall.

South Shops: May we take this opportunity to "Wish Everyone a Joyous Thanksgiving—but—Don't Eat Too Much Gobbler."

To John McGuire, Car Wiring Dept., who embarked upon the sea of matrimony October 6, 1934, we extend our heartiest congratulations. The cigars were enjoyed.

Our sincere sympathy is extended to C. Westcott, Motor Repair Dept., upon the death of his cousin, C. Sternberger, 8 years old, son of R. Sternberger, Cottage Grove Depot, who was the innocent victim of a stray bullet Halloween evening.

The theme song of our office, "Three Little Boys in Navy Blue."

Burnside: We all wish J. Smith a speedy recovery and hope to have him back with us soon.

Have you noted the modern coiffures of D. Murphy and W. Filson. These masterpieces were achieved by our "Barber DeLuxe," W. Walker.

77th Street: James Hopkins "Bachelor Supreme" finally succumbed to Cupid's Darts and stepped to the tune of Mendelssohn's, Saturday,

October 27. May we wish the happy couple every joy and happiness that life holds.

To the family and relatives of John Lee, who passed away October 10, 1934, we offer our heartfelt sympathy in their sad bereavement.

Archer: What significance does October 10th hold for Frank Leonhardt?

We extend our sincere sympathy to Anton Setkus and family upon the death of his beloved daughter who passed into the Great Beyond, October 29, 1934.

Elsie R. Smith.

Schedule-Traffic

We are pleased to see W. R. McConochie back to work after his experience with an operation for appendicitis at the Franklin Boulevard Hospital. This is the second case of appendicitis within the department in a short time, E. W. Horning having returned some time ago after recovering from an operation for appendicitis at St. Mary's Hospital.

J. F. Gaskey is the proud father of a fine nine pound baby girl; Dorothy was born October 23rd at Francis Willard Hospital. Congratulations Joe! the candy and cigars were enjoyed by all.

The department was well represented at the World's Fair on Hallowe'en by F. O. Excell and W. H. Burkhart. They both appeared for work on time the next morning. It took two and one-half hours to walk from the Roosevelt Road gate at the fair to the 23rd street gate, and the last Burlington train for Hinsdale waited for all its patrons.

Geo. Weidenfeller.

LETTERS OF APPRECIATION

(Continued from page 6)

Mrs. C. H. Andrews, 7319 Yates Avenue, wishes to thank Conductor E. J. Butler, Badge No. 10312 of Burnside, for his kindness in holding his car long enough to enable her to board it when he noticed her running toward it though almost half a block away.

Conductor F. J. Tichy, Badge No. 10352 of North Avenue, paid the fare of Mrs. Samuel Day, 3734 Palmer Street who boarded his car and found that she had no money with the exception of a ten dollar bill which he could not change. She wishes to thank and commend him for his courtesy and kindness in paying her fare and thus assisted her in reaching her destination quickly without the necessity of looking for a place where she might get change for the bill.

Miss E. Rowden, 65 E. Huron Street, wishes to commend Conductor E. F. Johnson, Badge No. 10590 of 77th, for the courtesy he extended to an old lady who was a passenger on his car.

Mrs. Frank Hogan, 7042 S. Michigan Avenue, states that Conductor J. W. O'Shaughnessy, Badge No. 10800 of 77th, extended courteous service to several people but especially to a blind man, and she wishes to compliment him on his kindness.

Mr. J. H. Stearns, 1630 Carmen Avenue, telephoned to state that Conductor C. B. Pierson, Badge No. 10812 of 77th, was very courteous, called all street stops in a clear voice, showed interest in his work and his passengers and he wishes to compliment him.

Miss Mary Warren, 325 N. Austin Boulevard, wishes to thank Conductor E. J. McCarthy, Badge No. 1114 of Archer, for unusual courtesy rendered to her when she was a passenger on his car.

Mr. J. A. Jacobsen, 431 S. Dearborn Street, praises Conductor T. Burke, Badge No. 11254 of 77th, for calling all street car stops in a clear voice and securing seats for two elderly ladies, performing all his duties with a smile, proving himself an asset to the company.

Mr. J. K. Gilbert, 35 S. Dearborn Street, thanks Motorman H. F. Bardwell, Badge No. 11475 of Burnside, for the return of a lost dental case which was left on his car, and commends him for his honesty.

Mr. J. A. Hoenich, 3307 N. Ashland Avenue, states that Motorman W. Null, Badge No. 11529 of Lincoln deserves a compliment for his courtesy and the calling of streets in a clear distinct voice.

Motorman P. Callaghan, Badge No. 11585 of Kedzie, is thanked and complimented for his courtesy by Mr. Andrew Karinski, 2134 Thomas Street, who states that this motorman received the signal to go and started his car but when he saw him running for the car he stopped and thus enabled him to board. Mr. Karinski states that this motorman also performed the same service for an elderly lady who thanked him profusely.

Mrs. N. L. L. states that Conductor C. S. Williams, Badge No. 12170 of Devon, extended such courteous service to an elderly woman passenger that he attracted the favorable attention of every passenger on his car, and she wishes to thank him for courtesy rendered to herself also.

Supervisor R. Miller commends the following trainmen for their assistance in clearing up traffic when one street car became involved in an accident: Motormen, R. H. Johnson, Badge No. 211; W. J. Trinen, Badge No. 5219; G. O. Thorn, Badge No. 7893; and Conductors G. Becic, Badge No. 10866; J. J. Trafton, Badge No. 11348; J. S. Greenhill, Badge No. 12190, all of 77th Street.

H. B. Roberts, M.D., Highland Park, wishes to thank and commend Conductor H. G. Johnson, Badge No. 12470 of Devon, for the return of his umbrella which he inadvertently left while a passenger on this conductor's car.

The quick action and alertness of Motorman J. S. Kurzer, Badge No. 12901 of Armitage, averted what might have been a fatal accident with an automobile which contained four or five children. Mr. E. P. Heller, 4137 N. Laramie Avenue, observed the incident and wishes to commend this motorman for his lightning quick action in bringing his car to a stop.

Supervisor J. F. Schultz, Division 9, wishes to commend Motorman E. K. Knudson, Badge No. 12987 and Conductor J. Tamillo, Badge No. 7706, both of Armitage, for rerouting their car when their leader was bridged, thereby keeping the street going without delay.

Mr. D. Davidson, 5860 Kenmore Avenue, thanks Conductor F. L. Morris, Badge No. 13026 of 69th, for paying his fare when he boarded his car and found that he had only a ten dollar bill which this conductor could not change.

Mrs. P. Dolbeer, 11024 Indiana Avenue, states that she would like to express her appreciation for courtesy shown her by Motorman A. H. Kauffmann, Badge No. 13207 of Cottage Grove, when a passenger on his car.

Mrs. E. Lafferty wishes to thank and compliment Motorman H. N. Griffith, Badge No. 13231 of Lincoln, for his honesty in turning in her purse which she had left on his car.

Mr. Chester H. Wright, 2243 Lister Avenue, highly praises Conductor J. A. Podraza, Badge No. 13582 of Elston, for the unusual courtesy he extended to every passenger who boarded his car.

Starter Louis Soduski of North Avenue is complimented on the good work he is doing along Central Avenue by Miss May Feehan, 300 N. Pine Avenue, and she also commends the drivers on this line as being most careful and courteous.

Miss Stella Murphy wishes to express her thanks to Conductor J. L. Graham, Badge No. 258 of 69th, for the kindness he had shown her.

Mr. John Fisher, 6018 Wentworth Avenue thanks Conductor C. H. Luebeck for paying his fare when he boarded his car and found he was without funds.

TWO NEW BUSES IN SERVICE

Radically New Design Used in Construction of Irving Park Equipment

Two buses purchased by the Chicago Surface Lines and built on radically new principles were exhibited on Tuesday, October 16, to a group comprising members of the City Council, officers of civic organizations and newspaper representatives. The buses were placed in service the following day on Irving Park Boulevard between Neenah and Pacific Avenues, serving as feeders to the rail lines.

Like the two new streamlined street cars now in service on the system, these buses will be used for demonstration purposes and will serve as a guide to Surface Lines officials in the purchase of new equipment in the future. They were built by the White Company of Cleveland and are considered the last word in city gas bus transportation.

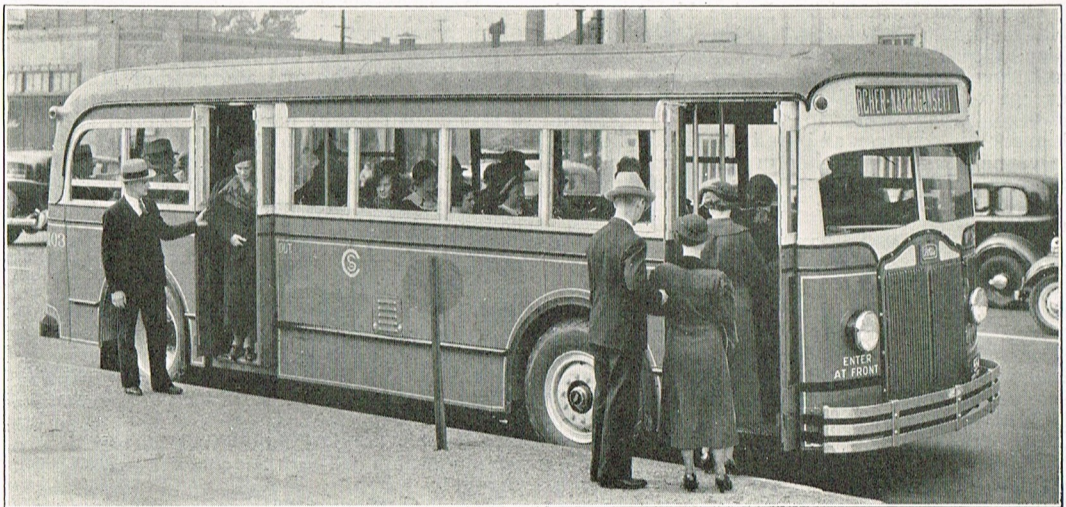
The most interesting feature of the new buses is the power plant. A 12 cylinder "pancake" engine is used, fitting under the floor in such a position that none of the floor space is occupied, thus permitting the use of the entire space in the bus for passengers. Being entirely under the floor and insulated against heat, the engine does not create any discomfort to passengers and no gas fumes can escape into the bus. As it is mounted in the center of the bus, its weight does not result in any side-sway and improves riding quality.

The bus has a flexibility in operation which promotes safety in traffic and improves speed. It is equipped with air brakes of unusual efficiency. The arrangement of the seats and the wide aisles facilitate rapid loading and unloading. Steps are low. Entrance is at the front and exit is at a side door near the rear.

The new buses seat 32 passengers in comfortable, leather upholstered seats. A new system of heating, utilizing the heat from the radiator, keeps the bus comfortable in winter.



An Interior View



ONE OF THE NEW WHITE SURFACE LINES BUSES

These Buses Are of New Design with "Pancake" Motors Mounted Under the Vehicle, Affording Full Floor Space for Passenger Use.