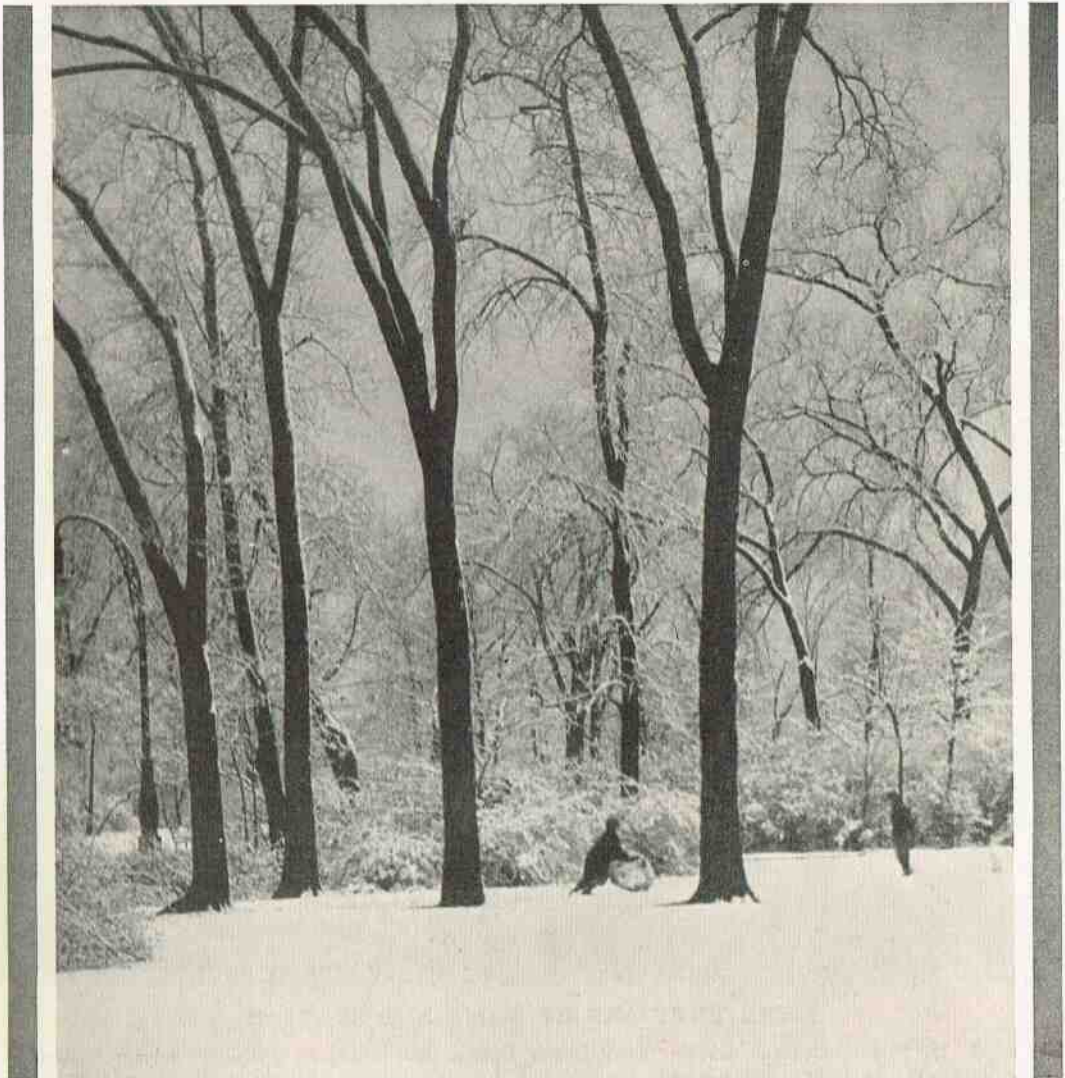


SURFACE SERVICE MAGAZINE

Volume 10

JANUARY, 1934

Number 10



*WHEN NATURE PROVIDES A WINTER PLAYGROUND IN
HUMBOLDT PARK—CAUGHT BY CHOUINARD'S CAMERA*

**SURFACE SERVICE
CORRESPONDENTS**

The Busy People Who Give
Us The News Each Month

HERE THEY ARE BY NAME AND STATION

1—J. H. Pitkin, Cottage Grove; 2—William Frank, Burnside; 3—John T. Flynn, Seventy-seventh; 4—W. L. Pence, Sixty-ninth; 5—Floyd ("Dusty") Frank, Archer; 6—William Hackbarth, Lawndale, 6-A—C. P. Starr, Blue Island; 7—C. Sonders, Kedzie; 8—C. A. Knautz, North Avenue; 11—H. Spethman, Lincoln; 12—W. Colgan, Limits; 12-A—G. E. Land, Devon; 13—Mrs. Yvonne Randall, West Shops; 14—Miss Elsie R. Smith, South Shops; 15—Thomas Coan, Accounting; 16—William ("Billy") Schenck, Electrical; 17—R. E. Buckley, Material and Supplies.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 10

JANUARY, 1934

No. 10

“Coming Into the Stretch”

Burnside Leading at Beginning of Last Month of Accident Prevention Race

Cumulative—February 1 to December 31, 1933

First Place	Division No. 2, Burnside	92.74
Second Place	Division No. 10, Elston-Noble	91.66
Third Place	Division No. 11, Lincoln	91.35
Fourth Place	Division No. 3, Seventy-seventh Street	91.32
Fifth Place	Division No. 4, Sixty-ninth Street	91.12
Sixth Place	Division No. 1, Cottage Grove	90.70
Seventh Place	Division No. 9, Armitage-Division	90.41
Eighth Place	Division No. 5, Archer	90.15
Ninth Place	Division No. 6, Lawndale-Blue Island	90.01
Tenth Place	Division No. 8, North Avenue	89.68
Eleventh Place	Division No. 7, Kedzie	88.82
Twelfth Place	Division No. 12, Limits-Devon	88.18

Month of December, 1933

First Place	Division No. 2, Burnside	93.68
Second Place	Division No. 4, Sixty-ninth Street	92.40
Third Place	Division No. 10, Elston-Noble	92.15
Fourth Place	Division No. 9, Armitage-Division	91.52
Fifth Place	Division No. 6, Lawndale-Blue Island	91.46
Sixth Place	Division No. 11, Lincoln	91.46
Seventh Place	Division No. 3, Seventy-seventh Street	90.33
Eighth Place	Division No. 7, Kedzie	90.16
Ninth Place	Division No. 1, Cottage Grove	89.54
Tenth Place	Division No. 12, Limits-Devon	88.64
Eleventh Place	Division No. 8, North Avenue	87.31
Twelfth Place	Division No. 5, Archer	86.38

By WILLIAM PASCHE Supervisor of Accident Prevention

The 1933 Accident Prevention Contest closes with the completion of the business day of January 31, 1934. When this contest closes it will be the eighth of its kind that has been successfully carried through to the satisfaction of everyone concerned. Much good has resulted from the interest that the various contests have stimulated in accident prevention work and we believe that as the work progresses each year will continue to show very definite improvement over the past years.

Accident Prevention Contests are for the purpose of developing collective or group interest and have a definite place in the general scheme; but individual interest, that is, each trainman being interested in his own particular record is what really develops safety-mindedness which in turn automatically makes men think constantly about ways and means of avoiding or preventing accidents.

Beginning with the year 1927 we have been working on the basis of chargeable accidents only. The accidents which we believe were unavoidable or for which the trainman or operator was not at fault are not counted in the contest. The only accidents which are counted in the contest are those which have been determined to be chargeable. Notations in the individual employe's record are made showing "at fault" or "not at fault" and it is this phase of

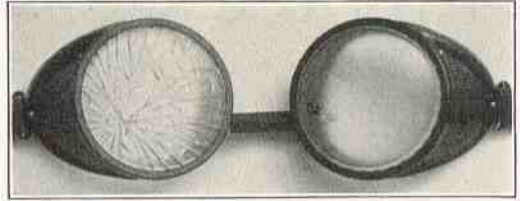
the work which we believe that has accomplished the most good. We believe this to be true because of the number of employes who have availed themselves of the opportunity to keep their records clear of chargeable accidents by coming to our office to review with us any accidents which we have marked as at fault. During each of these years more than 300 trainmen have taken advantage of this opportunity and many have by this method managed to keep their records clear of chargeable accidents. Those who have come to this office have all learned why the accident was marked at fault. They have also in many instances discovered just what makes up a good or bad work record, also the advantages to be gained by keeping out items which should not be there. To say the least they have made it their business to protect themselves in their employment by having erroneous entries corrected.

There is considerable satisfaction for the individual employe in having his name appear on the No Accident Honor Roll. It is also a very good recommendation to have a No Accident Card for one or more years in his pocket. The No Accident Honor Roll is now in the process of compilation and will make its appearance in "Surface Service" in about the April issue. Are you certain that your name will appear? If not be sure to inquire of your Division Superintendent whether or not you have a chargeable accident in your record. If he says you have and you believe that it has not been

correctly classified, you should be interested enough to have the case reviewed a second time. This can be done by coming to our office at any time it is convenient for you during the business day. We are in Room 1479, Continental Illinois Bank Building, 231 S. La Salle Street.

Another Eye Saved

Once again we are more than happy to report another instance in which the wearing of safety goggles saved another workman's eye from serious injury or even possible loss. This time A. Bacci of the Track Department is the fortunate one. A piece of concrete flying up from the blow of a heavy sledge struck and shattered the lens of his goggles, as shown in



the accompanying cut. We congratulate him on his good luck and for his good sense in taking the precaution of protecting his eyes by wearing his goggles and setting an example for those men who persist in taking chances and work under hazardous conditions without protecting themselves.

When Snow Storms Come

Opportunities for the Exercise of Ability and Good Judgment in Maintaining Service

By C. H. EVENSON
Superintendent of Transportation

The strength or weakness of an organization is proved by emergencies. Any ordinary group of workmen should be able to carry on efficiently when things are running smoothly, but only the most effective organization can meet emergencies without showing weakness.

One of the greatest emergencies experienced by employes of the Chicago Surface Lines is a severe snow storm. We have been put to the test frequently under this emergency and have proved our right to be called an efficient, intelligent and loyal group of employes.

Nevertheless, in every snow storm weak spots in the first line of defense are always in evidence and trainmen should endeavor to ascertain the reason for these weak spots and eliminate them, so that we can present a more solid front in the battle to maintain regular service in face of all obstacles.

It may seem strange to discuss snow fighting under the general head of courtesy, but if one stops to consider, he is forced to the conclusion that almost everything in the way of street car service comes under that general heading. Good service itself is courtesy. The maintenance of regular schedules, obviating the necessity of long waits at street intersections on the part of passengers, is courtesy, and in a snow storm there are many opportunities for the exercise of courtesy in its more restricted sense.

The management has invested many hundreds of thousands of dollars in snow fighting equipment and has worked out an elaborate and comprehensive plan for snow fighting which can be put into operation on a moment's notice. There are more than 250 equipment units available at the various car stations for snow removal. Approximately 1,000 trainmen are used in operating this equipment in every snow storm of any severity. This is the first line in the battle to maintain regular service.

The second line is made up of all of the trainmen in regular operation of cars.

Emergency Demands

It is the duty of the first line of defense, with the assistance of the track department, to remove the snow from the tracks. It is the duty of the second line to keep the cars moving in

spite of all difficulties they may encounter. In this they have the assistance of the emergency crews who are always ready to respond to calls for assistance in removing obstructions from the track, in replacing derailed cars and in assisting in case of equipment failures.

The operators of snow removal equipment have had special instruction in this work and they are expected to use good judgment in whatever situation they find themselves and to be careful in avoiding injury to the equipment. They must remember at all times that they are on emergency duty. There must be no stalling at the end of the lines and the equipment must be operated in such a way as to get the most benefit out of it. They must make frequent telephone calls to give information on conditions they find on the lines and to receive additional instructions.

Trainmen in regular operation during snow storms are constantly called upon to exercise good judgment. Conditions are not normal, supervision is not always available and regulations that apply under ordinary conditions may not be applicable to the situations confronting the trainman. He must exercise his own initiative and ingenuity.

Restoring Regularity of Service

When cars become bunched because of traffic delays and there is no supervisor at hand, it may frequently be advisable for the train crew to switch back without waiting for orders.

In case of stalled automobiles or trucks on the tracks the crew should immediately call for help and then undertake to remove the obstruction if possible without waiting for help to arrive.

When parked cars delay service it may frequently be advisable for the train crew to undertake to remove them.

The fender lift should be used whenever the condition of the track warrants it.

Above all, the trainmen operating in snow storms must exercise a high degree of patience in dealing with the public. Frequently passengers who have had to wait for cars are unreasonable and abusive. It does no good for the trainman to lose his temper and quarrel with them. A courteous word of explanation that delays are caused by conditions over which the

company has no control will allay the hostility of any reasonable passenger, and if it does not, at least it will make a good impression on him as far as the train service is concerned.

Intelligence must be exercised also by trainmen in accepting transfers during snow storms. There have been cases where trainmen refused to accept transfers when the passengers had ac-

tually taken the first available car at the point of transfer.

These are only a few suggestions of the numerous occasions for the exercise of intelligence and initiative which prove the efficiency of the employe. A snow storm provides the best possible opportunity for the individual trainman to show the stuff that is in him.

Pleasant Holiday Reading

Letters from Visitors and Chicagoans Who Received Notable Service from Surface Lines Employes

Grateful for Consideration When Ill

Chicago Surface Lines. Gentlemen: While visiting the World's Fair in Chicago last August I became ill on a Broadway car. I tried to leave the car and almost collapsed as I was stepping to the street. The conductor assisted me to a cab and ran into a drug store and brought me a glass of cold water. I was only able to ask the chauffeur to get the number of this conductor's cap. It was only today, Dec. 19, that I came across the number. Will you please tell me where I can address a letter to this kind man, badge number 10096, Broadway car. (Conductor Roy C. Hartigan, Devon.)

Mrs. Helen Walsh,
1156 Maryland Avenue,
Grosse Point Park,
Detroit, Michigan.

Saved a Favorite Hat

Chicago Surface Lines. Gentlemen: No doubt you have had many compliments on your service, possibly some few complaints, as few escape them, but I would like to say that in the few weeks I have enjoyed in Chicago your service stands out as preeminently good.

Always behind such service stands more than the shadow of a man with an ideal. It must be so to have such uniformly courteous service reach your public. Everywhere on your cars I have met courtesy and thoughtfulness.

One instance will suffice. Last night there was a wind and as we got off at Menominee the hat I like most was blown off and ahead. For a moment I thought it was just another investment in stock, but the motorman of car 6152 (Christ B. Petersen, Badge No. 5097, Cottage Grove) saw our distress, stopped his car, retrieved the hat ahead, and was on his way before we hardly had time to thank him.

So, thank you, I have my good hat, and hope everyone got home in time for dinner.

I might add that if all business gave so attentive and thoughtful and pleasant service as your men give, I do not believe the depression would be quite so severe, more goods would be sold. Thank you so much.

Cora F. Harnois,
Care Hotel Lincoln,
1816 North Clark St.

Met an Emergency Capably

Chicago Surface Lines. Gentlemen: Last evening, Dec. 14, my husband and I boarded a Central Avenue bus, bus No. 93, at 7:45 P. M. The driver's number I did not get, but I trust you will be able to determine it from your records. (Operator Walter A. Staubing, Badge No. 6993, North Avenue.)

The purpose of my letter is to comment on his courtesy, caution and his admirable capabil-

ity in which he handles the public as well as the bus.

The streets were a mass of ice and his caution, which I noticed immediately upon entering, left me without a fear. Near Chicago Avenue it was his misfortune to meet with an accident which in no way was his fault or the driver of the other machine. It was just one of those accidents that can't be avoided due to the uncontrollable icy streets.

This driver is to be highly commended upon the way he handled his duties. He was pleasant to the woman claiming to be injured and securing witnesses. He was courteous to the driver of the other vehicle and when a few passengers became excited he just requested that "everybody sit still, as he wanted to handle this case properly and inasmuch as no one was seriously hurt there was nothing to be aroused about."

Most of all I admired the way he resumed his duties, unflinching, not once forgetting to call his street, which is very beneficial to all patrons in an overcrowded bus on a rainy night.

Trusting you will find this driver a very efficient and desirable employe and hoping to find more like him in your service, I can assure you it has been a pleasure to comment on this one particular employe's ability and unflinching pleasing personality. Sincerely,

Mrs. Geo. C. Hagen,
3236 N. Long Avenue.

Thinks Chicago's Transportation Best

Chicago Surface Lines. Gentlemen: After a 2-year residence in New York it is difficult to refrain from comparing the transportation systems in Manhattan and Bronx with those in Chicago. The New York lines have narrow (for 2 people) cane seats with wooden backs in some cars and wood seats and backs in others. Conductors very seldom announce the streets and strangers who ask questions of either conductor or motorman are very liable to get an impudent answer, but of course, there are some who are courteous. The fare is 5c if one stays on the same line, but a transfer fee of 2c is charged on some lines and others an extra 5c. The express subway trains are wonderful for speed but very uncomfortable on hot summer days. Everyone in Chicago knows the advantages of its transportation systems, which may be far from perfection in the minds of some, but everything considered, this city has the best.

Very truly yours,

C. F. Crane,
39 S. La Salle St.

All Around the System

Mr. G. J. Marchbank, 766 E. 69th Place,
compliments Conductor J. L. Fitzgerald, Badge

No. 884 of 77th, on his courtesy in assisting an elderly crippled woman passenger to alight from his car and escorting her safely to the sidewalk.

Motorman A. J. Koehler, Badge No. 1181 of Archer, is highly commended on his honesty in returning a bundle of laundry which had dropped from a delivery wagon onto the car tracks and is thanked by Mr. J. S. Gibbons, President, The "Quality" Wet Wash Laundry Co., 440 W. 38th Street, in behalf of his driver, his company and his customer.

Miss Ruth M. Stormfells, 4340 Greenwood Avenue, wishes to thank and commend Conductor J. E. Brennan, Badge No. 1474 of Cottage Grove, for turning in her purse which she had inadvertently left while a passenger on his car.

Mr. G. J. Willner, 1727 Mango Avenue, writes to express his admiration for the courtesy extended by Conductor J. M. Loftus, Badge No. 1874 of Kedzie, to his passengers and also for the assistance he renders in case of necessity.

Miss J. Marcus, 2322 S. Hoyne Avenue, wishes to thank and commend Conductor J. P. Baro, Badge No. 1924 of Lawndale, for the assistance rendered her crippled mother when she was a passenger on this conductor's car.

The alertness and quick thinking of Motorman H. L. Beauvais, Badge No. 1989 of 77th, averted what might have been a serious accident when a reckless motorist cut him off short. Mrs. Claire Kendrick, 1775 Collum Avenue, witnessed the incident and highly compliments this motorman for his skill and quick action.

Mrs. J. F. Kennedy, 2933 Walnut Street, wishes to commend Conductor F. Geiger, Badge No. 2288 of 77th, for courtesy extended to her while a passenger on his car.

Motorman J. C. Grobel, Badge No. 3473 of 77th, held his car long enough to enable Mr. O. Pravin, 10007 Morgan Street, to board it, even though he had been given the signal to go, and she wishes to thank him for his courtesy.

Miss Anna Cramer, 1855 N. Harding Avenue, wishes to comment on the prompt and efficient manner in which her purse was returned to her by Conductor M. R. Baker, Badge No. 1936 of 69th, when she inadvertently left it on his car.

Conductor C. J. Eckel, Badge No. 3834 of Cottage Grove, is commended by Mr. Joseph Mulree, 20th and Dearborn, for helping out at a fire at 36th and Halsted Streets.

Miss J. Marvin, 2840 Dickens Avenue, states that as she was leaving the car in charge of Conductor J. J. Kessner, Badge No. 3894 of Devon, she dropped her purse and would have stepped off the car not knowing that she had done so, but thanks to this conductor's honesty and alertness in calling her attention to the fact, she retrieved it and wishes to thank and commend him.

Miss E. I. Campbell, Hayes Hotel, 64th and University Ave., wishes to call our attention to the exceeding carefulness which Motorman Henry Hopkins, Badge No. 4239 of 69th shows in the performance of his duties and she believes he is worthy of high commendation.

The unusual services rendered by Motorman J. J. Umbach, Badge No. 4629 of 69th, won for him a commendatory letter from Miss V. C. Francis, Blackstone Hall, 5746 Blackstone Avenue.

The calling of every street car stop and politeness to his passengers won for Conductor

J. A. Pearlstein, Badge No. 4666 of Lincoln, a letter of commendation from Mrs. C. J. Howard, 1921 Larchmont Avenue.

Miss Myrtle Evans, 143 N. Harvey Avenue, Oak Park, wishes to thank and commend Conductor W. E. Cady, Badge No. 4704 of Kedzie, for his kindness in paying her fare when she boarded his car and found that she had left her coin purse at home and was without funds.

Mr. B. M. Elfstrom, 4502 S. Albany Avenue, wishes to compliment Motorman D. Keating, Badge No. 4817 of Kedzie, for his courteous answers to queries and consideration of passengers in boarding and alighting. Mr. Elfstrom also states that he is an asset to the company, promoting good will on the part of our passengers.

Mrs. Lubitsch, 3614 16th Street, praises Conductor W. Sheridan, Badge No. 5824 of Blue Island, for his thoughtfulness in holding his car and waiting for a northbound car in order to pick up a frozen but thankful mob of men and women who desired to ride on his car.

Mr. A. N. Munding, 1814 Ruble Street, wishes to commend and thank Conductor R. Muench, Badge No. 5984 of Burnside, for his honesty in turning in his purse to the Lost & Found Department which he had inadvertently dropped while a passenger on this conductor's car.

Mrs. R. Kincl, 2548 S. Troy Street, states that she has found the most courteous man in the service. He is, according to her, Conductor Frank Valenta, Badge No. 6886 of Blue Island.

Mrs. R. L. North, 411 Fullerton Parkway, states that when the car in charge of Conductor E. J. Howard, Badge No. 7098 of 77th, reached the end of the line, this conductor went into the car and picked up all newspapers that were lying on the floor and put them into a container. She wishes to compliment him on the neat appearance of his car.

Mrs. E. Walling, 10356 S. Wood Street, compliments Conductor J. E. Clark, Badge No. 7156 of Limits, for calling all street car stops in a clear, distinct voice.

Mr. Henry Varak, 1829 S. Harvey Avenue, wishes to thank Conductor F. T. Maloney, Badge No. 7664 of Lawndale, for his kindness in paying his fare when he boarded this conductor's car and explained to him that he had been a victim of pickpockets and had no money with which to pay his fare.

Mr. Arthur C. Page, Jewell Road, Wheaton, writes to state that Conductor J. P. O'Donnell, Badge No. 7890 of Kedzie, is one of the most polite and efficient trainmen that we have in our employ.

Mrs. C. E. Boughner, 9 South Clinton Street, highly compliments Supervisor A. C. Luetlich for his unfailing courtesy and for information given her as to how she might reach her destination without loss of time.

Mr. E. S. Rowlev, 1445 Otto Street, reports that Motorman William H. Connor, Badge No. 8493 of Lincoln, is a very courteous and efficient workman and he wishes to compliment him.

Mr. W. J. Spittal, 7242 S. Union Avenue, wishes to thank and compliment Conductor S. J. Tarrant, Badge No. 8494 of Devon for turning in a purse belonging to his wife which she had inadvertently left while a passenger on his car.

Mr. J. M. Moore, 3560 Congress Street, praises Conductor W. McKee, Badge No. 8694 of Kedzie, for his kindness in assisting a lady

accompanied by several children and carrying a baby to alight from his car and escorting them safely to the sidewalk.

Unusual courtesy on the part of Conductor F. E. Mayes, Badge No. 9498 of Lincoln, won for him a commendatory letter from Mr. E. G. Key, 1315 Addison Street.

Conductor G. P. Ketter, Badge No. 9702 of Armitage, is commended for valuable service rendered when he assisted a crew of car and then accompanied an injured girl to a hospital following an accident where two autos collided, one being thrown against a street car on November 26th while on his way to work.

Mr. F. Kiehl, 700 W. 22nd Street, commends Conductor W. F. Gill, Badge No. 10416 of 77th, for the manner in which he calls every street car stop.

Mrs. F. Primeau, 2724 Rosemont Avenue, thanks Conductor B. D. Miller, Badge No. 10448 of 77th, for turning in her purse to the Lost & Found Dept. which she had lost while a passenger on his car.

Miss D. Ford, 3820 Rokeby Street, reports that Conductor A. Jouron, Badge No. 10512 of Limits, on a very icy morning graciously helped her over thirty feet of sheer ice to his car.

Mrs. E. Gilcrest, 7272 Yates Avenue, highly compliments Conductor Arthur L. Leaverton, Badge No. 10516 of 69th, for his kindness in assisting a blind lady to alight from his car and escorting her safely to the sidewalk.

Miss N. Galvin, 6728 Oglesby Avenue, wishes to thank Conductor J. J. Healy, Badge No. 10588 of 69th, for paying her fare when she boarded his car and found that she had no small change with which to pay her fare. She also wishes to commend him for his thoughtfulness in assisting a blind man to board his car and escorting him inside the car to a seat.

Mr. J. F. Sylva, 3253 Osgood Street, commends F. G. Hendricks, Badge No. 9460 of Devon, for his kindness in assisting a crippled man to alight from his car.

Mr. E. Previs, 3145 W. 63rd Street, commends Motorman W. A. Booth, Badge No. 10639 of Burnside, for his kindness to his passengers, treating them with unflinching courtesy.

Motorman F. W. Kinney, 10855 Prospect Avenue, commends Motorman E. R. Sink, Badge No. 10757 of 77th, for keeping his self-control when involved in an accident with a truck, handling things in a cool manner.

Mr. W. H. Clayton, P. O. Box 266, Chicago, compliments Conductor J. A. Gebel, Badge No. 10938 of Armitage, for his admirable trait of calling street car stops in a clear, distinct voice.

Mrs. C. E. Scannell, 4612 Emerald Avenue, thanks and commends Conductor William A. Wegner, Badge No. 11508 of 77th, for his kindness in assisting her to pick up her bundles which she had dropped while alighting from his car. Inasmuch as it was raining very hard his action was much appreciated.

Mr. G. L. Bancroft, 5021 Warwick Avenue, states that when a passenger on the car in charge of Conductor H. J. Freeman, Badge No. 11620 of North Avenue, he left his suitcase on his car. After he had alighted he thought of it, but unable to chase the car, he waited and accosted every car on its return trip in order to meet this conductor. When he did, this conductor promptly acknowledged finding the case and turned it over to him. Mr. Bancroft wishes to thank him and to commend him on his honesty.

WIND RESISTANCE OF BUSES

London Makes Careful Study of This Important Engineering Problem—Startling Figures

It is well known that air is lighter than water, but the majority of people do not realize that the weight of air is such that when a double-decked omnibus travels one mile, it has to displace nearly twenty tons of air, which means that in the central area of London, omnibuses alone displace millions of tons of air daily.

Streamlining, which is the means of reducing the resistance of the air, consists in so shaping a vehicle that when traveling, it will part the air as smoothly as possible and lay it back again without eddies or turbulence. In this connection it is interesting to observe that nature has shaped both fish and birds in such a way that they can pass through water and air respectively with the least possible expenditure of energy.

Some eighteen months ago, therefore, following preliminary experiments, a tunnel was erected in the London Transport laboratory at Chiswick, for the determination of the air resistance of vehicles, in order that investigation could be made into the means whereby more economic operation could be obtained; it is some 27 ft. long and 2 ft. 9 ins. square. A fan is situated inside one end and when caused to rotate, air is drawn down the tunnel from the far end and is expelled into a box which has been specially designed to break up the air stream. A scale model of the vehicle is suspended on wires from the roof, the model being connected to a specially designed balance by means of which its air resistance can be measured. Models have been made with detachable fronts, rears and roofs, so that by fitting a series of differently shaped parts, it has been possible to ascertain the effect of each change in shape, in terms of the horse-power absorbed.

Experiment has shown that a conventional omnibus requires some eight times more power to overcome air resistance than would one of the same size but perfectly streamlined. It has also been proved that a considerable economy should result from rounding the corners of the body, especially the front, and tests have shown that the latest type vehicles, on which attention has been given to this point, should require 25 per cent less power to overcome air resistance than would be the case if of the older design but of present carrying capacity.

Also, a streamlined vehicle should not cover itself with mud and dust owing to the relatively smooth air flow around it; moreover, its interior will be comparatively silent, since the noise of the wind, which can be detected in vehicles on which no attempt has been made at streamlining, will be minimized.

Mud splashing has recently been given very close attention, both in the wind tunnel and on full-sized vehicles; and, in regard to air currents which are created when windows are opened, it can be shown that more power is required to drive a vehicle along at any given speed with the windows open than when shut.

The air currents on the conductor's platform with variously modified staircases, have also been subject to investigation.—G. E. J. M., in T. O. T., London.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 10 January, 1934 No. 10

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

WINNING FRIENDS

The pages of SURFACE SERVICE which each month reproduce letters from complimentary writers and record scores of incidents which are the subject of expressions of appreciation and thanks make particularly interesting reading for everybody who has an opportunity to see our publication. They disclose a willingness and readiness on the part of Surface Lines patrons to see that credit is given to the men who conscientiously discharge their duties to their car riders. And when one glances through these tributes one cannot help realizing how quickly and easily our passengers respond to common courtesies and acts of consideration.

A helping hand to a mother and her little ones, sympathetic interest in the blind or physically handicapped men and women, questions answered pleasantly and fully, streets called to make passengers certain of their whereabouts, acts of ordinary honesty in promptly turning in forgotten purses and other articles, a friendly smile, evidences of self-respect indicated by neatly kept uniforms—these cause an immediate and favorable reaction on the part of the average man and woman and develop a friendly attitude toward the men in uniform and toward the management whose representatives they are.

The courteous acts themselves are so simple that they may be performed without effort and when the advantages of the results attained are realized there is little wonder that the standard of courtesy is being constantly raised on this system. Those who use the Surface Lines entrust themselves to the care of the trainmen who are operating the cars and the trainman who adds to the comfort or convenience of one of these passengers has the satisfaction of knowing that he has discharged his duties to the credit of

himself and his employers. And that ought to give him a comfortable feeling of pride in the quality of service he is giving.

THE ANONYMOUS "CRITIC"

Our critics who are numerous
Are often quite constructive
They may be mad or humorous
But rarely are destructive.
The writer who's sincere will sign
His name to his effusion
And his address will underline
Avoiding all confusion.
We like such letters—thus we learn
Of faults in operation
Assure the writers in return
Of our appreciation
But some there are whose raw abuse
In language of the gutters
Insults us all without excuse—
Obscenely rants and sputters.
This type's a coward—dare not sign
The billingsgate he sends us.
His purpose shows in every line;
He hopes his screeed offends us.
This sort of "critic" we despise,
We care not for his yowling.
He doubtless thinks he's wondrous wise
While paper he's befouling.
Tho many things he doesn't know,
Which we could gladly show him,
We're lucky he is hidden so—
We'll never have to know him.

J. E. W.

EMPLOYEES RELIEF FUND

December, 1933

The Surface Lines Employees Relief Committee held four sessions during the month, at which 43 applications were considered. Of this number there were 14 emergency cases on which the committee approved immediate relief, and 13 cases were approved for weekly payments.

Checks totalling \$9,746.85 were distributed. This sum, together with distribution since December, 1930, heretofore reported, makes a total of \$412,167.89 paid to the Chicago Surface Lines employes 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 \$532,167.89.



An Old Time "Delay" Transfer Submitted by
A. W. Bishop of 6011 School Street

Surface Lines "Who's Who"

Facts About Men Whose Names Are Well Known Through Years Service

As he tells it, many years have passed since the days when A. R. Chouinard, the company photographer, first became familiar with the offices located at Washington Boulevard and Jefferson Street. While yet a lad, learning his father's trade, he often delivered photographs to the offices of the West Side street car company. His father operated one of the first photographic studios in Chicago.



A. R. Chouinard

Mr. Chouinard tells us that in those days photographs could only be taken on sunny days, with the exposure time lasting from five minutes to a half-hour, and a corresponding time for development.

Along with his commercial photographic experience, Mr. Chouinard also became familiar with the development of motion pictures. In his motion picture studio work he photographed Mary Miles Minter, Warren Kerrigan, Margaret Livingston, and others of that period. He was also associated with Walt Disney of "Mickey Mouse" fame.

Mr. Chouinard came to the Surface Lines in the year 1927, as an assistant in the photographic department. He has been in charge of that department since 1929. Although his department is primarily concerned with photographing accident cases, all phases of the progress of street railway industry are photographed for record and publicity. Mr. Chouinard, in addition to a complete command of the wizardry of his profession, has the inspiration of the true artist. Many of his remarkable camera studies have decorated the pages of this magazine.

Mr. Alonzo H. Williams entered the service of the Chicago Surface Lines August 18, 1930, as foreman of the Printing Department. His varied and long experience in the graphic arts of letterpress and offset printing has enabled him to modernize and greatly increase the efficiency of the Printing Department. Various changes in transfers and other printing created many complex problems, but his introduction of practical methods and systematic revamping of equipment have solved every problem successfully.

Besides the supervision of other printing, there are 4,500,000 transfers manufactured in this department each day. An interesting fact is that 1,306,734,000 transfers were printed during the year 1933. These transfers if placed end to

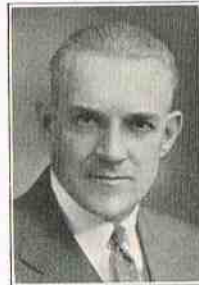
end would make a line 123,743.8 miles long, reaching approximately five times around the world.



Alonzo H. Williams

With a pleasing personality he has acquired many friends in the Surface Lines organization. Since 1931 he has served as South Shops Director of the Surface Lines Club. Mr. Williams is married. He is interested in physical culture and a firm believer in making the most of outdoor life.

Starting as a conductor at the old Clybourn Avenue depot, Edward Zage entered the service July 12, 1909. About two years later this depot was closed, and he was transferred to the Lincoln Avenue depot.



Edward Zage

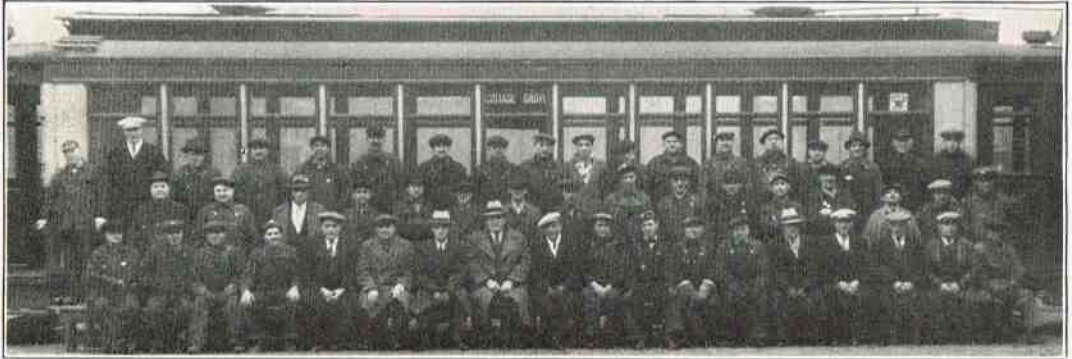
In February, 1915, a new supervisor was needed, and having the necessary qualifications, Mr. Zage was appointed. Then, in 1924, he was chosen to serve as a supervisor of the Central Division, where he received some very valuable schooling.

In January, 1925, he was promoted to Assistant Division Superintendent of the Lincoln Avenue depot. Mr. Zage had an important part helping Lincoln Avenue depot during those years in which it strove for and won the beautiful silver car Accident Prevention Trophy. He represents the Surface Lines on the Public Service Speakers' Bureau.

Paid admissions to the Century of Progress during the 170 days ended November 12 totalled 22,320,456. It is interesting to note that this many riders are carried on cars of the Surface Lines in an average seven-day week.

Keeping 'Em Rolling

*Cottage Grove First, Lawndale Second,
Devon Third*



Cottage Grove Pull-in Crew

J. Gamem, C. Winzenholler, E. Eyer, L. Keane, R. Ferguson, A. Vitkus, M. Shernis, S. Baranoskas, A. Yasas, T. Casey, J. Griffin, J. Gudjonis, P. Jaksiboga, N. Meyers, S. Petrosius, G. Girdzush, E. Timpe, S. Ukso, E. Danhour, M. McGroarty, T. Cronin, M. Kazlauskas, G. Chernak, J. Wozlik, A. Schvagdys, J. Gotautas, F. Simon, M. Kelly, J. Yurgait, C. Pitun, W. Schiller J. Chrabaszc, W. Gorska, J. Drigot, E. Lindgren, W. Johnston, F. Egitis, W. Proudfoot, C. Margetic, P. Barone, J. Bakshis, A. Suma, A. Yuste, S. Londres, J. Banis, A. Patton, G. Klads, S. Pappas, V. Verdis, F. Wenslow, G. Tanis, M. J. Mahoney, L. Babcock, J. Lyons, D. Gleason, M. Jelinski, C. M. Chapell, I. Guntor, K. Zilinskis, P. Fotopoulos, G. Lemka, W. Lamont, J. Howe, N. Newcomb, W. Demas, G. Stacey, J. Shaughnessy, A. Kalantzopoulos, D. Griffin, C. Richerme, G. Brand, J. Russell.

Cottage Grove leads for the last month of the old year with 36,581 miles per pull-in due to equipment failure. Lawndale follows with 33,976 miles per pull-in and has the highest number of zero days for the month.

North Avenue has the highest per cent increase, moving up from bottom position last month to seventh place for December.

The individual records are as follows:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Cottage Grove ..	17	36,581	1.9
2	Lawndale	19	33,976	29.2*
3	Devon	12	25,829	5.3*
4	Burnside	11	25,418	21.7*
5	Armitage	16	23,485	7.0*
6	Kedzie	9	22,047	.6
7	North	5	21,617	46.1
8	Noble	18	21,303	2.0
9	Division	19	20,832	14.0*
10	Archer	6	20,156	25.3*
11	Lincoln	15	20,021	16.3*
12	Limits	17	19,168	40.5*
13	Blue Island	14	18,037	43.2*
14	69th	4	17,915	45.6*
15	Elston	18	15,586	7.4*
16	77th	4	15,486	22.0*
		204	20,862	13.9*

*Decrease.

Standing of each carhouse for the past half year follows:

Carhouse	Dec.	Nov.	Oct.	Sept.	Aug.	July
Cottage Grove ..	1	2	1	2	2	8
Lawndale	2	1	7	4	4	2
Devon	3	7	5	1	7	11

Burnside	4	3	3	7	5	3
Armitage	5	9	8	3	12	15
Kedzie	6	12	13	11	13	14
North	7	16	16	16	16	12
Noble	8	13	4	14	14	5
Division	9	10	15	15	15	16
Archer	10	8	11	8	6	7
Lincoln	11	11	14	9	10	9
Limits	12	5	12	5	1	6
Blue Island	13	6	2	13	3	13
69th	14	4	9	10	9	1
Elston	15	15	10	12	11	4
77th	16	14	6	6	8	10

Boss to Porter: "Sam, I hear you're father of triplets. You should be thankful. God surely smiled on your family."

Porter: "Boss, I is thankful. I'se thankful that He didn't laugh out loud."

A rich man, lying on his death bed, called his chauffeur, and said: "Sykes, I am going on a long journey, rugged and worse than you ever drove me."

"Well, sir," consoled the chauffeur, "there's one consolation—it's all down hill."

A minister, learning to play golf, suddenly remarked: "I must give it up. I must give it up!"

"Give up what?" he was asked. "Golfing?"

"No, the ministry."

The greatest drawback to the girl that's easy on the eyes is that she's usually hard on the pocketbook.

Around the Car Stations

Cottage Grove

Christmas has passed and the New Year has been ushered in, leaving another milestone on the pathway of time behind us. This should be a better year of business, so let us do our part and help make this 1934 a record breaker. We can do our part by real service and courtesy to our passengers.

The officers of the S. & A. Club wish to thank all the members for supporting them in their annual distribution of about 50 well-filled baskets which included a fine turkey and various foodstuffs to our needy trainmen, helping to make some unfortunate family happy. Note the letters of thanks on our bulletin board.

We welcome back to work again Conductor Jeff Cook, who has been on the sick list for some time. His brother, John Cook, we are glad to say, is able to be around but is still unable to work. We wish you a speedy recovery.

We are sorry to record the death of the beloved wife of Richard Bird, who passed away December 23rd and was interred in Holy Sepulchre Cemetery December 27. The trainmen extend their heartfelt sympathy to Conductor Bird and his family in their hour of bereavement.

J. H. Pickin.

Burnside

Our friend, Martin Theis, received his Christmas and New Year's mail. He wishes everybody well but he says Swede Dahlstrom had better keep clear when he is in the train room with his broom.

Conductor Victor Hulthen was seen on the avenue the other day with a pretty girl on his arm. Of course, Vic, we are ready for that old gag "That was my sister."

Motorman C. W. Pozeck and Conductor T. J. Leahy are seriously considering the films. No one has offered them a contract but they think they will go in the pictures any way.

Ex-Conductor John Roza, who resigned about three years ago, is now chief officer on the steamer Eastern Snow. He wishes to be remembered to all the boys and extends a New Year's greeting to all.

We are glad to report that Motorman F. W. Uphoff, who has been sick for the past three months, is on the road to recovery and expects to return to work in the near future.

W. D. Frank.

Seventy-Seventh

When the Accident Prevention Contest closes next month, we want to see Dear Old 77th Street in first place.

From now until its close we should exert ourselves more than ever before to avert possible accidents, because the time is limited and we won't have a possible chance to overcome any set-backs that come automatically when an accident is charged against us. Let each and everyone of us do our utmost to register a win again this year; it will go down in the history of Transportation, because it will be the third consecutive year for us, and what makes it better our car-house is the largest on the system. Let's go 77th St.

Our assistant superintendent Mr. John Becker motored to Biloxi, Miss., where he spent his vacation, and reports that he enjoyed his trip.

The Christmas spirit was very much in evidence at the homes of Motorman Joseph E. Pitrowski and Conductor T. Hough, because dear old Santa Claus ordered the Stork to deliver a baby boy to each of their homes. Congrats, men.

At last men, our friend Conductor Tom Hanley, the Beau Brummel is conquered. Neither you nor I thought that he would be interested in wedlock but seeing is believing. On his day off last week he and his future bride visited every furniture store in Englewood, and you should have seen the expression on his face when he read the price tags on the various articles. Well Tom, the initial cost isn't so much, it is the upkeep and perseverance that counts.

Just imagine, going on a hunting trip for ducks, and rigged out with all the necessary accoutrements, even live decoys, and traveling far away from home arriving before sunrise at the hunting grounds, and waiting until well after sundown, and during all this time not getting a chance to take aim. Such was the experience of our conductors George Payton and Ralph Kauble. . . . The next time they go, probably they will consider using an anti-aircraft gun or something almost its equal, because George says the ducks were flying sky high. Probably George, your live decoys (ducks) have a way of their own to send an S. O. S. to the feather family, so try and do without them the next time, maybe it will help.

Perhaps Santa Claus gave your little boy a toy, or your little girl a doll, but to our friend Supervisor Fred Yost, he gave a book of rules on how to play cards. In the future we expect that he will be qualified to play that old game of 66 with the best of them, and as for our night clerk Art Lipphardt,—well his future games with Fred should be more interesting.

To Motorman J. J. Kelly, we wish to express our sympathy in the loss of his mother-in-law, Mrs. E. Hamer, who passed away on Dec. 6th. John T. Flynn.

Sixty-Ninth

The stork paid a visit to the home of Conductor J. J. Kelly on Friday, December 8th, 1933, and presented them with a 9½-pound son. Congratulations, Mr. and Mrs. Kelly.



Helen Marie Lubeck, 4-Year-Old Daughter of Conductor C. H. Lubeck of 69th, in Her Prize-winning Costume and Dolly She Displayed in the World's Fair Dolly Parade

Operator C. A. Kirk, Badge No. 3845, served meritoriously when arriving at a fire at 12:14 a. m. on December 29th, 1933, at 61st and Cottage Grove. He quickly managed to keep things going until recruits arrived.

Since the last issue Division No. 4 has lost another one of its trainment, namely, Motorman A. Feltman, who passed away December 17th after a very brief illness. We extend sympathy to the bereaved family.

The following genial gentlemen of leisure invite their many friends to call and thus alleviate somewhat the loneliness attendant upon convalescence: A. L. Calvin, J. J. Finnegan, H. F. Funk, K. D. W. Von Mores and T. McGivern.

C. Gillespie thanks the operators on the 59th Street line who were operating on December 22nd, 1933, at 3:18 p. m. for the excellent co-operation rendered in maintaining service which had been interrupted by a collision of two trucks and a Ford at 59th and Racine Avenue, causing a 36-minute delay.

W. L. Pence.

Archer

Our deepest sympathy is extended to Conductor John Koepfle on the death of his wife, who died December 21st and laid at rest on December 24th.

Conductor William A. Whitney, now convalescing at St. Anthony's Hospital after an operation for appendicitis. Here's wishing a speedy recovery.

Conductors J. D. Dougherty, Thos. S. Berry and Bert A. Sheehy were victims hit by autos on the last day of the year. Last report they are all convalescing at home and will soon be back on the job.

Motorman Oscar E. Alvin reports the happy arrival of a baby girl at his home on Thursday, January 4th. Congratulations are extended to him and his good wife.

We very much regret the passing on of Conductor E. J. Pechous, who met with a sudden death on the morning of January 1st. Ed had a pleasing disposition and was well liked by his fellow employes. Buried on Thursday, January 4th, funeral services from St. Cyril and Methodius Church, interment at Resurrection Cemetery.

Conductor C. Nickola found on his car, as he thought, a turkey. It being a perishable article and no call at the office for same, he was allowed to take it home. On arriving at home and opening up his package found it to contain several bricks and the feet of a turkey extending out of the package. Next time, C. N., find a real turkey.

Born to Conductor and Mrs. Clarence E. Merrill, a baby boy on the morning of December 19th. He has been given the name of Eugene C. Merrill. The boys extend their congratulations.

Among the convalescents of the 5th Division are four motormen, I. Kirch, J. J. Naughton, George Falsburt and E. A. Kennelly. All are expected to be back in the harness in the very near future.

Our sympathy is extended to Motorman B. F. Manziowski on the death of his brother and to Motorman C. Callahan on the death of his sister January 2nd.

Conductor William J. O'Leary, after a long illness, died on Thursday, January 5th. "Bill" entered the train service on January 11th, 1906, and had been a faithful worker, was well known and had many friends among his fellow workers. Funeral services on Monday, January 8th,

from St. Brendan's Church. The boys of Archer Depot extend to his wife and family their deepest sympathy.

Dusty.

Blue Island

We wish to extend our sympathy to Conductor E. Wickham in the loss of his mother-in-law and to T. Daniels in the loss of his sister.

Motorman Lawrence Setter slipped away for a brief vacation and took unto himself a life partner on December 27th, 1933. We all wish the bride and groom the very best of luck and happiness.

There are several trainmen on the sick list that would appreciate a visit from some of the boys. Pay them a visit and cheer them up. The clerk will furnish their addresses.

Several inquiries were made to Supervisor Madsen regarding his youthful appearance and spryness that he has finally decided to write a book on "How to Keep Young and Spry." A copy will be furnished to anyone upon request.

C. P. Starr.

Kedzie

Conductor W. E. Boyd is the proud daddy of another son, born December 9th, 1933. This makes two boys and two girls for Bill. Congratulations.

Santa Claus was very good to Conductor Michael Hart, for he left a 7½-pound bouncing baby boy at his home Christmas day. Congratulations Mickey.



Conductor David Sax of Kedzie Frequently Commended for Courtesy

Motorman Walter Peters, the "Ha Ha" boy, decided two could live as cheap as one, so on Monday, December 18th, 1933, took upon himself a life partner. Well, Walter, I thought you would do that some day, and here is wishing you and yours a world of success and happiness.

One of our oldtimers, Conductor P. J. Holloway, seniority dating back to November 10th, 1885, passed away to the great beyond December 16th, 1933. He was well liked by all the boys and his many friends extend their sympathy to the bereaved family.

Motorman Edmond Kirkwood was called upon to part with his dearly beloved wife November 24th, 1933. You have our deepest sympathy.

We extend our sincere sympathy to Conductor H. Grundlehner in the loss of his brother, who died January 1st, 1934.

Our deepest sympathy is also extended to Motorman E. E. Moeller, in the loss of his mother, who died January 1st, 1934.

C. Sonders.

North Avenue

There has been a dearth of baby news at this depot of late months or the lucky fathers have not been announcing their good fortune. Here

is one chap, Motorman Stanley Wesely, who went out and got himself a baby boy by adoption. He felt so good about it that he bought a box of Dutch Masters and passed them out to the boys around the depot, which is a way of making the new deal cover a lot of territory. Good luck to you and your family, Stanley.

Old man stork, doubling for Santa Claus, left a baby at the home of Bus Operator Van Guilder, although this lad is so bashful that he has not as yet let us know whether it is a son or daughter. This baby arrived Christmas day.

Sympathy is extended to Conductor Wm. Egan and family in the passing on of his father, J. J. Egan, November 14th. The old gentleman was a member of Division 241 for nearly thirty years.

Conductor Eddie Hayes, the mild mannered lad who has worked over on Crawford Avenue for the last ten years, was married November 28th to Miss Mary Hickey. Congratulations and the best of luck to this happy couple. Conductor Jerry Hayes, the most ardent Cub fan on the West Side, got out of the hospital minus his appendix just in time to be present at brother Eddie's wedding.

Don't fail to read the bulletin board notices posted in the depot. Read them every day. And you won't be embarrassed as a number of our men were on those new C. & N. W. tickets. It's your business to know the new things in the business.

Don't run the engine of your auto with garage doors closed; as gasoline burning motors manufacture carbon monoxide. Carbon monoxide gas is very powerful and it renders its victim unconscious so rapidly that there is no hope of escape once the fumes have been inhaled.

Looking through the books we find that few of our old timers came on the job during the month of January. However, Motorman John Goorsky was one of the boys whom the elements failed to scare off. He entered service Tuesday, January 3, 1893, and has been selling service so long over on Laramie avenue that the Austinites are thinking of naming the street after him. Motorman J. Jacobson started out Saturday, January 22, 1898, and is still going strong. Motorman P. O. Lynch became a trainman Thursday, January 26, 1899. Motorman Julius Korman, who is usually found doing a good job on North avenue, first pushed a controller handle Tuesday, January 30, 1900. Friday, January 31, 1902, found Conductor Ed Haussen starting out as a rookie. Conductor Oscar Bolton first jerked a bell cord Friday, January 12, 1906. Conductor Dick Ferwerda became a conductor Tuesday, January 15, 1907. For a number of years Dick rode the range for the famous 101 Ranch. Conductor Teofil J. Borucki began as a rookie about 12:30 p. m., Saturday, January 4, 1908. That was leap year and how the years have leaped since, says he. And you should see the rock garden he builds, say we.

We perked up a bit in the matter of getting witnesses but we are still a long way off from our old form. Keep a pack of clean cards in your pocket and an extra pencil or two and get your witnesses before they "get cold." This is part of the motorman's job also.

Then there is the fellow who had the coco colas spilled in his lap at the New Year's eve

party and got riled up because the drinks were on him.

To all we wish a year of happy days.

C. A. Knautz.

Lincoln

Another year and another Christmas tree which put the holiday spirit in Lincoln Station. It was a wonderful tree and was decorated by Motorman C. H. Farrell, Conductor A. E. Hamburg and several others whose names I did not get, but they all devoted their time and made it a great success.

Congratulations to two new fathers in our station, Conductor J. Schwenkler and our assistant clerk, Robert Kent. Conductor Schwenkler was presented with a 9¾-pound baby girl on December 13th, and Assistant Clerk Kent, a baby boy 7½ pounds at the Ravenswood Hospital. Best of luck to the two happy families.

Another one of our boys made his last trip when Conductor Albert Soch died very suddenly and was buried Friday, December 29th from Westphal's Chapel, 3507 Lincoln Avenue to Acacia Cemetery. Our sympathy to the family.

H. Spethman.

Limits

We congratulate Conductors Grisch and Barnett upon the visit of Mr. Stork, also Motorman Tuffy. Mothers and babies are fine and daddies wearing a big smile.

Conductor Northup was injured recently and is now reported on the road to recovery. He would enjoy a visit from any of his friends.

Conductor Neville has been on the sick list for some time and would also like to see some of his friends.

We extend our sympathy to Motorman J. Simon upon the death of his son, who was a motorman at Blue Island Depot.

Our bowling team now has the cup on display that was donated by Mr. Tabor last year and won by the Limits team, consisting of F. Schulte, W. Wilberschied, H. Jouron, R. Mikulicic and O. Brunner. The same team has now taken the lead in the league and from all indications will continue. They are now ready to take on any team in the company. Any team wishing to challenge them communicate with Manager Al Hill.

William Colgan.

Devon

We were very sorry to hear of the death of Starter H. Wilson's father-in-law, who passed away December 27th, 1933. He was laid to rest in Acacia Park Cemetery. We wish to extend our heartfelt sympathy to his family and friends.

Motorman L. Wallace is ill in the Speedway Hospital, and a visit by any of his friends would be appreciated.

Motorman J. Cramer lost his son, who passed away December 17th, 1933. We wish to extend our sympathy to his relatives.

Motorman D. Hager, who is laid up at the Edgewater Hospital with a broken leg, would be well pleased if any of his friends would pay him a visit.

Conductor P. Gallager's son was hurt in an automobile accident and we understand he has a fractured skull. He hope that he will soon recover.

We were sorry to hear of the death of Motorman A. Burke's father-in-law, who passed away

December 23rd, 1933. We wish to extend our sympathy to his family and relatives.

We are very sorry to hear of the death of Alfred Ekeroth, father of Chief Clerk Henry Ekeroth, who was hit by a hit-and-run driver at 35th and Western January 5th. Mr. A. Ekeroth was 60 years of age and resided at 3441 S. Oakley Avenue. We wish to extend our heartfelt sympathy to his family and friends.

G. E. Land.

Departments and Divisions

Accounting

Several divisions of the department held noon hour Christmas parties during the week previous to Christmas. There also was the exchanging of many beautiful gifts. We understand that the exchange desks at the department stores were very busy after Christmas taking care of the various clerks who attended the parties.

Santa Claus visited the Bookkeeping Division Friday noon, December 22nd, 1933, and left Christmas novelties.

Now that we are into 1934 we hope that this year will find our department in the lead with news items when it closes, and the only way this can be accomplished is by those interested in the department column to furnish the correspondent with news items.

Believe it or not there is a Santa Claus. If further proof of that statement is necessary, Miss Rose Kleefeld will furnish it by proudly displaying a very pretty diamond ring she received from Mr. Leonard Olson of the Electrical Department. We wish to offer hearty congratulations and the very best of wishes.

T. F. Coan.

Electrical

Adolph Kootz of the downtown office had all plans made to give his own folks and his home town friends of La Salle, Ill., the surprise of their lives, by arriving by train all dressed up in a Santa Claus outfit, to his surprise all the people took him for a member of the House of David, and he was almost run out of town. Some joke on Adolph.

Ed Johnson is still a firm believer in dear old St. Nick. He was seen shaking hands with Santa Claus, and asked Santa to send him an electric train. Ed, did you get that order filled?

Miss Hogan of the Electrical Department down town has a new version of the old saying, "Christmas comes but once a year and with it comes a box of sweets."

It won't be long before Watson and Bloomberg will be stepping before the footlights. Wait until they get accustomed to the new lighting they now have.

Ben Koehler, one of our armature repair men, has been confined to his home for the past four weeks suffering from an attack of rheumatism. The sympathy of your fellow workers are extended to you, and here's wishing you a speedy recovery.

Our sympathy is extended to Paul Baumgart of Lill Avenue Substation and to Tom O'Shaughnessy of Illinois Street Substation in the passing of their loved ones.

"Billy."

Schedule and Traffic

On Monday evening, January 8th, 1934, at the Downers Grove Masonic Temple, Fred O. Excell was installed as Camp Commander of Ernest Smith Camp No. 118, Spanish War Veterans. Ernest Smith Camp No. 118 is the Downers Grove and Hinsdale camp. Several of Fred's friends from the Schedule Department were present for the ceremonies. Refreshments were served by the Woman's Auxiliary.

Granville Sands is the proud daddy of a fine big boy, the stork having left "Kenneth" at the Ravenswood Hospital for him on December 11th, 1933. Mother and boy are doing fine. Granville reminded us of the happy event with cigars.

At Christmas time some of the employes in the department got together and presented Wm. Devereux a beautiful xylophone; that ought to keep him home evenings.

Geo. Weidenfeller.

South Shops: Another hero of the Depression: Dan Sherrard has gone matrimonial and taken unto himself a beautiful bride. Congratulations, best wishes, good luck, and don't forget the cigars and candy.

Anton Hartman, an old timer and valued employe of the Car Repair Department, has passed on to his great reward. To the immediate family and relatives we extend our sincere sympathy in their deep sorrow.

Frank DeWitt, our Baron Munchausen, has vividly impressed everybody by telling of the marvelous Christmas cards he has received. Well, Baron, Valentine's Day is in the offing and we hear you're guaranteed a choice collection of cartoons on that date.

We were indeed sorry to learn of the demise of the beloved wife of Wm. Raber, and we extend our deepest sympathy to him in his sad loss.

Cottage Grove: A lovely new baby has arrived at the home of Sam Londos. Congratulations and best wishes for baby dear.

Al Suma is well on the way to recovery after a serious operation. Hope to have you back with us soon, Al, so hurry up.

Gabriel Girdjush is at home sick and would welcome a visit from the boys.

Joe Gamon and Jack Keane are deeply interested in the geometrical definition of curves. Hence they are making an intense study of that movie, "I'm No Angel."

Burnside: J. Biton has been laid up sick since December 7th and we all wish him a speedy recovery.

J. Fitzgerald has also been absent from his work for about two weeks, and although Jimmy reported sick—rumors going around, have it that Jimmy has at last found himself a wife. We wonder.

Billy Filson has purchased a 1934 Buick, so no doubt, it is the best car ever made. All Billy ever talks about is his Buick this and his Buick that. We would, however, like to remind him that a Buick, like any woman, is a very expensive item.

B. Rekas claims Santa Claus brought him the same thing he has been getting the past eight years, so we all suppose he means the clay pipe he has been sporting around on the left side of his mouth.

69th Street: The next time Joe Uzandenis goes joy riding on Sunday, it will not be in a Body by Fisher automobile. Joe favors a nice

big steam roller, so he can give Mr. Sunday Driver a little more competition.

Elsie R. Smith.

A handsome Christmas card was received by Operator J. P. Miskell, Badge No. 4156 of Cottage Grove with a box of cigars from the employes of Heller & Co., 39th and Calumet Avenue. Inside the card was this: "Hello! Thinking of you so gratefully at Christmas and wishing you all the season's cheer from the employes of B. Heller & Co., to whom you have given such courteous service every morning."

ROUNDING UP WITNESSES

Burnside Replaces Lawndale-Blue Island As Leader—Kedzie Advances From Ninth to Fifth Place

Burnside permitted Lawndale-Blue Island but a brief taste of glory, just one month, as they regained the lead which was wrested from them by that depot last month. Kedzie showed the others a little more teamwork and continued its advance climbing from ninth to fifth place. Kedzie last month climbed from twelfth to ninth place and deserves high commendation for its very good showing. North Avenue however, took a bad slump and skidded from fifth to last place, a rather unpleasant surprise to our Department of Accident Investigation who are so dependent on the results put forth by each depot in the obtaining of witnesses' names. For the third consecutive month the average for the system is 3.62, a figure that can and must be improved in order to benefit our Department of Accident Investigation and also to better protect your own work records.

Detailed figures are as follows:

	Nov.	Oct.	Sept.	Aug.
1. Burnside	4.70	4.26 (2)	4.51 (1)	4.48 (1)
2. Lawndale-Blue Isl.	4.17	4.56 (1)	4.27 (2)	4.29 (2)
3. 77th Street	3.84	3.56 (7)	3.78 (5)	4.25 (3)
4. Cottage Grove	3.80	3.79 (3)	3.98 (3)	3.92 (4)
5. Kedzie	3.76	3.46 (9)	2.96 (12)	3.26 (11)
6. Archer	3.72	3.60 (6)	3.65 (7)	3.75 (6)
7. Elston-Noble	3.64	3.54 (8)	3.48 (8)	3.81 (5)
8. 69th Street	3.46	3.76 (4)	3.37 (9)	3.34 (10)
9. Armitage-Div.	3.26	3.13 (11)	2.98 (11)	3.04 (12)
10. Devon	3.25	3.19 (10)	3.21 (10)	3.46 (7)
11. Lincoln	3.22	3.06 (12)	3.75 (6)	3.41 (9)
12. North Avenue	3.16	3.70 (5)	3.82 (4)	3.44 (8)
Average for System	3.62	3.62	3.62	3.70

OBITUARY

Deaths on the System from December 7, 1933, to January 6, 1934

Transportation—Division 1, Cottage Grove: Richard Neitzel, employed August 3, 1916, died December 7, 1933.

Division 2, Burnside: William J. O'Leary, employed January 11, 1906, died January 5, 1934.

Division 3, Seventy-seventh: James F. Grady, employed July 12, 1913, died December 31, 1933; Fred A. Lenhart, employed December 14, 1903, died December 9, 1933.

Division 4, Sixty-ninth: Albert Feltman, employed March 2, 1910, died December 17, 1933.

Division 5, Archer: Edward J. Pechous, employed February 3, 1922, died January 1, 1934.

Division 6, Lawndale-Blue Island: Adam A. Stuker, employed June 16, 1905, died December 29, 1933.

Division 7, Kedzie: Philip J. Holloway, employed November 10, 1885, died December 16, 1933.

Division 8, North Avenue: Thomas J. Walsh,

employed November 29, 1909, died January 3, 1934; George P. Wendell, employed February 8, 1924, died January 3, 1934.

Division 10, Elston-Noble: John J. Donlon, employed August 1, 1911, died December 31, 1933; William J. Sturtz, employed January 16, 1895, died January 6, 1934.

Division 11, Lincoln Avenue: Albert Joseph Soch, employed June 14, 1907, died December 26, 1933.

Division 12, Limits-Devon: Clement Hermes, employed September 23, 1903, died December 17, 1933; Albion Edward Swanson, employed December 1, 1901, died January 6, 1934.

Shops and Equipment, Division 7, Kedzie: Thomas J. Murphy, employed June 14, 1922, died January 3, 1934.

Division 8, North Avenue: Herman Meyers, employed December 1, 1923, died December 10, 1933.

Division 10, Elston-Noble: Joseph J. Majowski, employed June 14, 1920, died December 16, 1933.

Utility Department: Patrick J. McCaffery, employed June 3, 1908, died December 22, 1933; John N. Riebling, employed January 27, 1919, died December 25, 1933.



Tuesday evening, February 6th, will be Past Commanders Night and the post will honor Jos. P. Staska for his past service. The committee, headed by H. P. Brady, has arranged a program of entertainment, and refreshments will be served.

Members and former members are invited to our clubrooms at 205 S. Kedzie Avenue for this affair, and all who attend are assured a very good time.

The Surface Lines Post meets every first and third Tuesday of the month at the above address. Applications for membership may be obtained from your depot representative.

Jos. V. Eckmann, Commander,
Fred R. Wenzel, Adjutant.
3723 N. St. Louis Avenue.

SURFACE LINES CLUB ELECTION

Recently all directors of the Surface Lines Club were re-elected for another year except that W. J. Powers was chosen as the new director for the Transportation Department. On January 10 new officers were chosen as follows: President, S. D. Forsythe; First Vice President, J. W. Hewitt; Second Vice President, P. N. Simmons; Secretary, L. C. Dutton; Assistant Secretary, L. Q. Simpson; Treasurer, T. F. Coan; Assistant Treasurer, A. F. Andresen. It is hoped that club activities will be resumed during the coming year.

Since the Surface Lines began operating as a unit in February, 1914, they carried 14,565,160,354 revenue passengers up to the close of 1932. This was the equivalent of 4,133 times the present population of Chicago.

The number of hours operated by passenger cars of the Surface Lines in 1932 was the equivalent of one car operating continuously for 1,393 years.

A Merry Christmas at Lincoln

*The Men at this Station Celebrated as Usual with a Beautifully
Decorated Tree*

