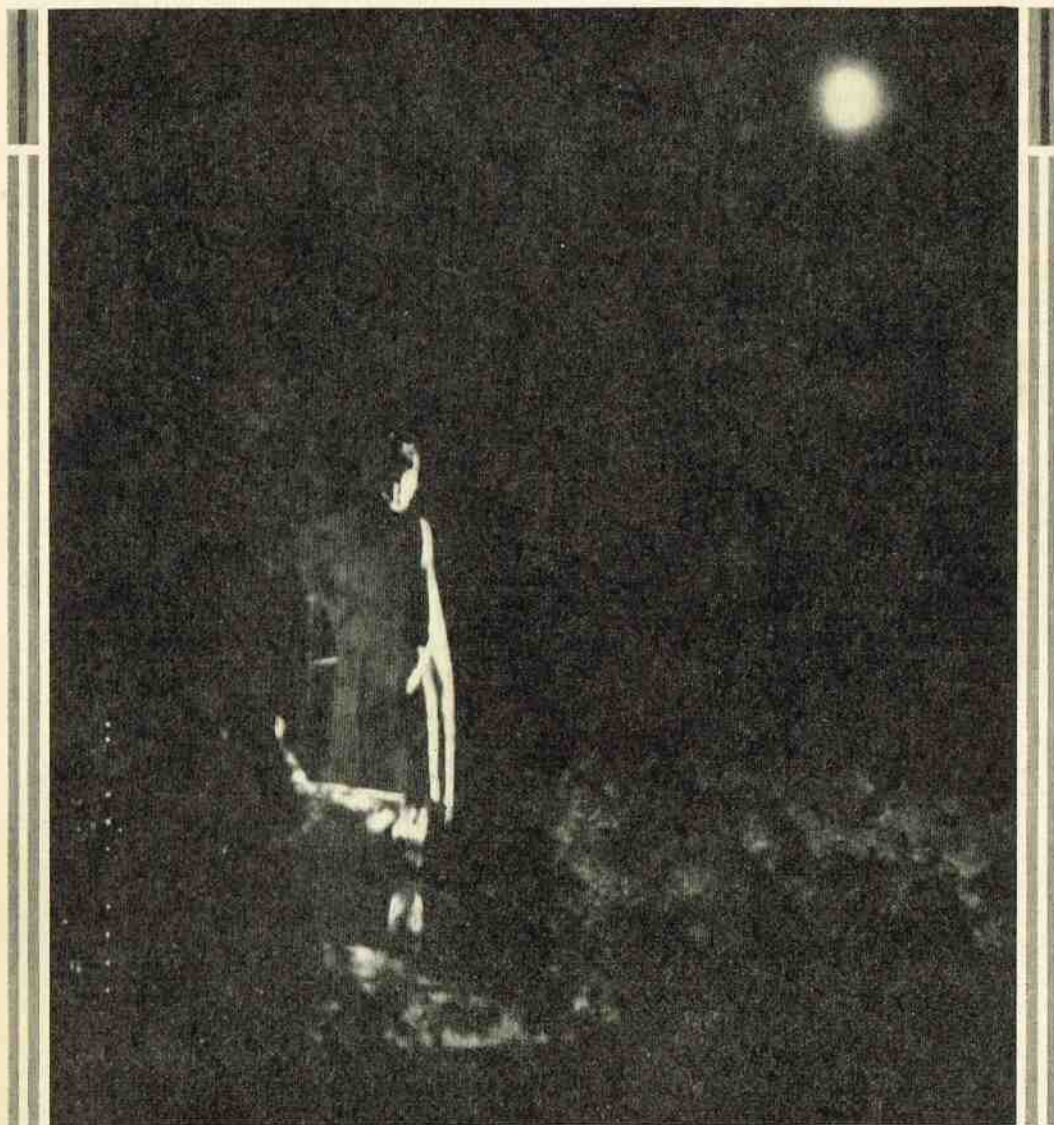


# SURFACE SERVICE MAGAZINE

Volume 10

FEBRUARY, 1934

Number 11



*A NIGHT STUDY OF LINCOLN STATUE IN LINCOLN PARK  
REACHED BY SURFACE LINES*

# Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 10

FEBRUARY, 1934

No. 11

## "Salesmanship"—An Editorial View

The "Daily News" Comments on Surface Lines Service and Trainmen's Opportunities

BY C. H. EVENSON  
Superintendent of Transportation

So much has been said in these columns about courtesy and salesmanship, that employes doubtless think we are overdoing it. They may feel that constant harping on this subject is merely for the purpose of having something to say.

If any feel that way about it, they should read the editorial in the *Chicago Daily News* of January 18. This editorial, written by a layman from his observation of street car service in Chicago, reiterates all that has been said on courteous service and salesmanship in these columns, and then some.

After pointing out the benefits that are promised the people in the new ordinance and commending them, the editor adds that "meanwhile, there are innumerable opportunities, too commonly neglected, for the exercise of salesmanship by employes of the transportation lines."

Continuing the editorial says:

"The care taken habitually by motormen and conductors in guarding the personal safety of passengers entitles them to hearty commendation. Courtesy, neatness and ready helpfulness characterize some conductors, adding much to the pleasure of persons so fortunate as to ride in their cars. By the same token, uncouth manners and surliness in look and speech are displayed by other conductors so frequently that they repel many persons, who, in consequence, reduce their patronage of the car lines as much as they can. There is also the injurious nuisance suffered by passengers of being jerked off their feet when a car starts or stops. Whether that nuisance be due to faulty equipment or lack of care by the motorman, its elimination would be an exercise of good salesmanship.

"A street car is no cushioned limousine, and a worried and weary carman is no perfumed gigolo. However, the best of the carmen are altogether admirable. It is a pity that greater efforts are not made by the management, the officials of the carmen's union and the carmen individually to reduce greatly the spread between the best and the worst. It is certain that the salesmanship of the courteous conductor on a street car or an elevated train makes him far more valuable to the transportation line which he serves than is the gruff, discourteous and sour-visaged discourager of passenger traffic who wears the company's uniform."

We could not have done better ourselves in pointing out the need of better salesmanship on the part of the men. As this editorial writer observes, a very large proportion of the train-

men on the Surface Lines exert themselves to give a high quality of service to the riders who use our cars, but unfortunately many others do not give this kind of service.

And the most unfortunate part of it is that the discourteous trainmen are too often found among the older employes—men who have been in the service for many years and whose experience should have taught them the need of good salesmanship.

These men have devoted their lives to street car operation. They expect to finish their careers in this work. Their time and talents are invested in the Chicago Surface Lines. Their continued employment, under good working conditions and good pay, depends upon the success of the Chicago Surface Lines in serving the public adequately and satisfactorily.

These men above all others should exert themselves to the utmost to give the kind of service that will win friends for the Chicago Surface Lines and will increase patronage.

The management is constantly striving to anticipate the demands of the public for well-maintained road bed and rolling stock, for better equipment, for greater frequency of service, greater reliability and more speed in operation. It realizes that in this competitive age the local transportation agency which provides the best service will get the most business.

Nothing that the management can do in the way of building good will, however, is as important as the attitude of the trainmen toward the public. In the eyes of the public the trainman is the representative of the management. If he is gruff, slovenly and inefficient, the public naturally concludes that the management is interested only in collecting fares and not in providing good service in return for them.

On the other hand, if the trainman is courteous and obliging, neat and efficient, the people who come in contact with him form a good opinion of the management and of the entire organization.

This editorial in the *News* is convincing evidence that we still have a long way to go, in spite of all the efforts we have made, in weeding out of the organization those who are not truly representative of Surface Lines standards.

### Beg Pardon

In our January issue a typographical error was responsible for crediting a complimentary letter to Mr. J. F. "Sylvare" when of course the writer was Mr. J. F. Sylvan of 3253 Os-good street. Conductor F. G. Hendricks of Devon gets the credit just the same for his kindness to a crippled passenger.

# Burnside Accident Prevention Winner

*Tops the 1933 Contest—Elston-Noble a Close Second and Lincoln Third—Plans for '34*

Cumulative—February 1 to January 31, 1934 (Final)

First Place .....	Division No. 2, Burnside .....	92.89
Second Place .....	Division No. 10, Elston-Noble .....	91.58
Third Place .....	Division No. 11, Lincoln .....	91.38
Fourth Place .....	Division No. 3, Seventy-seventh Street .....	91.19
Fifth Place .....	Division No. 4, Sixty-ninth Street .....	91.10
Sixth Place .....	Division No. 1, Cottage Grove .....	90.92
Seventh Place .....	Division No. 9, Armitage-Division .....	90.49
Eighth Place .....	Division No. 5, Archer .....	90.09
Ninth Place .....	Division No. 6, Lawndale-Blue Island .....	89.95
Tenth Place .....	Division No. 8, North Avenue .....	89.83
Eleventh Place .....	Division No. 7, Kedzie .....	88.73
Twelfth Place .....	Division No. 12, Limits-Devon .....	88.45

Month of January, 1934

First Place .....	Division No. 2, Burnside .....	94.68
Second Place .....	Division No. 1, Cottage Grove .....	93.06
Third Place .....	Division No. 11, Lincoln .....	91.59
Fourth Place .....	Division No. 4, Sixty-ninth Street .....	91.20
Fifth Place .....	Division No. 10, Elston-Noble .....	91.14
Sixth Place .....	Division No. 9, Armitage-Division .....	90.82
Seventh Place .....	Division No. 12, Limits-Devon .....	90.51
Eighth Place .....	Division No. 8, North Avenue .....	90.14
Ninth Place .....	Division No. 3, Seventy-seventh Street .....	89.81
Tenth Place .....	Division No. 5, Archer .....	89.34
Eleventh Place .....	Division No. 6, Lawndale-Blue Island .....	89.09
Twelfth Place .....	Division No. 7, Kedzie .....	87.54

BY WILLIAM PASCHE  
Supervisor of Accident Prevention

Simultaneously with the calling of the first run on the morning of February 1, 1934, there was brought to a close the 1933 Accident Prevention Contest and the opening of a new fiscal business year. Also at that moment the 1934 Accident Prevention Contest was on its way attempting to instill new interest in the work of preventing accidents.

With the final compilation of the contest figures we find all of the divisions reasonably close together with but three and one-half points separating the winner from the division which finished in last place.

Burnside Depot, Division No. 2 which is the division which is located in the extreme south section of the city is the winner of the contest and entitled to the congratulations of all who have an interest in accident prevention work. And that means all employes of this great transportation organization. Too much credit cannot be given to Messrs. Altemeier and Watson who directed the job and we surely must not forget the entire group of supervisors and train service employes together with the Shops & Equipment Department at that depot.

Elston-Noble Depot, Division No. 10 finished a close second after a hard struggle to reach the top place. Lincoln Depot, Division No. 11, always near the top, finished third and last year's winner, 77th Depot, Division No. 3, finished in fourth place. All of the divisions below fourth place made a good fight but finished in the order shown in the table printed above this article.

We are all off to a new start in the new contest and while those who did not finish first are, to say the least, somewhat disappointed,

this new contest does not close until a year from now and who knows who will be the winner?

The way to win is first not to have accidents which it is possible to prevent and next to report all incidents, no matter how slight they may seem, then there will be no blind cases and the division which can go through the year without a blind case is almost sure to be returned the winner. While on the old chestnut of blind cases it seems only reasonable to try to explain just what blind claims mean. They mean very definitely a mark against your division standing in the contest. That is to say, in the standing of the division it counts just as hard as a chargeable accident and most blind cases originate from incidents which never would have been marked chargeable if they had been reported.

When a trainman has some seemingly slight accident it is a great mistake to show indifference in getting the name of the person involved and the names of witnesses, or to indicate in any way that no report will be made of the incident. A claimant who thinks or knows a report has not been made feels very safe in exaggerating the degree of injury or damage and misrepresenting the circumstances under which it occurred. Such claims are difficult to defend in court.

It seems certain, judging from the number of blind cases and the information that we obtain on many of them together with the amount of money involved that it may be necessary to insist that drastic action be taken against employes who by their indifference permit accidents to pass unreported.

With the passing of prohibition and with liquor available in almost every store where

refreshments are served we are again being faced with the problem of dealing with intoxicated passengers. When an intoxicated passenger boards a car it becomes the job for the trainman or bus operator to see to it that this person is in a safe position where he will be least likely to be injured. If a person is in such a state as to be unable to care for himself he should not be permitted to board the car.

#### Eyes Saved to Date, 106

M. Miloseech, a worker in the Track Department is required to wear glasses because of defective vision. Being a safety-minded man he wore his Coverall Safety Goggles, which cover his prescription glasses, while working at Clybourn and Southport Avenues. Luckily for him that he took this precaution because a flying



piece of concrete struck and shattered the lens of his safety goggles but did not damage his other glasses a bit.

F. Cuca also had the good sense to wear his safety goggles when working with a gang at So. Chicago Avenue and 70th Street and as a result is still enjoying his eyesight. As may be seen in the accompanying cut the damage



inflicted by a flying piece of concrete, it can easily be imagined what would have happened to his eye had he not worn his goggles.

Above are two good reasons why every track worker should take advantage of and wear his safety goggles and protect his eyes because they are undoubtedly his most valuable asset.

#### OBITUARY

##### Bert Greenway, Veteran in Track and Roadway Department

The passing of Bert Greenway, Division Superintendent of the Central Division of the Track and Roadway Department, January 25th,



Bert Greenway

was a shock to many of his associates who had not heard of his illness. He was 54 years old.

Mr. Greenway came to the Chicago Surface Lines, November 1, 1917 after considerable railroad engineering experience in the east. He was appointed to the position he last held, February 15, 1919. Mr. Greenway had a very active part in the construction of the street railway extensions to the Century of Progress.

He was not only a very capable and conscientious employe but a friend held in high esteem by his many associates.

The funeral was held January 28, 1934 and the remains were taken to Syracuse, New York, his birthplace, for burial.

#### Other Deaths on the System

Transportation Department—Division 2, Burnside: August Swenson, employed January 14, 1910, died January 12, 1934.

Division 3, Seventy-seventh: William B. Carroll, employed November 29, 1916, died January 14, 1934. Charles F. Kader, employed February 5, 1929, died January 27, 1934. Isaac M. Sheward, employed January 19, 1921, died January 8, 1934.

Division 4, Sixty-ninth: Patrick O'Connell, employed July 28, 1892, died January 27, 1934.

Division 5, Archer: Myles P. Callahan, employed July 10, 1905, died January 15, 1934.

Division 7, Kedzie: William F. Heddeshimer, employed May 8, 1908, died January 19, 1934. John J. McGrath, employed April 1, 1913, died January 16, 1934.

Division 8, North Avenue: Frank L. Wheeler, employed September 23, 1929, died January 23, 1934.

Division 10, Elston-Noble: John Martin Bluhm, employed January 16, 1895, died January 22, 1934. John J. Moore, employed July 4, 1908, died January 9, 1934. John Robinson, employed November 11, 1897, died January 9, 1934.

Division 12, Limits-Devon: Roy Perry Smith, employed July 2, 1906, died January 17, 1934.

Shops and Equipment—Division 7, Kedzie: John Sugrue, employed January 17, 1919, died January 9, 1934.

Division 11, Lincoln: George Atz, employed September 1, 1906, died January 28, 1934.

West Shops: John Mullner, employed October 1, 1909, died February 4, 1934.

Track Department: John Backley, employed January 1, 1915, died February 6, 1934. Peter Blagaich, employed April 1, 1894, died January 17, 1934. John Houlihan, employed October 1, 1923, died January 15, 1934. Henry Johnson, employed September 11, 1930, died February 2, 1934.

#### Correction—Copper

In the November, 1933, issue of SURFACE SERVICE a statement was made that there are 28,500,000 lbs. of copper on the Surface Lines system. This was intended to refer only to the copper used in trolley wires, underground cable, feed spans and bonds. The grand total, which includes also the copper used in cars and substations, is about 37,000,000 lbs.—18,500 tons.

The Surface Lines last year carried about 7 per cent of the revenue passengers hauled by all electric railways in the United States.

## Surface Lines "Who's Who"

### Facts About Men Whose Names Are Well Known Through Years Service

There are doubtless very few living employes of the Chicago Surface Lines whose experiences have included working on buses, horse cars, cable and trolley cars.

Such however is the background of Richard Walsh, assistant division superintendent at 69th Street depot. He worked the first through route service in Chicago, unless a stagecoach could be so considered. The bus line started at Western Avenue and Adams Street and meandered around through the near west side to State and Washington, over the old Rush Street bridge to Clark and North Avenue.



Richard Walsh

But he wanted to get into real street car service so he sought the job of horse car driver for the Chicago City Railway and was hired March 2, 1893. He was transferred to the cable line running out of 61st and State on May 1, 1893. On December 10, 1895, when the electric line started operating downtown on Wentworth Avenue, he was transferred to 69th and Emerald Avenue to work as a motorman.

Mr. Walsh was promoted to supervisor in 1906 and on November 16, 1920, was advanced to assistant division superintendent, his present position.

Although he is not a regular member of the Chicago Surface Lines Speakers' Staff, he has been very active from time to time, in getting over to the public on the southwest side a correct view of the Surface Lines position in any pending traction problem.

Starting as a register clerk for the West Chicago Street Railway Company in 1889, Mr. George Weidenfeller began his street railway career under Mr. J. B. Parsons, then general manager.



George Weidenfeller

Eleven years later the late J. M. Roach appointed him superintendent of the Cicero and Proviso Division of the Consolidated Traction Company. In 1910 the name of the company was changed to the County Traction Company with headquarters at Lake Street and Cuyler Avenue, Oak Park. Two years later Mr. Weidenfeller was placed in charge of the Evanston Division of the County Traction Company.

The following year he returned to the Chicago Railways Company and was employed in the employment department until the merger of the Surface Lines. During the next four years Mr. Weidenfeller was in charge of the Noble Street depot.

In the year 1918 he took his invalid wife to Colorado where she passed away in 1920. Returning to the Chicago Surface Lines he went to work in the traffic and schedules department, where he is now employed. Mr. Weidenfeller has what might be called a quiet but pleasant personality. He certainly has had a variety of street railroad experience.

After working five years with a large steel corporation, Charles J. Mersch joined the Chicago Surface Lines forces May 19, 1916. His first work was adjusting outside claims in the department of accident investigation.

In September, 1928, he was brought in to the office to assist Mr. F. C. Payne, superintendent



Charles J. Mersch

of the department of accident investigation. In less than a year he was appointed assistant superintendent of accident investigation, the position he now holds.

During the twelve years on the outside adjusting claims Mr. Mersch laid the foundation that prepared him for his present work. His duties include handling the correspondence relating to claimants and claim adjusting.

Mr. Mersch's experience has impressed upon him the absolute necessity and importance of obtaining a true and accurate set of facts regarding every accident, whether those facts are in the company's favor or not. He is a stickler for actual facts, which he says often save unnecessary investigation.

Mr. Mersch is married and lives in Rogers Park. He has a fondness for following the little white ball down the fairways.

# Honesty, Courtesy, and Efficiency

## *Appreciative Patrons Commend Trainmen For Numerous Creditable Acts*

### Collector Harrison Pays Tribute to Honesty

Treasury Department  
Internal Revenue Service  
Chicago, Illinois

February 7, 1934, Chicago Surface Lines. Gentlemen: I am not as young as I used to be. My eyesight is slipping. Three times in the last few weeks in paying my carfare unknowingly I have given the conductor two pennies with a quarter, which I had mistaken for a nickel. On each occasion the conductor has called my attention to the mistake, refunding the excess money. I made a memorandum of the first conductor's number but promptly lost it. The second number was 1956 (John Paradies, 77th), operating, as I remember, a Clark Street car; the last number was 5552 (Henry T. Wade, 77th) operating car 6299 of the Clark Street line.

While these instances are rather trivial in amount, it is refreshing to find that kind of honesty in these days. I am sending a copy of this letter to the Voice of the People column of a local paper as a proper tribute to be paid to square men.

Yours very truly,  
Carter H. Harrison,  
Collector Internal Revenue.

### The Smile That Wins

If everyone were in the same frame of mind as conductor No. 7478 (David Sax, Kedzie) on the Madison St. car line, this certainly would be a cheerful world. It was the busy rush hour during the evening, yet he found time to explain in detail which corner the inquirer would find the street car he wanted.

His way of accepting carfare and giving a transfer was unlike any other conductor. Everyone on the street car was in a happy frame of mind and there were smiling "Pardon me's" exchanged instead of grouchy "Watch where you're going" when the passengers jostled one another.

V. M.  
From the *Sunday Times*, January 21, 1934.

Mr. Alfred Lord, 4411 Greenview Avenue wishes to thank Bus Operator Philip Davis, Badge No. 14102 of North Avenue for his kindness in paying his fare when he boarded this man's bus and found that he had left his money at home.

Miss Helen Zwiers, 8228 Justine Street wishes to commend Motorman F. C. Smith, Badge No. 13005 of 69th for his honesty in turning in her wrist watch to the Lost and Found Department which he found on his car on which she had been a passenger.

Mrs. K. Cunningham, 6556 S. Sangamon Street wishes to thank Motorman A. Nelson, Badge No. 11453 of Burnside for the prompt return of her purse which she had left while a passenger on his car.

Mr. William Torpy, 7953 Laflin Street compliments Conductor J. J. Dunne, Badge No. 12630 of 77th for his courtesy and the manner in which he performed his duties.

Motorman M. M. Dreyer, Badge No. 12209 of Devon although having the signal from his conductor to proceed held his car long enough to enable Miss Mildred Fox, 629 Cornelia Avenue to board it, for which she extends her heartfelt thanks.

Mr. J. I. Rudolph, 1560 E. 61st Street wishes to thank and commend Conductor M. Depeder, Badge No. 5490 of Lawndale for an unusual act of courtesy.

Mrs. Doris Mason, Crystal Lake, Ill., wishes to express her appreciation for the prompt return of her valise by Motorman L. G. Martin, Badge No. 11889 of Noble who found it on his car on which she had been a passenger.

Miss Sylvia Schumain, 1458 S. Kenneth Avenue reports that Motorman Andrew Kostakis, Badge No. 11837 of Blue Island is extremely courteous at all times and performs his duties in a commendable manner and she wishes to compliment him.

Mr. J. W. LaBorde, 1631 W. North Avenue wishes to commend Conductor P. J. Byrne, Badge No. 11270 of 77th. Mr. LaBorde states that he was driving his automobile behind this conductor's car and observed him assist a blind man to alight from his car and escorted him to the sidewalk and also help a woman accompanied by a small child to alight from his car and escorted her to the sidewalk.

Mrs. J. Leidberg, 7315 University Avenue wishes to thank Conductor E. L. Lindroth, Badge No. 10258 of Burnside for turning in some money to the Lost and Found Department which she had lost while a passenger on his car.

Miss T. Y. Sokol, 3107 Wabansia Avenue writes to commend Conductor J. D. Raymond, Badge No. 10152 of Division for an act of courtesy and service which he rendered to her.

Mr. M. McMahan, 4920 N. Western Avenue wishes to highly compliment Motorman A. J. Ullestad, Badge No. 13345 of Limits for his alertness and quick action in avoiding what might have been a serious collision with a reckless truck driver who pulled around a corner without stopping.

Mrs. M. E. McKinsey, 7318 Evans Avenue wishes to thank Conductor A. J. Johnson, Badge No. 10144 of 69th for his honesty in turning in her purse to the Lost and Found Department which she had inadvertently left while a passenger on his car.

Mr. R. McCrea wishes to thank and commend Conductor B. J. Lambke, Badge No. 9320 of 77th for his kindness in paying his fare when he boarded his car and found that he had no small change with which to tender for his fare.

Mr. P. R. Pierce, 1231 S. Damen Avenue thanks Conductor E. Vlach, Badge No. 8124 of Blue Island for paying his fare when this conductor could not change a bill of large denomination, the only money with which he could offer to pay his fare.

Mr. R. J. Barrett, 58 E. Washington Street highly commends Conductor Norman Edwards, Badge No. 7744 of 77th for the manner in which he called every street car stop, thus put-

ting all his passengers at ease as to their whereabouts.

Mr. J. W. Koehne, 17 N. State Street commends Conductor W. R. Clay, Badge No. 8574 of Limits for his courtesy and kindness in assisting a badly crippled lady to alight from his car and escorting her safely to the sidewalk in the midst of heavy traffic in the loop.

Mr. V. W. Cormack, 2124 Calumet Avenue thanks Conductor A. E. Hansen, Badge No. 1578 of Lawndale for his kindness in paying his fare when Mr. Cormack boarded his car and found that he had left his money at home.

Mrs. P. Joslyn, 1515 Byron Street wishes to thank Conductor H. M. Young, Badge No. 6644 of Lincoln for his thoughtfulness in holding his car long enough to enable herself and young daughter to reach and board his car when they were held up by passing traffic.

Miss Ruth M. Granere, 1511 N. La Salle Street thanks and commends Conductor G. Eichaker, Badge No. 6308 of Lincoln for paying her fare when she boarded his car and found that she was without funds.

Miss L. G. Abrams, 1012 Loyola Avenue compliments and thanks Motorman W. A. Irion, Badge No. 5991 of Kedzie for the courtesy he extended to herself and her mother, helping them to alight from his car and escorting them safely to the sidewalk. Miss Abrams appreciates this very much inasmuch as her mother is partially paralyzed.

Miss Charlotte Poliak, 4200 Hazel Avenue wishes to inform us of the very courteous manner in which Conductor J. Nelson, Badge No. 5944 of Devon handled an elderly passenger during the rush hour.

Miss Carlyn Abraham, 7304 Bennett Avenue wishes to thank and compliment Conductor E. Sandberg, Badge No. 5612 of Cottage Grove for his honesty in turning in her purse which she had inadvertently left while a passenger on his car.

Miss C. M. Griffin, 222 N. Lockwood Avenue wishes to thank and commend Conductor C. Seebock, Badge No. 5452 of Kedzie for his honesty in turning in her purse to the Lost & Found Department which she had inadvertently left on his car on which she had been a passenger.

Mr. H. Strauss, 1221 E. 52nd Street thanks Conductor H. G. Paul, Badge No. 13358 of Cottage Grove for his kindness in paying his fare when he lost his money and could not do so.

Mr. J. Wilson, 7934 Exchange Avenue telephoned to state that a car which was evidently re-routed was taking a curve and was derailed. A bad tie-up was averted by Conductor W. Szytniewski, Badge No. 3668 of 77th who used a switch iron and got the car back on the track in a few minutes. Mr. Wilson wishes to compliment this man on his efficiency.

Mrs. F. L. Fairbarn, 6030 St. Lawrence Avenue compliments Conductor Frank Miller, Badge No. 3680 of 69th for his honesty in turning in her purse which she had inadvertently left while a passenger on his car.

Conductor J. J. York, Badge No. 3560 of North Avenue paid the fare of Mr. J. C. Magee, 132 N. Central Avenue who boarded his car and found that he had no money. Mr. Magee

wishes to thank this conductor for his courtesy and kindness.

Mr. F. D. Gibson, 72 West Adams Street commends Conductor Robert Legg, Badge No. 3178 of Kedzie for the tactful manner in which he handled a passenger who attempted to pass an invalid transfer.

Mr. L. W. Bangs, Lock Drawer 788, Chicago, wishes to thank Conductor L. Woolley, Badge No. 2668 of Blue Island for paying his fare when he boarded this conductor's car and found that he was without funds.

Unusual courtesy on the part of Conductor Eugene J. Nehls, Badge No. 2458 of 77th won for him a letter of commendation from Miss Helen Cheshire, 7013 S. Morgan Street.

Mrs. M. B. Thiedig, 4568 N. Mulligan Avenue compliments Motorman F. A. Bennett, Badge No. 2353 of Armitage for the smooth operation of his car, insuring a comfortable ride for all his passengers.

Outstanding courtesy, pleasant sense of humor in difficult situations and announcing of street car stops are all traits on the part of Conductor James Lange, Badge No. 2212 of Cottage Grove which attracted the favorable attention of Miss L. D. Spencer, 2969 Vernon Avenue who wishes to commend him.

Courteous service extended by Conductor G. L. Watson, Badge No. 914 of Devon to Mr. and Mrs. E. W. Loeser, 5487 Cornell Avenue won for him a commendatory letter from them expressing their appreciation.

Mr. L. Kisel, 3809 S. Central Park Avenue thanks Conductor T. M. O'Brien, Badge No. 520 of Blue Island for his kindness in paying his fare when he boarded this conductor's car and found that he had no money.

Mr. Harry Wolin, 1225 S. Lawndale Avenue wishes to commend Conductor J. L. Hickox, Badge No. 262 of North Avenue for his honesty in turning in a purse belonging to his niece who had inadvertently left it on this conductor's car on which she had been a passenger.

Starter William F. Nellis of North Avenue is highly complimented on his good work in improving transportation facilities for pupils of the Lucy Flower High School, 3545 Fulton Boulevard, by Miss S. A. Theilgaard, Principal of the school.

Clerk Warren J. Powers of the Transportation Department and Cashier Henry A. Praiter of the Department of Accident Investigation are both thanked and commended by Miss Mary Pechons for courteous service rendered to her.

Mrs. A. Doney, 425 W. 66th Street wishes to thank Clerk William L. Pence of 69th for his courtesy and prompt service in returning her purse which she had lost while a passenger on one of our cars.

Supervisor H. E. Harris of 69th is commended by Miss Adele Buchinski, 5650 S. Lincoln Street for the manner in which he took care of a car load of school children who were making a special trip, helping them on and off the car and relieving part of their teacher's burden.

Mrs. Oscar Anderson, 4807 W. Thomas Street wishes to thank Conductor C. A. Bonette, Badge No. 1714 of North Avenue for turning in her purse to the Lost and Found Department which she had lost while a passenger on his car.

# SURFACE SERVICE MAGAZINE

Published Monthly by

**Chicago Surface Lines**

231 South La Salle St.

CHICAGO

Volume 10 February, 1934 No. 11

John E. Wilkie - - - - - Editor

C. L. Altemus - - - Assistant Editor

## BURNSIDE WINS

As disclosed elsewhere in this issue the 1933 Accident Prevention Contest came to a close at midnight, January 31, with the men of the Burnside car station winners of the contest. The victory was not an easy one as they were hard pressed by other ambitious and determined groups, and the final figures show how close the contest was. Only a few points separated the various contestants at the finish, Elston-Noble running second and Lincoln, winner in three previous contests, being third. Division Superintendent Altemeier and his assistant, William Watson, with their entire group of careful trainmen and cooperating supervisors and shop repair crews are entitled to the warmest congratulations from the entire organization.

## CONSCIENCE

Hidden away among the thousands of accounts in the Auditing Department of the Surface Lines is a "Conscience Fund" to which is credited amounts received from time to time from individuals who are seeking to right a wrong. The letters accompanying the remittances are always interesting, sometimes pitiful, but in every case give a vivid insight into the hearts of the writers. The amounts forwarded with these letters vary from a few cents to several hundred dollars and in the vast majority of cases the writers for reasons of their own prefer to remain unknown. In most instances there is a reference to a wrong committed, sometimes as long as a score of years ago and there is the revelation that the writer no longer can resist the appeal of conscience that restitution be made. It sometimes happens that following a period of religious revival in some section of the country a group of such letters will be received from that district and the writers make it clear that their vows to live an

honest and better life have inspired them. Systematic and deliberate evasion of the payment of fares is one of the most frequent acts for which the writers seek forgiveness. The occasional acknowledgment that claims for imaginary injuries in which settlements had been made carry a confession of guilt and deliberate fraud with the explanation that "they could not rest until they made restitution." One cannot read these letters without being convinced of the compelling power of this mysterious Conscience which is ever appealing to all living souls for honesty and fair dealing in every field of human endeavor.

## GARDEN CONTEST IN 1934

### Plans Being Completed for Beautification of Carhouse Grounds on a Competitive Basis

Conditions which have existed for the last two years have made it impracticable to maintain a floral contest. But this year preparations are being made to provide the various car stations with the material and facilities for the cultivation and beautification of all available open areas on Surface Lines property. This will include the usual special attention given to the decorative window boxes which have been so important a feature of the contest in past years but the principal interest, of course, will center in the garden layouts throughout the system. Every car house is fortunate in having a group of flower lovers whose magic touch in gardening is essential to the propagation and bringing to full bloom the scores of flowering plants which have been the decorative features of the various garden displays. So there is a treat in store not only for the employes who will have a closeup of these natural beauties but for those who reside in the neighborhood of the car stations or who pass them daily in their journeys to and fro.

Nature Lover (gazing at tree): "O, wonderful, mammoth oak, if you could speak, what would you tell me?"

Gardener (nearby): "S'cuse me, mum, but 'e would probably say, 'If you please, mum, I'm not an oak, I'm a spruce.'"

The young wife was heart-broken.

"What's the matter?" asked a friend.

"Oh, my husband is so absent-minded. After breakfast he left a tip on the table, and when I handed him his hat he handed me another tip."

"Well, that's nothing to worry about. It's just force of habit."

"That's what worries me. He kissed me when I gave him his coat."

A Scotchman in planning his home left the roof off one room. A friend asked the reason for this.

"Oh, that's the shower," replied the Scotchman.

Mistress: "Have you given the canary its morning bath?"

"Yes, ma'am," replied the maid, "you may come in now."



### FOR EMPLOYEE PROTECTION

Under Surface Lines Group Insurance Plan  
Payments Exceeded \$2,306,000 in Six  
Years—Other Relief

Employees of the Chicago Surface Lines have enjoyed a measure of protection that puts them in the front rank of similar organizations if indeed it does not place them far in the lead. On January 31, 1934, the Surface Lines completed six full years of operation of the Employees' Group Insurance Plan which carries a \$1,000.00 death coverage for every employe and also provides health insurance with a benefit of \$20.00 per week, not to exceed twenty-six weeks for any disability. The premiums for this insurance are paid by the Surface Lines and during the six years just concluded the payments to beneficiaries under the death and total permanent disability clauses have aggregated \$1,186,000.00; and under the health clause \$1,120,645.69 have been paid to employes, a total for both classes of \$2,306,645.69.

The payments when segregated and shown for the individual years are interesting and are as follows:

Death and Permanent		Total Disability	Payments
Feb. 1	Jan. 31	Number Deaths	Permanent Disability
1928 to 1929	.....	164	5
1929 to 1930	.....	178	39
1930 to 1931	.....	166	23
1931 to 1932	.....	183	19
1932 to 1933	.....	193	14
1933 to 1934	.....	197	5
		1,081	105
			\$1,186,000.00

Health Claims		Total
Feb. 1	Jan. 31	Number of Claims
1928 to 1929	.....	2,204
1929 to 1930	.....	1,665
1930 to 1931	.....	1,448
1931 to 1932	.....	1,344
1932 to 1933	.....	1,215
1933 to 1934	.....	1,244
		9,120
		\$1,120,645.69

### Other Relief

In addition to the foregoing forms of protection provided by the Surface Lines the Surface Lines employes have contributed to and maintained a relief fund for the purpose of relieving the temporary demands of their unfortunate and needy fellow employes. The distribution of this fund is in the hands of a relief committee composed of representatives of the employes, and as there are no charges for administration or other expense, every dollar contributed to the fund is expended for the purposes intended.

During the month of January the committee approved six emergency cases for immediate relief and eight cases for weekly payments, checks for \$9,770.00 being distributed. This sum together with distributions since December, 1930, when the fund was inaugurated, makes a total of \$421,937.89 for this form of relief.

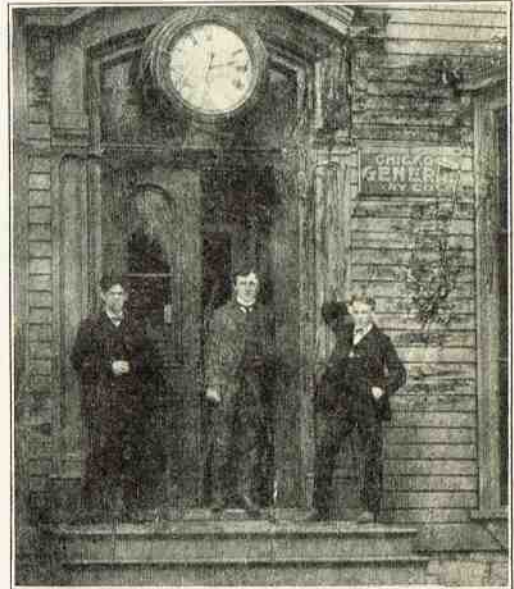
With the approval of the employes contributing to this relief fund \$120,000.00 were transmitted to the Joint Emergency Relief Association for general relief purposes during the period from November, 1931, up to and including October, 1932, or a total from the special relief fund of \$541,937.89.

This is a record upon which it would seem entirely proper to congratulate the management and the employes and certainly should be a source of comfort and assurance to every member of the Surface Lines organization.

### SOUVENIR OF OTHER DAYS

Office of Chicago General Railway with W. A. Hall in the Foreground—Remember?

Forty years or more ago competition between rival transportation companies was sometimes marked by struggles for supremacy that occasionally rose to the importance of local battles. Rival gangs seeking to install crossings in disputed territory often clashed and there were hand to hand conflicts, with a considerable toll of bruised heads, black eyes and bloody noses.



Chicago General Railway Office on Twenty-Second Street in 1894, "Bill" Hall on the Left

One of the most aggressive Chicago organizations was the Chicago General Railway, an enterprise of the Bonney Brothers, operating on Twenty-second street to Lawndale avenue and thence to the Drainage Canal. They were a thorn in the side of the old Chicago City Railway and the physical and legal battles were frequent and spectacular, but as time wore on the Chicago City was victorious and absorbed its spunky rival.

In those hectic days one of the operating staff of the Chicago General Company was none other than our own William A. ("Bill") Hall now assistant to Superintendent Evenson. History has preserved an excellent picture of the general office of the company on Twenty-second street and standing in the doorway with two of his assistants is "Bill." It will be noted that he had the same generous crop of hair that he has today, but it was a lot longer then. Now it is touched with silver as it was not then.

Askum: "Ever been surrounded by wolves?"

Mascom: "No, but I know the sensation. I used to open the dining room doors at a summer boarding house."

The Surface Lines own 1,107 miles of track compared with 34,000 miles owned by the electric railway industry.

# Keeping 'Em Rolling

*Burnside Not Only Wins Accident Prevention Contest But Leads Here*



Burnside's Winning Repair Crew

R. Nebelsiek, F. Kazmierczak, T. R. Carson, P. Streehman, J. Vacca, F. Labanauski, D. Murphy, C. Koest, T. Uksas, J. Rackauski, J. Biton, P. Eckert, A. Rizzuto, A. McKechnie, J. Zallys, F. Mathiesen, M. Gorman, J. Margetic, C. Buckley, J. Vertelko, J. Petika, P. Orban, J. Tinyo, P. Puzas, J. Secondino, S. Milchz, J. Musacchio, P. Markunas, L. Roches, Al Carlson, W. Grace, A. Galdik, J. Kristof, F. Urban, F. Kulovitz, W. Doering, J. Smith, R. Stasiunas, J. Heersma, B. Rekas, J. Fitzgerald, J. Byrne, T. Cannon, P. Gorman, M. Nicholas, J. Astrauskas, D. Fitzgerald, T. J. Lynch, W. Flaherty, W. Filson, E. Johnson, W. Guzik, G. Kokologianis, M. Dwyer, J. McGuire, W. Walker, M. Dugan, S. Samis, T. O'Connell, F. Albertine, G. King, J. McMahon, P. Dinneen.

Burnside forges ahead for January with a 45.4% increase over last month. Elston follows after jumping from 15th place last month to hold second position with an increase of 87.1%.

The system mileage for the month is 20,621 per pull-in due to equipment failure and a total of 200 zero days for the 16 carhouses.

The individual records are:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Burnside	16	36,948	45.4
2	Elston	22	29,164	87.1
3	Lawndale	17	28,580	15.9*
4	Cottage Grove	10	24,383	33.3*
5	North	6	24,008	11.1
6	Division	18	23,182	11.3
7	Armitage	13	22,416	4.6*
8	Limits	22	22,207	10.6
9	Noble	17	21,801	2.3
10	77th	3	20,688	33.6
11	Lincoln	15	19,513	2.5*
12	Archer	8	18,774	6.9*
13	Blue Island	16	18,614	3.2
14	69th	4	18,502	3.3
15	Kedzie	5	17,069	22.6*
16	Devon	8	13,574	47.4*
		200	20,621	1.2*

\*Decrease.

Standing of each carhouse for the past half year follows:

Carhouse	Jan.	Dec.	Nov.	Oct.	Sept.	Aug.
Burnside	1	4	3	3	7	5
Elston	2	15	15	10	12	11
Lawndale	3	2	1	7	4	4

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

## Electrical Department

The return of Maj. Chadwick to work after several weeks of illness was pleasing to all his fellow workers.

Our sympathy is extended to Dan Darcey, operator at Van Buren Substation, in the loss of his brother who has been called to the great beyond.

Roy Mayard of the Electrolysis department has left our company to undertake the managing of his folks' farm down near Eddyville, Ill. Here is wishing you success, Roy.

A group of about twenty attended the night in China Town, conducted by Jack Becker. From all reports all had a most enjoyable evening. To Harry Essington and Stanley Forsythe go the honor of doing as the Chinese do when in Chinatown by eating their entire meal with those funny tools—the chop sticks.

Billy.

**SECOND IN YEARS OF SERVICE**

**"Gus" Van Horn Known to Three Generations of Street Car Employes**

The subject of this sketch is Lyman G. Van Horn, known familiarly to three generations of Street Car Employes as "Gus" and the second oldest employe, in point of service, in the history of the Company. He was born at Dixon, Ill. on October 5th, 1856, coming to Chicago in early childhood. His father August Van Horn was foreman at the State and 34th St. Horse Barn from 1873 to 1880. In June, 1874 Gus entered the service of the Chicago City Ry., at the same location being employed as helper. Part of his duties during this period was to spread hay on the car floors during the winter months to add to the comfort of the car riders.



"Gus" Van Horn

At that time street laborers and barn men received one dollar and a quarter per day of 10 hours, had payday once a month and paid their own transportation, and each barn man was required to care for 16 horses daily. After about four years in this service he realized one of his early ambitions, that of driving a street car. His first run being on the Clark-Wentworth line from downtown to the end of the line at 29th St. at which latter point, he was able to witness the sun going down over the Illinois prairies. Later on he had runs on Indiana Avenue from 39th St. to 51st St. and Grand Blvd. At this time all street traffic moved along at about a uniform rate of speed until the advent of the Cable car which brought him a great thrill. As a gripman, he was able for the first time, to speed ahead of all other traffic, the gong then became an important part of the equipment. Years later with the introduction of the trolley car, he became one of the first motormen, his initial run being on the 61st St. Line, subsequently he operated on various other South Side Lines, continuing in the capacity of Motorman until the year 1906.

For the past 27 years he has been in the service of the M&S Department as locomotive operator at the 78th St. & Vincennes Ave. Yard. During this long period, he has had the unusual record of having his locomotive in the shops for overhauling but three times. Gifted with a remarkable memory, he tells interestingly of having had as passengers, many of Chicago's most prominent citizens of bye-gone days.

After the great Chicago Fire of 1871, he was for many days employed in hauling water from the lake to help quench the thirst of the parched citizens.

During the World's Fair of 1893, he was a gripman on the State Street and Cottage Grove Ave. Lines.

Since January, 1918 when his wife passed away, he has resided at the home of his daughter on Indiana Ave.

Hale, hearty and vigorous, in the enjoyment of splendid health, he has observed with great interest the many improvements in street car transportation during his life time.

Throughout his long term of employment, now nearing three score years, he has always served with credit to himself and to the great organization to which he has given such phenomenal service.

**ROUNDING UP WITNESSES**

**Burnside Still Leads—North Avenue Climbs to Third Place**

Burnside and Lawndale-Blue Island both remained in the same position they held last month, namely first and second places, respectively. Last month North Avenue took a bad slump and dropped from fifth to twelfth position. This month however they reversed their form and climbed from the cellar position to third place which is quite a pleasant surprise. Archer spurted from sixth to fourth place and Elston-Noble climbed from seventh to fifth place. Seventy-seventh Street however took the worst spill, tumbling from third to eighth place while Devon also dropped from tenth to last place. The average for the system this month is 3.57, the lowest it has been in some months and is the cause of consternation in our Accident Investigation Department who rely so implicitly on the results in this contest.

Detailed figures are as follows:

	Dec.	Nov.	Oct.	Sept.
1. Burnside	4.07	4.70(1)	4.26(2)	4.51(1)
2. Lawndale-Blue Isl.	4.00	4.17(2)	4.56(1)	4.27(2)
3. North Avenue	3.88	3.16(12)	3.70(5)	3.82(4)
4. Archer	3.86	3.72(6)	3.60(6)	3.65(7)
5. Elston-Noble	3.72	3.64(7)	3.54(8)	3.48(8)
6. Cottage Grove	3.64	3.80(4)	3.79(3)	3.98(3)
7. Kedzie	3.56	3.76(5)	3.46(9)	2.96(12)
8. 77th Street	3.47	3.84(3)	3.56(7)	3.78(5)
9. 69th Street	3.38	3.46(8)	3.76(4)	3.37(9)
10. Armitage-Div.	3.30	3.26(9)	3.13(11)	2.98(11)
11. Lincoln	3.25	3.22(11)	3.06(12)	3.75(6)
12. Devon	3.06	3.25(10)	3.19(10)	3.21(10)
Average for System	3.57	3.62	3.62	3.70



Walter and Tom, Grandsons of Conductor John Olson of Elston

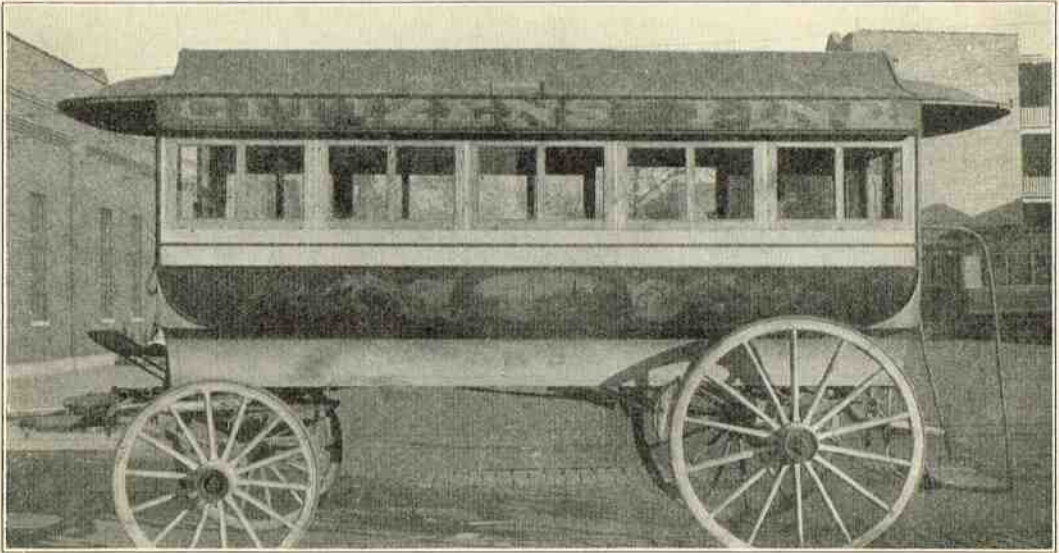
An elderly lady walked into a railroad ticket office at Chicago and asked for a ticket to New York.

"Do you wish to go by Buffalo?" asked the ticket agent.

"Certainly not," she replied, "by train, of course."

## “Spirit of the Seventies”

*Old Omnibus Operated by the Citizens Line Discovered in an Old West Side Warehouse*



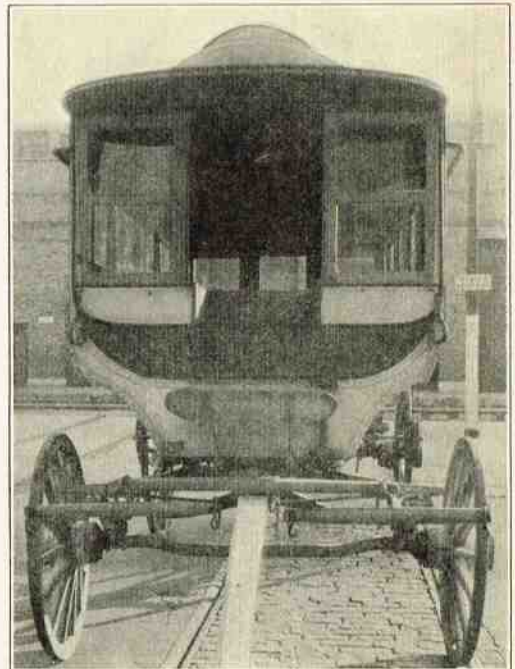
“The Spirit of the Seventies” has been resurrected from an old West Side warehouse in the form of a bus formerly operated by the Citizens Line. As near as can be determined, this was used on Milwaukee Avenue about sixty years ago in competition with the West Division Street Railway.

The bus, of course, was a horse-drawn vehicle—about twenty feet long and with longitudinal seats for about twenty passengers who boarded at the rear end by climbing two steps and holding onto a handrail. Near the driver’s seat is a handle with which he could operate a wooden brake against the metal tire of a rear wheel. On the rear door is painted the name “T. Bowler” who probably was the driver. The bus was handsomely decorated, and the painted landscapes which appear on each side panel are still quite distinct.

In tracing the history of this old vehicle, it was found that buses which preceded horse cars on the south side did not last long after the first car line was started in 1859. Buses were also used about 1860 on Wells Street, but they were soon taken over by the railway company. In 1871 a bus line was operated from the old post office at Dearborn and Monroe Streets, via Dearborn, Lake, Wells, North Avenue, Milwaukee Avenue and thence northwest to Diversy. Milwaukee Avenue also had a bus warfare about 1878. Street cars were then operating as far north as Armitage Avenue, and there were four or five bus owners competing with one another and with the car company.

The City Directories of 1874 to 1877 mentioned a Citizens Omnibus Line owned by Heartt, Steinhaus & Heartt, with headquarters at 1051-53 Milwaukee Avenue, but there was no mention as to where the line was operated. An early history of Chicago reveals that Robert Heartt came to Chicago in 1836, and that in 1868, he established the Lumberman Omnibus

Line, which operated on Halsted Street until 1875. Mr. Heartt then became connected with the Chicago West Division Street Railway



Front View Showing Braking Unit

Company as foreman at the old O’Neil Street barn.

Assuming that this relic dates back at least to 1878, it is interesting to compare the Chicago

of those days with the modern metropolis. Chicago at that time had a population of about 436,000, and an area of 36 square miles. The boundary lines ran west in Fullerton Avenue from the lake to Ashland, south to North Avenue, west to Western, south to 39th Street and east to the lake. There were about 150 single-track miles of horse car line in the city. Service on the north and northwest sides was confined to Milwaukee Avenue as far as Armitage, Lincoln to Wrightwood, North Avenue from Milwaukee to California Avenue, Division to Clybourn, Chicago Avenue to the river, Grand Avenue from Milwaukee to Western, Clybourn from Division to Center, Sedgwick and Larabee to Lincoln, Wells to Clark, and Clark and Broadway to Irving Park.

Some of these days Citizen T. Bowler's bus is to be dressed up and taken for a ride to see what Chicago looks like "sixty years after."

## Around the Car Stations

### Burnside

Starter Stephens of the Cottage Grove Avenue Depot wishes to credit Conductor W. Barber and Motorman C. Dandy for their spirit of co-operation in helping him straighten out the street after a delay on January 22nd.

Motorman J. Schober and Conductor N. Jensen went hunting again last week. Joe said they went out after the other rabbit but they didn't get it. We later found out that they forgot to take their ammunition.

When Conductor J. Burns and Motorman M. Kokos arrived at 63rd and Stony Island Avenue one day last week the track was blocked by a large bus with a broken axle. After notifying the general office they immediately started re-routing cars thereby completely avoiding a delay. This is what we call "Real Street-Caring." Keep up the good work.

Conductor George Bell and Motorman Frank Iseminger were seen on a Cottage Grove Avenue car the other day with their lady-friends. Now we hear the boys singing "Gypsy Love Songs." If any one wants his fortune told see George or Frank and get a cut price.

W. D. F.

### Seventy-Seventh

Our standing in the witness contest is far from commendable, and our superintendent, W. A. Bessette, urges us whenever the occasion warrants it, to procure as many names of witnesses as possible, and in doing so, to use tact, and in all probabilities we will be able to get more witnesses than we otherwise would, because without them all the oratory in the world is of no avail.

On his way home from work one evening about two months ago, Conductor George Nelson narrowly escaped being hit by a speeder, and in his haste to get out of the way of the automobile he sprained the ligaments in his right leg, which caused his absence from work. However we are very happy to say that the injured leg is okay now, and George is back on the job again.

Conductor Patrick Burns didn't know Rip Van Winkle, but he has read about his long

sleep, and the fellow who presented a transfer dated Dec. 30th to Patrick on Jan. 4th, with the explanation that he just got it, caused our Patrick to wonder if this party attempted to out-do Old Rip.

In this column last month mention was made about Conductor Tom Hanley, having been seen on a furniture shopping tour, and he has since strolled up the middle aisle. Happy days to you and your bride.

Motorman John Coyne is the proud father again (this makes third time) to a baby boy born last month. Congratulations, Jack, and how about some smokes this time.

There is a new arrival—a baby boy, at Conductor A. J. Cermak's home, and is he happy. Congrats A. J.

There was a recent addition in Motorman J. J. Gorman's family, a baby boy. Congrats, J. J.

Many friends and relatives had a gathering at the home of Motorman and Mrs. J. C. Grobel, on Jan. 27, to help celebrate their fifth wedding anniversary.

To the following trainmen we express our deep sympathy in their recent bereavement—Conductor P. J. Liston in the loss of his dearly beloved sister, Mrs. Edward Cronin, and to Motorman J. Stefek in the loss of his dearly beloved father; Conductor Frank Hackenbrock in the loss of his mother; Motorman C. W. Long in the loss of his mother-in-law; Conductor M. J. O'Connell in the loss of his father; Motorman G. D. Raymond in the loss of his mother; Motorman E. R. Sink in the loss of his mother.

We express our condolence to the members of the families of our late trainmen: Motormen C. F. Kader, W. B. Carroll No. 1, and Isaac M. Sheward.  
John T. Flynn.

### Archer

Conductor Charles J. Mattas is the proud father of a baby girl born February 1. Congratulations Charles and may we extend same to your good wife.

Our sympathy is extended to Conductor Frank Kondelick on the death of his father who died February 1.

Among those convalescing at home is our old friend Tom Schaefer who met with a serious accident while driving his auto on a country road. His auto was demolished and Tom sustained a broken leg and several other injuries. Tom you have the best wishes of the boys for your speedy recovery.

Omitted last issue. The boys of Archer extend to Conductor Charles Schmoock their deepest sympathy to you and family on the death of your wife who met with an accident of December 4.

Now boys, here is a real secret. One of our newcomers, Conductor Ralph Staska and a brother to Joe P. Staska, a starter, his first day off after being turned in, took a stroll down the road of Matrimony, taking with him his sweetie, exchanging congratulations and two souls were melted as one. The date was January 30th, and the place has not as yet been revealed. Congratulations Ralph and may all your troubles be little ones.

It is with deepest regret that we announce the death of our esteemed friend and leader, Mr. Miles P. Callahan, executive board member Division No. 241, who after a lingering illness of months and months, crossed the Great

Divide on January 15th. Mr. Callahan had a leadership that could not be excelled. This was emphasized at his wake and funeral by the great number of his friends and companions in attendance. The funeral service held at St. Barnabas Church, 101st and Longwood Drive, was very impressive. His son who within a month was to be ordained as a priest, assisted in the Mass served for his father. Mr. Callahan had a character, a leadership and a reputation admired by all his associates and fellow workers, was a loyal and faithful worker, leaves a record untarnished, and to his family we extend our deepest and sincere sympathy.

Conductor P. J. Gabeli is the proud father of a 9½ pound baby boy born Friday, January 5th, and answers to the name of Lawrence William Gabeli. Congratulations are now in order.

The following trainmen who have been off, on the sick list for some time are W. A. Whitney and his father W. R. Whitney, R. F. Ott, Walter Gauczas, J. O'Connell No. 3, R. Thompson and Mike Booazan are now convalescing at home and are reported to be on the road to recovery. The best wishes from the boys is a speedy recovery.

Motorman Oscar E. Alvin has been smiling for several days. There was a good reason for it. Oscar, Jr., made his arrival at the Alvin home on Friday, January 19. Congratulations Oscar and may the next be twins.

Sadness has entered the home of Motorman Wm. G. Lipke, who was called upon to part with his dear mother of January 21. The boys of Archer depot extend their sympathy in your bereavement.

While we regret the vacancy of executive board member due to the death of Mr. Miles P. Callahan, we congratulate his successor, Mr. Thomas J. O'Rourke and wish him success.

A wireless telegram received at an early hour on the morning of January 14, from Motorman Jake Raffel announcing the arrival of a baby girl, weighing 7½ pounds and has been given the name of Marcia Raffel. Congratulations Jake. Who would have thought it?

Archer Depot Employes' Club held its annual election of officers on January 10. The following are the new officers for the year 1934: A. Longhauser, president; J. L. Nowak, vice president; J. H. Rau, secretary; J. P. Durkin, treasurer; E. Cain, sergeant-at-arms; C. F. Stricker, J. Causeman, P. Fisher, trustees and Ed Krause, custodian. Boys let us give them our hearty support.

Let us congratulate Conductor Thomas Javorski and his good wife who are happy in celebrating their silver wedding anniversary at their home on Friday, February 2. With them were their one daughter and six sons, relatives and many esteemed friends. Dusty.

### Kedzie

Conductor William Heddeshimer seniority May 9, 1908 died January 19th after a long illness. His many friends extend their sympathy to the bereaved.

Motorman John McGrath died very suddenly January 16 of pneumonia. John was very well liked among his fellow men and to his bereaved family they extend their deepest sympathy.

Motorman P. Gibbons occasionally likes to think about his experiences as a member of the 95th Company of the Sixth Marines in

holding the line at Chateau-Thierry back in 1917. He was the second man to enlist from Kedzie station and went over seas in 1917 returning in August, 1919. When he came back



Motorman Gibbons and His Buddies at Chow Time After the Chateau-Thierry Scrap

his left sleeve bore five gold bars and five stars. His company saw twenty-three days of fierce continuous fighting at Chateau-Thierry and also shared in the St. Mihiel and Meuse-Argonne offensive. The accompanying snap shots are among his souvenirs of those thrilling days.



A Bit of Rest After 23 Days of Fighting

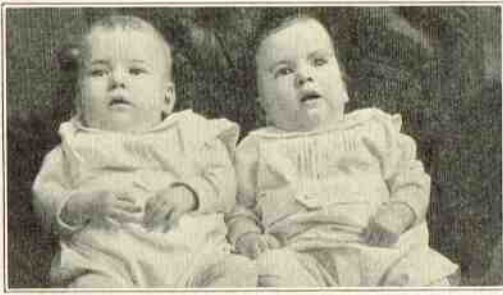
Our sympathy is extended to Motorman William Darcy in the loss of his brother.

Motorman Chas. Tuskey who found life very lonely by his lonesome took upon himself a life partner January 29. To you and yours we wish you lots of happiness.

Motorman E. E. Moeller who was operating a one man car the other day tells us of an embarrassing moment. Says he sounded the gong as the lights changed for signal from conductor to go, waited, sounded gong again, then lights changed, sounded gong again but still no bell from the conductor, so in disgust turned around and to his chagrin and the jovial laugh of his passengers immediately turned around and started his car.

Conductors J. E. Hammerton announced the arrival of a baby boy Robert Wesley, born January 5th and Conductor J. Hodys also a baby boy Ronald J. born January 25. Congratulations, boys.

Conductor H. P. Mazza reports the arrival of a baby boy at their home January 23 and Conductor C. W. McNamara informed us he



Thomas Francis and John Mitchell Ryan, 3-Month Old Twin Sons of Conductor Thomas Ryan of Kedzie

was the proud daddy of a lovely baby girl born January 27. Congratulations.

Our heartfelt sympathy is extended to the following motormen in their bereavement: Motorman William D. Young in the loss of his dearly beloved wife who died January 18 and to Motorman James Pembroke in the loss of his dearly beloved wife January 28.

Clinton Sonders.

#### North Avenue

Three of our men passed away during January. Conductor Thomas Walsh died Jan. 2nd. Conductor George Wendell died Jan. 3 and Bus Operator F. Wheeler passed away the last part of the month. To the relatives and friends of these men, all North Avenue men offer their heartfelt sympathy.

Conductor J. B. Johnson No. 2 and his good wife with the aid of their many friends celebrated their twenty-fifth wedding anniversary, Saturday, Feb. 3. Congratulations folks and we hope you will celebrate your Golden Wedding.

Starter J. Brennan announces the arrival of Patricia, a fine daughter who arrived Nov. 8, weighing 7 lbs. Conductor G. Reck reports the birth of a boy January 16. This youngster checked in at 2:02 A. M., weighing 7 pounds. That makes three boys for George. Other proud daddies are Bus Operator H. Hazelfeldt with girl and Bus Operator A. Woelke with a boy. Good work lads.

Conductor H. Smith and wife entertained a number of guests at bridge and five hundred Feb. 3. Have not heard who carried off the prizes but do know there are some mighty good bridge players at this depot.

Conductor Jerry Organ is enjoying a well earned vacation in the hills of Tennessee.

Motorman Mike Kennealy is sunning himself at Hot Springs.

Conductor Batchelor and Bus Operator Benedict both work out of this depot. And they are.

#### Lincoln

We have two men who distinguished themselves on Jan. 22. Motorman C. H. Ferrell and Conductor C. Froom were going west on Taylor street at 12 P. M., noticed smoke coming from a building at 1809 Taylor Street. Motorman Ferrell knocked at the door and aroused the people on the first floor. A man who came to the door said his mother was on the second floor but the door was locked; so Ferrell broke in the door and the mother was brought to safety. In the meantime Conductor

C. Froom turned in the alarm. That's what I call good team work.

Congratulations to Conductor E. Downing and wife who were presented with a baby girl. Also congratulations to Motorman P. Joyce and wife who were visited by the stork. We couldn't find out whether it was a boy or girl or how many pounds. When Mr. Joyce was asked he was kind of bashful and said triplets. You can believe it or not, ask Joyce. Well anyhow best wishes to mothers and babies.

We extend our sympathy to Motorman C. Franks who lost his wife Jan. 17 after a short illness.  
H. Spethman.

#### Noble

Conductor F. Kuntz, Badge No. 8142 of Noble station, has sent to SURFACE SERVICE through Chief Clerk Devine an original trip sheet used by him in 1892 when he was a student. The Editor only regrets that the age worn and discolored condition of the interesting souvenir makes it impossible to reproduce it for these columns, but extends his thanks to Motorman Kuntz for letting us see it.

#### Devon

The men extend their deepest sympathy to Motorman W. Brieter and his brother Motorman C. Brieter in the loss of their mother who passed away January 15, 1934.

We are glad to see that Conductor C. Hawthorn is able to be up and about after being in the hospital for some time with a broken leg. We are looking forward to the day when he will be able to return to work.

Motorman Roy P. Smith, one of our old-timers, passed away January 17, 1934, after a long illness. He entered service July 2, 1906. Roy was a quiet man with a cheery word and a smile for all he met. We all miss him.

We are sorry to learn of the death of Conductor C. Voss's mother who passed away January 8, 1934. We wish to extend our heartfelt sympathy to him and his family. The men are glad to see that Conductors A. Klein and J. Green are back on the job again after being on the sick list for some time.

Our sympathy is extended to Motorman H. Fuller on the death of his dear mother who died January 10, 1934.

We are sorry to report the death of Motorman A. E. Swanson, one of our old timers who has been on the sick list for some time. He passed away January 6, 1934. He entered service August 11, 1905.

It is understood that Conductor A. Backhaus is thinking very seriously of getting married. If so we wish him all the luck and success possible.

We have received quite a number of new men, and we want to offer them our friendship and wish them much success in their new undertaking.  
G. E. Land.

Old Lady (to Tommy): "Surely your mother could find pieces of material more like your trousers when she patches them."

Tommy: "That ain't a patch; that's me."

"Mrs. Blimp is a very careful mother, isn't she?"

"Very. She wanted to know how many calories wild oats contain before she would let Jack sow any."

## Departments and Divisions

### Accounting

We wish to extend our most sincere sympathy to Miss Sylvia Novotny in her bereavement by the accidental death of her uncle who was mayor of the City of Berwyn, the grief of whose death also caused the death of another uncle and aunt within the week.

Mr. F. Robinett is now convalescing after an operation at J. B. Murphy Hospital and we are pleased to hear of the progress he is making.

Due to a certain amount of secrecy it was not known until quite recently that Miss Marge Vojtas of the Trip Sheet Analysis Department and Mr. Robert Mann were married during June, 1932. To the happy couple the department extends its best wishes.

On the evening of January 24th a group of employes of the department and their friends visited "The Pagoda" restaurant at the N. W. corner of 22nd St. and Wentworth Ave., where an Oriental dinner was served and Fortunes told by the Sacred Buddha. After dinner a tour under the direction of an interpreter was made covering all the interesting places in Chinatown—The Temple, Ancestral Shrine, Marriage Umbrella, City Hall and Courts, etc. and from comments made by members of the party, a pleasant time was had by all.

As this goes to press we are looking forward to the speedy recovery of Mrs. B. O. Ratner, who is in the Presbyterian Hospital, convalescing from an operation. T. F. Coan.

### Engineering

Andy Flood, one of our well known Progress Clerks of the Track Department, was united in marriage on November 4th to Miss Catherine Crittenden, a childhood sweetheart. We wish Andy and Catherine a great deal of happiness and prosperity in the years to come.

Harvey Hoover of Grand & Leavitt is elated over the arrival of an 8 pound son on January 13, 1934. The proud parents have not as yet decided on a name for him but will wait until the youngster has a voice in the matter.

Jack Zeravich of Racine & Center is rapidly making his presence felt in the top-notch wrestling ranks around town.

Jim Nash of the Burnside Office of the Track Department is recovery from an operation for appendicitis. We hope to see Jim back at his work soon.

George Paso, Foreman in the Southern Division of the Track Department is still confined to the South Chicago Hospital on account of injuries received in an automobile accident in November. We hope he will be back soon.

The sympathy of all his fellow workers is extended to Tom McCarthy, whose mother died recently. Transit.

### Schedule-Traffic

The Traffic and Schedule Department seems to be highly favored by the "Stork," this being the third consecutive month the department has been recognized by the "Stork." Charles M. Smith announced (with candy and cigars) that Carol Gail arrived at Passavant hospital at

10:00 P. M. on January 28, 1934. Mother and baby doing fine. Congratulations, Charlie.

The members of our department congratulate Theodore C. Mix, our smiling traffic checker, who was united in marriage to Miss Helen Schultz on February 10, 1934.

If at any time you are in doubt about the fifty cent piece in your pocket, we respectfully refer you to several members of the department who are experts on "phoney" money.

Geo. Weidenfeller.

### Purchasing

On the morning of Jan. 17, 1934, William E. Folta became a proud daddy of a beautiful baby girl weighing 9 pounds, delivered at the West Suburban Hospital. Mother and baby doing fine. To the proud parents we extend our best wishes of health and happiness. Congratulations Bill. N. R. A.

### Shops and Equipment

**West Shops:** Those wishing nice shiny shoes for that Wednesday night date, see Frank Norton after work and form single line. Frank is the best little "boot black" around the West Shops. The NRA hasn't raised his price yet either.

The "kidding" gang is still on the job at the West Shops and going stronger every day. However, what would we do without them.

**Kedzie:** We are sorry to report the deaths of T. Murphy on January 3rd and J. Sugrue on January 9th. To their families and friends we extend our heartfelt sympathy.

**Lincoln:** We also extend sympathy to the family and friends of G. Atz, who passed away on January 28th. Yvonne Randall.

**South Shops:** We are happy to welcome P. Bergman, Foreman, Mill, who has been very ill for some time, back into our midst.

It has been rumored that Paul Hoyer, Utility Dept., has turned over a new leaf—it is an actual fact that he has been seen drinking milk soon.

We wish H. Heck, Foreman, Car Wiring, who is now on the sick list a speedy recovery and hope to have him back with us soon.

**Cottage Grove:** We are glad to hear that G. Girdzush and Al Suma, who are off sick, are convalescing speedily and will be back with us

**Burnside:** A beautiful 6-lb. baby girl has arrived at the house of Pete Gorman. Congratulations and don't forget the cigars.

Asst. Day Foreman, T. Carson, was very unfortunate in having struck himself on the left foot with a sledge hammer.

C. Buckley is proud to report the arrival of a 1924 model Ford car, that was merely deserted by the junk man.

**77th Street:** Announcing: Jim Hopkins is now the owner of a high powered, aero-dynamic, streamlined car.

We are glad to have T. McDonald back with us again.

The pride of Brighton Park—Charley Wessel.

Have you seen the McElwee smile???

**69th Street:** J. Klimas who is convalescing from a recent illness would appreciate a visit from any of the boys. Most of all Joe would like to see his old pal, J. Fitz.

Because of our glorious January weather P. Workman caught the June fever and took the fatal plunge. We extend our heartiest congratulations to the bride and groom.

Elsie R. Smith.