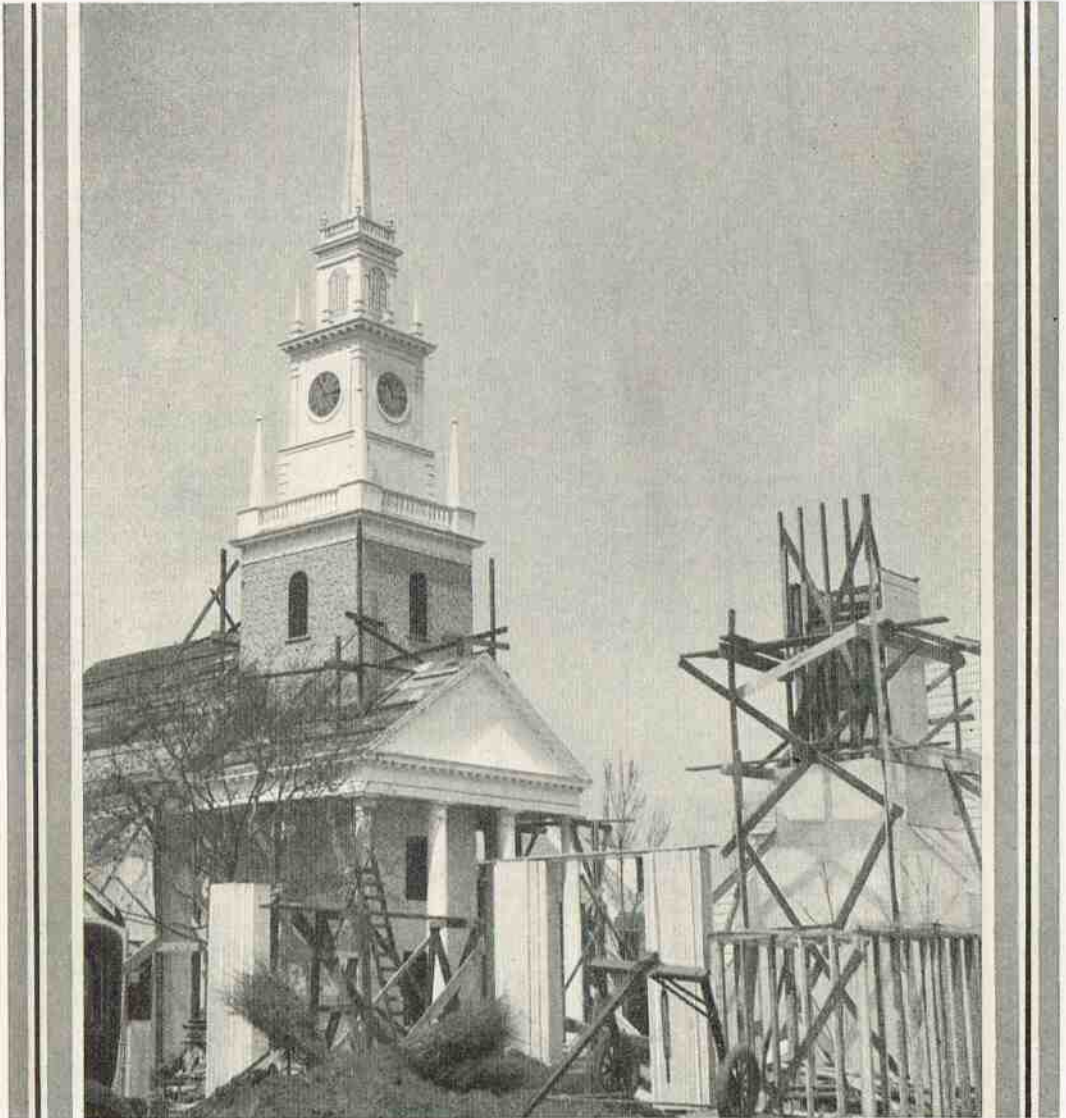


SURFACE SERVICE MAGAZINE

Volume 11

MAY, 1934

Number 2



*THE HISTORICAL OLD SOUTH CHURCH REPRODUCED IN
THE COLONIAL VILLAGE AT THE FAIR*

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 11

MAY, 1934

No. 2

A Reputation to Sustain

*Surface Lines Transportation to the Fair a Real Job for the
1934 Season*

By C. H. EVENSON

Superintendent of Transportation

Reports from railroads, hotels and other sources indicate that the attendance at the Century of Progress this year will be greater than it was last year. The Fair itself will present a much better show and it is being widely publicized. From all appearances, the Chicago Surface Lines must get ready to handle even bigger crowds than those carried on street cars from the first of June to the first part of November in 1933.

Many changes have been made in the Fair grounds which will have a direct effect on riding. The Midway has been removed from the vicinity of 23rd Street to the Island. This and other new attractions on the Island will have the effect of dividing the Midway crowds between the 23rd, 12th and 14th Street entrances. Many new buildings are being constructed south of 23rd Street so that the southern portion of the grounds will be much more active than last year. The southern gate has been moved back north to a position near to 35th Street. The huge Ford Motor Building and some 15 foreign villages will make the southern section of the grounds very popular.

New attractions have been added also in the northern portion of the grounds. In the lagoon near the 12th Street bridge will be the largest fountain in the world and several new buildings are being constructed near the northern entrances.

All this means a better distribution of the crowds among the several entrances. Indications are that the most popular gates will be 14th Street (Court of Honor), 18th Street, 23rd Street and 31st Street, with a considerable business also at 35th Street.

Fortunately the Chicago Surface Lines serves all of these gates adequately.

The Roosevelt Road loop was not opened until the first of August last year and the 14th Street gate in the Court of Honor was used very little. It now promises to be very popular and street cars should get the largest portion of these Fair goers. At 18th Street and 23rd Street, the Surface Lines give an ideal service right up to the gates. At 31st Street it is but a short walk across a viaduct from either the 31st Street or the Cottage Grove and Stony Island Avenue lines. At 35th Street it is but two blocks from the end of the 35th Street line and Cottage Grove and Stony Island Avenue lines.

The traffic routings will be the same as last year, with Clark and Roosevelt Road cars serving the Roosevelt Road terminal, and Madison, Broadway, State, Wentworth and Cermak Road cars serving the 18th Street terminal.

The service provided by the Chicago Sur-

face Lines to the Fair last year won general commendation from visitors and residents alike. With the experience gained during those months we should give even better service this year.

The calling of streets distinctly, the answering of questions and a general spirit of willingness and courtesy are requisites of good service at any time, but especially when there are large numbers of visitors in the city.

All of the men in the service last year were experienced employes who had been on the cars for many years. This year there will be a considerable sprinkling of new men who have had no experience in handling large crowds. There should be wholehearted cooperation between the older employes and these new men in an effort to give the highest possible quality of service.

It is the hope of the management that at the close of the Fair next Fall it can look back over the period of strenuous service with as much satisfaction as it now regards the Fair months of last year.

THOUGHTFULNESS

Standing at the door of the car as it pulled up to the transfer point, the passenger watched the doors of the connecting car close and the vehicle speed away. To him it was just another instance of the viewpoint that patronage exists for the benefit of the transit company, rather than the transit company for the benefit of its patrons.

No management, of course, intends that its service shall be operated in this way. But it is easy to formulate efficient operating principles and then to hold to them so rigidly that the service becomes cold and impersonal, and the employes with whom the public come in contact are merely parts of the machine. The absence of intent to discommode the passenger is not enough. It is necessary to be ever on the alert to avoid discommoding him. Convenient service doesn't just happen. It has to be planned with care and the plans have to be carried out with care.

Much has been said about the importance of courtesy. Even more important is an attitude of consideration for the convenience of the passenger that can best be characterized by the word "thoughtfulness."—Transit Journal.

Lucky

Restaurant Manager (sampling a dish concocted by new cook)—"So you served in France?"

Cook—"Yes, sir—officer's cook for two years—and wounded twice."

Chief—"Well, you're lucky! It's a wonder they didn't kill you."—Illinois Guardsmen.

Accident Prevention Contest

Depot Ratings for the Period from February 1 to April 30, 1934

Figures in parentheses () show rating at the end of March for depots whose position has changed during April.

	Group "A"	Group "B"	Group "C"	Group "D"
First Place	Kedzie (3)	77th	Lincoln	Burnside (2)
Second Place	Lawndale (1)	Devon	69th	Noble (1)
Third Place	Limits (2)	Armitage	Elston	Cot. Grove (4)
Fourth Place	North Ave.	Blue Island	Archer	Division (3)
Depot Ratings for the Month of April, 1934				
	Group "A"	Group "B"	Group "C"	Group "D"
First Place	Kedzie	77th	Lincoln	Cot. Grove
Second Place	North Ave.	Devon	69th	Burnside
Third Place	Lawndale	Armitage	Elston	Division
Fourth Place	Limits	Blue Island	Archer	Noble

By **WILLIAM PASCHE**,
Supervisor of Accident Prevention

On or about May 20th the first charts on the 1934 Accident Prevention Contest will be posted at the various depots. Inasmuch as the method of compiling the contest standings is considerably different from anything that we have heretofore attempted it is suggested that all train service employes interest themselves in a study of the charts. There are now four contests instead of one. Depots are grouped as nearly as possible with order to having nearly equal accident hazards. This was determined by taking into consideration the factors contributing to accidents, such as street widths, amount of traffic, type of equipment used on the various lines and the volume of passengers carried on each line.

These contests are based on chargeable accidents only, which are those which the trainmen could have avoided. To determine the standings of the depots in each group, potential costs of each type of chargeable accidents are used with an adjusted mileage which places all depots on an equal basis as to number of car or bus miles operated.

Complaints about motormen and operators opening the front exit doors before the car has been brought to a stop thereby permitting passengers to alight from the front end of moving cars are reaching the general office. This is a hazardous practice and must be stopped. We know that these complaints are justified because in our daily observations we see considerable of it. No motorman or operator who allows his imagination to run to the possibility of this practice can avoid understanding the hazard involved. Just think what is possible when your line intersects another line and a passenger in his hurry to catch a car or bus on the line which intersects your line is permitted to alight before your car has stopped. Usually in cases such as described the passenger in his hurry to catch the other car leaves the moving car without looking and hurries across in front of fast moving traffic with the possibility of being struck and suffering serious injury.

Another practice which must be discontinued is the pulling away from a stopping place with the doors open. This permits passengers who have been late in realizing that they have arrived at their destination to rush out from the interior of the car and hurriedly alight while the car is moving which is just as danger-

ous as being permitted to alight before the car has been brought to a stop.

Passengers can always be kept informed as to their location if trainmen and bus operators will call streets. If the rules were followed it would be very helpful not only to our regular patrons but particularly to the many thousands of strangers who will ride on our cars during the Century of Progress. We can all rest assured that all who use our service will be very appreciative of your efforts to help passengers to know just where they are at all times. Calling of streets will entirely eliminate the danger of passengers rushing out of the car because they have suddenly discovered that they have arrived at their destination.

Running into open switches in nearly all cases is productive of serious injury to someone and that someone may be you so why not exercise the care which will entirely do away with this type of accident by following the rules and regulations on how facing point switches should be approached. To run into an open switch is inexcusable when it is so easy to avoid.

When approaching a facing point switch it is necessary to stop before entering into it and when we do start it must be only when we are sure that the switch point is set in the direction in which we intend to travel and at such speed that should something go wrong a stop can be made instantly. The slow speed at which a facing point switch is entered must be maintained until the full length of the car has passed over the switch point. This must be the practice regardless of what protecting devices are at the switches. Forgetting that a facing point switch is being approached will not be considered an excuse.

More Eyes Saved—112

Due to the fact that M. Hitzke wore his goggles on April 26th while working at Racine Avenue and 21st Street he is very much alive today. On that day while working with a gang he was holding a chisel cutting a piece off a frog and J. McLaughlin was swinging the sledge. A piece of the steel chisel broke off and flew up, shattering the lens of Hitzke's goggles and something, he thought, entered his eye. He was immediately sent to a doctor and after receiving treatment returned to work. Superintendent H. C. Kelly in investigating the occurrence talked to the doctor and found that this man had suffered but a slight cut on his eyelid and that nothing had entered the

eye. But, if Hitzke had failed to wear his goggles the piece of steel shot with bullet speed might have pierced his eye and even have lodged in his brain and caused his death. We congratulate him on his narrow escape and compliment him on his good judgment in protecting himself by wearing his goggles.

M. Illish of the Track Department is also thankful that he is a safety-minded man as is M. Hitzke and wore his goggles on March 27th. On that date a flying piece of concrete shattered the lens of his goggles as shown in the accompanying cut. J. Rupinski and M. Flaherty who were working with him actually saw the piece of concrete shatter the goggle lens and it is a sure thing that if they have not been wearing their safety goggles in the

past they will from now on—they have first hand information as to the value of these safety devices.



With the above two instances added the total of eyes saved to date now numbers 112 or should we say 111 eyes and 1 life?

Honor Roll of Chauffeurs

Men Who Pilot the Automobile Fleet in the Utility Department Have Fine Records

The activities of the Department of Accident Prevention are not confined to train service but reach into every department where there are hazards to employes or the public. One of the most important groups included in the educational work of accident prevention is that of the chauffeurs who drive the company's automotive fleet—the official cars, the wreck trucks, the overhead emergency trucks and the trucks in the Supply and Roadway Departments. In many respects the duties of this class of employes are more hazardous than those falling to operators of the trolley equipment and this is particularly true of the men who respond to emergency calls in cases of collisions that in any way affect the operation of cars and accidents to overhead installation which require skillful handling to prevent injury from high tension currents.

The Honor List of the employes in the Utility Department is a highly creditable one and includes names of those who have had no chargeable accidents for one year or more:

Passenger Auto Chauffeurs			
Name	Years	Name	Years
G. McCullum	.....2	E. Lawson	.....8
Wreck Truck Chauffeurs			
H. Coutre	.....1	W. Bingham	.....4
R. DeVogelaere	.....1	J. Lubner	.....4
T. Nelson	.....1	C. Callahan	.....6
F. Becker	.....2	T. Bennett	.....8
D. Dillon	.....2	J. Corbett	.....8
T. Foley	.....2	J. Coutre	.....8
J. Lunn	.....2	A. Gray	.....8
H. Doran	.....3	J. Heisman	.....8
M. Griffin	.....3	J. Mulree	.....8
A. Haas	.....3	E. Nolan	.....8
W. Lemon	.....3	W. O'Brien	.....8
H. Lynch	.....3	A. Rohde	.....8
W. Vineck	.....3	H. Staley	.....8
Overhead Emergency Chauffeurs			
P. Carpino	.....2	E. Birns	.....4
N. Janke	.....2	A. Becker	.....6
J. Smith	.....2	W. McGinn	.....7
J. Dubin	.....3	J. Westman	.....8
Truck Chauffeurs			
G. Basco	.....1	J. Zeravich	.....3
H. Dagenais	.....1	P. Doran	.....4
H. Koch	.....1	I. Staubing	.....4
H. Leaders	.....1	J. Conlin	.....5
M. Lump	.....1	A. Janke	.....5
G. Irvine	.....1	P. Dermeky	.....6

C. Oechel	.....1	P. Lowry	.....6
W. Smith	.....1	J. Jones	.....7
A. Eiermann	.....2	E. Coutre	.....8
P. Fitzgibbons	.....2	M. Doyle	.....8
F. Madsen	.....2	H. Hoover	.....8
V. McAllister	.....2	C. Kuehl	.....8
T. O'Connell	.....2	W. Lau	.....8
L. Heise	.....3	W. Peschel	.....8
C. Martens	.....3	J. Rafferty	.....8
W. Nolan	.....3	T. Rice	.....8
F. Peterson	.....3	E. Smith	.....8
G. Potter	.....3		

ROUNDING UP WITNESSES Lawndale Blue Island Again in Lead—Kedzie Climbs from Eleventh to Third

Due to the fact that the No Accident Honor Roll took all available space in the magazine last month the witness report for the month of February was omitted. In that month, Burnside displaced Lawndale-Blue Island as the leader, dropping them to second place. Lincoln, however, showed the best performance by jumping from twelfth to fourth place. However, during March, Lawndale came right back and displaced Burnside as the leader, the latter falling into second position. Lincoln however slipped and dropped from fourth to eleventh place. Kedzie holds the spotlight this month by performing splendidly and climbing from eleventh to third place and we compliment them on their excellent work. North Avenue however took a bad slump and dropped from fifth to twelfth place. The average for the system, 3.70, is quite an improvement over that of last month which was 3.45. This however can be boosted to a higher figure if you do your share and endeavor to obtain the names of witnesses when accidents occur on your car.

	Mar.	Feb.	Jan.	Dec.
1. Lawndale-Blue Isl.	4.60	4.02(2)	4.24(1)	4.00(2)
2. Burnside	4.36	4.63(1)	4.00(2)	4.07(1)
3. Kedzie	3.90	3.01(11)	3.26(9)	3.56(7)
4. Elston-Noble	3.87	3.16(9)	3.55(8)	3.72(5)
5. 69th Street	3.75	3.56(6)	3.65(7)	3.38(9)
6. 77th Street	3.66	3.42(8)	3.74(3)	3.47(8)
7. Archer	3.52	3.47(7)	3.68(5)	3.86(4)
8. Cottage Grove	3.50	3.60(3)	3.67(6)	3.64(6)
9. Devon	3.44	3.00(12)	3.00(11)	3.06(12)
10. Armitage-Div.	3.42	3.09(10)	3.14(10)	3.30(10)
11. Lincoln	3.32	3.58(4)	2.75(12)	3.25(11)
12. North Avenue	3.26	3.57(5)	3.72(4)	3.88(3)
Average for System	3.70	3.45	3.56	3.57

Car Riders Pay Compliments

Letters of Commendation for Surface Lines Employes Who Were Courteous and Considerate

Quick Recovery of Lost Purse

Chicago Surface Lines, Gentlemen: I had an experience today that has made me most grateful to your Conductor C. E. Memsen, badge No. 4118. Coming from the Loop around noon on the Stony Island and 63rd Street car I got off at 56th Street and Lake Park, and a moment later, before the car had turned on Stony Island, I realized that I did not have my hand-bag, but only packages and a book under my arm. As soon as possible I telephoned Dearborn 8800 and told the Lost and Found Department what had happened. I was told they would try to reach the car before it reached the end of the line, and would telephone me. When the car came they said they had the purse or bag, I had described but to come to 38th Street offices and identify it, which I did at once. There was the hand-bag, and there I found as gracious attention as any one could ask for.

I wish I might personally thank Conductor C. E. Memsen for what he did for me. In money, I had only two one-dollar bills and a few cents, but there were my keys, library cards, a Masonic Chapter emblem that had been my brother's and which could not be replaced, and things, trifles in themselves, but of value to me.

I have used transportation lines in Chicago for many years and this is my first experience in leaving my purse on a car, and to recover it at once shows how alert and conscientious such men as Mr. Memsen are. I am most grateful.

I would like to say, also, that the courteous service on the cars seems more and more marked. I remember that last summer a lady from New Orleans, a stranger to me, having asked if I lived in Chicago, said she found our transportation here unusually good and that she was surprised that the men on the cars could be so considerate and courteous. From what she had heard she had not expected such courtesy, and she thought the crowds made things very trying for the men on the cars. I am proud of Chicago and am always pleased when strangers say good things about us. I am

Most gratefully yours,
Emma Manning,
1400 E. 57th Street.

A Smooth Operator

Chicago Surface Lines, Gentlemen: Will you kindly congratulate Motorman No. 9559 (Sylvester T. McDonough, Archer) for the smoothness of operating his car?

The other day as I was getting off at Cermak Road I noticed that No. 9559 had to make a quick stop in order to avoid hitting an automobile that cut in front of him. Quickly I looked back in the car to see if any one was off their seats, but to my surprise, they weren't even disturbed, because he had stopped the car in such a way that it would not awaken you if you were asleep.

I would like to thank No. 9559 for directing me correctly so that I got to my destination safe and did not get lost, no wonder my friends

tell me, "You can't get lost in Chicago," not with men like him.

I am greatly sorry that I have to leave Chicago on Friday, because I would like to watch some more of your men, and see if there is more like No. 9559.

Thank you very much and congratulations,

Sincerely yours,
Mr. W. B. Fronst,
Belle Vernon, Pa.

Helpful in Storm

Chicago Surface Lines, Gentlemen: It is with pleasure that I write this letter to express my admiration and appreciation for the courteous service shown me by street car conductor No. 6800 (Jeremiah Brazill, Lawndale) on North Crawford Avenue bound car No. 276 on Monday, March 26, during a bad snow storm. My arms filled with packages and a small baby, he got off the car and smilingly assisted me on with baby and parcels though he seemed to be quite cold himself. I congratulate the Surface Lines for having such fine courteous gentlemen in their employ.

Yours respectfully,
Mrs. H. Shayne,
2657 N. Springfield Ave.

Narragansett Operators Complimented

Chicago Surface Lines, Gentlemen:

I want to mention a word about the service at the trolley buses on Narragansett Avenue. Myself as well as the other people who have ridden on these buses ever since they began running, enjoy and comment on the wonderful service. The drivers aren't just drivers. They are "regular fellows," entirely human, kind and good natured. They certainly deliver the goods. I could not speak too highly of them. All of them.

Sincerely,
Miss Othelia Kreuser,
3015 North Nagle Avenue.

This Was Posted at Devon and 77th

Chicago Surface Lines, Gentlemen: I want you to know that the conductors on your Rogers Park line are not only gentlemen in very truth, but they are a fine lot of fellows.

They are so kind and accommodating—so careful of their passengers—I am an old lady of 83 and I know whereof I speak. They not only help me on but off the cars as tenderly as though I were their mother. They are so good to me—enjoy riding with them—and the motormen are the same helping me on.

I cannot half express my gratitude to them and think you should know it and they.

I often ride on your cars and never without help—not grudgingly given but generously. Often the conductor has gotten off the car to assist me—the good man—and I appreciate it.

Yours very cordially,
Mrs. R. E. Clark,
1415 Foster Avenue.

Met an Emergency

Chicago Surface Lines, Gentlemen: I wish to praise motorman No. 12353 and the con-

ductor on car No. 6171, Broadway, northbound (Verda T. Cox and Thomas Weir of Devon), 6:00 P. M., Monday, April 23, 1934, for services to what may have been a dying man.

I was on the car near the front. In the 3100 block there was a scream, seemingly from the back platform. The car stopped at the nearest corner, Belmont. I looked out the east window and saw a man lying on the sidewalk in convulsions, frothing and lapsing into spells of unconsciousness with the conductor and motorman with him.

The conductor and motorman made the man comfortable, opened his collar, one went into the nearest building with a doctor's sign, while the other performed other services.

After ten minutes in which no other help arrived, the conductor remained while the motorman took the car north alone.

This was a sudden serious emergency. These two men displayed coolness, judgment and competence. They are a credit to the community and I would like to add my word to their record.

Very truly yours,
Leo Heller,
5415 Wayne Avenue.

Kindness to a Cripple

Chicago Surface Lines, Gentlemen: I wish to call your attention to an act of kindness by Conductor No. 11674 (Peter A. Keane, Limits). My aunt and I were out driving and on our way back from Mount Olivet Cemetery we were driving on Monterey and Vincennes Avenue when just ahead of us we saw this conductor get off his car and walk to the sidewalk. There was an old crippled man standing there waiting for the car. This conductor took this man in his arms and carried him onto the car and placed him in a seat. I think this was the greatest act of charity I have seen in a long time.

My aunt thanked him and said she wanted him commended. This happened at 12:51 P.M. April 23rd, 1934.

Margaret Purvis,
312 W. 52nd Street.

For Asst. Div. Supt. Eigelsbach

Chicago Surface Lines, Gentlemen: On behalf of the Lawndale-Crawford Community Council, I wish to express the Council's heartiest appreciation for the splendid cooperation your organization gave during Safety Education Week. Mr. Thomas Eigelsbach, in the Council's opinion, did a wonderful job in carrying out his duties to the satisfaction of this Council.

G. F. Chabot, Secretary,
2522 S. Harding Avenue.

All Over the System

Mr. Charles H. Soderquist, 6036 N. Albany Avenue, highly compliments Motorman P. Jolly, Badge No. 1503 of Devon, for the smooth manner in which he operated his car, stating that it was a pleasure to be his passenger.

Mrs. H. Breves, 3918 Wilcox Street, commends Conductor A. W. Burrett, Badge No. 2064 of 77th, for the courteous manner in which he handles his passengers and performs his duties.

Motorman O. McVerry, Badge No. 2347 of 77th, is the recipient of a commendatory letter from Mr. F. W. Young, Hotel Windermere East, who states that this motorman stopped his car on the opposite side of a crossing in order to permit ten people to board it, thus

saving them the time of waiting for the next car.

Mr. A. L. Carlson, 7441 S. Sangamon Street, commends Conductor E. J. Nehls, Badge No. 2458 of 77th, as being one of the politest conductors on 75th Street, where he is stationed.

Miss I. Kubitzka, 10605 Prairie Avenue, thanks and commends Conductor F. Willert, Badge No. 2634 of 77th, 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.

Miss Mary Cohen, 2639 Leland Avenue, and Miss Ann Rosenthal, 3139 Eastwood Avenue, praise Conductor K. J. Fogarty, Badge No. 2686 of 77th, for his kindness in assisting an elderly woman, laden with bundles, to alight from his car and then stepped off himself and handed one of the bundles to her.

Mr. W. C. Martz, 8416 Exchange Avenue, wishes to commend Motorman J. N. Fish, Badge No. 3050 of Burnside, for courtesies shown to him while a passenger on his car.

Motorman M. Marren, Badge No. 3683, and Conductor J. Fanlon, Badge No. 4792, both of Archer, are complimented on the type of service they render by A. J. Schwartz, M. D., 3950 Lincoln Avenue.

Mr. A. M. Atzel, 5935 N. Maplewood Avenue, compliments Conductor J. L. Pankey, Badge No. 5658 of Kedzie, for his thoughtfulness in assisting an old man who was almost sightless to alight from his car and escorting him safely to the sidewalk.

Mr. C. C. Cricks, Superintendent of Division 1 commends Conductor L. R. Grant, Badge No. 4204 of Cottage Grove, for rerouting northbound Cottage Grove Avenue cars at 51st Street when cars were blocked on account of a defective switch. Nine cars were rerouted, but by his action there was no delay.

Unusual courtesy and kindness on the part of Conductor R. C. Gibbons, Badge No. 4316 of Burnside, was made the subject of a commendatory letter by Mrs. M. R. Chambers, 5440 Cornell Avenue.

Mr. E. W. Soller, 737 W. Jackson Boulevard, highly praises the kindness of Motorman J. Graf, Badge No. 4405 of North Avenue, in assisting a disabled old lady to alight from his car and for treating his passengers in a very courteous manner.

Mr. M. Kargman, 188 W. Randolph Street, thanks Conductor M. J. Moran, Badge No. 6444 of Armitage, for paying his fare when he boarded his car and found that he had not change with which to pay his fare, having only a five dollar bill which this conductor could not change.

Mrs. A. M. Gerrity, 923 Wolfram Street, compliments Motorman J. A. Kelley, Badge No. 6837 of Kedzie, for the careful manner in which he operates his street car.

Mrs. J. M. Thune, 5840 Wayne Avenue, writes to express her appreciation for the kindness of Conductor P. E. Ivarson, Badge No. 6900 of 77th, who assisted her in boarding his car when she was burdened with many bundles.

Mrs. S. Owens, 5550 Glenwood Avenue is extremely appreciative of the courtesy and kindness shown her by Conductor B. F. Geach, Badge No. 6914 of Devon, who was instrumental in locating her bag which she had left on one of our cars and seeing that she recovered it.

Mrs. E. A. Walling, 10356 S. Wood Street, compliments Conductor J. E. Clark, Badge No. 7156 of Limits, on his courteous and business-like manner of performing his duties.

Conductor John E. Clark, Badge No. 7156 of Limits, is also commended by Mr. L. Hauser, 8820 S. Carpenter Street, for courteously informing him as to how he might reach his destination without unnecessary loss of time.

Mrs. Carson, 2435 Ainslie Avenue and her grandson boarded the car in charge of Conductor J. F. Reents, Badge No. 8132 of Kedzie, and then discovered that she had left her money at home. This conductor very kindly paid her fare and she wishes to thank him for his kindness and courtesy.

Mr. J. N. Auslander, 3830 S. Morgan Street, found that he had left his money at home when he boarded the car in charge of Motorman R. Kempiak, Badge No. 8217 of Noble. His fare was paid by this motorman and Mr. Auslander wishes to express his appreciation.

Mr. F. A. Gabrielson, 1219 Granville Avenue, commends Conductor P. McCormick, Badge No. 8822 of Devon, for assisting a blind man to alight from his car and escorting him safely to the curb, also for calling all street car stops with decided clarity.

Mrs. Alma Gnaedinger, 2548 Sayre Avenue, thanks and commends Conductor P. J. Larking, Badge No. 9404 of 69th, for helping her board his car and finding a seat for her, and inasmuch as she is forced to use a cane she more than appreciated this conductor's thoughtfulness.

Mr. J. L. Bache, University Club of Chicago, states that two passengers on the car in charge of Conductor A. Benson, Badge No. 9996 of Lincoln, were endangered by flying glass when two young hoodlums threw a stone through it. This conductor stopped the car, jumped off and chased the culprits for more than a block. His action and good judgment on his return in taking care of the matter were worthy of commendatory notice and Mr. Bache compliments the management on having an employe of his type in the service.

Mr. L. Bernstein, 2658 Altgeld Street, wishes to thank and commend Conductor R. Keane, Badge No. 10064 of Lincoln, for his honesty in turning in a wrist watch to the Lost and Found Department, which he had lost while a passenger on this conductor's car.

Mrs. J. Langley, 814 Altgeld Street, thanks Conductor H. E. Jenkins, Badge No. 10110 of Lawndale, for paying her fare when she found that she had no money with her with the exception of a check.

Mr. L. W. Salisbury of the Financial Department reports that Motorman A. J. McMullan, Badge No. 10245 of 69th, saw a girl trying to cross the street in order to board his car. Due to the fact that she was crippled she was very slow, but this motorman waited for her and looked out of the front end to see that she had boarded the car safely. Mr. Salisbury highly commends this motorman for his thoughtfulness.

Mr. H. Blumenfeld, 176 W. Adams Street, Rm. 1641, states that an elderly man took sick on the car in charge of Conductor M. J. Mulcahy, Badge No. 10418 of Burnside, and that this conductor gave him the best of care, called a taxi and had him taken to a hospital. Mr. Blumenfeld commends this conductor as highly efficient and humane.

Mrs. H. J. Joswin, 3839 Addison Street, thanks Conductor A. Ingels, Badge No. 11516 of Archer, for assisting her to board his car when she was carrying her baby and was very tired.

FROM BUS TO TROLLEY

The Maguires Cover Seventy-five Years of Service in Surface Transportation

It is difficult, sometimes, to imagine a time in Chicago's history as a bustling industrial centre when the city afforded no better means of public transportation than horse-drawn buses. Only seventy-five years have passed since then.

In those days a bus line operated on Madison Street from State Street to Ogden Avenue. One of the drivers on this line was E. L. Maguire, Sr., father of Division Superintendent E. L. Maguire of the Sixth Division.



Division Superintendent Maguire

When the first street cars began to operate in Chicago, Mr. Maguire, Sr., became one of the first street car operators in Chicago. These were the bob-tail, one horse, one man cars with slotted metal guides on the sides of the interior for fares, which rolled down to the cash box in back of the driver.

For some years he worked on the State, Wabash, Blue Island and Halsted Street lines, finally leaving the service to go into the teaming business in 1892. In the year 1895 he passed away.

His son, the present Division Superintendent of the Blue Island-Lawndale Division, while still a lad, frequently carried his father's dinner to him on the cars. Fifty-four years ago, when he was a young man, he followed his father's example and went on the road, signing up as a conductor on Ogden Avenue.

In the year 1892 the manager wanted a man for starter at the very busy intersection of Ogden Avenue and Madison Street and Mr. Maguire received the job. A year later he was sent to Blue Island depot as assistant division superintendent and in the year 1920 he was promoted to Division Superintendent of the Sixth Division which includes Blue Island and Lawndale depots.

Mr. Maguire's experience and ability have long since won him recognition as a capable operator. In all the years he was on the road as a trainman he was never suspended for an infraction of the rules. In point of service he has the second longest record for active duty in the Transportation Department.

He has a brother working in the Engineering Department.

No Doubt

"Now, be sure to write plain on those bottles," said the farmer to the druggist, "which is for the horse and which is for me. I don't want anything to happen to that horse before the spring plowing."—27th Infantry Bark.

SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 11 May, 1934 No. 2

John E. Wilkie - - - - - Editor

C. L. Altemus - - - Assistant Editor

NEEDLESS DELAYS

Car riders on important trunk lines in various parts of the city have been subjected to more delays and inconveniences in the past six weeks than ever before in the history of the Surface Lines. Contractors for street widening and paving involving extensive excavating have carried on their work apparently without any consideration whatever for the convenience of those who depend on Surface Lines' transportation for their daily movements.

Through lack of cooperation between the contractors in charge of the various types of work, it has been the practice to carry on their operations on both sides of important thoroughfares, at the same time leaving the car tracks in the middle of the street for traffic of every description.

The forcing of automobile trucks as well as private motor cars to this narrow highway naturally has resulted in traffic congestion, which of itself was sufficiently annoying but the situation has been further complicated by the unwillingness of many of the foremen to make reasonable use of such heavy mechanical equipment as steam shovels. The long arms of these unwieldy machines have been swung across the tracks bringing traffic to a complete stop for many minutes.

Appeals to authorities in charge of the contract work have fallen on deaf ears, and it is only within the last week that any apparent effort has been made to improve conditions, notably in the outlying territory on the South Side.

At the moment car riders on North Avenue are experiencing most of the trouble. During twenty-four hours from 7:00 o'clock on the evening of Wednesday, May 9 to 7:00 P. M. Thursday, May 10, there were twenty-three interruptions

of traffic on this one thoroughfare due to the careless and indifferent handling of steam shovels engaged in excavation work along this street. The consequent irregularity of operation of the Surface Lines' cars imposed a real hardship on the car riders, who have been loud in their protestations over conditions which were not always recognized as beyond the control of the Surface Lines. The management is exerting every effort to bring about an improvement in the manner of conducting this work and in no event should our Transportation Department be blamed for the delays to which our patrons have been subjected.

WHAT EVERYBODY SHOULD KNOW

How to Identify Street Car Lines Serving World's Fair Entrances

Roosevelt Road and 14th Street (Court of Honor) Entrances:

Roosevelt Road Line (Dash, World's Fair Direct).

Clark Street Line—From Clark and Dewey (Dash, World's Fair Direct).

14th-16th Street Line.

18th and 23rd Street Entrances:

Madison Street Line (Dash, World's Fair Direct).

Broadway Line—From Clark and Devon (Dash, World's Fair Direct).

State Street Line—From Clark and Dewey (Dash, World's Fair Direct).

Wentworth Avenue Line—From 81st and Halsted (Dash, World's Fair Direct).

Cermak Road Line (Dash, World's Fair Direct).

31st Street Entrance:

31st Street Line (Dash, World's Fair Direct).
Transfer or walk two blocks from:

Stony Island Avenue Line (Dash, 35th and 31st Fair Gates).

Cottage Grove Thru Route No. 1 (Dash, 35th and 31st Fair Gates).

Cottage Grove Thru Route No. 4 (Dash, 35th and 31st Fair Gates).

Cottage Grove Thru Route No. 5 (Dash, 35th and 31st Fair Gates).

35th Street Entrance:

Walk two blocks from:

35th Street Line at Cottage Grove Avenue.

Stony Island Avenue Line (Dash, 35th and 31st Fair Gates).

Cottage Grove Thru Route No. 1 (Dash, 35th and 31st Fair Gates).

Cottage Grove Thru Route No. 4 (Dash, 35th and 31st Fair Gates).

Cottage Grove Thru Route No. 5 (Dash, 35th and 31st Fair Gates).

EMPLOYEES RELIEF FUND

April, 1934

The Surface Lines Employees Relief Committee held four sessions during the month, at which 19 applications were considered. Of this number there was 1 emergency case on which the Committee approved immediate relief, and sixteen cases were approved for weekly payments.

Checks totalling \$10,171.31 were distributed.

Keeping 'Em Rolling

Blue Island Wins With 66,066 Miles Per Pull-in—Average for System 29,029 Miles



Blue Island Pull-in Crew

H. Hale, H. Siefert, T. Hoey, G. Strickland, J. Vani, G. Telios, O. Cory, J. Hozek, L. Maskalas, H. Walter, W. Havak, P. Heinar, J. Lennon, J. Murphy, A. Janusauski, J. L. Bolton, W. Setlak, T. Zak, J. Pratap, G. Mademamos, J. Drabant, L. Ginsauskis, M. Pratapas, A. Valatas, P. Rimkus, I. Witkus, Tom McCrea, T. Skarzinski, P. Simkus, W. Costello, M. Scarpelli, J. Jennings, S. Wasalaski, J. Kohout, J. Solis, N. Grumbos, T. Waitkus, T. O'Brien, L. Stathopoulos, M. Salkauski, G. Casenski, C. Hanrahan, S. Yuraitis, M. Greaney, J. Hagarty, P. Breslin, P. Pronckunas, J. Martin, W. Jankauski, B. Holas, S. Brath, G. Marrone, A. Slamas, P. McAvoy, M. O'Brien.

Blue Island leads the way for April with 66,066 miles per pull-in due to equipment failure to their credit and a percent increase of 227.5.

Burnside is second with 59,110 miles per pull-in and an increase of 145%.

Elston follows in third place with 39,927 miles per pull-in due to equipment failure and has a 117.6% increase over last month.

Fifteen of the sixteen carhouses have a record of over 20,000 miles per pull-in for the month of April, 1934.

Each carhouse record follows:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Blue Island	25	66,066	227.5
2	Burnside	21	59,110	145.0
3	Elston	22	39,927	117.6
4	Lawndale	20	37,239	34.4
5	North	7	33,233	82.0
6	Limits	20	33,031	5.4
7	Noble	20	29,664	4.4*
8	69th	8	29,360	24.7
9	Armitage	15	29,323	12.3
10	Archer	10	29,150	24.7
11	Devon	11	28,066	9.6*
12	Lincoln	17	27,905	.8
13	77th	7	27,216	41.2
14	Cottage Grove	10	22,897	32.2*
15	Division	15	21,664	21.6
16	Kedzie	6	18,505	2.2*
		234	29,029	26.7

*Decrease.

The standing of each carhouse for the past half year follows:

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

The car broke down and the driver, his wife and children couldn't start it. The mechanic came from the garage. He took one look at the machine, tapped it several times with a wrench and told the driver to start the engine. The bill was \$25.00.

The itemized statement read:
Tapping with wrench\$ 1.00
Knowing where to tap..... 24.00

Doctor: "Where shall I vaccinate you?"
Modern Girl: "Oh, anywhere it's bound to show."

Around the Car Stations

Cottage Grove

The Century of Progress will be opened again in a very short time and it is expected there will be more visitors in Chicago than last year. The Chicago Surface Lines management published a great many letters in the magazine from visitors who complimented the trainmen on the many kindnesses they received from us while visiting our city. Let us make a more lasting impression this year by being more courteous. When a stranger is seeking information and wishes to reach a certain place let us exert ourselves in giving them the proper information and directions, and when they return to their homes letters will again be sent to our officials thanking them for the kind considerations and courtesy given by the trainmen.

An order was issued last year for motormen operating on double end cars to call streets loud and clear. This order was permanent and not just for the exposition and was issued for safety, so govern yourselves accordingly.

The trainmen welcome Motorman Charles Weaver and Conductor James Lovett back to work again, both have been laid up for some time.

It is with deep regret we report the death of Motorman Fred Luedke after an illness of more than six months. The last time he was at the depot he picked his run and expected to go to work in a few days when he was suddenly taken ill again and never rallied. After a very impressive church service he was laid to rest on March 22. The trainmen extend their deepest sympathy to his widow and immediate relatives.

J.H.Pickin.

Seventy-seventh

Although we did not have the opportunity to bid farewell to the trainmen who transferred from this Division to Division No. 12 we take this means of expressing our best wishes to them and hope that they will be perfectly satisfied with their new location.

We were very sorry to learn of the sudden death of our editor of the Union Leader, L. D. Bland, and we express our deep sympathy to his bereaved widow, Margaret, and his two sisters, Mrs. Charles A. Woods and Mrs. D. A. Burlingame. He was a real man and he will be greatly missed by all of us trainmen.

Art Lipphardt, our night chief clerk is back on the job again, after serving a term as a juror in the Criminal Court.

Congratulations to Conductor James Curry on the recent arrival of a baby girl at his home.

Motorman George Wheeland has returned to work and we are glad to see him back. After the way his assailants treated him, we did not expect to see him return so soon, but he is still smiling and says that he is feeling O. K. Atta-boy, George! They can't keep a good man down.

Congratulations to Motorman McKeegan and his bride, who were wedded recently. Although he wished to keep this a secret, we



Jim Havel of the 77th Street Car Cleaner Force and His Daughter

could not refrain from publishing the good news.

Supervisor Michael J. Lyons has returned after his vacation, which he devoted entirely to the care of his convalescent wife. Mike, we sincerely hope that your dear wife will be in good health very soon.

Congratulations to Conductor Ralph Kauble on his second adventure on the matrimonial sea. We also wish joy and happiness to his charming bride.

To Starter Bell, we express our deep sympathy in the loss of his father, Motorman Jim Bell, who succumbed to pneumonia after a brief illness.

Remember the many thrills that were manufactured on Bessette's Field last year during our Soft Ball League games? Well, we are looking forward to still greater thrills this season, inasmuch as many of our new trainmen will be in the lineup, and some of them have been the "Babe Ruth" and "Jimmy Foxx" on other teams. The names of all the players that will participate will appear in our next issue. In due time a schedule card will have been furnished you, and then you can make the necessary arrangements to have your friends come out to Bessette's Field and enjoy a real game of ball.

The following trainmen are on the sick list and confined to their homes: Conductors F. Peters and J. E. Cuculich. We wish these men a speedy recovery and hope that they will be back on the job very soon.

The following trainmen parted with their loved ones: Conductors: W. Hernanz, his mother; Charles Gyllings, his sister, and Motorman J. F. Flynn No. 2, his father. To these trainmen we express our deep sympathy in their bereavement.

We condole with the members of the family of our late Conductor J. D. Skillman.

The above notices of the deceased relatives of our trainmen was not included in the pre-

vicious issue of this magazine due to a lack of space.

To the members of the families of the late trainmen: Conductors Frank Hackenbrock and Paul Stern, Motormen J. Smith, Jim Bell and E. Elward, who passed away last month, we express our condolences in their sorrow.

John T. Flynn.

Archer

It is evident that the "New Deal" is working out very favorably for Motorman George Gendron, who reports the arrival of a bouncing baby boy, 7½ pounds, born Wednesday, April 11. We congratulate you on your first born, and may the next be a girl.

Anyone interested in ping pong should get in touch with Adam Longhauser, president of the club. Adam is an able instructor on all fine points of the game. He plans to have a tournament soon. All applications considered but only good clean sportsmen will be admitted.

Congratulations go to Motorman John Rogers, who is journeying in matrimonial bliss. May you and yours have many happy days as you journey together down life's rugged road. They say wonders never cease and you, John, are one of the many. Motorman John Rogers at the age of 79 takes upon himself a wife to love and hold. The boys are wishing you well.

Our deepest sympathy is extended to Conductor Wm. S. Broughton on the death of his brother who died March 30. Bill received a telegram to hasten to his brother's bedside and before he could make train connections for Canada his brother had passed away.

Motorman Tom Schaefer is still on the disabled list. You all know Tom has been laid up for a long time on account of an accident in which his auto was demolished. He is getting along nicely now, has discarded his crutches and is only using a cane. Best of luck, Tom!

Conductor R. P. Smith, who took a vacation at his old home town, Rosemond, Ill., says while back on the farm he dug a well and built a hen house.

Conductor John Kocher, one of Archer's new arrivals, seems to be all fluttered up these days, and the happy occasion is no less than the arrival of a 9½-pound baby boy, born March 22, answering to the name of John Arnold Kocher. Congratulations, John, on your first attempt, and we hope you have many.

Sincere sympathy is extended to Conductor A. J. Hurt on the death of his brother, who died Monday, March 5, buried March 8, at the Bohemian National Cemetery.

Our heartiest congratulations to Motorman Edward C. Carlson, who, on the strength of his new position, embarked on the sea of matrimony for a successful and happy wedded life, March 24. After an elaborate dinner at the Palmer House the happy couple set sail. Edward now resides at Riverside, Ill.

Clerk Charles Vanek has taken a big step and traded off a rented apartment for a new bungalow. Charles is now planning for a house warming, date of the celebration to be known later. Charley says you are all invited.

Motorman Mike Boozen, another of Archer's veterans who for some time has been confined to the Wesley hospital, is now at home convalescing. Mike, you have our best wishes for a speedy recovery.

Motorman E. J. Chamberlin celebrated St. Patrick's day with the arrival of a daughter.

We congratulate you on the happy occasion.

Conductor Tom O'Keefe lost his dear mother March 23, after a long illness. Tom, the boys extend to you their deepest sympathy in your sad bereavement.

Conductor Thomas J. Buchanan is now convalescing at the Mercy hospital after a serious operation. Our latest information is that Tom is coming along fine and is expected home in the very near future. Tom, you have our best wishes for a speedy recovery.

Motorman John Chamberlin mourns the loss of his wife, who died suddenly at Breedsville, Mich., on March 4, and was buried March 9 at Mt. Olivet Cemetery. She leaves four children, who were with her at the time of her death. John, our sincere sympathy is extended to you and your family on this sad occasion.

Archer has lost another of its old-timers, Motorman Patrick J. Noonan, who signed off sick on March 6 and was taken to the County hospital, where he died on March 29. Mr. Noonan has a seniority dating May 22, 1905, was a loyal and faithful worker, leaving a record that anyone can be proud of. He had many friends among his co-workers and was held high in the esteem of all who knew him. The boys of Archer Depot extend their deepest sympathy to his family.

Our sincere and deepest sympathy is extended to Motorman M. Reid on the death of his wife April 4.

After hibernating all winter and with the entrance of some young blood in our ranks, the boys went out and organized an indoor team, and from the looks of the team, with John Nowak as manager, George Rozak, assistant manager, and Matt Larson as captain, we can expect big things. Come out and give them the once over and get acquainted. Your presence will help them bring home the bacon.

Our sincere sympathy is extended to Motorman Geo. Black on the death of his brother who died April 10th, at the age of 43 years.

Congratulations to Motorman Matt Thelan on the arrival of another boy at his home, born April 9. This makes Matt the proud father of four daughters and four sons.

Sympathy is extended by the boys to Conductor M. J. Coppinger on the death of his son, age 35, April 23.

Starter Joe Barnicle sends us a card from Swope Park, Kansas City, Mo., where he is spending his vacation with his home folks.

Conductor Walter C. Fandorf and his good wife were honored with a surprise party celebrating their silver anniversary on April 28, given by their children and relatives. Here's hoping the young couple live another happy twenty-five years and celebrate a golden anniversary.

Congratulations are extended to Conductor A. W. Otto who took several days off. The result was wedding bells on April 25. Otto is somewhat shy in breaking the news, but from good source came the joyful tidings.

Conductor E. C. Hansen and wife were happy in celebrating their silver wedding anniversary at their home on April 18. Congratulations E. C. and here's wishing you and yours the best of health to celebrate your fiftieth anniversary. Dusty.

Blue Island

Conductor George Kalal was presented with a 7 lb. baby boy on March 30th. Congratulations and good luck and health to the little one.



Streamlined Car at Blue Island Depot

Division Superintendent Maguire is exceedingly proud of the success of this station in arousing interest in the new streamlined 7001. The accompanying picture gives some idea of the crowds that were attracted to the station and it was interesting to hear the generally favorable and delighted comment of the visitors who formed a continuous procession through the car.



John Jennings and His Son Billy—Son and Grandson of J. Jennings, Blue Island Repair Shop

We extend our sympathy to Conductor Thomas Jacek and family in the loss of his wife. To Motorman Walter Schank in the loss of his mother.

Now that the baseball season is on the calm of the trainroom will be broken by the rabid baseball fans, taking their respective sides.

Johnny Quaid is the proud possessor of two baby goats and decided to name them Tickor and Tocker. Watch out for your alarm clock, Johnny!

Kedzie

C. P. Starr.

Clerk Michael Callahan is boasting of being the daddy of the finest baby girl born February 20, who they call Maureen; and if you don't take his word for it ask her Grandpa Supervisor Thompson. They have both increased their chest expansion.

Supervisor John Harrington was also the proud daddy of a baby girl born March 9 and to this happy event John gave a big Christening party where all enjoyed a wonderful time.

Starter John McCarthy surprised us the other day when he informed us he had changed his address and was now a married man. Well John, no more income tax for you and so may your troubles be little ones. Here is wishing

you and yours a world of happiness and success.

Motorman Marvin J. Clement was happily married April 25. Secrets will leak out especially when it comes to asking for time off. Their honeymoon was spent in the sunny south. Congratulations old boy and here is wishing you the best of luck.

Conductor Hugh Black died April 10 after an illness of several months. Hugh was of a very jolly disposition and his host of friends will certainly miss him. Our heartfelt sympathy is extended to his bereaved family.

A new face in the supervisory force is none other than that of George Dorgan our new traveling motorman whose duties are to instruct motormen on the smooth and safe operation of their car to reduce accidents.

We were pleased to see Supervisor O'Brien and his wife at the entertainment and dance at the Carmen's Hall where they were enjoying themselves together again after the long illness of Mrs. O'Brien.

Clinton Sondors.

North

Conductor Charles Gordon who entered service May 8, 1924, died March 7 as the result of a bullet wound received during a holdup on his car.

Conductor Harry White passed away suddenly while on his way home after finishing his work on the night car. Harry had seniority dating from March 10, 1902. Funeral services were held under auspices Union Park Lodge No. 610, A. F. & A. M. Interment Mount Olive.

Motorman A. Engle who entered service April 6, 1921, passed away suddenly while on duty April 5. He was a member of Ben Franklin Lodge No. 962 A. F. & A. M., under whose auspices the funeral services were held. He was laid at rest at Arlington.

Conductor George O'Brien whose seniority dated from Feb. 13, 1913, died suddenly April 20 after completing his day's work. George had been off sick for some ten weeks and had only worked a few days. To all the relatives and friends of these good men all North avenue men join in offering their deepest sympathy. Each of these men had a good record in the service and were right with their fellow workers.

Motorman Wm. Bohm, that little two hundred pound fellow, is papa to a young lady named Jaqualine Ann who arrived February 24.

Conductor H. Pass, who used to play a good third base for dear old Rockford High, is daddy to a girl who arrived April 4 weighing six pounds. Other new fathers are Conductor Carl Helgesen and Motorman R. Anderson.

Please, Mrs. Conductor Rickey, don't go away and leave your husband alone again. Take him along on your next vacation. While you were gone the last time he essayed to grow a mustache. He shaved it off the day before you returned. Then he bumped off his brother-in-law. Bumped him off of his run on North avenue. And worse than these he went out to Wrigley Field and hoodooed the Cubs into breaking their winning streak.

Conductor Henry Kupczyk, one of our handsome bachelors, was married Saturday, April 28. Congratulations to you and your fair bride, Henry.

C. A. Knautz.

Lincoln

Conductor I. J. Metzger and wife celebrated their second anniversary on March 17 with the same guests that were present at their wedding. Their home was decorated in bright colors. A hot dinner was served at 8 p. m. and the balance of the evening was spent with music, singing and dancing. The guests had a wonderful time and wished the young couple many returns of the day.

We still have some of our men on the sick list but as the warmer days are coming we hope to see them on the job soon. Starter H. Goodinson has been sick since March 23, Conductor Studinski since Nov. 4, and Conductor Happy Elligen who was ill with pneumonia, has been at home since Jan. 29.

We extend our sympathy to Conductors A. Gibbon and A. P. Gliffe whose mother and mother-in-law passed away April 20.

Conductor Fred Elie's wife entertained with a stork shower for Motorman Johnny Sullivan's wife at her home, 2514 N. Halsted street, on Thursday evening, March 15. About 25 ladies were present, many of them street car men's wives and about ten of the baseball fans who were such boosters for the Lincoln team some years ago. An enjoyable evening was had playing bunco and a nice lunch served.

Another one of our comrades, Conductor Harmon E. Weyhe, made his last trip in this world March 24, and was buried March 26 from Westfall's chapel, 2838 Lincoln Avenue, to St. Luca's cemetery. Our sympathy to the family.

The boys extend their sympathy to Conductor W. Drier who on March 19 while on duty was taken ill very suddenly. We hope for a speedy recovery.

H. Spethman.

Berthold Oschatz, Veteran

Since the appearance in our March issue of the Veteran Honor Roll it has been learned that an unintentional injustice was done by omitting the name of Berthold Oschatz who is qualified to have had a place in the list. His seniority runs from February, 1892, his first employment being at the 20th and Dearborn Street Shops from which he was subsequently transferred to the South Shops in January, 1903, and later, on January 19, 1913, moved to Archer carhouse where he is still actively employed.

In the preparation of our subsequent lists Mr. Oschatz can be assured his name will appear in its proper place.

Sam: "Why did you tip that girl so much when she gave you your coat?"

Henry: "Look at the coat she gave me."

Departments and Divisions

Accounting

The best wishes of the Accounting Department go with Mrs. Virginia Tabb who left service April 30, 1934. Mrs. Tabb has always taken an active part in the company affairs and in 1929 was elected president of the Women's Auxiliary. Shortly after the election



Mrs. Virginia Tabb

her many friends held a "surprise" party for her at the Tip Top Inn, and upon the expiration of her term of office she was presented with a dinner ring by the members of her department in recognition of the many hours spent with her at the Club House.

Miss Emma Miller of the Pay Roll Department had a birthday (Oh yes, she still has them). She received many beautiful gifts, plenty of good advice, and hearty congratulations from her host of friends.

Miss Lois Hitzman is on the list of prospective brides after receiving a beautiful diamond from Mr. Roy Swanson. We wish to offer hearty congratulations and the very best of wishes.

As this item goes to press we are looking forward to the speedy recovery of Mr. J. R. Maus who is confined to the Berwyn Hospital.

Our entire personnel extends its deepest sympathy to Mr. and Mrs. E. J. Mark in their bereavement by the death of their six months old boy who passed away on Sunday, April 22, 1934.

We are taking this opportunity of wishing Miss Ruth Mathis all the luck and happiness possible on her marriage to Mr. Joseph Corcoran.

On Tuesday evening, April 17, 1934, at the home of Mrs. Helen Johnson, a number of her girl friends were entertained the occasion being the anniversary of her second year of married life. A number of games were played and from all reports a pleasant time was had by all. Mrs. Helen Johnson was presented with a beautiful pair of appenzel pillow cases.

T. F. Coan.

Engineering

On March 29th, Victor Walling of the Track Department was united in marriage to the charming Florence Hand of Oak Park. The

boys at the office presented Victor with a radio, feeling that the new Mrs. Walling should have something to listen to other than Victor. The happy couple are residing at 8228 Ingle-side Avenue.

R. J. Rumatz is at his desk at Clark and Division, fully recovered from his recent illness. Everybody is glad to see Rudy back.

We gladly greet the warm weather with the prediction that our petunia bed at 39th and Halsted Yard will stand second to none in the Annual Surface Lines Garden Contest.

We wish to express our sincere sympathy to Edward and William McGinn and to Vaughn McAllister of the Utility Department in the recent loss of their loved ones.

Jim Colfer, foreman in the Central Division of the Track Department, died on March 24, 1934, at St. Bernard's Hospital after an operation. Jim was one of the oldest employees in the service of the company, starting in 1884, and working until a few days before his death, a continuous period of almost fifty years. To his surviving relatives, his fellow-employees extend their sincere sympathy.

Transit.

Material and Supplies

We extend our congratulations to Stanley Thompson, who recently signed a life contract as a married man. The cigars were fine.

There is a certain gentleman in Department 55 who has been cultivating a mustache for the past six months, which has finally reached its full growth.

R. E. Buckley.

Shops and Equipment

West Shops: For Sale—One set of golf clubs used only when I was single.—Frank Norton.

Cupid scores again, and another was added to the ranks of married men when Joe Jan-kauskis, clerk in our Paint Shop, and Katherine Drunaniak marched down the aisle to the strains of the Wedding March on Saturday, May 5th. Congratulations, Joe, and we wish you and your bride a world of happiness.

Have you noticed that nice shiny new Rockne parked out in front of the West Shops office? It belongs to none other than Louis Pluta. No wonder he has been walking around smiling and singing to himself. How come, Louis? What prompted the purchase of the new car? Was there a verr' verr' good inducement? Aw, come on and tell us.

Well there are golfers and golfers, but what do you think of the one who only counts his score through the first three holes and plays the other ten or eleven just for fun? Those first three holes must have been pretty potent. Well, we won't tell on him this time.

The girls of the West Shops have decided to go collegiate this summer and leave off the hats for two very good reasons. For one thing the latest hats don't seem to be large enough to stand up under the avalanche of merry ha ha's which the male population delight in heaping upon them, and then, too, just think how much cooler it would be.

We regret to report the death of an old timer, John Gaedt, who died on the first of May. Mr. Gaedt was a truck repairman and was hired by the company in 1889. We express our deepest sympathy to his bereaved family and friends.

Yvonne Randall.

South Shops: We extend our heartfelt sympathy to E. Johnson of the Tinning Dept., whose beloved wife passed away on March 5, 1934.

F. Pusateri, Car Repair Dept., recently purchased an Essex. Even though it is a 1927 model, it runs.

To Anthony and Joseph Draus, of the Paint and Car Repair Depts., respectively, we extend our deepest sympathy in their sad loss of their beloved mother on March 14, 1934.

C. Sandow is convalescing at his home and we extend best wishes for a speedy recovery.

Cottage Grove: On April 9, Doc Stork delivered a lovely baby boy to the home of M. McGroarty. Congratulations!

Our sincere and deep sympathy is extended to the bereaved wife and family of Lee Nether, Car Repair Dept., who passed away on April 26, 1934.

To E. Timpe, whose beloved mother passed away on April 26th, we extend our deepest sympathy.

We are happy to welcome back Al Suma and G. Girdzush, both of whom have been off sick quite a while.

Burnside: A. Rizzuto, J. Strauskas and M. Gorman have left the sick list and returned to work. Glad to see you back, boys!

According to the looks of things, J. Zally's business transactions in Michigan turned out very well.

To G. Kokologienis, who celebrated his birthday on April 24th, we say "Many happy returns of the day!"

77th Street: Thingumbobs: M. Scahill breaking salt shakers; J. Ditchie buying dachshund coats; F. Walseck visiting chicken farms; G. Riedhauser specializing in landscaping.

We are happy to congratulate Mr. and Mrs. Melvin Sayre and Mr. and Mrs. Marting Reidy on the arrival of an adorable baby girl at the home of each.

69th Street: We were sorry to learn that F. Pacewicz, after a prolonged illness, died on Friday, March 23, 1934. We wish to extend our deepest sympathy to his bereaved wife and family.

If anyone has any old timing chains, get in touch with J. Kasmauskas, who is in that market, having quite a collection of them already.

Archer: We welcome back Bert Oschatz, veteran repairman, who has been on the sick list for some time. Glad to see you, Bert!

Elsie R. Smith.



George Johnson, Grandson of Motorman John Van Reekum of Noble

OBITUARY

Josiah Bartlett Calef

It is with deepest sorrow we record the passing of another member of our Department of Accident Investigation. On Tuesday, April 3, 1934, Josiah Bartlett Calef died at his home 897 Elm Street, Winnetka, Ill. Mr. Calef was born October 8, 1863, at Mobile, Alabama, where the family had lived many years, his Grandfather Hall having been a circuit judge there. He had been a resident of Winnetka for nineteen years. Surviving him is Mrs. Mary Gates Calef, to whom he was married in 1890 in Shreveport, La., and a daughter Miss Ruth. His wish to remain in the home he loved so well was granted, and his associates and friends saw him last reposing in his bed as though asleep. Brief services were held in Rosehill Cemetery on April 5, the Rev. Samuel Harkness of the Winnetka Congregational Church officiating.



In 1900 "Joe" was one of six employees in the Department of Accident Investigation of the Union Traction Company, located at Division and Clark Streets. The others were Attorney Rose, Maj. Devlin, Col. Bradley, Mr. Loud and Frank Gatrell. At the time of his death he had been in continuous service for thirty-four years, faithful to the end.

During the past ten years "Joe" was a hero. For months at a time he was confined to his home and we despaired of ever seeing him return to work. But, with a smile and sheer nerve, he would start all over again and set us all an example in patience and determination. The Surface Lines have lost a trustworthy and loyal employee and we of the Department of Accident Investigation shall miss a friend who helped smooth the rough places.

H. J. Brewington.

Lawrence D. Bland

Lawrence D. Bland, International Treasurer of the Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America, and editor of the Union Leader, passed away on April 16. He had been on the inactive list in the Transportation Department of the Chicago Surface Lines since 1902. His active service as a trainman covered the period from 1895 to 1902.

In the course of an eloquent tribute to Mr. Bland, W. D. Mahon, International President of the Amalgamated Association said of his life long friend:

"If all the men, women and children that L. D. Bland aided and assisted in life were to bring him a rose and drop it upon his grave, he would sleep beneath a mountain of roses.

"His loss to the Amalgamated Association is irreparable. There is no man in the whole association that can take his place. It is a sad blow to our cause; one that I cannot

understand. When I think of his value and his worth, it causes me to wonder at the ways of life; why he should be taken and others spared. But, as I say, that is one of the mysteries that I, and I guess no one else, can solve. In all my years with Bland there never was a disagreement of any kind between us. He was a kind-hearted man, who had charity for everyone. He never abused or berated his fellowman. He always saw some good in every one, and his purse was always open to the needy."

Granville T. Sands, Schedule Department

Granville T. Sands of the schedules and traffic department died March 8, 1934, at the home of his parents in Waukegan, Illinois,



after a protracted illness. He was 24 years old. After attending the local schools in Waukegan, he graduated from the University of Illinois with a degree in electrical railway engineering. He joined the Surface Lines forces September 14, 1931, as a traffic checker.

He is survived by his wife and an infant son. Granville Sands possessed a very likable personality and his friends and associates with the Surface Lines mourn his passing.

Deaths on the System from April 2 to May 5, 1934

Transportation—Division 1, Cottage Grove: John F. Birmingham, employed March 27, 1913, died April 6, 1934; John R. O'Connor, employed October 24, 1904, died April 28, 1934.

Division 3, Seventy-seventh: James E. Bell, employed May 18, 1895, died April 7, 1934; Thos. F. Elward, employed September 17, 1899, died April 22, 1934; Frank Hackenbrock, employed September 4, 1906, died April 18, 1934; Marvin G. Smith, employed October 18, 1895, died April 4, 1934; Paul Stern, employed September 6, 1918, died April 17, 1934.

Division 5, Archer: Lawrence D. Bland, employed January 1, 1895, died April 16, 1934.

Division 6, Lawndale-Blue Island: Philip Bochner, employed August 21, 1906, died April 8, 1934; Fred Larson, employed December 1, 1894, died April 4, 1934.

Division 7, Kedzie: Hugh R. Black, employed November 1, 1911, died April 10, 1934.

Division 8, North Avenue: Anthony Engle, employed April 6, 1921, died April 5, 1934; George E. O'Brien, employed February 13, 1913, died April 20, 1934.

Division 9, Armitage-Division: Joseph F. Kraft, employed February 8, 1920, died April 11, 1934; Emil N. Thies, employed May 23, 1906, died April 4, 1934.

Division 12, Limits-Devon: Martin Swanson, employed May 16, 1889, died April 25, 1934.

Accident Investigation: Josiah B. Calef, employed January 1, 1902, died April 3, 1934.

Electrical: Benjamin Koehler, employed July 16, 1900, died April 3, 1934.

Material and Supplies: Martin M. Sweeney, employed August 14, 1919, died April 22, 1934.

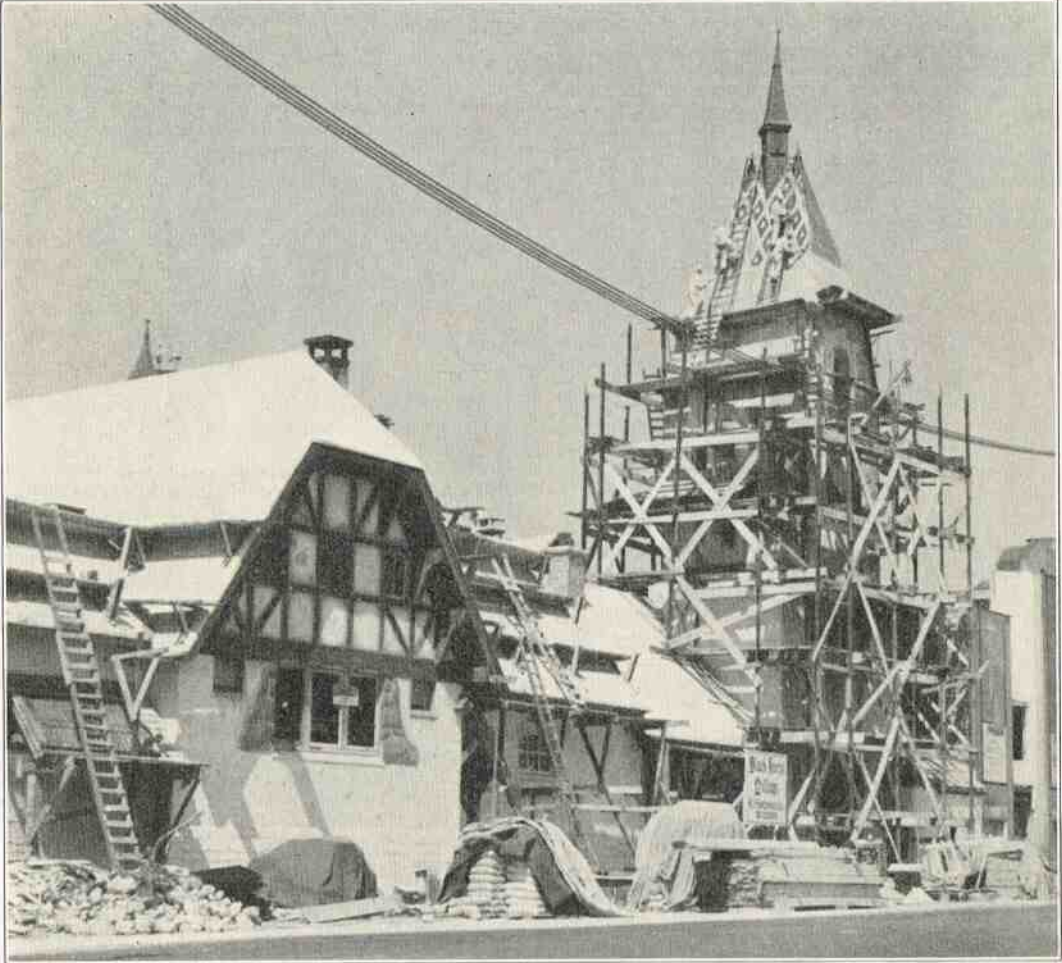
Track: Joseph Balla, employed May 10,

1924, died April 20, 1934; Louis Picis, employed January 1, 1926, died May 3, 1934.

Shops and Equipment, South: Lee Neher, employed November 15, 1918, died April 26, 1934.

Shops and Equipment, West: John Gaedt, employed May 9, 1889, died May 1, 1934.

A BIT OF OLD GERMANY AT THE FAIR



The Black Forest Village With Its Remarkably Natural Snow Effects—An Unusual Attraction

Watch Your Step!

The telephone bell rang in the fire station. "Is that the fire station?" asked a timid voice. "Yes, that's right," replied the fireman, eagerly.

"Well," continued the voice, "I have just had a new rock garden built and I've put in some new plants—"

"Where's the fire?" asked the fireman.

"Some of these new plants are very expensive, and—" the voice went on.

"Look here," said the fireman at last, "you want the flower shop."

"No, I don't," said the voice. "I was coming to that in a minute. My neighbor's house is on fire and I don't want you firemen treading over my garden when you come here."

A Really Big Shot

General Greer, in command of an Army post, was fond of his garden. He enjoyed donning a pair of overalls and putting about among the flowers in his own little plot. He was so engaged one day when the rawest of rookies leaned over the fence and asked, by way of opening the conversation, "You been in the Army long?"

"For thirty years," said the general.

"Are you a corporal?"

"No."

"Are you a sergeant?"

"No," said the general.

"Well," observed the rookie, "you're certainly a hell of a soldier then."—Buffalo Evening News.