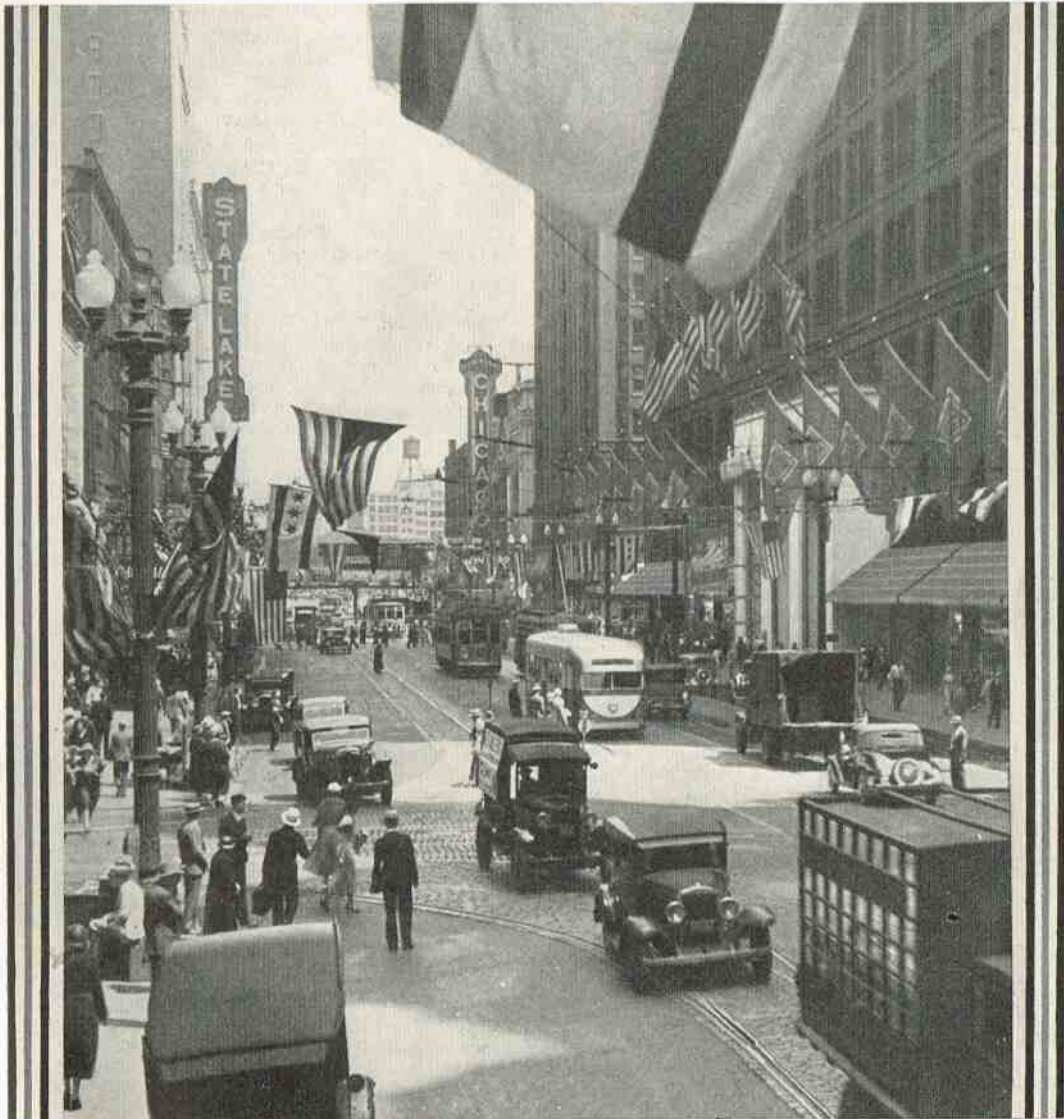


SURFACE SERVICE MAGAZINE

Volume 11

JUNE, 1934

Number 3



*NEW STREAMLINED CAR NO. 7001 IN SERVICE ON STATE
STREET SOUTHBOUND AT WASHINGTON*

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 11

JUNE, 1934

No. 3

Recognition of Public Service

Capt. David Flynn of the Traffic Bureau Pays Tribute to Surface Lines Operation on Children's Day

By C. H. EVENSON

Superintendent of Transportation

In recognition of the great service the Chicago Surface Lines performed on the first Thursday's Century of Progress Children's Day, Captain David Flynn, chief of the traffic bureau of the Police Department, has written to President Richardson praising in the highest terms the way in which this organization met the emergency.

His letter in full is as follows:

"Dear Mr. Richardson:

"In connection with the immense movement on Thursday morning May 31st, on which occasion your organization transported to the Century of Progress Exposition an aggregation of school children, the number of which would approximate the entire population of Milwaukee, and in the meantime gave service to the regular commuters and shoppers, a feat that has no parallel in the annals of transportation.

"No more precious burden could possibly be entrusted to your care than the youth of the community, and returning them with clock like precision should be a source of gratitude from their parents to you and your highly qualified and efficient transportation staff.

"You might remember the old political saying 'As Maine Goes So Does the Nation'; that canard might well apply to local conditions if the sentence were transposed to read, 'As the Street Cars Move So Does Chicago's Traffic.'

"As my work has an interlocking relation to your vast undertaking, it is a source of confidence and satisfaction to me that before any event of importance Mr. Evenson and his staff transmit to me the benefit of their expert advice and assistance, to the end that both units work in perfect accord, in which the citizens are the beneficiaries.

Sincerely yours,

David Flynn,
Chief—Traffic Bureau."

This is a striking illustration of a fact commented on many times in these columns, that the employes of the Chicago Surface Lines are performing a public service second to none. To provide adequate transportation, to meet all emergencies in a satisfactory manner and to give the public courteous and efficient service at all times are essential contributions to the orderly life of the city and are the controlling factors in the success of any such great undertaking as the Century of Progress Exposition.

Another recent example of the recognition of

the important part street car transportation has in the success of any city-wide enterprise is a letter from Walter L. Gregory, president of the State Street Council, in which he comments on State Street Day on May 17.

"The excellent and efficient cooperation of the Chicago Surface Lines and its staff," Mr. Gregory says, "contributed materially to the success of this undertaking and helped to attain the desired results."

Recognition and praise from such sources as these should spur us to increased effort to give the highest quality of service. Our duty is to the community whose fares support the service. We are constantly in the public eye. The performance of every man on the cars is being watched daily by thousands of individuals. They are critical of inefficiency and, while they may not express themselves, they are quick to recognize courtesy and efficiency.

The Century of Progress Exposition and the thousands of visitors in the city put an added burden on the organization which must continue to serve every section of Chicago and at the same time take care of the millions who will visit the World's Fair. The presence of so many strangers must be kept constantly in mind. All street intersections must be called distinctly.

It is a service to the public and an advertisement of the splendid facilities we have for carrying passengers to the Fair to call out at each intersection with lines serving the Fair: "Transfer here for cars direct to the World's Fair." Both the motormen and conductors are responsible for strict compliance to this rule.

Special World's Fair Tickets



When the Fair management gave the Surface Lines an opportunity to secure books of tickets at a special rate the response was immediate, and during the limited period of the sale the Transportation Department employes bought over 17,000 books, with total Surface Lines purchases of 21,500-107,500 tickets.

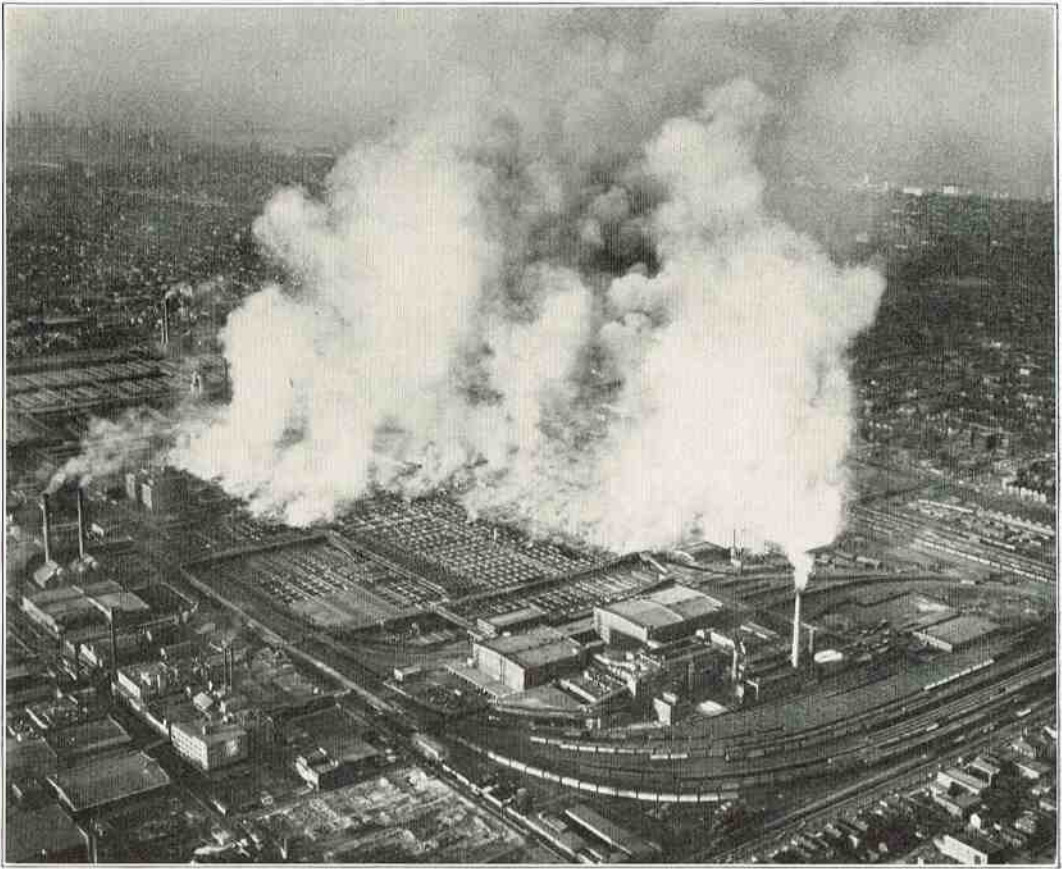
Unpopular Punctuation

"Give an example of period furniture."

"Well, I should say an electric chair, because it ends a sentence."—The Sentinel.

Fierce While It Lasted

Stock Yards Fire Tested the Efficiency of Surface Lines Supervisory and Emergency Forces



A Shot at the Fire Taken by an Aerial Survey Flyer at Seven o'Clock Saturday Evening.

Thanks to the efficient work of the supervisory and emergency forces, the Chicago Surface Lines escaped with scarcely any loss in the \$8,000,000 Stock Yards fire which consumed practically all the buildings in an area covering 8 city blocks on Saturday, May 19.

The fire broke out in the afternoon and in spite of the efforts of all of the available fire-fighting equipment in Chicago continued to spread until late in the evening before it was finally checked. The Surface Lines emergency crews and transportation executives and supervisors were concentrated in the area immediately after the sounding of the first alarm. All of the lines operating through the fire area were re-routed or turned back. No cars were caught in the area and aside from the burning of the Root Street terminal, there was scarcely any property damage, even the overhead escaping serious injury.

At 8 o'clock Sunday morning normal service was resumed on Halsted Street and the other streets serving the Stock Yards section.

One of the biggest problems both during the fire and on the Sunday following the fire was to handle the crowds of sight-seers. Fifty extra

cars were used on the Halsted Street line all day Sunday and on the 8 lines passing through the district, approximately 100,000 more passengers were carried than on the previous Sunday.

At the Wednesday staff meeting following the fire, President Richardson expressed appreciation for the splendid work done by all those who had to do with transportation and equipment in preventing serious damage and in maintaining service.

Time Is Money

The mountaineer was driving a single hog to Atlanta when a man overtook him on the highway.

In reply to questions the mountaineer said that he could get \$2.00 more for the hog in Atlanta than at the county seat, and that it took him two days to go to Atlanta and two days more to return home.

"Man, you get only \$2.00 more for the hog in Atlanta and it takes all that time?"

"Time?" said the mountaineer. "What's time to a hog?"—U.S.S. Melville Job Order.

As to Accident Prevention

Standing in the Contest—A Facing Point Switch Smash-up Causes Comment

Depot Ratings for the Period from Feb. 1 to May 31

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

	Group "A"	Group "B"	Group "C"	Group "D"
First Place.....	Kedzie	77th	Lincoln	Burnside
Second Place.....	Lawndale	Armitage (3)	Elston (3)	Noble
Third Place.....	North (4)	Devon (2)	69th (2)	Cottage Grove
Fourth Place.....	Limits (3)	Blue Island	Archer	Division

Depot Ratings for Month of May, 1934

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

By WILLIAM PASCHE Supervisor of Accident Prevention

It is interesting to note the depot standings in the Accident Prevention Contests at the close of the month of May. While the four depots that finished first for the first three months of the contests, namely, February, March and April, again were leading the parades, these leaders must be constantly on their toes or they will be overtaken by some depot in their group that has been playing "follow the leader" and is now perking up and becoming ambitious to be a leader.

In Group "A," North Avenue has moved from fourth to third place, true, still below Kedzie and Lawndale but this is not just a gesture—it is notice to those at the top to be careful and not have chargeable accidents.

In Group "B," Armitage Depot serves notice on 77th that they must be up and going or the depot on the northwest side of the city will take the lead.

In Group "C," Elston Depot because of an extremely good month has moved from third to second place, very close to the leader which is Lincoln Depot. Another such month will surely mean that Elston will displace Lincoln as the leading depot in this group.

In Group "D," all depots are closely bunched and a good month for any of the depots now following Burnside may show at the close of the month of June that the far south side depot will have to do some hustling to hang onto the lead in its group.

During the month of May another very serious and costly accident resulted from a motorman running into an open switch, striking a loaded street car which was moving in the opposite direction. In this instance the motorman who ran into the open switch was west-bound, made a stop at the point where the accident occurred, took on and left off passengers, received the signal from the conductor to proceed, after which he started seemingly without looking at the switch to see that it was set for the direction in which he intended to travel. Evidently applying the power rapidly with the idea of obtaining high speed quickly, the next thing he knew he had struck the eastbound car at the front left corner body post. Seventy-three claims have resulted from this accident

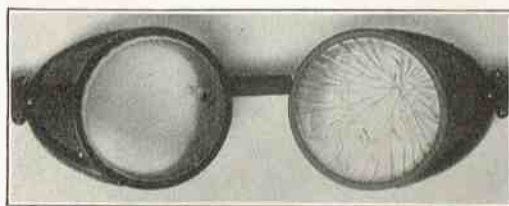
which when finally settled will probably cost close to \$10,000. All of the suffering to persons injured and expense to the company could have been avoided had the motorman on the west-bound car followed instructions about operating against and over facing point switches.

When approaching a facing point switch we must do so at such slow speed that it will be possible to stop without running into the switch, should it be open. When stopped at points where there is a facing point switch the motorman or operator must see that the switch is set for the direction in which he is to travel, after which the car should be started slowly into the switch and this slow speed must be maintained until the full length of the car has passed over the switch.

To get the correct viewpoint of accidents it is necessary that we think at all times about the possible result from any accident no matter how insignificant it may seem at the time of occurrence. To run into an open switch is never excusable no matter what the conditions are at the point where it occurs.

The 113th Eye Saved

A flying piece of steel was the cause of the damaged condition of the goggles shown and it can easily be imagined what would have happened to the eye had not these goggles been



worn. J. Bogich was the wearer of these goggles while working with a gang at Halsted and Pershing Road on May 3rd, and we congratulate him on his caution in taking advantage of these safety devices. It would be well for all of you men who insist on working without these goggles where there is danger from flying pieces of steel and concrete to take this pictorial lesson to heart and protect yourself from serious injury.

Good Deeds Bring Their Reward

May Was a Record Month for Public and Individual Commendation for Varied Activities

Last fall the Allied Chicago Charities sent out an appeal for contributions to a Community Fund and in response to this the employes of the Surface Lines authorized deductions from their monthly payrolls from December to May, inclusive, that aggregated \$52,484.91.

On May 31 Mr. C. W. Bergquist, Chairman of the Trades and Industries Division in charge of the campaign for donations sent us the following letter:

"Will you please express to the employes of the Chicago Surface Lines our sincere appreciation of their whole-hearted response to our appeal for Chicago's private charities.

"Your contributions have made it possible to relieve the suffering of thousands of your less fortunate neighbors. On their behalf and on behalf of the agencies who provided the care we wish to thank you."

We are making SURFACE SERVICE the medium through which this letter of appreciation may reach every one who responded so generously to the call for aid for the unfortunate.

Given Credit by State Street Council

Mr. Evenson made a reference in his article in this issue to a letter of appreciation from the State Street Council, through its President, Mr. Walter L. Gregory. This letter dated May 26th was as follows:

"Dear Mr. Richardson: On May 17th, our fourth State Street Day was brought to a successful conclusion. This event was more than a joint enterprise to stimulate business in general and direct attention to State Street in particular. It was a forerunner of the official opening of the 1934 World's Fair, and we believe we were successful in our efforts to help arouse interest in the opening and through it, the Fair itself.

"The excellent and efficient cooperation of the Chicago Surface Lines and its staff contributed materially to the success of this undertaking and helped to attain the desired results; and this letter is to express our sincere appreciation. Very cordially yours. Walter L. Gregory, President."

It is quite apparent that the month of May marked the winning by the Surface Lines of compliments widely varied in character and it must be a matter of pride on the part of every individual identified with this organization that he should have shared in the accomplishments thus recognized both by official and commercial groups of a great city.

And Here Are Individual Bouquets

Mrs. G. Cooper, 7925 S. Carpenter Street, wishes to thank and commend Conductor William J. Doran, Badge No. 8344 of 77th, for turning in her purse to the Lost and Found Department which she had inadvertently left while a passenger on his car.

Mr. Ernest Gordan, 5906 S. Park Avenue, praises Motorman George Mueller, Badge No. 8857 of 69th, for his kindness in assisting a crippled woman to alight from his car.

Mr. E. J. Heintz, 606 N. Dearborn Street, states that Conductor W. H. Williams, Badge No. 7660 of Armitage, is a gentleman, polite, at-

tentive and free to give information wanted by passengers, and is a credit to the company. Mr. Heintz wishes to commend him.

Miss Marie Bauman, 2328 N. Spaulding Avenue, wishes to express her appreciation for unusual service received from Conductor C. Neeb, Badge No. 6870 of Lincoln.

Miss Helen Banks, 303 E. Chicago Avenue, thanks Motorman R. E. Seidel, Badge No. 6679 of North Avenue, for turning in her purse which she had left while a passenger on his car.

Conductor Samuel Rasmussen, Badge No. 6516 of Lincoln, is the recipient of a commendatory letter from Mr. B. L. Grung, 1814 N. Keeler Avenue, on the basis of his jovial and courteous manner in handling his passengers.

Mr. G. F. Semmelmann, 2502 N. Clark Street, wishes to commend Motorman W. E. Smith, Badge No. 5311 of Devon, for courtesy extended to him.

Miss M. McDermott, 20 N. Wacker Drive, highly compliments Bus Operator C. T. Lange, Badge No. 3978 of North Avenue, for the skillful manner in which he handled his bus when endeavoring to avoid an accident.

Miss M. C. Feery, 105 W. Monroe Street, commends Conductor W. R. Steinsultz, Badge No. 2128 of 77th, for his honesty in returning to her surplus money which she had inadvertently given to him when paying her fare.

Mrs. J. Gasch, 1465 E. 54th Place, wishes to thank and commend Conductor W. F. Lyduck, Badge No. 1458 of Archer, for his kindness in assisting her to board his car when accompanied by her two small children.

Motorman Earl Beaber, Badge No. 791 of Devon, is commended for his alertness and quick action in bringing his car to a quick stop, thereby avoiding an accident with a reckless driver who pulled in front of him without warning, by Mr. J. V. Sullivan, Assistant to the Vice President.

Starter Lester J. Olson, of 69th, is commended by Miss L. E. Wagner, Parker Practice School, 6800 Stewart Avenue, for the manner in which he took care of the children who accompanied her to the museum in Jackson Park.

Mr. M. H. Lobdell, 4119 Ellis Avenue, compliments Conductor R. Sternberger, Badge No. 1088 of Cottage Grove, for his commendable trait of calling street names in a clear, distinct voice, thus making it a pleasure to ride on his car, knowing that you will not pass up your destination unknowingly.

Miss M. F. Brazelton, 1354 E. 48th Street, thanks Conductor H. L. Shober, Badge No. 1202 of Cottage Grove for his kindness in paying her fare when she boarded his car and found that she had left her purse at home.

Mr. J. W. Hurley, 412-180 N. Wacker Drive, compliments Conductor J. Western, Badge No. 1382 of Lincoln for calling all street car stops.

Alertness and quick action on the part of Motorman P. Fiorita, Badge No. 2441 of Division, averted what might have been a serious accident and Mr. J. Hoffman, 6117½ Cermak Road, Cicero, who witnessed the incident, wishes to commend him.

Unusual courtesy on the part of Conductor F. Edgecomb, Badge No. 4208 of Kedzie, to Mrs. J. H. Anderson, 7038 S. Claremont Avenue, won for him a letter of commendation from her.

Mrs. L. Thayer, 3912 N. Kedvale Avenue, thanks Conductor E. Aker, Badge No. 4738 of Lawndale, for paying her fare when she boarded his car and found that she had no change with the exception of a large bill and which he was unable to change.

Conductor P. Olson, Badge No. 4756 of Devon, was able to be of assistance to Mrs. J. Peters, 1660 W. Congress Street, when she became confused as to direction, directing her so that she reached her destination without further trouble and she wishes to thank him.

Mrs. H. Shea, 1359 E. 63rd Street, reports that she dropped a brooch when she alighted from the car in charge of Conductor M. A. Dodd. This conductor noticed the incident and stepped off the car and handed it to her, and she wishes to thank and commend him for his kindness.

Mr. R. Stromberg, 58 E. Washington Street, wishes to thank Conductor J. D. Winter, Badge No. 5052 of 77th, for his kindness in paying his fare when he boarded this conductor's car and found that he had no money with which to pay his fare.

Mrs. James Wageman, 4314 Gladys Avenue, expresses her appreciation of the kindness of Conductor C. Seebock, Badge No. 5452 of Kedzie, in assisting her to board his car when she was burdened with a heavy grip and carrying her baby.

Mrs. T. DeGroot, 3239 Herndon Street, praises Motorman G. A. Borg, Badge No. 5559 of 77th, for waiting for her when he saw her hurrying to reach his car although he had received the signal to proceed.

Mr. G. G. Friedrich, Hotel Atlantic, thanks Conductor G. F. Frank, Badge No. 5650 of 77th, for his thoughtfulness in paying his fare when he boarded this conductor's car and found that he had only a bill of large denomination which this conductor could not change.

Miss M. H. Johnson, 4810 Addison Street, highly commends Conductor E. J. Fitzgerald, Badge No. 5980 of North Avenue, for the manner in which he took care of a man who became ill while riding on his car.

Unusual courtesy on the part of Conductor C. W. Larson, Badge No. 6128 of Devon, won for him a letter of commendation from Mrs. J. Johnson, 4436 Blaine Place.

Miss Zula Morris, 4338 Clarendon Avenue, thanks and commends Motorman N. Andriuzzo of Division, for his kindness in paying her fare when she boarded his car and found that she was without funds with which to pay her fare.

Miss M. P. Ready, 6935 Lowe Avenue, compliments Conductor M. Priban, Badge No. 7648 of Kedzie, for his kindness and courtesy in taking care of a child passenger who became ill in the course of her journey with a group of children on his car.

Miss B. Burns, 416 N. LeClair Avenue, wishes to thank Conductor C. A. Mallahan, Badge No. 5450 of North Avenue, for assistance rendered to her.

Bus Operator F. Kimmel, Badge No. 8351 of North Avenue, is highly commended by Mr. M. B. Black for his thoughtfulness toward an old lady who was a passenger on his bus, as-

sisting her to alight from his bus and escorting her safely to the sidewalk.

Motorman D. F. Hayes, Badge No. 10065 of 77th, is complimented by Mrs. Wright of 7831 Oglesby Avenue for his alertness and quick action in stopping his car when a boy darted out in front of this motorman's car and probably saving the boy from serious injury and even possible death.

Conductor P. Mahony, Badge No. 10546 of 69th, is commended by Mrs. J. Cresnell, 1123 E. 47th Street, for calling all street names in a clear voice and for the courteous manner in which he handled his passengers.

Mr. S. J. Schnitz, 724-134 N. LaSalle Street, compliments Conductor E. P. Lake, Badge No. 10606 of Blue Island, as being a valuable employe—one who is able to build up good will for the company in the public mind—always willing to be of assistance to all his passengers, either young or old.

Mr. T. O'Connor, 1439 Washington Blvd., wishes to thank and commend Conductor O. D. Edie, Badge No. 10744 of Kedzie, for paying his fare when he was without funds.

Mr. M. H. Lean, 5948 W. Lake Street, thanks Motorman S. S. Gillard, Badge No. 9309 of 77th, for waiting for him when he saw him running toward his car, even though he had received the signal to proceed.

Miss M. V. Wightman, 804 City Hall, thanks Conductor R. Lundy, Badge No. 9336 of Burnside, for turning in a book of tickets which she had dropped while a passenger on his car.

Mr. F. Meyer, 8012 Justine Street, expresses his appreciation for the return of his paint grip which he had inadvertently left on the car in charge of Conductor J. Manena, Badge No. 9798 of 69th, and commends him for his honesty in turning it in.

Mrs. L. Christian, 5730 Maryland Avenue, thanks and commends Conductor C. S. Perkins, Badge No. 10394 of Lawndale, for his honesty in turning in her purse to the Lost and Found Department which she had left on his car on which she had been a passenger.

Quick action on the part of Motorman P. E. McShane, Badge No. 10987 of Cottage Grove, in stopping his car when a reckless truck driver cut him off short avoided what might have been a serious accident. Mr. W. C. Gierhahn, 7822 Kenwood Avenue, witnessed the incident and commends this motorman on his alertness.

Mrs. H. Hoekster, 534 E. 90th Street, compliments Conductor R. Knight, Badge No. 11930 of Burnside, on his honesty in returning her purse which she had lost while a passenger on his car.

Conductor J. Cregg, Badge No. 12208 of Devon, is thanked and complimented by Mr. A. Collins, 55-231 W. Washington Street, for his kindness in paying his fare when he boarded this conductor's car and found that he had no small change with which to pay his fare.

Miss Dora Petersen, 5209 N. Ashland Avenue, praises Conductor E. E. Thacher, Badge No. 12974 of Devon for assisting a blind lady to board his car, finding her a seat, and later when arriving at her destination assisted her in alighting and escorting her safely to the sidewalk.

Mr. J. McMahan, 4834 S. Ashland Avenue, congratulates Conductor E. J. Michaels, Badge No. 14360 of 69th, for the manner in which he handled his transfer complaint, Mr. McMahan receiving a void transfer from one conductor

and explaining the situation to this conductor was permitted to ride and given a valid one.

Miss M. Harris, 8049 Avalon Avenue, commends Conductor F. J. Hull, Badge No. 14224 of 77th, for his honesty in returning to her surplus money which she had inadvertently handed him in the payment of her fare.

Supervisor E. Stone of Division 9 commends Conductor R. Nery, Badge No. 8330, and Motorman F. Nagel, Badge No. 8939, both of Division. On account of a fire on Fullerton Avenue, blocking eastbound cars, this crew on a Clybourn pullout over Western Avenue, picked up eastbound Fullerton Avenue passengers and made a trip to Halsted Street, returning to Roscoe for the next trip.

Mr. A. E. Finnegan, Starter, reports: "I wish to thank the crew of Run 111, Milwaukee Avenue line. I left Clark and North on relay run and met this crew at Sedgwick Street. I suggested they operate to Clark Street and west on North Avenue as there were no cars coming east on North Avenue. Both members of crew readily agreed and filled in and served their car 100 per cent." The members of this crew whom Mr. Finnegan wishes to commend are Motorman A. Teichgraber and Conductor James T. Callahan, both of Armitage.

Mr. W. H. Babcock, 105 W. Adams Street, advises that he was a passenger on the car in charge of Conductor W. T. Rhind, Badge No. 7284 of Devon, and was impressed with his efficiency, alertness, courtesy, neatness and calling streets distinctly and he wishes to commend him.

Motorman J. Johnson, Badge No. 11695 of Devon, is complimented on his kindness by Mrs. Virginia Leighton, Webster Hotel, Lincoln Park West, in assisting a crippled man to alight from his car.

Mr. A. M. Scholl, 820 Tower Court, thanks Conductor O. Batzlaff, Badge No. 12966 of North Avenue, for his kindness in paying his fare when he boarded this conductor's car and found that he was without funds to pay his fare.

Mrs. E. Nelson, 910 E. 62nd Street, wishes to thank Conductor E. T. Graves, Badge No. 13966 of Burnside, for unusual service rendered to herself and her sister who were traveling together.

OBITUARY

Deaths on the System from May 6 to June 6, 1934

Transportation—Division 3, 77th Street: George Bixter, employed January 14, 1915, died May 25; Michael F. Heneghan, employed December 4, 1919, died May 14.

Division 4, 69th Street. Malcolm Whiteford, employed April 26, 1907, died June 4.

Division 5, Archer: Peter Casey, employed April 4, 1911, died June 4; Elson A. Hazen, employed January 1, 1902, died May 21; John Howe, employed May 12, 1883, died May 9; Albert T. Wenk, employed May 12, 1918, died May 30.

Division 6, Lawndale-Blue Island: Joseph F. Bidwell, employed June 29, 1902, died June 1; John Hussey, employed March 26, 1907, died May 20.

Division 7, Kedzie: Axel Apple, employed September 9, 1892, died May 28; William F. Larkin, employed November 7, 1895, died May 16; Frank B. Shields, employed May 1, 1908, died June 6.

Division 9, Division-Armitage: LeRoy Edwards, employed September 9, 1904, died June 4.

Division 10, Elston-Noble: Patrick J. Dowling, employed April 7, 1903, died May 20; Jens P. Hanson, employed January 6, 1920, died May 13; John J. Radowski, employed July 20, 1920, died June 1; Ernest Robert Riedel, employed November 2, 1894, died May 14.

Division 11, Lincoln: Martin J. Gillespie, employed April 12, 1898, died May 23; Edward Gillmann, employed January 1, 1918, died May 22.

Division 12, Limits-Devon: Andrew Danielson, employed May 14, 1894, died June 2; Michael McGuire, employed April 28, 1906, died May 9; James Shannon, employed July 23, 1907, died May 14; John Weinand, employed June 5, 1913, died May 7; William R. Wuestenberg, employed September 21, 1926, died May 31.

Shops and Equipment—Division 1, Cottage Grove: Daniel E. Gleason, employed February 1, 1917, died May 29.

South Shops: Rudolph W. Hildeman, employed May 10, 1882, died May 12; William Vatter, employed January 14, 1924, died May 31.

Track—Marko Petrovich, employed March 12, 1911, died May 13.

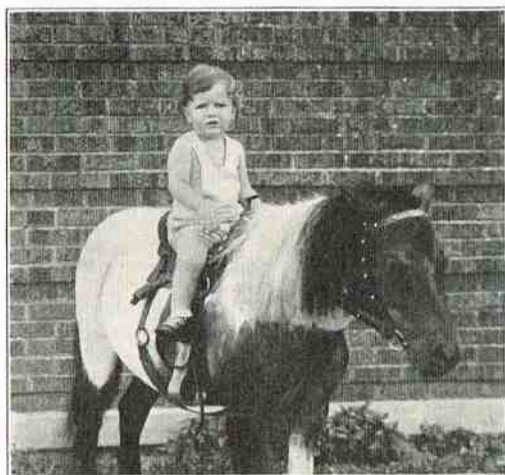
EMPLOYEES RELIEF FUND

May, 1934

The Surface Lines Employes Relief Committee held five sessions during the month, at which 18 applications were considered. Of this number there were 11 cases on which the Committee approved weekly relief payments.

Checks totalling \$12,181.00 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$466,618.74 paid to the Chicago Surface Lines employes to date.

The Surface Lines Relief Committee, in addition to the above disbursements, paid a total of \$120,000 to the Joint Emergency Relief Association during the period from November, 1931, up to and including October, 1932, making the total expenditures for relief to date \$586,618.74.



Donald Robert, 16-Month Old Son of Conductor Daniel Musker of Kedzie

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

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CHICAGO

Volume 11 June, 1934 No. 3

John E. Wilkie - - - - - Editor

C. L. Altemus - - - Assistant Editor

MEETING EMERGENCIES

The Surface Lines during the month just closed, were subjected to two remarkable tests of their ability to function in grave emergencies. The Stock Yards fire threatened transportation property, rolling stock and overhead equipment and paralyzed car movement on important sections of heavily traveled lines. So promptly were the supervisory and utility forces mobilized for action that lines were rerouted to minimize public inconvenience and arrangements completed for the removal of cars to more remote quarters if the spread of the flames were not checked. And when Chief Corrigan's men were victorious and the danger was over twelve hours' intensive work by the electrical linemen completed overhead repairs and the utility department cleared the tracks to permit the heaviest "sight-seeing" travel that Halsted Street had ever known.

The second and by far the greater test came on May 31—Children's Day at the Fair. The invitation from the Fair management was accepted by Chicago's youngsters so unanimously as to set in motion an army of half a million little people determined to take advantage of the five cent admission charge to the great show on the Lake Front.

Street car transportation was, of course, the most convenient, as always, and as load after load of cheering, yelling excited "Guests of the Fair" was delivered at the entrances, turnstile facilities were swamped, and following a suggestion of Superintendent Evenson, all gates were opened and possible panic was averted.

Elsewhere there is reproduced a letter from that famous traffic specialist Capt. David Flynn, chief of the Police Traffic Bureau who pays a well-deserved tribute to our transportation department, but

before Capt. Flynn had a chance to express himself President Richardson, who knows how a transportation system should function, expressed his views in the following letter to the head of our transportation department:

Chicago, June 1, 1934. Dear Mr. Evenson: Children's Day—Thursday, May 31—at the Century of Progress Fair provided a test of Surface Lines transportation involving greater problems and greater hazards than have been experienced in the history of this organization. Exact figures may never be known but there is no doubt that there was super-imposed upon the normal riding requirements of the lines more than 300,000 half-fare passengers concentrated within a comparatively few hours.

The equipment facilities of the system were taxed to the utmost in meeting a demand which exceeded all anticipation, but so well was your force organized and supervised that an all-time record was established both as to crowd movement and safety. Not a single accident marred the transportation of these hundreds of thousands of little ones and conductors and motormen working under difficult and trying conditions maintained a degree of good nature and vigilant care that demonstrated their whole-hearted interest in a great task.

The perfect teamwork of your assistants, your division superintendents and their assistants and an active supervisory force combined to establish what I believe to be a record of success in handling a great transportation feat.

I congratulate you, and through you, your entire force for their complete understanding of what they had to do and the splendid success in mastering the difficulties of a remarkable occasion.

Very truly yours,
G. A. Richardson,
President.



Mary Isabelle, 4-month-old Daughter of Conductor T. C. Dowling of 77th.

Crooning was defined by Noah Webster, who preceded radio, to be a continuous hollow sound, as of cattle in pain.

Swell Attention for a Stray

How One Lost Lamb Was Restored to the Family Fold, After Being "Yosted" at the Fair

Newspaper reports of Children's Day at the Fair recorded the loss of 1,500 children and the excellent work of the Fair officials and police in caring for the youngsters temporarily separated from their companions and reuniting them after hours of terror and tears. One incident that escaped roving eyes of the Fair reporters has a peculiar appeal to the Surface Lines family and SURFACE SERVICE is glad to let them all know about it.

Assistant Superintendent John O'Connell came into the picture in the middle of a hectic afternoon while struggling with the milling home-going mob of tired youngsters at the 18th street terminal, when his ears were suddenly assailed by a yell of soul-tortured agony that fairly froze the marrow in his bones. John is a naval veteran with a keen sense of direction and locating the origin of the sound as SSE½S he pushed his way through the swelling crowd to a congested spot near the south end of the loading platform where another blood-curdling yell split the air just as he reached the center of a group. Here he discovered a frightened 5-year old colored youngster with tears rolling down his cheeks who between frenzied yells sobbed: "I'se yosted!" and it was apparent that he was terrorized by the ring of strange faces above him.

O'Connell, getting hold of the little chap's hand, worked his way slowly to the upper deck of the platform where Special Superintendent

McKinney has an office and where he could quietly question his charge.

It happened that Superintendent Evenson and Assistant Superintendent Hall witnessed the arrival of John and the frantic 5-year old and, anxious to be of assistance in any emergency, they joined their associate, and a moment later Louis Bohlin, chief clerk of the Department eased his way through the door, also desiring to be of help if he could.

Thus there were brought into action the superintendent's main office force—Superintendent Evenson himself; Hall and O'Connell, his assistants, and Bohlin, his chief clerk; and those who peered through the office window saw these officials in a ring about the colored kid, squatted on their heels to bring their faces on a level with his, taking turns in trying to learn his name and address. The discovery that this lost lamb had a curious impediment in his speech made the interpretation of his replies to their questions somewhat difficult, but ten minutes of intensive work gave them sufficient information to prepare a note addressed to the conductor of a Wentworth Avenue car which would land the little fellow within a few yards of his home.

Then there was a triumphal procession to the loading platform, an official conference with a conductor and a final smile and farewell "high sign" from the little black chap who was "yosted."

How to Reduce Auto Accidents

A Famous Humorist Takes a Serious View of Traffic Crashes—Too Much Hurry

I have a few suggestions which ought to cut automobile accidents in this country down about 50 per cent over night—well, anyway, by the middle of next week.

My first suggestion to all motorists is: Drive carefully enough for yourself and the other fellow too, because the chances are he isn't.

My own system is to expect the world's prize idiot around every next corner.

When I turn a curve or go over the top of a hill, I hug my side of the road like glue and I slow down a bit, because I always picture a congenital imbecile at the wheel of a car coming at me from the other direction—a bird who was born on the wrong side of the road.

At an intersection, I always imagine the other intersecting artery filled with morons. And I slow down to offset their morosity with a double dose of my own sanity.

Of course, I know this is a pretty cynical slant on my fellow motorists, but I don't think a group which killed about 30,000 victims and injured some 850,000 others last year, is worthy of very many medals for bright and shining mentality.

The present system is to let the other fellow take care of us—and look at the figures!

My suggestion is for each of us to take care of himself and one other driver, too. Don't you think it's a dandy plan?

If everybody agreed to this system, we'd have twice as much motoring carefulness as we need in the world—instead of half enough, as at present.

I've often heard it said that it isn't fast drivers who cause accidents, but statistics gathered by The Travelers Insurance Company upset this glib philosophy with figures showing that nearly 126,000 accidents last year were the result of exceeding speed limits. So there!

Hurry. There's the hub of this whole accident business. Probably nine-tenths of our automobile accidents are caused by people trying to save five minutes. We rush like mad to get somewhere, and it doesn't amount to much when we get there. Methods of locomotion have improved greatly in recent years, but places to go have remained about the same. If we have an appointment with somebody, the chances are, anyway, that he will be 30 minutes late, having been smashed at an intersection or pinched by a cop for rushing through a red light. If everybody in America would resolve to contribute five minutes a day to the

cause of automobile safety, we could cut the death and accident toll in two. Five minutes a day. Brother, can you spare five minutes a day?

A little ordinary courtesy would help, also. We are usually pretty peaceful in our attitude towards our fellow man, but the minute we get behind a steering wheel, we seem to regard every man as our enemy. The fact is we have killed more than 325,000 of our friends with motor cars in the last 15 years in this country, whereas our enemies have killed only 300,000 of us in all our wars to date. We'll be darned if that guy passes us or gets across the street intersection first. I'd say, Aw, let him pass you or let him beat you to the crossing. You don't have to prove to him that your car has the greatest pick-up in all creation, or that you are the master motorist of all time. A little Alphonse and Gaston stuff would help us keep folks out of hospitals and cemeteries.

And now a word to those vanishing Americans, pedestrians. They should be careful enough for themselves and the fellow in that approaching motor car, too, for the chances are he isn't. And they should get up every morning resolved to contribute five minutes a day of their time to keeping out of automobile accidents. Five minutes a day will keep the ambulance away. The figures show that around 800 persons were killed last year crossing streets against the signal, while only around 200 were killed crossing with the signal. That's 600 persons who could have avoided death by waiting a minute on the curb. Another 3,300 could have avoided death by going to the corner instead of hurrying across in the middle of the block. More than 35,000 pedestrians were hit last year by stepping out from behind parked cars—they didn't even have sense enough for themselves, let alone a little extra sense for the fellow who needn't have hit them.

I don't know exactly how many persons were killed last year walking along highways with traffic instead of facing it, but I'll bet plenty. . . . persons who were leaving it to the other fellow not to hit them instead of seeing that he did not.

A careful study of tables of last year's motor car death and accident causes shows that a large percentage of them were the result of "stupidity," under which I group unnecessary hurry. And nearly all of them could have been avoided if every driver had started out every a. m. with the resolution to drive carefully enough for himself and the other fellow too, and to tax himself five minutes a day for the general cause of automobile safety, and to show his fellow humans just a wee bit of ordinary courtesy.—*Don Herold in "The Great American Gamble."*

A Mind Reader

A general and a colonel were walking down the street. They met many privates, and each time the colonel would salute he would mutter: "The same to you."

The general's curiosity got the better of him and he asked: "Why do you always say that?"

The colonel asserted: "I was once a private and I know what they are thinking."

VACATION

Oh, I detest vacations for they're marked by many a folly—

From typhoid grim to drowning, and other things as jolly;
There's sunburn, too, and sunstroke, and poison from green ivy
And cuts and swift collisions and skins all red and hive-y.

But some folks really use their heads, these dangers neatly cheating;
They learn to swim, don't go alone, don't swim right after eating;
They take it easy in the sun, don't scorch their epidermis;
Before they drink, they boil the water where they think a germ is.

They watch for ivy's "leaflets three," take care of cuts, abrasions;
They drive their cars with careful skill, shun accident's occasions.
They test their brakes, their steering gear, make sure their horn is working;
They stay in line on curves and hills—wherever danger's lurking.

Oh, I don't mind vacations, on second thought, maturer,
For folks are getting careful, safety's getting surer;
For everybody, everything, vacations have allurance
Except—for IT works every day—your company's group insurance.

Owners Are Responsible

Responsibility for violation of parking regulations rests on the owner of the automobile regardless of the identity of the driver, says a recent decision of the Superior Court of Massachusetts. Automobile owners not actually caught in a forbidden act have been wont to disclaim responsibility on the ground that someone else was driving at the time of the violation. No such easy escape is recognized by the Massachusetts Court. A police officer seeing an empty automobile parked in violation of the law can now proceed to make out his report on the spot. He does not have to wait indefinitely for the return of the driver for personal identification. One of the greatest difficulties in the enforcement of parking rules is thus eliminated.—*Transit Journal.*

A customer sat down to a table in a smart restaurant and tied his napkin around his neck. The manager called a boy and said to him: "Try to make him understand as tactfully as possible, that that's not done."

Boy seriously to customer: "Shave or hair cut, sir?"

Judge: "Did you take any precautionary measures to avoid running down the plaintiff?"

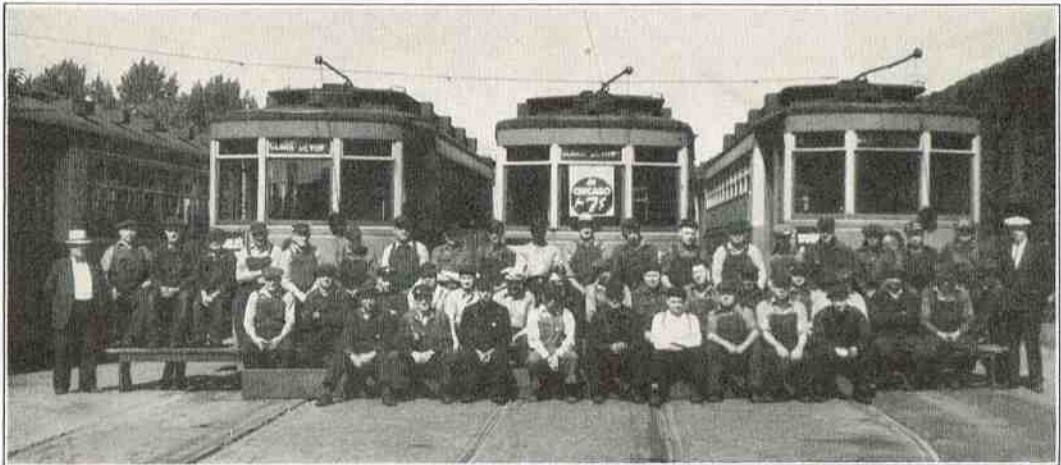
Motorist: "Yes, sir, I tooted my horn and cursed him."

Mrs. Jackson: "Yo' lazy Nigger! S'pose I was took sick an' couldn't do washings, how would you live?"

Mr. Jackson: "Ah never thought ob dat, honey. Ah'll hustle 'round tomorrow and git some health insurance on you."

Keeping 'Em Rolling

Devon on Top—An Increase Shown in Miles Per Pull-In on the System



Devon Pull-In Crew

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

Devon, with a 98.8% increase over April, leads the group with an average of 55,803 miles per pull-in for the month of May. Lawndale follows with an average of 51,624 and an increase of 38.6%. Elston again holds third place with an average of 41,905 miles per pull-in due to equipment failure.

The individual records follow:

Rank	Carhouse	Zero Miles-Per Days	Pull-In	Pct. Inc. or Dec.
1	Devon	20	55,803	98.8
2	Lawndale	23	51,624	38.6
3	Elston	23	41,905	5.0
4	Burnside	17	36,978	37.4*
5	Blue Island	21	31,564	52.2*
6	Archer	12	31,532	8.2
7	Lincoln	18	31,045	11.3
8	Armitage	15	30,862	5.2
9	Limits	20	29,655	10.2*
10	77th	6	28,191	3.6
11	Cottage Grove	12	28,108	22.8
12	Kedzie	9	26,331	42.3
13	Noble	20	25,587	13.7*
14	North	5	23,982	27.8*
15	69th	6	20,937	28.7*
16	Division	16	19,720	9.0*
		243	29,285	.9

*Decrease.

Standing of each carhouse for the past year follows:

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

In Memoriam

Here lies the body of Shipmate Green,
 A better man we've never seen;
 A better man he might have been
 But for a Dora and a quart of gin,
 A Ford coupe and a one-arm drive—
 Four good reasons why he ain't alive.
 —The Training Station News.

Around the Car Stations

Cottage Grove

The son of Assistant Superintendent H. Hooper who took unto himself a wife a short time ago went to Arizona and looking at their pictures which they sent to his father, the climate must agree with them both. We wish them success in their new adventure.

There are several of our trainmen still on the sick list. Pay them a visit and give them a word of cheer. Any of our clerks will gladly give you their names and addresses.

We are sorry to hear of the accident to Motorman D. Crowley who had the misfortune to stumble and fall dislocating his shoulder. The trainmen wish him a complete and speedy recovery.

The New Deal in picking the day off seems to meet with complete satisfaction at this depot.
J. H. Pickin.

Seventy-Seventh

A sojourn in Bellaire, Michigan, was enjoyed by Conductors Jack Shaw and Vic Ballinger, last month. One of the many diversified ways of spending their time was trying to catch "game" fish, which by the way produced laughs galore at Vic's expense, in fact Jack laughs out loud everytime he thinks of Vic in his cavorting to pull one in.

Conductor George Payton visited with his folks in Elizabethtown, Ky., last month, and he enjoyed his trip very much.

Motorman Jimmy Gannon is back with us again after being absent the past month on account of illness. Glad to see you back Jimmy.

A very happy future is our wish for Motorman George Wheeland and his charming bride who were married recently.

Here it is men—the list of names of the players and the teams they will represent in our Soft-Ball League this year. You will notice many new names on this year's list of players, and while we are not making any predictions, we opine that all the games that will be played on Bessette Field will be very interesting, and the Officers of our L&A Club cordially invite all of the trainmen who do not participate in the games to come out any evening, bring their families and friends and enjoy a good game of ball. Last year there was a large attendance at all the games and we hope that those same rooters will be with us again this year. Pick your favorite team now, and give them your hearty support. As for the opening game which will have been played by this time, we will have the results in our next issue.

Tigers: J. Grobel, B. J. Coenan, M. F. Lofstrom, J. E. Pitrowski, D. R. Conlon, E. M. Friberg, W. T. Marrero, G. J. Kobar, D. J. McAvoy, L. Klein, G. C. Rhein, J. L. Wooten, M. E. Crisman, M. Everett, F. J. Oberster.

Sox: T. J. Morris, G. Recie, W. G. Wilson, H. M. Schaeck, L. K. Ihrie, J. J. Holden, T. E. Honan, P. T. Heraty, J. E. Slattery, J. E. Dwyer, G. R. Liebers, A. McGann, J. August, E. W. Ericson No. 1, F. Engellaupt.

Cubs: A. C. Katter, J. J. Mahoney, W. A. Mahoney, E. S. Holford, G. R. Chester, J. J. Trafton, J. F. McKiernan, H. Waltman, H. E. Lange, R. Godey, E. Jov, T. L. Valiquet, L. P. Arseneau, E. P. Boyk, E. B. Gillooley.

Yanks: J. M. Gaskin, R. White, F. J. Mulcahy, E. J. Dawson, H. A. Baker, D. H. Urquhart, C. G. Knoerr, M. M. Creps, G. H. Grassel, C. T. Woehlke, C. N. Fields, A. F. Fox, J. J. Tampier, E. J. Brown, H. Jasper.

Braves: J. J. O'Connor, C. J. Mischnick, A. H. Feltz, J. A. Hannon, V. J. Green, C. Sagotz, E. F. Johnson, M. S. Bader, J. Flynn, Joe O'Connor, G. W. Schletz, F. W. Schmidt, G. J. Watson, P. J. Walsh, W. Massig.

Indians: A. J. Dunn, E. E. Knapp, A. C. Lexow, J. F. Kujava, B. P. Worts, P. J. Byrne, C. R. Avery, J. J. Barry, M. B. White, W. A. Heden, W. R. Steinsultz, H. W. Spoonhour, W. H. Nordstrom, R. T. Elitzer, E. Klein.

Athletics: W. J. Sullivan, A. T. McGrail, H. Workman, H. A. McKeighan, V. H. Belanger, F. A. Motuelle, W. E. Lawler, J. P. Gleason, D. T. Sullivan, P. A. O'Malley, C. A. Carey, E. R. Sink, T. F. Screen, J. J. O'Neill, H. L. Hibbard.

Senators: W. G. Harrison, H. J. Voltmer, J. W. Clayton, C. R. Fennessy, R. Krone, G. M. King, D. R. Hughes, F. J. Honan, M. McKenna, J. W. O'Donohue, J. Cusic, A. R. Broman, E. J. Kenny, T. N. Brucks, S. B. Sommers.

Can you visualize our Conductor Charles (Big-hearted Charlie) Mischnick holding a big mongrel in his arms while standing at one of the busy intersections on the south side? What, no license, Charlie?

Conductor J. Gallagher strolled down the middle aisle with his charming bride last month, and we wish them a very happy wedded life.

What is more refreshing on a warm day, especially after turning in after your day's work, than a nice icy cold drink of filtered water. Well, that is just what the Officers and Directors of our L. & A. Club considered, and consequently the new drinking fountains, electrically equipped and modernistic in design that have just been installed, one in the washroom and the other in our club room, is evidence of their thoughtfulness and consideration of us and for which we should be very grateful.

Conductor Harry J. Bartholmey of the 77th Street depot has a hobby of raising peonies in his yard at 7439 Michigan Avenue. He has a continuous service record that goes back over forty years.

It is evident that the Stork shows no partiality among our trainmen, because he visited the home of three Conductors and three Motormen last month as follows: Conductors—E. J. Howard, a boy; E. A. Davis, a boy and J. G. Colman, a boy. Motormen—H. E. Ross, a boy; G. W. Ranger, a girl and H. W. Timmons, a boy. Congratulations, men.

To the members of the family of the late Motorman M. F. Heneghan, we express our deep sympathy in their bereavement.

The following trainmen of this Division had the sad misfortune of parting with their beloved ones and we condole with them: Conductors—C. E. Ohlsen, his father; T. G. Luscombe, his wife. Motormen—W. C. Boyd, is father and C. P. Smith, his brother. John T. Flynn.

Sixty-Ninth

Motorman James Haas, on run 472 of the Ashland Avenue line, is to be commended for his thoughtful action when early on a frosty Sunday morning in April he observed ice forming on the track at 40th and Ashland from a leak in the watermain. He procured a bucket of salt at 69th and Ashland and spread it around the leak to prevent continuation of the dangerous condition.

Motorman S. A. Peters deserves mention for calling up and assisting at a fire at 52nd and Ashland Avenue recently.

One of the Racine Avenue crews is to be commended for using good judgment. When run No. 225 had an accident at 24th and Canal, Conductor M. T. Ravane and Motorman A. Lamont backtracked to Archer Avenue and came around by way of Halsted Street and

told their Racine follower to do the same, the only delayed run being run No. 225.

A few of the boys took their short vacations before the busy season, among them Oscar Little who went to Wautauga, Tenn.

On Saturday evening, May the 5th, Motorman William Schueler did not show up to pick a run, his reason being that he was happily engaged in a wedding ceremony as the groom. Conductor J. B. Ryan and Miss McNamara were married at St. Sabina's Church on Wednesday, June 6 and Conductor Anthony Egan and Grace Sloan will be married on Saturday, June 9, T. D. Sullivan having the honor of serving as best man. Congratulations, all. It looks as though Mike Hennessy will have to carry on with the girls now.

A. Klaesi, W. J. Conley and W. J. Stahl are the proud fathers of baby girls: Miss Klaesi, 8 pounds 11 ounces, May 14, Miss Conley, 6 pounds 8 ounces, May 19 and Miss Stahl, 6 pounds 12 ounces, June, 1934.

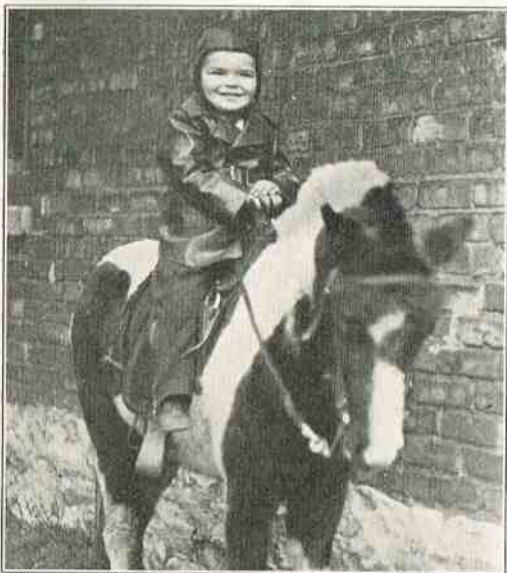
Fellow workmen feel that Conductor G. F. Wolff is in line for commendatory mention because of his actions in obtaining witnesses at the scene of a collision at 69th and Morgan while the operator involved rushed an injured person to a hospital. Conductor Wolff, who was off duty, switched the disabled car back at Halsted Street and pulled it into the depot.

W. L. Pence.

Archer

Our sincere sympathy is extended to Conductor J. J. Murphy on the death of his brother who died April 30th, at his home in Appleton, Wis.

Conductor John W. Johnson on Saturday, June 2, left the ranks of single cussedness, taking unto himself a wife. Congratulations John and may you have a happy family.



Donald, 3½-Year Old Son of Conductor C. W. Cramsie of Archer

Conductor E. J. Seelback has recently purchased a new home at 2721 S. Tripp Avenue. Congratulations Edwin, and when you have the house warming we will all be there.

Motorman George L. Kersten has just returned to work after a vacation to Danville, New York.

Motorman John Howe, Archer's oldest motorman died May 9; John signed off sick on November 25, 1932 and had been confined to his home up to the time of his death. Until recent years he had been a very steady worker. John was known to his fellow workers as a champion checker player and among the various awards he had received was a loving cup, first prize at a checker tournament given by the Surface Lines Club. Mr. Howe's seniority dates back to October 1, 1886. Our deepest sympathy is extended to Mrs. Howe and family in their sad bereavement.

The Siamese twins, Conductors Jay Howard Holding and Adam Anthony Hardek are vacationing in Virginia, Minn. A postal of the City Hall denotes where they have taken refuge, and reports that they have had salubrious weather for their trip.

Conductor Raymond C. Jankowski and wife mourn the loss of their daughter who died May 23, after a short illness.

Again another of our number has been called upon to cross that Great Divide. Conductor Albert T. Wenk signed off sick May 24 and died Wednesday, May 30, at 7:00 p. m. His brother Motorman Charles Wenk had made him a visit earlier in the afternoon and made plans to bring him home the following day, when only a few hours later he had a heart attack which closed his earthly career. Our sincere sympathy is extended to the bereaved family.

Archer Depot Indoor Ball team played North Avenue Depot on Sunday, May 27th, at Hirsch & Cicero Avenues. Results were North Avenue 13 runs, Archer team got 51 hits and 47 runs.

Motorman John Rau takes 14 days' vacation at his summer cottage in the woods of Wisconsin to plant his garden. John is an expert when it comes to gardening.

Motorman Peter Casey No. 1 met with a tragic death on his way to work in the early hours of the morning of June 4. Having missed his car he boarded a passing truck, whose driver in trying to overtake the car collided with a pole and Casey was thrown to the sidewalk. He was taken to Mercy hospital and died an hour later. Pete was of a pleasant disposition and well liked by his many fellow workers who will miss him. To his relatives we extend our deep and sincere sympathy.

Dusty.

Burnside

An invitation is extended to all trainmen and their friends to visit the beautiful flower gardens at the Burnside Depot.

If you care to see a beautiful paint job don't forget to see the Blue Chariot owned and operated by none other than our own operator, W. E. White. It has been said that Bob was taught his color-mixing in the Old Country.

Conductor W. B. Singelman was married to Miss Jeanet Anderson of the South Shore District on Saturday, June 16th, 1934. Congratulations to you and your beautiful bride.

We wish to commend Conductor A. L. Brand. When arriving at 73rd and Stony Island Avenue the other day he found the car ahead derailed. He immediately set to work, replaced



Peony Display of Harry J. Bartholmey of Seventy-seventh in His Garden at 7439 S. Michigan Ave.

the car on the track, thereby eliminating a lengthy delay.

August Sahr, the Day Receiver, and Conductor L. Chamberlain are saving their poppy tag for next year. Just another tip from Scotty Anderson.

W. D. F.

Blue Island

Herb Beyer spent his vacation in Kentucky where he visited the Mammoth Cave and reported a good time.

Red Tussy (Donikowski) is a good fisherman but he is afraid of worms and has someone else put the worms on the hook for him.

The crews on Runs 103-106 and 112 of the 14th-16th Street Line are complimented for their good judgment in going through to the World's Fair on their pull in trip, without being instructed to do so, when they saw a crowd of children wishing to go to the Fair on Children's day.

C. P. Starr.

Kedzie

Kedzie depot mourns the loss of several of its old timers. Motorman Alex Appel seniority 4-1-94 died May 28th, Motorman Wm. Larkin seniority 12-7-95 died May 16th and Conductor Frank Shields seniority 5-13-09 died

June 6th. To these bereaved families we extend our deepest sympathy.

Our sympathy is extended to Supervisor O'Shaughnessy in the loss of his sister-in-law May 31st.

Conductor Thomas J. Dillon decided that it was just as easy to be a poor man as a poor boy so entered the ranks of matrimony June 6, the good old matrimonial month for brides. To you and yours we wish you a world of success and happiness.

Well Conductor J. J. Sullivan we are pleased to see that you are living up to that old saying "Patience is a Virtue." We certainly want to congratulate you on being the proud daddy of a baby girl born May 20th.

Motorman F. Pokorney is also the proud daddy of a baby girl born May 17. Congratulations.

Motorman Frank Clark who is convalescing at the Speedway Hospital would like some of the boys to come up and see him some time. A visit by the boys would be greatly appreciated.

Clinton Sonders.

North Avenue

Motorman Chris Bilotick is papa to an eight pound boy who arrived May 28. Chris brought

down a box of good cigars and passed them around in celebration of the event.

Operator E. Schutt is daddy to a seven pound boy born May 24. The lad will probably be named Simmons or Bonura as Brother Schutt is the most ardent White Sox fan on the west side.

Sympathy is expressed to Conductor Peter Cunningham No. 1 who lost his good wife May 30.

Hannibal crossing the Alps had no tougher job than our lads are having trying to keep service going on torn up North Avenue. But they are doing a pretty good job of it.

C. A. Knautz.

Lincoln

Our congratulations to Ex-Conductor R. Philbin who on May 15th took unto himself a life partner. The happy couple spent their honeymoon in the East. Congratulations also to our Chief Clerk F. Murbarger who was married on Thursday, May 10. Our good natured friend Conductor A. Kelsey thought he put one over on the boys, but the secret is out and here's wishing you the best of luck Kelsey old boy. Although the wedding took place on April 12 and our congrats are a bit late.

The boys were all glad to see Happy-go-lucky Conductor J. Elliger back on the job June 1 after having been ill with pneumonia since Jan. 29. Motorman O. Johnson of Fullerton is also back from a long sick spell.

The month of May claimed two more of our old timers. Motorman Edward F. Gillman passed away and was buried May 25 from Muelhoppers chapel, 1458 Belmont avenue and laid to rest in Fairmount cemetery. Motorman Martin Gillispee passed away and was buried May 26 from Gallager's chapel, 4401 Lawrence avenue to St. Edward's church and laid to rest in all Saints Cemetery. Our sympathy to the families of these two old timers who were both sick less than a week.

H. Spethman.

Limits

Conductors W. Keane and J. Zelinko are now the proud daddies of baby girls. Conductor O. Brunner also reports a ten pound baby boy.

Our Bowling Team has now won the tournament for the second successive year. The team, consisting of Wilberschied, Schulte, Jouron, Mikulicic and Brunner, finished very strong, winning their last three games.

W. Colgan.

Fooling Neighborhood

Casey had been married only a week when he discovered that his wife, who had assumed control of household and larder, was inclined to be stingy.

He had been working in his garden one afternoon when his wife came to the back door and, to his astonishment, called out in strident tones: "Terrence, come in to tea, toast and eggs."

Terrence, surprised, dropped his spade and ran to the kitchen. "Sure, and yer only kiddin' me," he said.

"No, Terrence," said his wife. "It's not you, it's the neighbors I'm kiddin'."—Annapolis Log.

Mrs. Brown—"I hope you didn't take a second piece of cake at the party."

Bobby—"No, Ma. I took two pieces the first time."

Departments and Divisions

Accounting

Returning home after a pleasant time visiting relatives and motoring to all the interesting points in the vicinity of Lima, Ohio, Mr. Edward Stobart came back perfectly satisfied from his vacation.

Mrs. Theresa Oliva was the guest and also recipient of a breakfast set and glassware at a luncheon given by her friends on Thursday, May 17, 1934.

Monday evening, May 21st, the girls of the ledger room gave a surprise dinner at Mrs. Walls' Tea Room in honor of the (?) birthday of Mrs. Agnes Howell. After dinner the girls attended the Chicago Theater. The party was made complete when the first rain during the month gave the girls a little drench.



Mrs. William B. Folta and Joyce Elizabeth

Eileen Frances Kirkman is the name of the new baby born on Mother's Day, May 13th, weighing 6 pounds 9 ounces at the Belmont Hospital to Mr. and Mrs. Harold Kirkman. To the proud parents we extend our best wishes.

Miss Bernice Uhlich of the Pay Roll Department is on the list of prospective brides after receiving a beautiful diamond from Mr. Harold Spruth. We wish to offer hearty congratulations and the very best of wishes.

Congratulations are in order for Mr. A. W. Malmquist who on May 27, 1934, completed twenty-five years of continuous service.

T. F. COAN,

Engineering

John Nette, the debonair Material Clerk in the Track Department, is the latest victim of the matrimonial fever. On May 5th, John was married to Miss Evans, a charming young lady from Kansas. All of the elite of Grand Avenue attended the wedding, and the happy young couple received many wedding gifts. We wish them many years of happiness and prosperity.

Peter Rechs of the Utility Department is a proud daddy since the arrival of the first-born,

a baby boy on May 15th. Pete is soliciting a name for the youngster.

John Hanus of the Utility Department won the gratitude of W. Schenk of the Electrical Department by recovering his wallet and returning same before Bill passed out from nervous prostration.

John Milos, Foreman in the Southern Division of the Track Department, has been confined to his home since early in May. All of his friends are hoping to see him back on the job soon.

John Jones of the Utility Department was on the side lines for a few days as a result of an injury to his back but is with us once again, possessing his usual pep.

Transit.

Legal and Accident Investigation

Mrs. Joseph Koch celebrated the hottest June day on record by presenting Joe with a 7 $\frac{3}{4}$ pound youngster—who should be impervious to sunstroke. However, it has been too hot for Joe (more probably his better half) to pick out a name for the boy at the time of going to press.

Edith Riddle and Dan Colgan have much in common to talk about, viz., their "operations." Each has returned to work after necessary and successful appendectomy performances.

Blackstone.

Shops and Equipment

West Shops: Our two vacationists, Ed O'Bid and Leo Sterling, report a very pleasant two weeks spent on a farm at Mazomanie, Wisconsin. They visited many little towns in the vicinity and spent a great deal of time trying to teach the bovine population of the farm to moo more softly, especially in the early mornings.

The golf bug seems to have gotten a pretty good hold on many of us already this year. Ella Rall came back with a rather professional sounding score from playing 18 holes last Sunday, and I hear that Louis Pluta has just purchased a bright and shiny set of golf clubs. Wonder if Ella is going to teach him?

We regret very much to report the recent passing away of the beloved wife of Mr. Newton, Foreman of our Paint Shop. The entire West Shops wishes to express their sympathy to Mr. Newton and his family in their grief.

Yvonne Randall.

South Shops: The Grim Reaper had indeed stalked through our midst and taken his toll this month. Our most heartfelt and profound sympathy is extended to the bereaved families and relatives who have lost their loved ones. R. Hildeman, Motor Repair Dept., passed away May 12, 1934. Mr. Hildeman, a veteran employe, having been with us since 1882, was one of our most conscientious and well liked co-workers. On May 31, 1934, Wm. Vatter, of the Mill Dept., passed on after a prolonged illness. The beloved wife of Herman Pott, Tinning Dept., passed away on April 30, 1934. Mr. Manley, the beloved husband of Mrs. Manley, Motor Repair Dept., passed away May 17, 1934.

Cottage Grove: Our deep sympathy is extended to the bereaved family and relatives of D. Gleason, who passed away on May 29, 1934.

Asst. Foreman L. Keane, was sitting at home Thursday, May 31st, very peacefully listening to the radio. About 10:00 a. m. it was announced that the crowds of school children at

the World's Fair were so large that it was necessary to open all gates and admit them (free) of charge. Keane immediately donned his knickers, which he has for just such occasions, went to the fair, and crashed the gate.

Burnside: J. Margetic, car repairman, is slowly recovering in the Southtown Hospital from injuries sustained in an accident on May 23, 1934. Hurry back, Joe.

77th Street: Charley Walsek, professor of warbling, Mike Scahill, student.

"That hat" belonging to Frank Haas. Have you seen it?

Joe Ditchie is the proud owner of a St. Bernard dog.

Archer: We extend our sympathy to Frank Pavlis and family on the death of his beloved daughter who died May 16, 1934.

Jos. Wagner would like to join Adam Longhauser's Ping Pong Club. He claims he is a good sport and can be seen in action at McKinley Park.

Joseph Gallowitch was married May 12, 1934. We wish the happy couple much success and happiness.

Elsie R. Smith.

Schedule & Traffic Department

We are all pleased to see E. W. Horning back to work after his operation for appendicitis at St. Mary's Hospital during the past month.

Mrs. O'Brien is enjoying that new Chevrolet these nice Sundays and evenings.

F. O. Excell spent the week-end of May 26 at the scribe's old home town, Mineral Point, Wisconsin. Fred says the hills are all there as of old.

Geo. Weidenfeller.

ROUNDING UP WITNESSES

Burnside Takes the Lead—Lincoln Climbs from Eleventh to Fifth Place

The see-saw battle between Burnside and Lawndale-Blue Island for first place continues with Burnside this month displacing the latter as the leader. Lincoln, however, showed the best improvement, climbing from eleventh to fifth place. 77th Street also did a little climbing and advanced from sixth to third place while North Avenue pulled itself out of the cellar and landed in ninth place. Archer also put forth some extra effort and they are now in fourth place, advancing from seventh position. Kedzie, who last month was complimented on its splendid showing in advancing from eleventh to third place, this month suffered a reversal of form and dropped to tenth place. The average for the system 3.52 is much lower than that of last month and it is imperative that it be improved. The only way that it can be improved is by dint of your efforts. Inasmuch as it is for your own good in the protection of your work record, why not go out in earnest for the signatures of witnesses?

Detailed figures are as follows:

	Apr.	Mar.	Feb.	Jan.
1. Burnside	4.65	4.36(2)	4.63(1)	4.00(2)
2. Lawndale-Blue Isl.	4.27	4.60(1)	4.02(2)	4.24(1)
3. 77th Street	3.76	3.66(6)	3.42(8)	3.74(3)
4. Archer	3.58	3.52(7)	3.47(7)	3.68(5)
5. Lincoln	3.56	3.32(11)	3.58(4)	2.75(12)
6. Elston-Noble	3.50	3.87(4)	3.16(9)	3.55(8)
7. Cottage Grove	3.48	3.50(8)	3.60(3)	3.67(6)
8. 69th Street	3.44	3.75(5)	3.56(6)	3.65(7)
9. North Avenue	3.36	3.26(12)	3.57(5)	3.72(4)
10. Kedzie	3.25	3.90(3)	3.01(11)	3.36(9)
11. Devon	3.07	3.44(9)	3.00(12)	3.00(11)
12. Armitage-Div.	2.78	3.42(10)	3.09(10)	3.14(10)
Average for System.	3.52	3.70	3.45	3.56