

SURFACE SERVICE MAGAZINE

Volume 11

SEPTEMBER, 1934

Number 6



*ATTRACTIVE INTERIOR ARRANGEMENTS OF "P. C. C."
MODEL CAR BEING TESTED BY SURFACE LINES ENGINEERS*

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 11

SEPTEMBER, 1934

No. 6

Car House Crews Win Safety Award

Inter Plant Contest Won in Competition With a Field of Eight Units Subject to Similar Hazards

The Shops and Equipment Department of the Chicago Surface Lines enrolled as a member of the Chicago Safety Council during January, 1931. The purpose of the Safety Council is to promote and maintain interest in the advancement of the science of accident prevention. In furtherance of this purpose they have sponsored the Semi-Annual Interplant Accident Prevention Contests; and, as a stimulus, provided a trophy as an award to the winner of each contest.

In the Accident Prevention Contests carhouses collectively have been entered jointly as a single unit, the South Shops and West Shops each being entered as two separate units. Immediately the shop officials and employees of their respective shop units became aspirants to win the competitive accident prevention award.

After three years of continuous effort on the part of the employees who have wholeheartedly and enthusiastically co-operated with their respective organizations for a common purpose of preventing accidents, as well as taking every known precautionary measure to prevent accidents, the Carhouses have been rewarded for their vigilance by winning first place, and consequently the trophy award for the contest period ending June 30, 1934. This award was won against a field of eight competing units, all of which are classified as a group subject to approximately the same hazards, and were therefore on a fair competitive basis. During this same contest the West Shops won third place and the South Shops fourth place.

The winning of this award was no ordinary accomplishment. The significance of this statement is more fully comprehended when it is considered that the competition was open to all industrial companies (whether members or non-members of the Chicago Safety Council) within a radius of fifty miles of Chicago's loop. That for a period of six months there were but 13 lost time accidents among the 1,200 men employed in the sixteen carhouses while keeping clean and in repair 3,400 street cars; which, in the aggregate, operated over 60,000,000 car miles during this period. This is less than one lost time accident to each carhouse. On the basis of man hours, the accident frequency rate has been reduced to 8.8 lost time accidents per one million man hours worked. (The average for the eight competing units in the same industrial group was 16.1 lost time accidents per million man hours.)

The winning of this award by the Carhouses has still further inspired the employees and their shop officials and has given birth to new hopes of capturing the contest award of the next semi-annual competition.

Accident experience together with a careful study and analysis of the accident records has

resulted in many precautionary measures being taken; and has contributed much towards the reduction of accidents in the carhouses and car shops. Printed safety rules are issued to each employee. The employees are constantly reminded of the hazards incurred by the violation of these rules through the medium of illustrated display cards. These cards are posted on the bulletin boards and other conspicuous places throughout the carhouses and shops. Safety talks are given from time to time during the regular monthly foreman's meetings. Many safety suggestions are made and discussed during these meetings.

Approved type guards are placed over all grinding wheels, gear trains, belts, and hazardous parts of machines; and the guards painted red. Dust exhaust systems are provided on dry grinding and polishing machines.

Crane hooks, cables, hoisting chains, and jacks are inspected for defects once each month. Goggles and respirators are provided for employees. Metal containers are provided for waste and storage of inflammable materials. "No Smoking" signs are placed in all shops and buildings. Fire extinguishers are placed in handy locations about all the shops and carhouses. Volunteer fire departments have been organized and fire drills conducted by both the day and night foremen twice each month. Two or three men in each shift of every carhouse and shop have been instructed in and are qualified to render first aid.

Meetings of the first aid members are held regularly for the purpose of instruction and discussing of developments in the science of rendering first aid. Standard first aid equipment cabinets are provided at each carhouse and shop. For your own sake play safe. For the sake of your fellow workers discourage any careless or indifferent shop practices that you may observe. Each accident, no matter how slight, must be reported to the foreman and receive first aid treatment. These accidents are followed by a subsequent examination to detect a possible infection in its earliest stage.

A recent newspaper article states that as a result of the safety movement in the United States the production of wooden legs, crutches and glass eyes has fallen off 29 per cent during the past few years. It did not state that the production of wooden heads has diminished, which is one explanation for some of our accidents, and another reason for continuing our accident prevention efforts.

Remember:

Use your eyes and ears
And think a little too,
That you will catch an accident
Before it catches you.

Eternal vigilance is the price of safety.

Making and Keeping Business

Importance of Impressing Passengers with Personal Interest in Their Convenience and Service

BY C. H. EVENSON
Superintendent of Transportation

It is quite evident that a large percentage of the trainmen on this system have failed, in spite of all that has been said about it, to realize the direct relationship between their own prosperity and the volume of business done by the Chicago Surface Lines. In some other cities there seems to be a better understanding of the salesmanship quality of the train service.

In several cities, for instance, street car trainmen have recognized the fact that they are salesmen as well as operators and, in addition to handling their operating jobs in such a way as to attract business, have gone out and made a house to house canvass along their lines, selling the public on the use of street cars. Wearing their regulation uniforms, they sought interviews with men and women in their homes, finding out what form of transportation they used and explaining the convenience and economy of street car service.

Perhaps this is carrying salesmanship to an extreme and we have never thought that it would be advisable in as large a city as Chicago, but it at least illustrates the fact that trainmen on some other systems recognize to the fullest extent the direct relationship between company earnings and their own welfare.

As has been said in this column a number of times, salesmanship on the part of trainmen consists primarily in making the service inviting to the public. A good salesman is not a

man with a gift of gab. Nowhere else is it so true that "actions speak louder than words." A Surface Lines trainman who is a good salesman is one who conducts himself in such a way as to make his riders feel that they are welcome on the cars and that the service is being operated for their convenience.

And since anything that improves the service helps to get more business, anything that contributes to the improvement of the service is salesmanship. The trainman who is alert to the interests of the company, which are also his interests, will be quick to report any suggestions for service improvement. Perhaps more cars are needed on a line. Possibly the schedules could be changed to advantage, or it may be that there is a worn piece of track that needs renewing.

Anything that will tend to improve the service should be reported by the trainman to his division superintendent and passed along to the proper official.

The Century of Progress Exposition is drawing to a close. It has been beneficial to Chicago Surface Lines business, but in spite of it the volume of business is in the red as compared with last year. No one knows what the situation will be after the close of the Fair. Last year our business continued to improve after the close of the Fair in the fall. It can be made to improve now if every trainman on the Surface Lines will recognize his individual responsibility to see that the service is of a quality that will encourage riding.

REAL SERVICE PLEASANTLY GIVEN An Observant Passenger Describes an Interesting Bit of Street Car Life

Miss Marion West of No. 2322 Commonwealth Avenue, is an observant young lady who derived much satisfaction from an incident on one of our Clark Street cars, and we are glad to give space to her interesting letter:

"Last week I watched a young man as he with some difficulty boarded the crowded Clark Street car in which I was riding. He was carrying a sleepy little girl in his arms, while trying at the same time to manage a couple of packages, a newspaper, and the little girl's coat. It was one of those trolleys in which the conductor has his station midway in the car, and the young man struggled toward him, meanwhile endeavoring to get out his fare.

"Having only the usual number of hands, he was unsuccessful, and he sank wearily into a seat opposite the conductor, awkwardly balanced the child on his knee and tried once more with his other hand to dig some coins from his pocket. One by one, things slid to the floor, packages, newspaper, tiny coat. The child saved herself from a like fate by valiantly clutching her father's necktie.

"The conductor, Badge No. 3818 (John T. Walsh of 77th), smiled indulgently and stepped out of his box. Stooping over, he picked up the scattered articles and tucked them in the seat beside the young man. The coat he folded

gently and placed across the man's lap. The grateful father, still with one arm around the child, held out some coins in his other hand, and the conductor picked out the fare for him. Then, jovially slapping the passenger on the shoulder, and smiling at the solemn little child, the conductor stepped back into his box. The relieved parent shoved his cap to the back of his head, renewed his grip on the child, and grinned back at the conductor. Everyone in the car was smiling."

EMPLOYEES RELIEF FUND August, 1934

The Surface Lines Employees Relief Committee held four sessions during the month, at which 34 applications were considered. Of this number there were 24 cases approved for weekly relief payments.

Checks totalling \$10,340.60 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$499,072.34 paid to Chicago Surface Lines employees to date.

The Surface Lines Relief Committee, in addition to the above disbursements, paid a total of \$120,000 to the Joint Emergency Relief Association during the period from November, 1931, up to and including October, 1932, making the total expenditures for relief to date \$619,072.34.

Check Up Your Accident Record

*Importance of Preparation for Place on Honor Roll—
Some Encouraging Figures Disclosed*

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

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

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BY WILLIAM PASCHE

Supervisor of Accident Prevention

Seven months of this fiscal year have passed and in just five months we will begin to compile the No Accident Honor Roll. On this list, when completed, will appear the names of trainmen and operators who have not had a chargeable accident during the year. Are you sure your name will appear on this list when it is made up or will you wait until it is published before you become concerned about your work records?

If you are not sure you should inquire of your Division Superintendent and ascertain whether or not any incident about which you have written a report has been marked chargeable. If you find that you have been charged with an accident and believe it has not been correctly classified you should, in your own interest on your day off or when convenient call at the General Offices and have the case reviewed. If we find that a mistake has been made the classification will be corrected. In this way it is possible to keep your work record clear of errors.

In the past six weeks we have made many observations to determine whether conductors were following instructions on looking out alongside of the car before giving the go ahead signal. We are pleased to report that there is a decided improvement. There are, however, some conductors who do not realize the value of this practice. Why not get into line, all of you, and make this feature of the job as near 100 per cent perfect as possible? We have every reason to believe that boarding accidents over which conductors have control will then almost entirely disappear. We know that there will always be some boarding accidents but looking out for prospective passengers will eliminate those which come from giving the go ahead bell too soon. It will also reduce the chances of leaving intending passengers standing in the street to wait for the following car or, perhaps, disgusted, walk to their destination. We need these passengers and it is our job to do everything possible to give them a safe chance to board our street cars. We know very definitely that looking for prospective passengers reduces boarding accidents because our records this time show a decided improvement

over the figures at the close of the month of May. This general practice also seems to have had its effect on alighting accidents because conductors are more attentive to passengers.

While looking out alongside of the car and attention to passengers has improved immensely we notice that the calling of streets has not kept pace with the other two items. Try to make a habit of calling all streets where street cars or buses make service stops and you will find over a period of time that this habit will help to make your work easier and there will also be reflected a reduction in accidents.

Motormen are also showing an improvement in keeping the front exit doors closed until the car has come to a stop. This improvement however has not been as general as that of conductors in looking out. Opening the door before the car has stopped not only makes alighting accidents from the front end possible but it also has a tendency to cause to motorman to make rough jerky stops, making passengers uncomfortable and causing fall-in-car accidents, which we all know are very costly. It also has a tendency to make the motorman less attentive to vehicles which may at that time be cutting into the track from the right or left side of the car. This produces a type of straight track collision which is hard to explain. Think about this phase of the job and you will find that in starting to open the door before the car has stopped you are somewhat off balance and not as ready to meet an emergency which might come up at any moment.

John Logay Rewarded for Safe Driving

It did not require much time recently for a representative of the Illinois Automobile Club, who was looking for an example of safe driving, to discover Motorman John Logay of Cottage Grove Depot. John lives at 8747 Dauphin Avenue and was driving his automobile to report for duty at the Cottage Grove Depot. In the course of this trip he made a stop at 59th and Cottage Grove, obeying the law by stopping the required distance behind a street car, stopped at various thru streets and parked his machine properly. For this display of sane driving he received a check for five dollars. Most everyone knows the principles of safe driving; it's the practice that counts, and in this instance paid well.

Makes Everybody Feel Good

Visitors and Chicagoans Alike Have Words of Praise for Men and Service

Help That Was Deeply Appreciated

Mrs. M. Campbell, 1401 South 10th Avenue, Maywood, reports that she and her husband had been to the World's Fair and she was carrying all the money they had in her purse for fear that pickpockets might take the money out of her husband's pocket. As they were boarding a 35th Street car at Cottage Grove Avenue and she was about to step on the car, she had her purse under her arm with the handle or strap looped through her arm. An unidentified negro grabbed the purse, tore it away from her, leaving the handle still under her arm and ran. She and the conductor, P. Whitman, No. 10214, of Archer Depot, chased him but he disappeared down an alley and they were unable to find him. When she got back to the car she asked the conductor, "What am I going to do? We live in Maywood and we have not money to pay our fares." Conductor Whitman then gave her a dollar bill and told her she could return it to him and gave her his badge number. In returning the dollar, Mrs. Campbell wishes to thank Conductor Whitman for the assistance rendered her husband and herself and his courteous treatment of them.

Strong for Conductor George Schlitz of Seventy-seventh

Chicago Surface Lines: While vacationing in Chicago last month rode the street cars most of the time and deem it necessary to compliment you on the wonderful service rendered there.

Most all car men were kind and courteous in directing me to places of interest for which I thank all.

The enclosed transfer was issued by conductor No. 8788 who was especially courteous and so kind in seeing to our comfort and interest. He directed us so intelligently that we did not feel strange at all in your big city.

Again a one big "Thank You" to you for the wonderful service.

Respectfully,

F. Smith,
2522 E. 12th Avenue,
Denver, Colorado.

It Often Happens

Chicago Surface Lines: Please allow me to tell you how grateful I am for the generous courtesy extended to me by your conductor No. 5704 (Elmer A. Neumann of Blue Island) on the Robey Street car yesterday morning. I offered him a five dollar bill in payment of my fare, asking him first if he could change it, and he replied in the negative and asked me if that was the smallest I had and I said it was. I fully expected to have to take another car or try to change it in a store, but I hated to do this, as I didn't have any time to spare and while I was thinking this over in my mind he said he would pay the fare for me and before I could say no he had "rung up" the fare. I asked for his name and address, so that I could

mail him the money in repayment, but he would not tell me and said, "Oh, it is an everyday occurrence."

After I got in the car I did find enough pennies and postage stamps to repay him, but I want you to know what an accommodating man he is.

Yours truly,

Mrs. Charles Mayer,
Route 1, Gary Avenue,
Wheaton, Illinois.

Minnesota Visitor Gives Thanks

Chicago Surface Lines: Just to let you know I received the handbag and contents that I carelessly left in one of your cars. I want you to know I'm grateful to you for the service and courtesy extended me, especially to your representative (Supervisor Homer G. Carrick) who was on duty Thursday, P. M., Aug. 23. I feel it was through his efforts that my bag was so promptly recovered. Count me a booster for the Chicago Surface Lines and its service.

Gratefully yours,

John N. Russell,
Austin, Minn.

Cleveland Lady Gives Credit for Courtesy

Chicago Surface Lines: Being a visitor to your city and a customer of your street cars, thought I would show my appreciation of all around courtesy and thoughtfulness of some of your conductors and motormen, especially one man, I'm not sure of the car number but his hat number was 2539 (Harry L. Duke, Devon). He assisted me on front end of car with heavy suitcase, placed same for me, also directed me to my transfer line and called street so I would know where to get off.

The conductor was equally pleasant. Showed kindness to an old lady by assisting her, which is not always done and I believe one who does do courtesy to his elders should receive credit for same.

Mrs. A. E. Brown,
12724 Bartfield Avenue,
Cleveland, Ohio.

Help to the Blind

I was riding on a northbound Western Avenue car and saw something that pleased everyone in the car so much that it prompted me to write to you. As we neared 43rd Street, a blind man was standing at the curb, trying to dodge automobiles in order to board the street car.

At seeing his plight, Conductor No. 10992 (Frank L. Sommer, Archer) got off the car, helped the unfortunate on, collected his fare and brought him through the car and got him a seat. This conductor was through with his run at Archer Avenue, but he did not forget to instruct the new conductor that this man was blind and left orders as to what street he wanted to get off.—W. H.—Daily Times, Aug. 30.

Others Specially Mentioned

Mr. H. A. Bisbee, 7608 Kingston Avenue, thanks Motorman Fred Broderius, Badge No. 547 of Burnside, for his kindness in waiting for him when he saw him running towards his car although he justifiably could have gone on inasmuch as Mr. Bisbee was almost a block away.

Motorman H. C. Reylts, Badge No. 1283 of Burnside, is commended for his honesty in turning in an article which had been left on his car by Miss Ila Williams, 1607 E. 22nd Street. Miss Williams also expressed her admiration of the beautiful grounds and rock garden at Burnside which she inspected when she called for her property and wishes to thank Superintendent Altmeier for his hospitality.

Miss E. Miller, 1045 N. Lawndale Avenue, compliments Conductor J. E. Hamerton, Badge No. 1364 of Kedzie, for his courtesy in answering politely all questions asked of him by passengers on his car.

Mr. D. Bender, 2730 N. California Avenue, congratulates Conductor J. E. Hamerton, Badge No. 1364 of Kedzie, for his ingenuity in getting the front trucks of his car back on the tracks after they had been derailed with but a slight delay to his passengers.

Miss Marie Harlow, 752 E. 51st Street, commends Conductor W. Stenzel, Badge No. 1634 of Cottage Grove, for the efficient manner in which he handled the crowd on his car and for calling all streets in a clear voice.

Mr. L. H. Gilfillan, 744 Bowen Avenue, thanks and commends Operator E. C. Loebert, Badge No. 1743 of 77th, for returning his wallet which he had dropped on the platform of this trainman's car, containing his week's wages.

Mr. C. McCallag, 2508 S. Crawford Avenue, highly commends Conductor C. O. Waschco, Badge No. 2178 of Lawndale, for an unusual bit of courtesy extended by him to a young boy riding on his car.

Mrs. C. Donlevy, 9524 S. Bishop Street, states that she gave Conductor F. P. Spajda, Badge No. 2392 of Noble, two cash fares instead of transfers which she held. He returned the fares to her after he had rung them up when she presented the transfers and she wishes to thank him.

Miss A. Petersen, 1736 N. Campbell Avenue, wishes to thank Conductor R. A. Sigel, Badge No. 2418 of Archer, for his assistance in helping her pick up articles which fell to the platform of his car and off into the street when the bag which contained them burst. Inasmuch as it was raining at the time Miss Petersen states she was doubly thankful.

Mr. William Pasche, Supervisor of Accident Prevention, commends Conductor A. W. Meers, Badge No. 2442 of Armitage, for his honesty in returning to a passenger a one dollar bill which he had inadvertently given to this conductor in the belief that it was a transfer.

Mr. W. H. Burquest, Palmer House, Chicago, compliments Conductor A. T. Linguist, Badge No. 3062 of Burnside, for his courteous treatment of passengers on his car.

Mr. C. M. Hibbeler, 125 W. Austin Avenue, commends Conductor J. J. Sweeney, Badge No. 3064 of Devon, for his thoughtfulness in seeing that he and others in his party alighted at the intersection where they wished to transfer to another car and Mr. Hibbeler expresses his appreciation.

Mr. M. Feller, 8253 Langley Avenue, praises Conductor O. A. Seefeldt, Badge No. 3382 of

Cottage Grove, for his kindness in assisting an elderly lady to alight from his car.

Mrs. G. Fricot, 2930 Shakespeare Avenue, wishes to express her sincere thanks to Motorman H. T. Moss, Badge No. 3861 of Cottage Grove, for his honesty in turning in to the Lost and Found Department the purse she had lost while a passenger on his car.

Mrs. J. Lazarus, Alexandria Hotel, telephoned to commend Conductor J. R. Graham, Badge No. 3896 of Cottage Grove. She states that a lady alighted from the platform of his car and left one of her grips. This conductor stopped his car in the middle of the block, ran after and delivered the grip to its owner.

Mrs. Mary Baer, 1428 N. Claremont Avenue, wishes to thank and compliment Conductor E. O. Williamson, Badge No. 4210 of North Avenue, for assisting her to board his car when she was burdened with a heavy grip and also for adjusting a seat for her which she could not manage herself.

Mrs. R. E. Archibald, 8115 Anthony Avenue, expresses her appreciation to Motorman C. A. Duffey, Badge No. 4419 of Cottage Grove, who very kindly held his car long enough to enable her to cross the street and board it, even though he had been given the signal to proceed.

The calling of streets in a clear distinct voice won for Conductor Martin Kieilty, Badge No. 4686 of 77th, a commendatory letter from Mr. E. J. Rippe, 236 N. Clark Street.

Mr. William Threel, 3321 Crystal Street, wishes to compliment Conductor J. C. Rice, Badge No. 5056 of North Avenue, for his efficiency and ability.

Mr. Frank Don, 2659 N. Oak Park Avenue, extends his heartiest thanks to Conductor H. F. Williams, Badge No. 5074 of North Avenue, for his honesty in returning the tools which he forgot and left on the street car.

Miss J. Woodley, 2622 N. Crawford Avenue, thanks Conductor J. Burke, Badge No. 5246 of 77th, for his kindness in paying her fare when she boarded his car and found that she did not have money enough to pay her fare. His action saved her a long walk home.

Mrs. H. Bridgewater, 9344 S. La Salle Street, wishes to thank and commend Conductor E. H. Callahan, Badge No. 5402 of 77th, for paying her fare when she boarded his car and found that she was without funds.

Mrs. I. G. Preikshat, 12008 S. La Salle Street, wishes to commend Motorman J. H. Kersten, Badge No. 5653 of 77th, for permitting herself, her husband and son to board his car through the front door to the platform thereby eliminating the necessity for them to be crushed in the crowd endeavoring to board at the rear of the car.

Mrs. Madeline Winters, 317 W. 25th Place, highly commends Motorman K. L. Crist, Badge No. 5757 of Cottage Grove, for his display of self control when verbally abused by an unreasonable irate passenger.

Mrs. F. Brunet, 6314 Eggleston Avenue, writes: "As Winchell would say, an orchid to Conductor T. A. Hannigan, Badge No. 7122 of Archer, for assisting a blind, old, colored woman to alight from his car and escorting her safely through traffic to the sidewalk."

Mr. H. C. Smith highly commends Conductor E. W. Doering, Badge No. 7190 of Lincoln, for habitually calling all street names in a clear, distinct voice and also discharging his duties in a smooth and efficient manner, answering

all questions put to him by passengers in the most explicit manner possible.

Mr. A. J. Carter, 120 S. La Salle Street, compliments Motorman August De Moen, Badge No. 7295 of Armitage, for his solicitude in caring for a lady passenger who became ill on his car and fainted.

Mrs. Clinton, 5950 W. Lake Street, states that Conductor P. E. Granow, Badge No. 7318 of North Avenue, is the most courteous and efficient trainman that she has ever come in contact with and wishes to commend him.

Conductor William G. Gunneson, Badge No. 7410 of Devon, is praised by Mr. J. S. Bueskley, 7903 S. Rhodes Avenue, for his kindness in assisting a blind man to alight from his car and escorting him safely to the sidewalk.

Supervisor J. F. Schultz, Division 9, wishes to commend Conductor J. F. Skomer, Badge No. 2240 and Motorman H. L. Zarek, Badge No. 8183, both of Armitage, for switching their car to fill in a gap when the Madison Street bridge was stuck for 19 minutes.

Mr. B. R. Brancher, 548 N. Pine Avenue, sincerely thanks Operator E. J. Carroll, Badge No. 8594 of North Avenue, for his kindness in holding his bus long enough to enable him to board it even though he rightfully could have proceeded without waiting.

Mrs. E. E. Budd, 1321 E. 52nd Street, wishes to commend Conductor G. A. Postulka for unusual courtesy extended to her when she was a passenger on his car.

A patron who signs himself, "A Booster of the World's Greatest Street Car System" highly commends Conductor I. Grice, Badge No. 8894 of Lawndale, as being the most courteous trainman that he has met in his travels on our cars.

Motorman F. Cronin, Badge No. 1971 and Conductor J. B. Blais, Badge No. 9118 of 77th, are commended by Mr. W. Meckel, 7508 N. Hoyne Avenue, for being very helpful to crippled people and women with children.

Miss W. Skogsberg, 307 W. 65th Street, reports that Motorman J. Crossen, Badge No. 9089 of 77th, deserves special credit for his courtesy and patience when it was necessary to switch cars on Wentworth Avenue which caused some confusion. He never answered back when some criticized him for taking on more passengers, crowding them a little, but helping more people to get to work on time.

Mr. W. H. Ridpath, 5515 W. 64th Street, wishes to commend Motorman C. G. Burns, Badge No. 10139 of 69th, for his honesty in turning in a package which he had inadvertently left while a passenger on his car.

Unusual courtesy on the part of Conductor P. J. McCann, Badge No. 10246 of 77th, was made the subject of a commendatory letter in his behalf by Mr. J. A. Larsh, 1100 N. Dearborn Street.

Miss Dorothy Gray, 1249 S. Spaulding Avenue, telephoned to state that an old man was assisted across the street by Conductor T. J. Redmond, Badge No. 11234 of Kedzie, and she wishes to compliment him.

Mrs. D. Hayes, 2223 W. Superior Street, called to report that she boarded the car in charge of Conductor C. E. Ritter, Badge No. 11514 of Limits, with five friends. The pleasant smile and courteous, helpful actions of the conductor during the entire trip impressed all of them. As some of her friends were from out of town they remarked that they could never

hope to meet a more pleasant or courteous man dealing with the public.

Mr. J. E. Allenby, St. Louis, Missouri, writes that he never received such courteous service as he did from Motorman A. O. Last, Badge No. 12411 of Burnside, and he wishes to express his thanks.

Starter L. Penny, Division 12, commends Conductor W. F. Peterson, and Motorman J. E. Doyle, Badge No. 12829 of 77th, for their quick thinking in rerouting their car at Division Street when the bridge got stuck for 9 minutes. They rerouted two cars and had only a 6-minute delay.

Mrs. F. Schweikher, 231 S. La Salle Street, Rm. 1329, compliments Conductor E. E. Thacher, Jr., Badge No. 12974 of Devon, for calling all street names in a clear voice and also for assisting passengers to board and alight from his car.

Mr. F. W. Young, Hotel Windermere East, Chicago, wishes to call to attention the kindness of Operator S. P. McIntyre, Badge No. 13025 of Cottage Grove, on the Root Street line, in waiting for passengers at transfer corners which was very much appreciated by the traveling public.

Mr. S. W. Ettinger, Glen Ellyn, Illinois, praises Motorman H. J. Nelson, Badge No. 13505 of Kedzie, for the smooth operation of his car and also for speeding up his schedule in order to help him make the last train with no unnecessary risk or violation of traffic rules.

Miss L. Pompian, 1135 Lunt Avenue, wishes to thank Conductor E. H. Loth, Badge No. 14430 of Devon, for paying her fare when she boarded his car and found that she had no money. By paying her fare he enabled her to get to work on time for which she is very grateful.

Miss M. Sigwalt, 3246 N. Albany Avenue, commends Conductor A. F. Gaertner, Badge No. 14982 of Devon, for the manner in which he handled an irate passenger who attempted to ride on a worthless transfer, keeping his temper even when the man used profane language.

Supervisor J. A. Kelly, of Cottage Grove, is thanked and commended by Miss Regina Maloney, 531 W. 66th Place, for the service rendered to her and a group of children whom she was escorting to the Navy Pier.

Miss F. Hamilton thanks Conductor J. A. Boal, Badge No. 1528 of 69th, for so graciously paying her fare when she found that she had forgotten her change purse and was without funds.

Mr. Thomas Carlisle, 7802 S. Throop Street, highly commends and thanks Conductor H. E. McAuley, Badge No. 3008 of 69th, for his honesty in turning in to the Lost and Found Department a package which he had inadvertently left on this conductor's car.

When Mr. and Mrs. Joseph W. Briggs, 3518 Frederick Avenue, Milwaukee, boarded a State Street car on their way to the south end of the Fair, which they thought was 39th Street, they were given correct information and assisted in making the right transfer connections by Conductor William J. Washa, Badge No. 420, of Devon. They wish to thank him for his courteous consideration and fine service.

SURFACE SERVICE MAGAZINE

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C. L. Altemus - - - - - Assistant Editor

CARHOUSES WIN TROPHY

The accident prevention movement which, originally concerned itself chiefly with safeguarding life and limb and property on steam transportation lines gradually was amplified to deal with the menace of hazards of the road and shop. The toll of death along the highways and in city traffic shocked municipal and civic organizations into action and there is now a nation-wide effort to stop this form of slaughter, the remedies including restrictions and rules for both motorist and pedestrians.

Aside from this great field of activity for the Nation's Safety Councils, surveys of all branches of industry have brought into prominence the effect of minor accidents on shop efficiency and production; and when some amazing figures were presented to employers and workers there was immediate action on both sides. Among other well-planned and enthusiastically supported measures for the reduction of lost time accidents were interplant contests in which widely separated groups subject to approximately the same hazards strove for honors in preventing injury to employes. Results of the contests are recorded on semi-annual bases and trophies are awarded the winner in each period.

The Surface Lines Carhouses as a group have just won the trophy award for the contest period ending June 30, competing with plants within a radius of 50 miles, the West Shops taking third, and South Shops fourth place. Messrs. Adams and Shaughnessy and the thousands of men who shared in the preventive work are properly elated over the honor won. An interesting brief story of the contest appears as the leading feature of this issue.

ASSOCIATION HONORS

In making their reports to the American Transit Association the several Nominating Committees have given recognition to a number of Surface Lines officials who will be duly elected at the convention in Cleveland, September 22-27. Superintendent C. H. Evenson has been nominated for President of the Operating Association; Auditor W. H. Kennedy has been nominated for membership in the Executive Committee, and Mr. H. C. Kelly, Superintendent of the Track and Roadway Department is named on the Executive Committee of the Engineering Association.

OUR COVER CUT

Staging our cover picture of passengers enjoying the comforts of the new cars involved making up a seated load of men and women employes of the various departments of the Surface Lines from the general office, about the luncheon period. Both still and moving pictures were made recently to tell the story of the new streamlined cars. This undoubtedly will be the first appearance of our employes in the movies.

Beginning in October this new talkie-movie will be available to business men's associations, churches, lodges, schools and similar groups.

All Dressed Up Like a Big Girl



Five-year Old Diana, Daughter of Conductor L. Szacik of Blue Island.

SUPERVISOR BEYER DECORATED

Purple Heart Awarded Him by War Department as "Private, Wounded in Action"

On April 13, 1917, Charles C. Beyer, then a husky Chicago youngster made up his mind that the Government needed him in helping to settle the scrap that had been going on in Europe for several years. And in order to get into action he enlisted in Company K of the 131st Regiment and as a part of the 33d Division went into training at Camp Logan, Texas. It was May, 1918, before he was ferried across the Atlantic, and his outfit was made a part of the Fourth British Army Corps, and was given another course of intensive training at Froucourt, France.



Supervisor Charles C. Beyer.

July 4 they went into action at Hamel, but his real troubles did not begin until September when they were assigned to the Meuse sector on the Verdun front. There they were under fire that interfered with their rest but they did not get really annoyed until Oct. 5 when the orders to go over the top were given at 5 o'clock in the morning.

As they were pressing forward their officers discovered an enemy machine gun nest on their left flank that was doing serious damage and Beyer and two other privates under a non-commissioned officer was ordered to circle the nest and clean it up. The cleaning was thoroughly done, the five men working the guns being shot down at their station. One of Beyer's companions, Private Sheridan, was killed but the others were on their way back to their command when a burst of shrapnel tore through Beyer's right side and he was definitely "out." He was in the hospital from Oct. 5 till the following February when he was able to leave for home, the Armistice having put an end to hostilities.



The Purple Heart Medal.

June 21, 1934, sixteen years later, the War Department recognized his service by awarding him the Purple Heart medal, and this handsome

souvenir of his thrilling experience in France will be treasured by the recipient who is now with the Surface Lines. Two years after his return from France he was appointed to a conductor's position at 77th street, and four years later was made a starter. In 1925 he was promoted to be a Supervisor in the Third Division and was transferred to the Central Division in 1932. He resides at 27 west 71st street with Mrs. Beyer and two daughters who are highly pleased at the action of the War Department.

IT'S A GAY LIFE

Conductor Edward A. Gurnz Explains a Two-Minute Delay and a Black Eye

When called upon to account for a delay Conductor Gurnz, Badge No. 13668, submitted the following report which disclosed an ability to meet an emergency and the possession of a sense of humor:

"A passenger who was slightly intoxicated got on my car at Lincoln Avenue and as we were approaching Western Avenue asked me where he was going. I told him he was going west on Belmont Avenue. He said that did not mean a thing to him. I asked him where he wanted to go and he said, 'That's not answering my question; I want to know where I'm going.' I told him again that he was going west on Belmont. He said, 'That still don't mean a thing to me.' As we were at Western Avenue then I was quite busy and just ignored him and he went inside the car just inside the door. After leaving Elston this passenger was telling another passenger how discourteous I was in not telling him where he was going so I told him that if he would tell me where he wanted to go I'd gladly tell him how to get there. He said, 'I don't want anything from you, I'll poke you in the nose' and while he was saying it he tried but he missed my nose and hit my eye cutting it slightly. I went after him and got one on the other eye but I landed one on his chin hurting my hand doing so and then subdued him. When he came to and was informed by other passengers that he started the fight he apologized profusely, thus scoring a moral victory for the Surface Lines and a black eye and sprained hand for me. Delay 2 minutes."



Carl, Jr., Son of Conductor Schaber, Inspecting New Car at Lawndale.

SERVICE OVER THE HALF CENTURY Two Veterans at Cottage Grove Pass the Fifty Year Mark and Are Still Going Strong

It was during the month of September in the year 1882 when only 28 runs operated out of Cottage Grove depot and when the running time for a round trip to the loop and back from 39th Street was two hours, that Motorman James King, badge 1049, started working as a conductor on horse cars at Cottage Grove depot. Now, that same trip can be made in less than one hour.



James King

During Mr. King's fifty-two years of service he has been a conductor on horse cars, a gripman and a conductor on cable cars and now is a motorman.

He relates how, during the '80's, he had a speaking acquaintance with quite a number of Chicago's most well known business men, through collecting their fares.

The late William Weatherwax, former superintendent, worked with Mr. King when he was on the road.

After fifty-two years of service, Motorman King retains a remarkable memory for names and events. Besides showing considerable vigor for a man of his years, he reminds one of a traveler who has come a long way and learned many things by the experience.



James P. Horrigan

On August 30, Conductor James P. Horrigan of Cottage Grove depot, celebrated a half century of continuous street car service in Chicago. In the year 1884 he was assigned to the old 39th and Wabash barn. After serving seven days as student, he worked the first thirty days for 19 cents an hour and after that the pay was 20 cents an hour on horse cars and 40 cents a trip on the State Street cable line. The pay on the cable averaged \$1.00 a day more than on the horse cars.

In telling of his record of only three "misses" in fifty years, Mr. Horrigan explained the

method used in the early days to insure punctuality in reporting for duty. There was an extra list for horse car conductors and cable car conductors and when a man reached the top he received either a horse car "day run" or a cable car "day run," always remaining as placed. When a man missed he could start at the bottom of either list. Sometimes a man not very far up on the horse car list who wanted to work on the cable would miss and start over on the cable extra list.

Mr. Horrigan tells of missing one day in August, 1885, by a fraction of a minute which compelled him to "buck" the extra list again, but in fifteen months he had a day run.

In April, 1893, that "missing system" was abolished on the south side lines and the following system was substituted: First miss—10 days on the bottom of the list; Second miss—30 days; Third miss—You were sent to the general office and if you had a weak record you were asked to resign.

Conductor Horrigan is a well preserved man with the appearance of one who can look forward to many useful years of service.

SURFACE LINES GARDENS

Final Inspection by Committee—Trophy Dinner in October—Display at the Fair

The Surface Lines Garden Committee made its third and final round of inspection during the first week of September and will submit its report through the columns of this magazine in the October issue following the dinner, at which the awards will be made. The very interesting story of the midsummer visit to the gardens appearing as the leading article in the August issue of SURFACE SERVICE was prepared by Mr. Sullivan, but the initials "J. V. S." which should have appeared at the end of the article were cut out by the make-up man at the printers in making the material fit the column.

The Surface Lines have been honored by the management of the Horticultural Exhibition at the Fair, three fine specimens of the highly ornamental coleus plant have been given places in the second section of the building—one specimen on the north and two on the south side of the building. Each bears a card reading: "Chicago Surface Lines, Noble Carhouse, Paulina and Cortland streets." Mr. John A. Servas, Executive Manager, says of these plants which have been fostered by General Foreman Ben Phillips and which were delivered to the Fair by Foreman David Striker of Noble: "These plants have caused no end of favorable comment and I am sure the many thousands who visited the show greatly appreciate them."

THE AMERICAN LEGION

Installation of Officers by Surface Lines Post No. 146

At the next regular meeting of the Post to be held Tuesday, October 2nd, the officers for the ensuing year will be installed.

Past Department Commander "Jack" Poorman will be the installing officer. Here is your opportunity to hear this great Legionaire. Come and get acquainted with your new officers who are to be our leaders for the coming year.

Jos. V. Eckmann, Commander.

Lily: "So yo' done mortgaged our li'l home?"
Mose: "Jes' tem'rarily, honey, 'til de mortgage am foreclosed."

Keeping 'Em Rolling

Burnside Ranks First in August Contest, Lawndale Is Second and Blue Island Third



Burnside Pull-In Crew

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

Burnside leads the group for the month of August with a total of 59,755 miles per pull-in due to equipment failure. This is an increase of more than 14,000 miles per pull-in over last month's leader.

Lawndale rose from the lowly 13th position last month to second place for August with 44,971 miles per pull-in. Lawndale has the highest per cent increase this month, it being 77.9.

Blue Island holds a close third place with 43,366 miles per pull-in due to equipment failure. Blue Island rose from 7th place last month with a 26.2 per cent increase.

Standing of each carhouse for the past half year is as follows:

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

The individual records follow:

Rank	Carhouse	Days	Zero Miles Per Pull-In	Pct. Inc. or Dec.
1	Burnside	21	59,757	36.5
2	Lawndale	20	44,971	77.9
3	Blue Island	21	43,366	26.2
4	Devon	16	36,720	14.6*
5	Limits	21	36,696	11.9
6	Cottage Grove	16	35,751	1.4
7	Lincoln	18	34,472	.05*
8	77th	5	31,410	4.6
9	Elston	18	26,616	9.0*
10	Noble	18	23,985	37.0*
11	Armitage	12	23,863	20.5*
12	Archer	6	20,472	21.6*
13	Division	16	20,200	20.2
14	North	2	18,787	19.0*
15	Kedzie	3	17,517	25.0*
16	69th	1	17,279	62.1*
		214	25,685	14.3*

*Decrease.

"You haven't got the answer to this problem right," said the teacher, at the close of school. "You'll have to stay and do it over."

"How far off is it this time?" asked the boy in despair.

"Two cents."

"Well, I've got something awful important to do after school. I'll just pay the difference."

Around the Car Stations

Cottage Grove

The latest report states there are too many boarding and alighting accidents. These can be avoided if the conductors will look along the side of the car before giving the bells to go ahead and the motorman will keep the front door closed until the car stops to let off passengers. Let us try and reduce these accidents.

Our Superintendent, Wm. C. Cricks and his wife, spent a very pleasant vacation motoring and fishing in the northern part of Michigan and returned much improved in health. Mr. Cricks sustained his reputation as a fisherman.

We are glad to see Motorman H. L. Moss back at work again after being laid up for several weeks. We hope he is permanently cured. Also glad to see Motorman William Collins at work again after a few weeks sickness caused by the late hot spell. Conductor R. L. Spencer who went under a severe operation some weeks ago is now recuperating in Indiana. Motorman N. A. Paulsen is also sick. To each of these trainmen we wish a complete and speedy recovery.

J. H. Pickin.

Burnside

Motorman M. R. Drexel and Miss A. Benson were married August 25, 1934. After an extensive tour through the east the young couple settled down in their love nest in the South Shore district. Good luck and best wishes.

Conductor Wm. Fitzgerald is to be congratulated on the arrival of a baby girl. William is now the proud daddy of two boys and a girl. Good luck to Mama and the new arrival.

We are glad to see the smiling face of our Relief Clerk, L. Ellerbeck, once more. Lorne says 69th Street is a regular depot but it really is a treat to clerk at Burnside.

Conductor G. W. Larson passed away July 7, 1934. The boys at the Burnside Depot mourn the loss of their fellow worker. Sympathy is extended to his wife and family.

W. D. F.

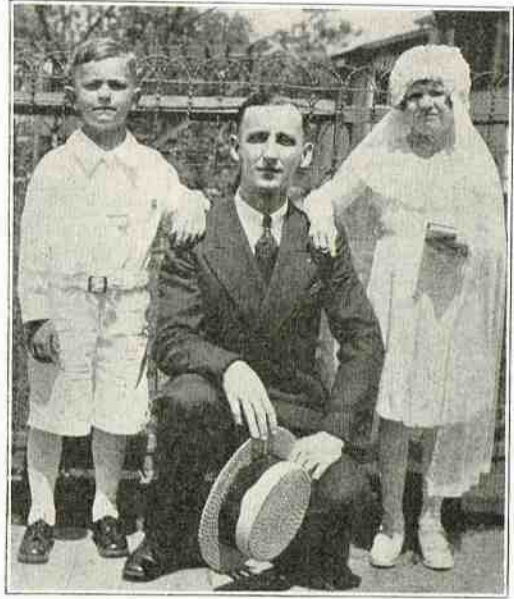
Seventy-seventh

Our Superintendent, W. A. Bessette and his wife, enjoyed favorable weather, also motoring and fishing while on vacation with Mrs. Bessette's folks down in Beaversville, Illinois, and we are glad to hear it, and happy to see him back with us again.

Chief Clerk Owen T. Duncan and his family spent their vacation at Sisters Lake, Michigan, and report having a very enjoyable time.

We are very happy to see Conductor and Executive Board Member R. F. Ellerbeck, back on the job again, after a severe siege of illness that for a time caused anxiety in the Ellerbeck family. Even though the confinement to his bed caused him to lose some weight, yet, his smile and cordial salutations are as bright and cheerful as ever.

Clerk Michael McKenna, the fellow with the illuminating smile, recently returned from his



Conductor T. E. Purtell of 77th with His Daughter Eleanore and His Young Friend, Sheldon Kennedy.

vacation. Although he didn't leave our Fair City, he says that he had a wonderful time.

In the future when fish is on the menu in the home of Conductor J. Marousek, he will most likely make his purchases at the local fish market rather than consider any suggestions from Motorman C. E. Westermann, whose recent supposed-to-be "good place to fish" turned out to be a fish hatchery, and resulted in their being taken in custody by the authorities.

Due to the drought, the lake near the country abode of Motorman Tom Jorstad was dried up, and his hunting for ducks was postponed until next year.



Motorman W. W. Brown of 77th with His Wife and Son, Wallace Donald.

One of Motorman Al Schultz's daily riders on State Street helped to get him out of an embarrassing predicament on Halsted Street the other day, when his road worn gas buggy refused to function, and the man from Alabama unhesitatingly towed Schultz's car out of the traffic lane.

To our conservative trainmen who are contemplating pickeling meats this winter, making a batch of sauer kraut or what have you, and are in need of a barrel, see Conductor John Coles. He has one of thirty gallons capacity that might interest you.

Clerk John McKenna, brother of Michael, left the office the other evening, forgetting the fact that his struggle buggy was parked outside the building and boarded a street car. When he was about half way home, his faculties retrieved the thought that he forgot his own personal conveyance, and consequently, he had to double back for it because he was going places that evening and not down Michigan Avenue, either.

Congratulations to Motorman Tom Hughes, No. 2, on the arrival of a baby boy at his home. Mother and baby are doing nicely, and Tom is strutting about like a peacock.

During the past month the following trainmen parted with their dearly beloved ones, and we are very sorry for them in their great loss: Motormen: H. W. Wallace, his father; James Flynn, his wife. Conductors: N. J. Edwards, his father; E. G. Maibucher, his father, and A. E. Olson, his twenty-two year old daughter.

John T. Flynn.

Sixty-Ninth

Sympathy is expressed to Trainman J. P. Naughton in the loss of his brother.

Operators: C. W. Meier and P. H. Carolan are to be commended for their assistance in clearing a delay when a truck was turned over on the track at 61st and Indiana Avenue, August 29, 1934.

Conductor and Mrs. J. M. Pavletick are the proud parents of an 8½ pound baby daughter that arrived at their household on August 14, 1934.

We hope for a speedy recovery to our Division Superintendent, S. G. Irvine, and to see him back among us soon. Also extend our best wishes for speedy recoveries to many of the boys who are at present on the sick list, namely: Supervisor James Dougherty, Board Member P. J. Flynn, Trainmen D. J. Stewart, M. J. Fogarty, J. Shortell, W. Shaputis, M. O'Connell, P. J. Gallagher and L. Hammerstrom.

W. L. Spence.

Archer

Conductor W. A. Burger is convalescing at the Holy Cross hospital, having undergone an operation for appendicitis. Our last report is that he is expecting to be home in the very near future. You have the wishes of the boys for your speedy recovery.

Motorman P. R. Skrine was overcome by the heat on July 24 and died the following day at the Martha Washington. Masonic funeral services were held from his home on Saturday, July 28. He was well liked, having many friends among his fellow workers. Our sincere sympathy is extended to his bereaved family.

Conductor R. H. Deitz has taken a thirty day furlough en route via auto to the Northwest among the American Rockies.

Conductor John Nash stole a march on the

boys some time during the month of July. Misinformed his motorman by saying he was going to visit his folks down on the farm. It was learned later that he returned home with a bride. Congratulations, John, and may your troubles be little ones.

Motorman J. J. McCarthy, who was overcome with the heat on July 24 and taken to the St. Anthony's hospital, is now convalescing at home.

Following is the standing of Archer's Soft Ball Team up to and including game of Aug. 5:

Player	Games	AB	R	H	Pct.
Cebek	2	11	4	8	.727
Rozak, G.	3	7	4	5	.714
Drodz, G.	11	54	19	28	.519
Hetenyak, J.	8	41	19	21	.512
Schmook, C.	7	38	11	19	.500
Kelly, T.	5	26	13	13	.500
Larson, M.	11	55	16	26	.473
Kellman, T.	6	26	8	12	.462
Nowak, J.	5	26	10	12	.462
Kasnauski, T.	4	9	5	4	.444
Zelis, W.	10	33	12	13	.394
Kostka, H.	10	50	13	17	.340
McCarthy, J. P.	10	36	6	12	.333
McCarthy, J. J.	7	32	9	10	.313
Sawyer, H.	7	24	6	7	.292
Miller, H.	9	35	7	8	.229
Rogers	2	6	0	1	.167

Team Average 509 162 216 .424

Teams played and scores: Archer 10, Kelly Boosters 12; Archer 11, Masked Marvels 17; Archer 47, North Avenue 13; Archer 4, Division 3; Archer 10, Kelly Boosters 6; Archer 4, Pauga Boosters 12; Archer 14, North Avenue 6; Archer 6, Armitage 0; Archer 5, Seven Points 18; Archer 7, Division 2; Archer 28, Division 7; Archer 28, Armitage 12. Won 8. Lost 4. Undeafated against barn teams.



Bus Operator C. A. Olson of North Avenue Takes His Vacation in This Attractive Cottage at Round Lake Beach.

Blue Island

We all extend our sympathy to Conductor Jos. Linden and family in the loss of his wife.

Conductor J. Cervenka was married on Saturday, September 1st. Congratulations, and we wish you and yours the best of luck and good health in the years to come.

C. P. Starr.

North Avenue

Motorman William Holmes, third man on our motorman's seniority list, passed away Aug.

17. He entered service June 10, 1886, having completed forty-eight years of faithful service.

Another of our old-timers, Motorman Pat McGrath, died early in August. Sympathy is offered to the friends and relatives by all North Avenue men.

Bus Operator E. Pinkall has just returned from a nice trip to Yellowstone Park.

Conductor Carl Christensen is now a married man. Congratulations.

Conductor Max Domonde is in Speedway Hospital.

Relief Clerk Earl Peterson and wife had a nice vacation in Wisconsin.

Sept. 16 at home. Designed by Motorman and Mrs. Frank G. Adams. Congratulations by the boys.

H. Spethman.



Motorman Ed Kowald of North Avenue Poses His Thirteen Months Old Son Edward. He is Serious But Proud.

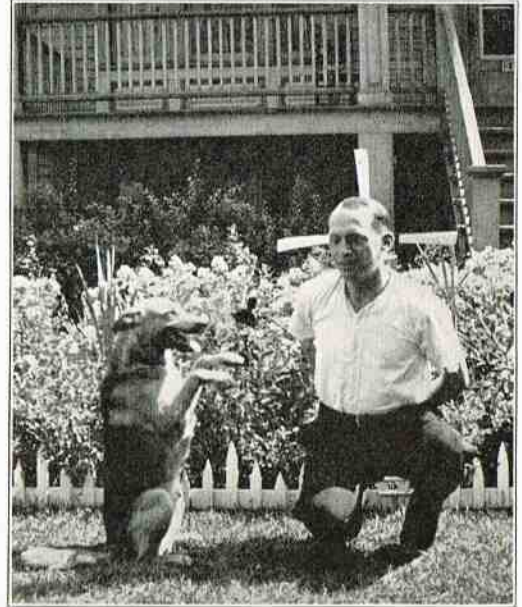
Lincoln

This must be a good year for boys, as a baby boy weighing 8 pounds 2 ounces was born to Conductor and Mrs. J. W. McHugh on August 6, and a 9 pound boy born to Motorman C. Hughes and wife on Aug. 13. Congratulations to both families and best wishes to the mothers and babies.

Bob, our assistant clerk, didn't do much talking on Sept. 3 and we learned he had his tonsils removed on that day and his throat was a bit sore for a day or two.

Bad weather might keep some people at home but Conductor Charlie McDowell braved the rain and on Sunday, Sept. 2, went to see the Fair, taking with him his company from Canada—his aunt, niece and nephew.

Announcing a new model weighing 10 pounds, the first to be with this couple. Arrived Sept. 6 at Presbyterian Hospital and on display after



Conductor Josephson of Armitage and His Pet Police Dog "Rex."

ROUNDING UP WITNESSES

Cottage Grove Displaces Burnside as Leader—Lawndale-Blue Island Still Second

Well, the struggle for first place between Burnside and Lawndale-Blue Island was definitely shelved this month by Cottage Grove who moved up from sixth position to displace Burnside as the leader, dropping the latter to fourth place. Lawndale-Blue Island however managed to stay in second place, which position it held last month. Seventy-seventh Street, which made such a good showing and seemed to be a real threat last month, showed a reversal of form and dropped from third to seventh place. Unfortunately the average for the system again dropped to a new low this month and shows a figure of 3.35, which is not very encouraging, and we again earnestly ask you men who have accidents to strive hard to obtain the signatures of witnesses inasmuch as it is so important to our Department of Accident Investigation in their work.

Detailed figures are as follows:

	July	June	May	Apr.
1. Cottage Grove	4.22	3.46(6)	3.78(3)	3.48(7)
2. Lawndale-Blue Isl.	3.90	4.04(2)	4.47(1)	4.27(2)
3. 69th Street	3.72	3.60(4)	3.40(6)	3.44(8)
4. Burnside	3.64	4.36(1)	3.89(2)	4.65(1)
5. Archer	3.32	3.57(5)	3.60(4)	3.59(4)
6. Elston-Noble	3.31	3.26(8)	3.55(5)	3.50(6)
7. 77th Street	3.24	3.77(3)	3.27(9)	3.76(3)
8. Kedzie	3.19	3.14(9)	3.20(11)	3.25(10)
9. Devon	3.08	2.92(10)	3.24(10)	3.07(11)
10. North Avenue	3.06	3.36(7)	3.35(7)	3.36(9)
11. Armitage-Div.	2.93	2.91(11)	2.95(12)	2.78(12)
12. Lincoln	2.86	2.85(12)	3.35(8)	3.56(5)

Average for System. 3.35 3.42 3.54 3.52

Departments and Divisions

Accounting

Candy was distributed by Miss Gertrude Collins on Saturday, August 25, when she passed another milestone. Besides receiving plenty of good advice from her friends, congratulations were also in order.

Having spent an enjoyable week in Omaha, Nebraska, with stop overs at Cedar Rapids and Dubuque on the return trip, Miss Mildred Prange reports the best way to spend a vacation is in traveling.

Congratulations and much happiness is our sincere wish for Miss Berneice Uhllich of the Pay Roll Division and Mr. Harold Spruth, who were married on Saturday, August 4, 1934, 5 p. m., at North Austin, M. E. Church, 1256 N. Waller Avenue. Mr. and Mrs. Spruth received many beautiful gifts and among them you will find a beautiful set of goblets, sherrberts, plates and doilies presented to the new bride by her friends of the Financial Department.

Home after a pleasant time at Silver Lake Wautoma, Wisconsin, where she managed to get acquainted with the outdoors by swimming and golfing, Miss Ann Kerruish returned to work perfectly satisfied from her vacation.

Miss Frances Trant of the Pay Roll Division is on the list of prospective brides after receiving a beautiful diamond from Mr. Thomas Madigan. We wish to offer hearty congratulations and the very best of wishes.

Lake Benoit, Spooner, Wisconsin, seems to be attractive as a summer resort for it is there Mrs. Anne Glowacki enjoyed her vacation, canoeing, swimming and fishing.

Miss Lillian Matecki, who reports a good time while visiting various points of interest such as Brookfield Zoo, A Century of Progress, Forest Preserves, etc., found Chicago and its adjacent territory a restful place to spend her vacation.

It would be worth your while to talk to Miss M. C. McCabe about her educational and pleasure trip covering nine days by rail, bus and boat, touching Washington, D. C., including Arlington Cemetery, Mount Vernon, Atlantic City and New York City, going by steamer up the Hudson River to Albany and then by train to Niagara Falls.

Having no motor trouble going or coming from St. Paul and Minneapolis, Minn. or Goose Lake, Wisconsin, where Mrs. Rose Olson passed a good deal of her time, makes the trip more pleasant.

There is much curiosity about a rumor that Mr. Joseph Schenck and the Warner Bros.—Motion Picture Producers, observing some of our clerks, who were in the movies for our Publicity Department, will try and select another Ann Harding, Myrna Loy, Robert Montgomery or Clark Gable from our glamorous group.

T. F. Coan.

Engineering

John Miller, Foreman in the Central Division was held up by two colored men on August 15.

One of the men struck Mrs. Miller on the head with the butt of a gun, and when John went to her rescue the other man shot him twice. He was taken to St. Luke's Hospital, where he was in a critical condition for a few days, but is now on the road to recovery. Everybody is pulling for Johnny and hope to see him back on the job soon.

Harry Debus spent an enjoyable vacation up in the North Woods as is his yearly custom, and states that he caught and consumed so many fish that he developed into a channel swimmer.

It is reported that Herb. Dagenais of 39th and Wallace has taken unto himself a bride. Congratulations and best wishes.

R. J. Rumatz spent his vacation touring Michigan in his trusty Ford accompanied by the charming Mrs. Rumatz.

Clarence Kelly and Charlie Gremley are hunting and fishing at the "Gremley Lodge" in Northern Wisconsin. Last year they caught one fish apiece during their vacation, and they hope to better their record this year.

A. Becker of the Utility Department spent several days fishing in Northern Wisconsin.

Listening to the "fish stories" told by some of our boys we are beginning to understand where the idea of "inflation" was born.

Transit.

Electrical

Harry Taner says that he was unfortunate in having his vacation during the August hot spell, so staying near home, trying to keep cool, was the extent of Harry's activities.

Frank Roper reported that he had a very delightful vacation, but where he was is left to our imagination.

Henry Richter and Ray Callahan spent their time "Seeing America First." And from their own stories of the trip through Colorado they both must have had a well spent vacation.

Now that vacations are about over it seems that everybody is well fitted for their coming tasks.

It has been reported that Al Hillard is about to take for himself a wife. Well, Al, here is wishing you a happy future.

From comment heard it is evident that you have been missing the Electric Dept. news articles—it is not entirely the fault of your department editor. Employees in the various divisions of the Electrical Dept. should send any news they may have to Grand and Leavitt by the first of each month. Our Editor-in-Chief will have time to pass on the article for publication. Thanks for your assistance.

Billy.

Shops and Equipment

West Shops: Miss Caroline Johnson reports a restful two weeks' vacation spent in Chicago, and making a few trips to the World's Fair.

From postcards received and the beaming smile on the face of Walter Krull, we trust he spent a very pleasant vacation down in North Carolina.

Mr. and Mrs. Harold Ebeling spent an enjoyable two weeks at Deep Lake, Illinois, golfing, swimming, etc.

We are sorry to report at this time that Mr. John Landeck, one of our old timers, is in the hospital. We hear, however, that he is getting along fairly well and we hope to have him back with us in the near future.

Regular Prices: Last summer I made the acquaintance of a very charming young lady vacationing at the same boarding house as myself. I went down to the boat house to rent a boat one evening when she suggested that we go rowing in the moonlight.

"How much an hour for rowboats?" I asked the old fellow in charge.

"Fifty cents an hour for straight rowing," he replied, "and a quarter extra if you tip the boat over and save the young lady's life."

Final Arrangements: "I'd like to try some broncho busting this morning," I announced to the proprietor of the dude ranch I was visiting. "Have you any advice?"

"Jest pay me 'fore you start," he answered laconically. Yvonne Randall.

South Shops: On our vacation list this month we have: Lydia Matheny, Office, who spent her vacation visiting the picturesque West, states

that she had one "grand and glorious time"; S. A. Keyser, Car Repair Dept., who flew to Des Moines, Iowa, and who is now an airplane enthusiast; J. J. Sake, Truck Dept., who is spending his leisure hours in Burk's Falls, Canada; A. H. Williams, Printing Dept., devotee of the Wisconsin woods, who returned to work with a marvelous tan; A. C. Lindquist, Office, who vacationed in Michigan; Wm. Cameron, Mill, who was initiated into farm life in Ohio; and Wm. Goering, Machine, J. Hopkins, Tinning, E. Anderson, Machine, W. Farrow, Motor Repair, and J. Birmingham, Machine, who spent their vacations in and around good ole "Chi."

It is with deep regret that we report the death of John E. Vos, who has been with our company intermittently for many years. We extend our deep and sincere sympathy to the family and relatives in their sad bereavement. Elsie R. Smith.



STATE STREET WHERE THE CROWDS GATHERED DURING HOME COMING WEEK