

SURFACE SERVICE MAGAZINE

Volume 11

OCTOBER, 1934

Number 7



*THE HANDSOME BRONZE PLAQUE AWARDED C. S. L.
CARHOUSE GROUP BY SAFETY COUNCIL*

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

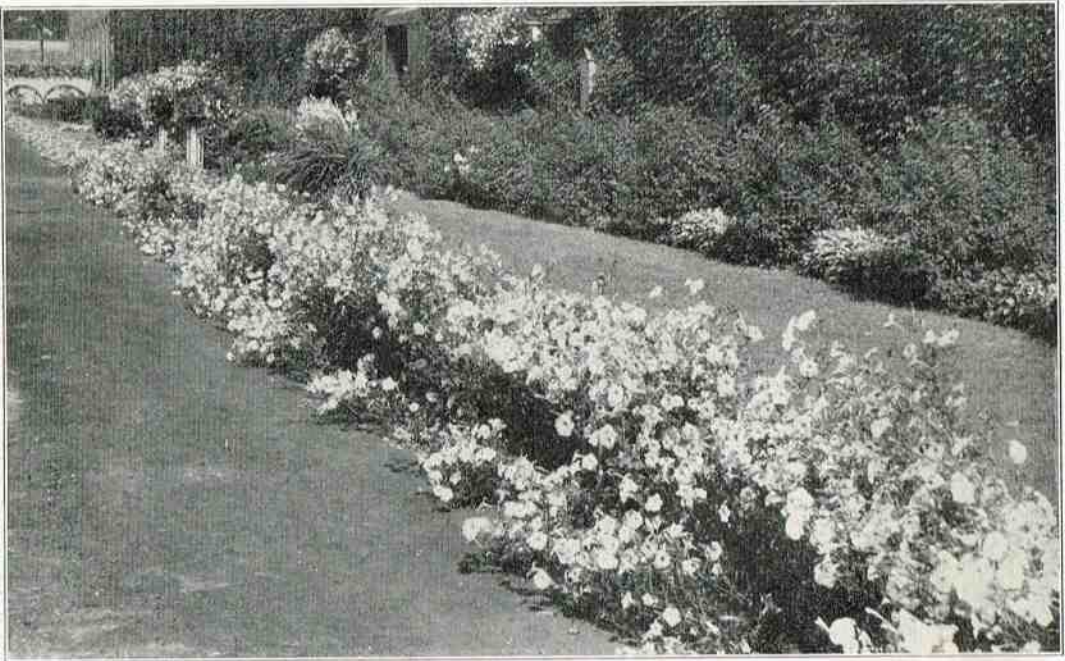
VOL. 11

OCTOBER, 1934

No. 7

Banquet in Honor of Garden Growers

A Red Letter Night at the Sherman—Awards Made in the Floral Contest



Blossoms and Vineclad Walls at Devon.

It was only a few hours after "Dizzy" Dean had sunk the Detroit "Tigers" in the first world's series battle on October 3 that the gardeners of the Chicago Surface Lines assembled at the Hotel Sherman for a banquet as guests of the management, and it was evident that the chesty pitcher of the "Cards" had nothing on certain company employes for pride as they were awarded prize ribbons for their efforts to beautify various locations. Fifty-four employes were there to celebrate the occasion, and a merry time they had from the first sound of "canned" music to the last view of colored slides. In between there was plenty of good "eats" as only Maitre Spieler knows how to serve them. Chairman Hamilton had charge of the program and made appropriate remarks for each event—incidentally complimenting the prize winners for their excellent showing in a season which was almost without parallel for heat and aridity. He reminded them that they must not overstep proper bounds of economy by extending present areas of cultivation at some of the larger locations, and that gardening should not be attempted at other places whose exposures offer small hope for successful results. A suggestion was also repeated for more liberal planting of perennials.

Mr. Crews made a brief talk to introduce his newest movietone "Science Builds a Street Car," during the showing of which the guests had to forget that they were gardeners and to take pride in the Surface Lines' part in developing the perfect street car. The chairman next introduced Mr. Wilkie, another member of the contest committee, who expressed his appreciation of the company flower growers in the following bit of rhyme:

It seems to be true that a lover of flowers
Is a mighty good fellow to know.
His nature is sunny, he welcomes the showers
As he watches his garden grow.

Just give him a spot, be it ever so rough,
And tell him it's his to embellish.
He is tickled to death—your permission's
enough
To have him start in with a relish.

Away go the cinders, tin cans and the stones,
There follows some strenuous grading
And feeding the ground with some pulverized
bones,
A process assisted by spading.

And then comes the planting of bulbs and of seeds,

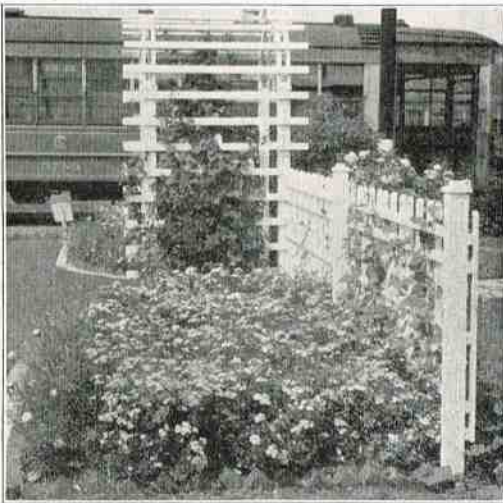
Requiring experienced care.

And daily, thereafter, he sees that the weeds
Are ruthlessly "given the air."

A few minutes now, and occasional hours,
When work in the bays may be light,
Are given to tending his garden of flowers,
A source of unending delight.

And when all is ready, with beds looking fine,
Your Garden Committee's on hand
To give the twice over, and then to assign
The place where each garden will stand.

They've reached their decision—not easy to do,
And hope their conclusions are right.
Their verdict, as rendered, is ready for you,
And is next on the program tonight.



A Burnside Bed.

The came the announcement of prize winners and the awarding of badges by Mr. Sullivan, another member of the committee, as follows:

Group 1—Burnside, Mr. Nebelsiek, first prize; Noble, Mr. Striker, second prize.

Group 2—North Avenue, Mr. Gillen, first prize; Armitage, Mr. Krueger, second prize.

Group 3—Limits, Mr. Chamberlin, first prize; Blue Island, Mr. Hale, second prize.

Group 4—Madison and Austin, Engineering Department, first prize; Milwaukee and Imlay, Engineering Department, second prize.

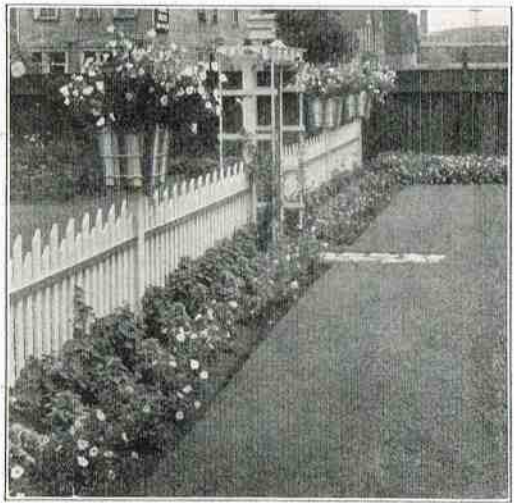
Group 6—Purple ribbon, Devon Avenue, Mr. Phillips, for vines covering south wall; purple ribbon, Burnside, Mr. Nebelsiek, for rock garden; purple ribbon, Halsted & Pershing, Mr. Blakely, for bed of petunias.

It was evident that the selection of winners in the different groups met with approval, as manifested by the applause which greeted each foreman and his assistant when they stepped forward to receive their ribbons. At the same time colored stereopticon slides were presented on the screen to illustrate some of the choice spots at each of the locations which had shown particular excellence. One would hardly believe as one looked at these pictures that such

glorious mixtures of color could be found on car house properties where piles of rubbish are usually to be expected. Some of the views were just as striking as the pictures next shown of scenes in the Horticultural exhibit at the World's Fair. The program closed with the presentation of a comic movie which brought the evening to an end with a laugh.

Thanks of the committee were extended to the following who helped to make the program a success: Messrs. Crews, Altemus, Schenck, Rogers and Chouinard.

Following, besides a number of department heads, were guests of the management: Messrs. Phillips, Gamen, Lamont, Nebelsiek, Dwyer, Meyers, Arendt, Keane, Coombs, Short, Caulfield, Keller, Bitcher, Hale, O'Brien, Simpson, Cahill, Gillen, Hefferling, Krueger, Liska, Schwartz, Jasinski, Goddard, Kipos, Striker, Krifos, Bollinger, Carney, Chamberlin, Gawlik, E. Phillips, Gotham, Busch, Roach, Blakely,



Noble's Dividing Fence.

Ferguson, Leahy, Criscione, Koza and Urquhart.

EMPLOYES RELIEF FUND September 1934

The Surface Lines Employees Relief Committee held four sessions during the month, at which 18 applications were considered. Of this number there were 11 cases approved for weekly payments, making a total of 242 on relief.

Checks totalling \$10,319 were distributed. This sum, together with distributions since December 1930, heretofore reported, makes a total of \$509,391.34 paid to 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 \$629,391.34.

Mr. Dollar (arriving at a dinner party with family): "Please announce Mr. and Mrs. Dollar and daughter."
New Butler (announcing in a loud voice): "Three bucks!"

A Fine Record in Special Service

School Officials Highly Complimentary Over Movement of Pupils to the Fair and Decency Parade

BY C. H. EVENSON

Superintendent of Transportation

Although the Chicago Surface Lines is only half through with the job of carrying groups from various schools directly to the Century of Progress, results so far achieved indicate that we are making thousands of friends by the kind of transportation service we are providing.

In the period from September 24 to October 6, special transportation to the Fair was provided for 188 schools and a total of more than 50,000 pupils were carried safely and comfortably to the gates of the Exposition. This is about half of the total number of pupils that will be served in this way before the Fair ends.

Scores of letters from school principals express appreciation for "the excellent service and splendid courtesy," as one principal aptly expresses it.

Excerpts from a few of these letters show the splendid good will that has resulted from the extension of this service by the Surface Lines:

Mary I. Reynolds, principal, Onahan School—"The Teachers and Principal of the Onahan school wish to express their appreciation of the efficient and courteous manner in which the Chicago Surface Lines handled the 'World's Fair Tour' from the Onahan School on Monday, October 1st. The conductors, starters and all who were concerned did everything possible to make the long trip safe and comfortable."

Louise K. Stone, principal, Burroughs School—"The Principal and Faculty of the Everett and Burroughs Schools desire to express their appreciation and thanks to you and the Street Car Company for their excellent service and splendid courtesy rendered to us and our pupils on our trip to the Century of Progress on October 3rd. Our tour was made complete and the pupils were made so happy by the excellent transportation furnished us on that eventful day."

Lillian B. Ackerman, principal, Goodrich School—"May I express my gratitude for the very fine service given to the Goodrich School in transporting our children to the World's Fair this morning? I have never had a big job done so easily and well. Thank you again."

H. T. Baker, principal, Ruggles School—"Yesterday the Ruggles School sent almost four hundred children to the Century of Progress. Your Company had three cars stop in front of the school building and took us direct to the 18th St. entrance. Returning, our group was brought to 79th and Vincennes and a man from your Company was there to assist in the transfer. This is real service for which we thank you."

Herthay Giffey, principal, Stockton-Goudy Schools—"Please accept our sincere thanks for the very efficient service rendered by your department in transporting Goudy School pupils safely and comfortably to the Century of Progress today. Your supervisor was most courteous and 100 per cent cooperative. I am sorry I neglected to ask his name. He came down from the Ardmore barns a half hour early to

check on arrangement. Then he returned to the barns and sent down two empty cars so that every child, teacher and parent had a seat all the way to the gates. I wish he might know how much we appreciated his interest."

V. M. Shea, principal, Lloyd School—"We wish to thank you for the very courteous treatment the Lloyd School teachers and pupils received from the Chicago Surface Lines on their trip to and from the Century of Progress, Tuesday, September 25, 1934. From the time they boarded the car at Dickens and Cicero Avenues until they returned late in the afternoon, the teachers report only the highest degree of attention and consideration on the part of the car crews and starters. We wish you to know we appreciate your helpfulness very much in this difficult undertaking."

Jay R. Houghteling, principal, Cameron School—"We wish to thank you and the Chicago Surface Lines for your cooperation in the World's Fair trip of the 464 children of the Cameron School. We wish to commend you for the courtesy and efficiency of your handling of the transportation."

Zach A. Chandler, principal, Morrill School—"May I thank your Mr. C. Sturm, a supervisor, for his careful work in loading the Morrill children on cars for the World's Fair at 59th and Rockwell Streets at 9:15 Monday morning? He was courteous, kind and efficient."

John M. Duggan, principal, Otis School—"On Tuesday, October 2nd, 1934, fifteen rooms of children from the Otis School attended A Century of Progress. When the teachers returned, they were unanimous in their praise of the fine service given them by the Surface Lines employees. The cars were on time, the conductors and motormen in charge were courteous, and the supervisors on the grounds did everything to make it easy for the teachers and children. This courtesy and efficiency was shown on the return trip also—in getting the children on and off cars and in transferring them to the Grand Avenue car. The Otis School faculty wishes to thank you for this efficient service."

In all of this special service only one complaint was received. One conductor was so out of line with the policy of the company that he was very gruff in his contact with the teachers and pupils and signaled his car to go ahead before all of the pupils were aboard, despite the protest of one of the teachers. This man was promptly discharged.

The men who handled their work so well and created such a good impression upon teachers and pupils alike deserve the highest commendation. That is the kind of service we hope to give always, not merely when we are striving to handle a particular job well.

The same results were obtained in transporting over 20,000 children from the parochial schools to the loop for the League of Decency Parade on September 27. This service also was so good that several of the parochial school principals wrote in to commend it. Sister M. Elizabeth of the Albernia High School said: "We are now firmly convinced that the Chicago

Surface Lines extend every courtesy, and in the future we shall always patronize them in preference to the buses."

Reverend Father W. J. Mockenhaupt of St. Agatha's Rectory, chairman of the Transportation Committee in charge of the day's program, thanked the Surface Lines for the "efficient co-operation" and said, "We feel that your company has shown itself disposed to be of real service." Reverend Father L. J. Halaburt of St. Andrew's Rectory asks that the supervisor and trainmen who transported the St. Andrew's group of children to the League of Decency Parade be thanked for their "courtesy, care and attention."

Monsignor F. A. Purcell of St. Mel Rectory said, "It was delightful to see with what pre-

cision the cars arrived at our corner and with what ease and dispatch Mr. Fahey and the others handled the youngsters."

The special service provided for the schools in transporting pupils to the Fair is not a money making proposition because of the very large proportion of half fares and it requires over-time pay and is expensive. The management provides the service because it feels that the Chicago Surface Lines is under obligation to take care of the local transportation needs of the community.

Properly handled, this service builds good will and any investment in good will is of tremendous importance to both the men and the company.

Bouquets from Visitors and Home Folks

Letters Describe Pleasant Experiences While Using the Surface Lines

Property Recovered and Gardens Enjoyed

Chicago Surface Lines: While visiting in Chicago last week, I was riding on a Lake Park street car. I got off at Wabash and Washington. About ten minutes later I missed my small suitcase. I had left it on the car. I reported to a policeman on duty at that corner. He was very accommodating. He told me to call Dearborn 8800. I did so and reported my loss. Next morning I called the same number and was told to go to Drexel and 93rd Street office for my suitcase. I did so and received my suitcase in good condition, turned in by Conductor John A. Chelina.

Foreman Nebelsiek showed me around the gardens explaining and showing me varieties of flowers I had never seen before. He is to be commended on his two rock gardens and his flag, and other beautiful beds too numerous to mention.

Thanks so much for the courtesy shown me at this time.

Mrs. Fay Carl,
Mahomet, Illinois.

Courtesy to a Stranger

Chicago Surface Lines: I was a passenger on the State Street car going south, sometime between the hours of 10:30 and 11:30 o'clock, Saturday, September 8th.

The conductor on the car, No. 10332 (Cyril J. Kiefer), is a man who knows how to serve the public and does it with such courtesy. I being a stranger, appreciated this service so much. He explaining how to go to transfer. At all stops as we were riding south I noticed he gave the same attention to all who made inquiries. Many strangers seeking advice were treated in like manner. He is a man whom I would recommend as being of real service to the company. I do not write complaints, they are many, but I do like to give attention to merit. The kind of people like the one mentioned makes the world a smoother place to live in. I gave this man much thought, so decided to tell the company who employed him that he was giving the best.

Mary Palm,
114 W. Van Buren Ave.,
Naperville, Illinois.

A Philadelphian Pleased

Chicago Surface Lines: Before returning to Philadelphia from a 10 days' visit to Chicago and the Fair I desire to drop you a line saying that the service your lines are giving to the visitors are very commendable.

Conductor on car No. 3158 (Henry J. Waterson, Devon). Transfer 189334 (I keep it as souvenir) gave me one of the many courtesies extended to me by your conductors. I will always remember that.

Very truly yours,
H. V. Hake,
121 W. Loudon St.,
Philadelphia, Pa.

Making It Pleasant for Minnesota Visitors

Chicago Surface Lines: I wish to take this opportunity to write and thank street car conductor No. 6962 (Walter A. Stein, Cottage Grove) Indiana Avenue car line for the fine courtesy that was extended to me and my family while on a visit in Chicago. He gave us all the information that was needed to arrive at our destination. The streets were called very clearly. If all cities would have conductors as we found 6962 to be it would be a pleasure to visit their city.

Yours truly,
Dan T. Darmody,
34 E. 6th Street,
Proctor, Minn.

A Fine Example of Efficiency and Courtesy

Chicago Surface Lines: I wish to commend the service of your employe, conductor No. 4888 (Hugh Smith, Devon). I happened to board a northbound Broadway and Cottage Grove street car Friday at about 9:30 A. M. This particular car was very crowded with standing room on the rear platform only. I found this conductor standing there with many boxes and suit cases in the small space allotted for him so that he could barely turn one way or the other, and to see him perform his duty was a pleasure to look at.

In one instance a person got off the street car only to find after looking about, he was at the wrong place. This conductor seemed to realize that the party did not know where he was and

asked him while the man was actually off the car, where he wanted to go and after finding out asked this party to reenter the car as he was not yet at his destination.

There also were many women on this car with bags and suitcases, and as they were leaving the car he would grasp their bags, etc., while they alighted, then would hand them their luggage, look about carefully, close the doors and give the signal for the street car to proceed. In all it was a pleasure to see this man perform his duty. With best wishes for his continuation of such commendable service, I remain,

R. E. Marach, Gen. Mgr.,
L. Fish Furniture Company,
2225 West Pershing Road.

A Kindly Act by Motorman George O. Thorn of 77th

Chicago Surface Lines: Last night while riding east on the 79th St. car, about Damen Avenue or perhaps a block west of that street, our car stopped to allow some passenger to get off. There on the curb stood two little ones—perhaps 5 or 6 years old, apparently having strayed and trying to look both directions for an opportunity to cross. The motorman observing their plight was alert and took the time to help them out (perhaps only a minute).

It didn't take much effort on his part—nor his time—but perhaps saved the tots from being injured—or even death at the hands of some reckless driver.

The motorman didn't have to leave the platform—merely put his head out of the open window and told the children when the coast was clear.

The writer didn't have the chance to get his number but no doubt the car No. 2716 and transfer obtained when paying my fare would disclose his identity. Men of his type make this life easier, or at least more cheerful.

Very truly yours,
(Miss) Catherine M. O'Neil,
3154 S. California Ave.

Tribute to a Motorman

Chicago Surface Lines: I feel a letter of commendation is due your motorman who wore cap No. 9911 (Leo B. Heath, 77th). I'm sure he knows how to handle a car under any circumstances, for he had a careful to handle, very full. With a pleasant voice he asked his passengers to "Kindly step up to the front of the car and make room for one more." He was very courteous in his answers to questions and when unusual circumstances arose he was equal to the occasion. At 61st and Wentworth he got a very sharp quick three bells and his manner in bringing his car to a stop was wonderful. The three bells signal was an emergency stop for a fire engine. We were not thrown either.

I feel too much praise cannot be given this enterprising young man. On this particular day while riding on the car there were many remarked how well balanced he ran, did not make every stop as if there was a bomb put off in front of him. It is a pleasure to ride with a man like him.

Mrs. M. P. B. G.,
646 W. 103rd St.

Individual Instances Cited

Mr. Irwin Kulwin, 6306 S. Hermitage Avenue sincerely thanks and commends Conductor J.

Gallagher, Badge No. 362 of Limits for his kindness in paying his fare when he boarded this conductor's car and found that he had only a nickel and a check in his pocket.

Miss Amelia Schweitzer, 16 W. Maple Street states that her cousin injured her ankle when at the World's Fair and she asked Starter S. J. Bitel of Archer and Supervisor A. Ure of North Avenue to assist her in getting a seat. This they did and also gave her such information as to what route to take which would involve the least possible changing of cars. Miss Schweitzer and her cousin desire to thank these two men for their courtesy and kindness.

Miss Florence Wolff, 538 Wrightwood Avenue thanks Starter R. C. Schultz of Kedzie for retrieving her sweater, which she inadvertently left on one of our cars, running across the street and getting it as the car prepared to make its return trip.

Motorman A. Baldwin, Badge No. 915, Elston, is commended for the smooth and careful operation of his car by Mr. A. F. Ide, 4130 N. Kostner Avenue.

"A Pleased Passenger" desires to thank and commend Conductor B. M. White, Badge No. 1504 of 77th for paying his fare when he boarded this conductor's car and found that he had lost his transfer and did not have any money with him.

Conductor P. J. McMahon, Badge No. 1544 of 69th is the recipient of a letter of commendation from Miss Emma Bara, 1732 Albion Avenue for the assistance he rendered her when she boarded his car carrying a heavy bundle.

Mr. L. M. McKague, 7606 Perry Avenue praises Conductor H. W. Leach, Badge No. 2048 of 77th for his courtesy to all passengers on his car.

Mr. W. S. Barrow states that in paying his fare to Motorman J. Murphy, Badge No. 3383 of 69th he accidentally gave him a ten dollar bill, thinking it was a single. Motorman Murphy also overlooked it as the platform was rather dark and gave him change for a dollar bill. When Mr. Barrow arrived home he discovered his loss and called the depot and he was informed that his nine dollars had been turned in by this trainman and was waiting for him, and he wishes to compliment Motorman Murphy on his honesty.

Miss E. L. Chancellor, Boone School, 6710 N. Washtenaw Avenue wishes to commend Conductor I. Lygaas, Badge No. 3640 of Devon for his intelligent service to all and being especially kind to all women accompanied by children who boarded his car.

Mr. E. J. Stickney, 3167 Ellis Avenue states that the pleasant disposition of Conductor J. R. Kelly, Badge No. 3880 of Cottage Grove and his courteous treatment of passenger is certainly noteworthy and he wishes to compliment him.

Mr. J. F. Kendrick, 1735 Cullom Avenue wishes to compliment Conductor G. Kuefner, Badge No. 4318 of Devon for his courtesy and kindness when he boarded this conductor's car with a late transfer and explained to him that there had been a blockade which he set right by giving him a new transfer, punched correctly.

Mr. Dan M. Nourse requests that Conductor F. M. Black, Badge No. 4510 of 77th large credit for allowing an eleven year old boy, without funds to ride at his expense. It was done with a smile and proper admonition was given kindly.

Operator J. Pomper, Badge No. 5051 of 69th

is commended by Miss M. Boissoneau, 6950 Indiana Avenue for his courtesy in answering all questions asked of him in a clear and explicit manner and at all times operating his car very smoothly.

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

Conductor P. J. Oleinick, Badge No. 6038 of Limits is thanked by a Resident of 1721 W. 91st Street for his kindness in paying her fare when she boarded his car and found that she had left her money at home.

Miss Vendla M. Hendrickson, 2115 Pennsylvania Ave., N. W., Washington, D. C. writes to express her thanks for the return of her umbrella which she had left on the car in charge of Conductor J. M. Tuohy, Badge No. 6156 of Kedzie and commends him for his honesty in turning it in to the Lost and Found Department.

Miss Edith Hass, 2240 Clybourn Avenue wishes to call attention to the courtesy shown her by Conductor T. A. Hildebrandt, Badge No. 6430 of Division and extends her thanks to him.

Miss Blanche Weidmuller, 1061 Cornelia Avenue wishes to thank and compliment Conductors W. Byfield, Badge No. 1848, Eugene J. Nehls, Badge No. 2458 of 77th and Peter A. Carlson, Badge No. 6520 of Limits for their assistance in helping her mother to board their cars and finding a seat for her inasmuch as she is eighty-four years old and rather feeble.

Conductor A. Seipp, Badge No. 6742 of North Avenue is thanked by Miss Sara Tannenbaum, 4427 Fulton Street for his kindness in paying her fare when she boarded his car and found that she had no money.

Conductor A. A. Knutson, Badge No. 7082 of Devon is commended by Mrs. Nan Brower Munroe, 561 Surf Street for assisting her on and off his car and in general making her comfortable.

Conductor J. J. Burns, Badge No. 7132 of Burnside is complimented by Mr. W. O. Holton of the Legal Department for calling every street and designating every transfer point in a clear and courteous manner.

Miss E. Leavitt, 3256 Washington Boulevard states that Conductor H. V. Quirk, Badge No. 9490 of Kedzie was unusually courteous and considerate of the passengers on his car and twice helping elderly ladies to board and alight from his car and she wishes to praise him.

Miss Work telephoned to commend Conductor A. G. Anderson, Badge No. 9514 of Elston for his kindness in assisting a blind man from the car to the sidewalk.

Mrs. M. Roberta, 8028 Justine Street highly commends and thanks Operator A. A. Cotter, Badge No. 9729 of 69th for turning in her pocketbook which he found on the car tracks where she had dropped it.

Mr. R. O. Baker, 9550 Longwood Drive states the following: "Your conductor No. 8994 (Edward Tye of Lawndale) on the 12th Street line deserves commendation. He is extremely courteous and attentive to passengers. He is an asset to your company and makes for friendly relations between your company and the public."

Miss Dora Petersen, 5209 N. Ashland Avenue wishes to thank Conductor E. C. Kaczmarek, Badge No. 710 of Lincoln and Conductor P. C. Jordan, Badge No. 11452 of Limits for the cheerful manner in which they gave her infor-

mation as to how she might reach her destination in the least possible time.

Mr. R. F. Bernhardt, U. S. N. Naval Armory compliments Operator H. C. Lund, Badge No. 11504 of Elston for unusual service given by him to several passengers on his car.

Mrs. E. L. Bloomster, 4440 N. Ashland Avenue wishes to thank Conductor M. Naftilan, Badge No. 12218 of Kedzie for courtesy shown her while a passenger on his car.

Mr. J. H. Stearns, 1630 Carmen Avenue praises Conductor C. M. Timm, Badge No. 12596 of Devon for calling all streets in a clear, distinct voice.

A Passenger wishes to commend the courtesy of Conductor J. McGoldrick, Badge No. 13318 of 77th in assisting an elderly colored lady to board his car and finding a seat for her.

Mr. J. J. Jacobsen, 431 S. Dearborn Street wishes to compliment Conductor L. M. Waddell, Badge No. 13532 of 77th for excellent service rendered to all passengers on his car and one old lady in particular whom he assisted to alight from the car and escorted her to the sidewalk.

A letter from Salt Lake City signed "The Gang from Utah" says: "Our visit to your city would not be completed unless we sent this note to tell you that on Labor Day our visit to your World's Fair was an enjoyable one on your street car. Your conductor 1654 (Charles W. McNamara, Kedzie) was most obliging. He pointed out the busiest corner in your city and named several of your large buildings. He directed us to the best."

ROUNDING UP WITNESSES

Lawndale-Blue Island Takes the Lead Again with Burnside Second

Last month Cottage Grove butted into the rather private fight of Lawndale-Blue Island and Burnside, which had lasted for some months, and took the lead away from both of them leaving the former in second and the latter in fourth place, respectively. Apparently, however, the Grove could not stand the pace and this month we find them in third place with Lawndale-Blue Island in the lead and that depot's arch enemy, Burnside, close behind in second place. We wonder who will be the one to again break up their fight and take the lead. Will it be your depot? It can be if you get out and add a little more effort in securing witnesses when you have an accident and incidentally protect your work record and render valuable assistance to our Department of Accident Investigation. We also wish to pat North Avenue and Lincoln on the back for their good work this month, the former climbing from tenth to sixth place and the latter in pulling itself out of the cellar position to tenth place.

Detailed figures are as follows:

	Aug.	July	June	May
1. Lawndale-Blue Isl.	4.22	3.90(2)	4.04(2)	4.47(1)
2. Burnside	3.96	3.64(4)	4.36(1)	3.89(2)
3. Cottage Grove	3.79	4.22(1)	3.46(6)	3.78(3)
4. Archer	3.73	3.32(5)	3.57(5)	3.60(4)
5. Elston-Noble	3.54	3.31(6)	3.26(8)	3.55(5)
6. North Avenue	3.53	3.06(10)	3.36(7)	3.35(7)
7. 69th Street	3.33	3.72(3)	3.60(4)	3.40(6)
8. Kedzie	3.29	3.19(8)	3.14(9)	3.20(11)
9. 77th Street	3.14	3.24(7)	3.77(3)	3.27(9)
10. Lincoln	2.87	2.86(12)	2.85(12)	3.35(8)
11. Armitage-Div.	2.84	2.93(11)	2.91(11)	2.95(12)
12. Devon	2.74	3.08(9)	2.92(10)	3.24(10)
Average for System	3.37	3.35	3.42	3.54

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 11 October, 1934 No. 7

John E. Wilkie - - - - - Editor

C. L. Altemus - - - Assistant Editor

A. T. A. CONVENTION

This year's session of the American Transit Association at Cleveland gave the members of the industry a chance to study the results of research in almost every branch of transportation engineering; and quite unexpectedly disclosed that the Chicago Surface Lines model cars and Prof. Hirshfeld's exhibits of advanced car design really "ran away with the show."



President Evenson of A. T. A. Transportation Section.

Prof. Hirshfeld was in constant demand to describe and explain the results of his years of activity in designing a car for the Presidents' Conference Committee that should answer the desire of the public for a quiet, speedy and safe vehicle. The Brill and Pullman cars borrowed from the Surface Lines caught the fancy of the crowds at the show and in operation over the lines of the Cleveland Railway Company. Thousands of spectators lined the route daily and newspapers hailed the snappy, swiftly moving cars as convincing evidence that a new era was dawning for rail transportation in large cities.

Aside from the interesting exhibits of

everything connected with the building and operation of cars and buses there were scores of meetings where important phases of management were considered. One of the prominent technical organizations within the association is devoted to operation and Superintendent Evenson of the Surface Lines who had been elected to the presidency of the organization took office and will serve for 1935. The accompanying picture of the new president discloses his presiding expression at its best.

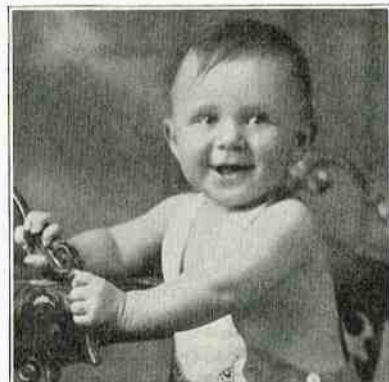
OUR FRONT COVER

September 25, 1934, the Chicago Safety Council held its Annual Fall Dinner meeting in the Grand Ballroom of the Stevens Hotel. After an excellent meal and interesting oratory, trophies and prizes were awarded to the winners of the various groups, who participated in the Interplant Safety Contest for a six months' period ending June 30, 1934.

The plaque reproduced on our cover was won by the Carhouse Group of the Shops & Equipment Department in competition with eight other units subject to similar hazards and working conditions. This award should not be considered lightly, because competition was open to all industrial companies within a radius of fifty miles from Chicago's loop.

For a period of six months the Carhouse Group had but 13 lost time accidents among the 1,200 employes at the carhouses. This averages less than one lost time accident to each carhouse. The average for the others competing in this group, was approximately double that of the carhouses.

The carhouse employes and their officials are to be complimented and congratulated for their attentive co-operation in this important development of industrial life.



Joseph, the Husky Six Months Old Son of Dominic Caponigri, North Avenue Bus Repairman.

Contest Standings for Eight Months

Suggestions for Methods of Preventing Accidents of Various Types— Interesting Comparisons

Cumulative Standings from Feb. 1 to Sept. 30

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

Month of September, 1934

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

BY WILLIAM PASCHE Supervisor of Accident Prevention

The alighting and boarding accident record continues to improve and the reason for it is easy to understand. Attention to passengers and looking out alongside of the car before giving the starting signal seem to be the explanation of why these classes of accidents are scoring steady improvement. Attention to passengers means calling streets, and when not collecting fares being in a position to see inside the car and thus enable you at all times to know just what is going on in your car and prepare yourself to give the service to which our patrons are entitled.

Calling streets is not as generally observed as it should but there are signs of improvement which, as the habit grows, will become so easy that it will be accomplished without effort and the result will surely be reflected in the alighting accident record.

To sell yourself the idea of the value of calling streets and being generally attentive to passengers why not sometime ride on a car in charge of a crew doing these things properly? You will find that it gives a feeling of confidence and ease to passengers who will, because of this confidence and ease, be less in danger of falling or stumbling as they come through the car toward either platform.

That we may all understand just what is included in alighting, boarding and vehicle accidents we are giving a break-down of each of these classes of accident reports, a careful study of which should make clear just what types can be avoided. The tabulation which follows is for the period from February 1st to August 31st, 1934, compared with a similar period for 1933 and emphasizes the importance of concerted effort to maintain an improvement that has been observed in recent months:

Alighting Accident Reports

	1934	1933	Increase or Decrease
Platform to step.....	328	307	21 I
Step to Street.....	1,798	1,179	619 I
After Alighting before reaching curb	684	406	278 I
Struck by Auto While Alighting	43	28	15 I
Struck by Auto After Alighting	369	267	102 I
Caught in Door	80	90	10 D

A study of the above figures shows that step to street alighting accidents occur most fre-

quently. Some of these occurred because the conductor gave the signal to go before the passenger had alighted safely.

Boarding Accident Reports

	1934	1933	Increase or Decrease
Coming to Car.....	522	250	272 I
Street to Step.....	2,072	1,212	860 I
Step to Platform.....	782	436	346 I
Struck by Auto Coming to Car.	70	51	19 I
Struck by Auto While Boarding	22	10	12 I
Caught in Door.....	95	86	9 I

Street to step and step to platform boarding accidents occur many times because the conductor failed to look out before giving the signal to go.

We advise conductors who have not yet learned the value of looking out before giving the signal to station themselves at some intersection and observe just how easily most conductors are doing this very important part of the job. If you watch carefully you will be so impressed by what you see that you will never again give the signal to go without looking out.

Vehicle Accident Reports

	1934	1933	Increase or Decrease
Right Angle Collisions.....	1,681	1,438	243 I
Vehicle Pulling Away From Curb	1,000	782	218 I
Vehicle Passing in Same Direction	2,109	1,805	304 I
Head-on	598	483	115 I
Vehicle Passing in Opposite Direction Side-swiping Blind Side of Car.....	544	452	92 I
Straight Track	738	667	71 I
Vehicle Struck by Car Backing.	61	38	23 I
Rear End of Car Struck by Vehicle Following	1,005	931	74 I
Vehicle Struck by Car Rounding Curve	739	699	40 I
Vehicle Backed Into Standing Car	181	245	64 D
Vehicle Making "U" Turn....	150	117	33 I
Vehicle Making Left Turn....	299	265	34 I

A study of this tabulation shows that right angle collisions and collisions with vehicles passing while moving in the same direction as the car or bus occur most frequently. The practice of car control and general alertness will prevent many right angle collisions. Turning off the power and slowing up just a little will prevent coming together with some vehicles which are passing on the right side of the car. Straight track and collisions with standing vehicles just should not happen.

Keeping 'Em Rolling

Lawndale Holds Best Record With 84,319 Miles Per Pull-In-System Average Over 28,000 For September



Lawndale Winning Pull-In Crew

H. Keller, A. Martikonis, D. Cremin, V. Boyle, J. McCrea, C. Verbiski, J. Guy, M. Platakis, A. Milewski, N. Foley, S. Kluza, D. Kay, F. Gustautas, J. Rubutis, J. Wonogas, J. Girwain, J. Aldonis, F. Wilicka, E. Clark, A. Lebduski, A. Klostaris, M. Tamosaitis, E. Kuklinski, C. Norweck, P. Virginis, C. Chapulis, A. Spudas, J. Kubinski, F. Kozlowski, K. Sounor, V. Rotzoll, S. Jarosz, J. Chiappetta, J. Straukas, P. Rumsas, F. Petraitis, W. Walters, J. Knistaut, S. Vaicowski, A. Dabulskis, F. Butkus, A. Duggan, A. Bukauskis, W. Huth, J. Wass, T. Lehane, L. Kramer, F. McColgan, J. Lobacz, D. Riordan, L. Solner, O. Finlay, T. Young, S. Kopac, A. Lomasz, A. Laverty, G. Thanas, J. De Marco, J. McMahan, A. Petrauski, J. Woods, H. Butcher.

Lawndale takes the lead for September with 84,319 miles per pull-in due to equipment failure, and an increase over last month of 87.5%. This is the best record we have had for a number of years. Lawndale had 25 zero days for the month and only 6 pull-ins for the entire month of September.

Limits holds second place for the month with 42,129 miles per pull-in, and an increase of 14.8% over last month. Limits had 22 zero days and only 9 pull-ins for the month.

Burnside is in third place with 38,633 miles per pull-in due to equipment failure.

The individual records follow:

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

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Lawndale	25	84,319	87.5
2	Limits	22	42,129	14.8
3	Burnside	19	38,633	35.3*
4	77th	9	37,090	18.1
5	Devon	15	35,808	2.5*
6	Archer	13	35,659	74.2
7	Blue Island	20	29,320	32.4*
8	Kedzie	11	29,147	66.4
9	Cottage Grove	11	24,557	31.3*
10	Noble	20	24,410	1.8
11	Armitage	14	24,048	.8
12	69th	5	23,756	37.5
13	Lincoln	21	22,413	35.0*
14	North	7	21,630	15.1
15	Division	15	21,462	6.2
16	Elston	19	20,028	24.8*
		246	28 908	12.5%

*Decrease.

The average for the entire system is 28,908 miles per pull-in due to equipment failure.

All of the sixteen carhouses were over 20,000 miles per pull-in for September, which is also the best record we have had for several years.

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

Spoiled His Ride

A rather amusing incident occurred on a World's Fair bound car on State Street the other afternoon. At about Roosevelt Road a lady came out to the front platform and addressed Supervisor Joe Reynolds as to the route to board a Stony Island car. Before Joe could speak up a male passenger volunteered the information that he was going south on a Stony Island car and to stay with him. With a wink at Joe the lady said, "My husband is inside the car and I'm riding with him!" And the kibitzer asked to be let off at the next corner.

How Pickpockets Work

A Typical Report from a C. S. L. Inspector Gives Interesting Details of a Recent Case

In its efforts to protect the car riders from the light-fingered crooks who work in crowds everywhere the Surface Lines from time to time display warning cards, calling attention to the importance of guarding one's valuables on and off cars. And in addition to this the members of the Inspection Department are on the constant lookout for thieves of this type.

Many arrests are made when the pickpockets are caught in the act, but so well are they organized that convictions are difficult, although there are a dozen or more each month who are brought to trial and sentenced to the penitentiary.

The details of a recent case show what happened when an alert inspector is on the job, and how the thief manages to slip out of what seems to be an open and shut case. Here is the report:

"Aboard Madison street car No. 1755, about 9:15 p. m. I sat on the long side seat at the rear end of car, left side. On arrival at Dearborn street, this car being destined to World's Fair, a party of four passengers together boarded car. The older of two men accompanied by two ladies presented transfers to the conductor. While he was handing them to the conductor I observed that one of two men who also had boarded at this point stepped in front of the elderly gentleman and while attempting to pay his fare blocked the door at rear end of car. I at once recognized this move, and watched the other man who was carrying a part of a newspaper for a shield and observed him remove an envelope from left hip pocket of the elderly gentleman. As soon as he got it out he used the familiar signal of pickpockets made by drawing up the lips and drawing in air sort of a chirp at which time the man acting as a stall paid his fare and went to front end of car. The other pick-pocket, as he turned out to be, then paid his fare, entered car and at once alighted via rear end at State street. This was all done between Dearborn street and State street.

"The victim, as well as the other man and two ladies accompanying him, was unaware of his loss. I alighted right behind the pick-pocket who had the envelope in his possession and as I got off I saw a Chicago police officer, Jno. Kenneally, star No. 5061, who is stationed at Madison and State street from traffic division. I did not let the pick-pocket out of my sight, told officer Kenneally what happened, and we caught the man who had picked the passenger's pocket. While Kenneally held him in custody I took a taxicab, chased car No. 1755, boarded same and sat down next to the victim, at the same time asking him if he suffered a loss of money. Without answering he grabbed for his left hip pocket and let out a yell: "My money is gone." I then identified myself and we all alighted from car and returned to Monroe street where officer Kenneally had the prisoner and had called for the patrol wagon.

"The prisoner, as well as Officer Kenneally and the four people then entered the police patrol and were taken to the First District station. I slipped away from crowd and by taxicab beat them to the police station. I had been told by the victim he had lost eighty dollars in

United States currency, one \$50.00, one \$20.00 bill and one \$10.00 bill.

"On arrival of wagon at police station I had already called our office and reported details as briefly as possible. I went to the office of Lieutenant Danahey of the pick-pocket detail where the prisoner was taken along with victim and his party. There I was told by the victim's son who was the second gentleman of the party that while coming to the police station in the police patrol the prisoner handed 3 bills (the stolen ones of course) a \$50.00, a \$20.00 and a \$10.00 bill to the son and said: "Here promise me you won't say nothing, you got your money back. If you don't the police will take it, hold it, and you will have to stay in Chicago for my trial which will cause you a lot of trouble." The son not being familiar in such proceedings took the money although the father knew nothing of this until much later. When he informed me I censured him for it and the desk sergeant advised that while the prisoner had returned the money he had not allowed the victim to come into possession of it and so he at once impounded it, inventoried it and held it as evidence by the desk sergeant of 1st district.

"Questioning revealed that the four people of the party were the victim Mr. Ralph Straatsma, 316 Beulah street, Grand Rapids, Mich., accompanied by his wife, his son Alexander and his daughter-in-law. They had arrived by auto today, secured lodging at the home of a J. A. Larson, 6510 Ebinger Drive, Niles, Ill., where they left their auto and boarded a Milwaukee avenue car bound for the World's Fair.

"The prisoner, who gave the name of Thomas DeSanto, steadfastly refused to name his associate in crime claiming he worked alone and was booked on a charge of larceny value \$80.00 for trial at the Felony court in Criminal Court Building at 26th and California avenue 9 a. m. Monday, July 23rd, 1934 on complaint of Mr. Ralph Straatsma. He was sent to the Bureau of Identification to be finger printed, etc. and I was told he is the possessor of a long police record.

"After all made statements and signed them, I escorted this party, paying their car fare back to Dearborn and Madison where we boarded a Milwaukee avenue car.

"I think a letter to Commissioner of Police, Allman, commending the action and assistance of Officer Kenneally, star No. 5061 of Traffic Division, would be well deserved as here is an officer who does not hesitate, although details as given him at first were not very complete, to act promptly and may I add very efficiently."

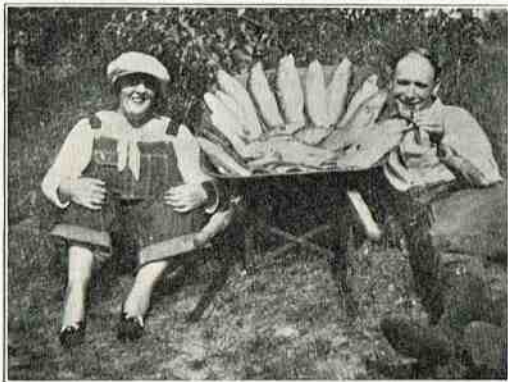
Monday, July 23, the case was called in Felony Court, Judge Erickson presiding. Defendant, Thos. DeSanto, was represented by able counsel. The complaining witness not being in court, Judge Erickson discharged the prisoner at request of his counsel for want of prosecution.

And here is the snapper to this story: The \$80 of stolen money, impounded by the police was turned over to the pick-pocket as there was no other claimant for it! It is easy to guess that between Saturday and Monday the victim had been "seen" and induced to leave town. ☹

Around the Car Stations

Cottage Grove

After the closing of the World's Fair there is one thing we should not forget and that is the order issued from the general office for Motormen as well as the Conductors to call the streets and all places of interest loudly and distinctly. This order was not issued for the duration of the exposition only but is a permanent order. So govern yourself accordingly and save our Superintendent the trouble of calling you into his office and reminding you. It makes the work easier for you and the Superintendent and the public will appreciate it.



Mr. and Mrs. Harry Hooper with Their Morning Catch at Chetek, Wis.

Assistant Superintendent H. Hooper has returned from his vacation in Wisconsin fishing where he successfully landed some large fish and the photos taken of them show plenty of them and he vouches the pictures did not show the same fish twice. He thoroughly enjoyed himself and is ready for a hard winter's work.

Several of our men are on the sick list. Motorman Payne is in Speedway Hospital. Conductor Wm. Russell has been sick for several weeks. To each of these trainmen we wish a complete and speedy recovery.

We are glad to see Conductor D. Hill back at work again after several weeks' sickness.

J. H. Pickin.

Seventy-Seventh

A motor trip around Lake Michigan, which covered over 1,000 miles, was enjoyed by our assistant superintendent John Becker and his family, during his vacation.

Clerk Joseph O'Connor motored to New York City, where he spent his vacation. During his stay there he had a very nice time, but after all, he says there is no place like Chicago.

Motorman M. S. Bader now answers to that sweet name Dearie. It happened last month. Best wishes M. S.

Motorman J. J. McCarthy No. 2, is at his home recuperating from injuries received in an accident recently. Hope to see you back soon J. J.

Conductor Joseph Sullivan is going in for

bicycle riding in his attempt to reduce. Joe says that bicycle riding is O. K. but the punctures are frequent and very annoying. We suggest that he equip his conveyance with solid rubber tires, because we think his avoirdupois is responsible for his trouble.

Motorman Charles Mohrmann has returned to work after a long stay on the sick list, and we are glad to see him with us again. Welcome back, Charlie.

We suppose that by this time Operator Fennesy has succeeded in his endeavor to explain the fundamentals of a speed-o-meter to Motorman Charlie De Mar. If not, then we propose that Charlie take a ride with Motorman Bell in his phantom which is equipped with one, and also has wiggle wheeling.

Salesman J. J. Regan, one of the gentlemen who sells trainmen's uniforms, had the sad misfortune to lose his dear wife last month. We are very sorry to hear about it and wish to express our sympathy to him in his bereavement.

Motorman William H. Harding, when alighting from a street car in front of our depot, was struck by an automobile and seriously injured. He was rushed to the hospital, and later removed to his home. Our latest reports are that he is getting along nicely, considering his injuries. We hope that it will not be long until he is up again and able to start back to work.

It is the intention of Conductor William Casey to organize an American Legion Post, made up of men from our division, and he solicits your membership. If you are interested kindly get in touch with him as soon as possible.

Probably some of the passers-by thought Conductor N. J. Edwards was breaking up house when he let go a divan through the window. Well, it was just a neighborly act on his part, because he did not want to see the other fellows abode all burned up.

A joint celebration took place on Saturday, Sept. 15, at the home of Motorman and Mrs. Peter Soraghan. Approximately 200 relatives and friends gathered there to celebrate their daughter's wedding, and also their twenty-fifth wedding anniversary. Congratulations.

Getting the names of twenty (20) witnesses to an accident was the feat accomplished by Conductor F. W. Rapp. This is certainly worth crowing about, and we dare say that he is our "Champion Witness Getter." Can you beat it?

At our last regular meeting held in our club room on Saturday evening, August 25, the election of Officers and Directors of our L&A club for the ensuing year took place, with the following result: J. J. O'Connor, President; A. H. Feltz, Vice-President; G. M. Miller, Treasurer, and Owen T. Duncan, Secretary. Directors: G. J. Watson, M. J. McKenna, E. C. Tocci, J. F. Matern, P. A. O'Malley, Joseph O'Connor, J. J. Barry, E. S. Holford and S. B. Sommers.

Did you notice our standing in the "Witness Contest," in the previous issue of this magazine? Just to remind you we were in ninth (9th) place, and during the month of August we occupied third (3rd) place. What a drop from third to ninth in so short a time! Our superintendent W. A. Bessette feels badly about this, but he has confidence we can do better. Let us show him that we can.

We express our sympathy to the members of the families of our late Motormen: Joseph Cella and E. W. Smith No. 2. We also express our sympathy to the following Conductors: P. J.

Berry, in the loss of his brother; W. A. Nelson, his father; W. J. Hayward, his brother and R. J. Patton, his sister.

John T. Flynn.

Archer

Conductor George Mousel spreads the glad tidings of a new arrival at his home, a bouncing baby boy $7\frac{1}{2}$ pounds, born August, 29, at the Holy Cross hospital and answers to the name of Ronald Michael Mousel. Father and son doing well.

Another of Archer's veteran motormen, Thomas J. Canning who had been confined to his home, off sick since June 13, crossed the Great Divide at 3:00 a. m., Thursday, September 13. Tom was well known and had many friends among his fellow workmen who will miss his friendly greetings. To his bereaved family we sincerely extend our deepest sympathy.

Motorman Harry E. Changnon tells the boys of another stork story. A bouncing baby boy, Harry, Jr., by name made his way into the Changnon home on Sunday morning, September 9. Congratulations Harry on your progress in married life. But don't forget that we all smoke.

Conductor Bernard L. Gahan on Saturday, September 1, took his bride to Birds Nest Inn, Dowagiac, Mich., over Labor day to feather their nest. We unite in wishing the young couple a prosperous voyage on the high sees.

September 11 was a great day at the home of Conductor George Kreith when George, Jr., made his appearance. We are glad to report that young George and his father are doing nicely. This makes George the proud father of a son and daughter.

No doubt it was with the unselfish idea of representing Archer Depot in the coming six-day bicycle races that Conductor Patrick Clancy invested his savings in a new bicycle. Pat was observed to be trundling down Loomis Blvd. sounding his new Klaxton horn to all traffic to keep clear of him while he endeavored to break a new world's record. Keep up the good work Pat and no doubt you will succeed.

Motorman James Minogue who has been confined to his home for several months and is out and around again, called at the office September 26, and spent the afternoon with the boys. We are glad to see you and you have our best wishes for a complete recovery.

Harry swanson, one of our night clerks, went fishing over the week-end at Live Lake, Wisc. He has a wonderful story, but, Harry where are the fish?

Kedzie

Dusty.

Kedzie depot mourns the loss of the following trainmen: Motorman Jack Brennan, who died September 15 from injuries in a fall. Conductor P. J. Harrington, the father of Supervisor John Harrington, who died September 27. Conductor Bernard J. Lynch, who died very suddenly October 2 and Motorman Peter C. Thompson, who died October 6. Our deepest sympathy is extended to these families in their bereavement.

Our sympathy is also extended to Motorman Frank C. Anderson and to Motorman Owen Downes in the loss of their beloved wives.

Conductor H. Blume, who is convalescing in the West Suburban Hospital, would like some of the boys to come and see him. A visit would be greatly appreciated.

Congratulations are in order to Conductor Thos. Ryan, who reports the arrival of a baby boy Sept. 4 which now makes 3 boys, Conductor J. J. Hester a baby boy August 2 which now makes 4 boys and 1 girl, Conductor M. Pawlicki a baby boy September 25, and Conductor William J. Mahoney a baby girl September 28. This is 3 girls for Bill.

Receiver Oscar Hansen and Clerk George Singer, who spent several days of their vacation at Mammoth Cave, had many interesting things to tell us about.

Motorman Henry LaVoy, who recently bought himself an automobile, has now decided to make a trip with it to Florida, has turned it into a covered wagon making his sleeping quarters, etc., in it. Henry, look out for the "Hill Billies" on your trip.

C. Sonders.



A Morning Catch at Muskegon River by Motorman Mavis of Kedzie.

North

Conductor D. Enright who entered service Sept. 22, 1901 passed away suddenly Sept. 13. Denny was one of our real old-timers for whom his fellow-workers had a real affection. Always pleasant and of an accommodating nature; we will miss him. Sympathy is extended to his relatives and friends in their loss.

Sympathy is also extended to our clerk M. Harrington in the loss of his father.

Five years ago we had the pleasure of congratulating Conductor T. Borucki and his good wife in these columns upon their twenty-fifth wedding anniversary. Congratulations upon your thirtieth, folks and we wish you many more happy years!

C. A. Knautz.

Lincoln

Conductor Arthur Kelsey has just returned to work after enjoying a fourteen-day leave of absence which he spent touring, visiting his old home at Carnegie, Penna., and friends at Buffalo, N. Y. He took in the sights at Niagara Falls and Detroit, spending a few days at Stevensville, Michigan. While East he in-

spected Heinz's 57 Variety Plant and glass factory at Sharpsburg, Penna. He covered 1,623 miles on the trip and had wonderful weather all through his vacation.

Mr. Zage, our Assistant Superintendent, has returned from a trip to the Dells and Northern Wisconsin. He had a wonderful time, did not do any fishing, but said there was some large fish caught by others while he was there.

Supervisor Akerberg is certainly on the job. While standing at Fullerton and Lincoln Avs., Tuesday, Oct. 2 at 4:00 p. m., he noticed a Halsted car going north with the front trolley pole not securely under the hook. Akerberg at once stopped the car, put the pole under the hook, and thus perhaps, avoided an accident or delay.

While on duty, Lincoln Ave. Conductor Frank White lost \$8 from his changer at LaSalle and Madison Sts. Frank tells us that while directing a man where to go the man held a coat over his left arm, covering the changer and slid his right hand under the coat and took the money from his changer. Look out for this pickpocket trick.

H. Spethman.



Conductor Wallace Batcheler of North Avenue and His Bride.

Departments and Divisions

Accounting

"Sweets to the Sweets" were distributed by Mr. John J. Beatty on Tuesday, September 25th when he passed another milestone. We wish him many happy returns of the day.

Stopping at Lake Buck-A-Toban, near Eagle River, where they enjoyed swimming, fishing, hiking and boating, Miss Mabel Magnuson and her party had a very pleasant motor trip through the North Woods of Wisconsin.

Diana Oliva is the name of the new baby at the home of Mr. and Mrs. Oliva. Mrs. Oliva, many will recall, was formerly Theresa Smith of the Payroll Division. Our best wishes to the proud parents.

Congratulations and much happiness is our sincere wish for Miss Bernice Meyer of the Trip Sheet Analysis Division and Mr. Joseph

Gilmore, who were married on Saturday, September 22, 1934, at the Church of the Little Flower, 80th and Wood streets. Miss Meyer was guest of honor at a shower and luncheon given by her friends on Thursday, September 20, at De-Lazon restaurant, located at Dearborn and Randolph streets, where she received many beautiful gifts.

Mr. and Mrs. Joseph Corcoran (formerly Ruth Mathis) are receiving congratulations on the birth of a girl weighing 7½ pounds at the Lewis Memorial Hospital, 301 S. Michigan Avenue.

Sunday, September 9, 1934, was a special occasion for Miss Laura Hartman of the Time-keeping Division for on that day she became Mrs. R. Fehland. Miss Hartman's friends presented her with one dozen sherbets and goblets. To the happy couple we wish many years of happiness.

Miss Emma Miller of the Payroll Division spent a delightful vacation traveling through the West and like a true American tourist she went up Pike's Peak and also visited the Garden of the Gods in Colorado Springs. An interesting side trip was made to the famous Buffalo Bill's grave on top of Lookout Mountain, returning by way of Lariat Trail, visiting Estes Park and Yellowstone National Park, making the trip both educational and a pleasure.

Hiawatha Lodge, Dayton, Montana, was selected this year by Miss Betty Suhr as her vacation spot. Horseback riding, swimming and boating were her favorite pastimes. A lovely trip to remember.

T. F. Coan.

Electrical

Al Morf's outside expedition has yielded him an excellent sunburned dome. But truly Al, a good hair tonic will do more good and with less suffering.

Charley Watson, draftsman at the downtown office, believes in the old adage of "Go West, young man, go West," as he has moved from Western Springs to La Grange. We wish you cheerful days in your new home.

Leo McKeever spent most of his vacation at the 19th Hole. He believes that birdies can be shot there as well as any other place.

Have Ray Callahan tell you of his experience with that "Naughty, Naughty man."

Al Hilliard, you have the sympathy of your fellow workers in your hours of sadness, in the loss of your beloved sister.

Felix Girad, emergency lineman at Grand and Leavitt, spent some time at Mount Vernon this summer looking for George Washington, our First President. Felix was telling his fellow workers that he didn't know Gorge was dead.

Beg Your Pardon

In our August issue of the Surface Service Magazine, a Harry Taner was mentioned. It should have read Harry Lauer.

—Billy.

Engineering

Irving Straubing of Grand & Leavitt recently attempted to do the entire World's Fair in one day and as a result, he has pains all over.

Ever since the arrival of their first-born, Peter Rechs has been deluged with advice on caring for children. Peter will compile this valuable information in booklet form for free distribution.

After Andy Flood got married, he said he could not afford to run his car, so he sold it to

John Ruzich. John has been heading North with it every Wednesday night, and it looks as though he might be selling the car soon for the same reason Andy did.

Joe Westman of Grand and Leavitt returned to work after a severe case of lumbago. Joe is straightened out now.

Transit.

Material and Supplies

The Material and Supplies Stores Department discovered they had a ball team Thursday, September 20. Word was passed around that there would be a baseball game between their department and the Machine Shop, so both teams assembled at Bessett Field, 77th and Vincennes Avenue, after their working hours, and within a short time the players were placed in their designated positions. Lineup was as follows: M. Grant, 1b; A. Downing, 2b; E. Coates, 3b; C. Jung, ss; E. Wilcox, lf; M. Streeter, cf; D. Bloom, rf; R. Carley, p; J. Page, c. Other players were A. Mix, J. Grimes, S. Thompson, A. Eggert and E. Bole.

The game was played exceedingly well by both teams and held the interest of all the spectators to the finish. The final score ended with a victory of 9 to 4 in favor of the Material & Supplies Stores Department.

We extend congratulations and best wishes to Mr. and Mrs. E. J. Sigwalt on the occasion of their twenty-fifth wedding anniversary.

R. E. Buckley.

Shops and Equipment

West Shops: We wish to congratulate James McDonald, Machine Shop, whose wife presented him with a 9 lb. 12 ounce baby boy on September 19th. We haven't seen any cigars yet.

The "Knights of the Road," Ed Wendt and Walter Hager, spent their vacation touring the entire Florida coast line. From cards received, they had a very enjoyable time. Ed went in search of the Fountain of Youth, and Wally aimed to help Ed hunt up those high fences. I wonder if they found either? All current news of the trip was timely forwarded to Miss M. W. H.

Mr. John Landeck, who has been confined in St. Anthony's Hospital recovering from a major operation, has been very pleased by the many visitors from those in the Shops & Equipment Division, and we hope that he may be able to return to work in the near future.

If you want to know your lucky number, see Bill Roesler. Bill prefers number 9.

We are sorry to have to report that the following men passed away during the month of September, and we wish to express our deepest sympathy to their families and friends:

Pat Kearin, an old timer in the Machine Shop, passed away on September 27.

F. Simkus, Kedzie Carhouse, passed away on September 17.

Yvonne Randall.

South Shops: It is with regret that we report that as Ed. Johnson, Tin Dept., was waiting for a street car at 74th Street and Ashland Avenue on September 15, he was struck and fatally injured by a ruthless hit and run driver. To his bereaved family and relatives we extend our most deep sympathy in their sad loss.

It was announced upon the return of Wm. Broadfield from his recent trip to Kentucky that he was to be known henceforth as the—"Kernel."

One of our young men in the Machine Department, Chester Sandow, passed away on September 21, 1934, after a prolonged illness. We sympathize deeply with his sorrowing wife and immediate relatives in their sad bereavement.

Cottage Grove: Announcing the arrival of a sweet baby girl weighing 7 pounds, at the home of Gus Tanis. Congratulations to Mama and Daddy and loads of kisses for baby dear.

According to Dan Eyers, Assistant Day Foreman, who recently returned from a fishing tour through Bolejunction, Wisconsin, he caught a great many fish and all under five pounds were thrown back???

Our mingled congratulations and sympathy are extended to Ed. Timpe upon the arrival of bouncing baby boy at his home on September 19th and upon the death of his beloved three-year-old son who recently passed away.

Burnside: P. Strelman's recent vacation was spent in complete relaxation in Minnesota. He reports the fishing just fine. However, that is Pete's annual fish story.

The whole Carhouse extends to J. Byrne their sympathy. Jim no longer enjoys the thrill of cashing his own pay check. Now the check belongs to wifey.

77th Street: Drafting as a benedict sailor Gerald Dalton set sail on the Sea of Matrimony September 1, 1934. To Mr. and Mrs. Dalton we extend our best wishes for a long and happy married life.

69th Street: Our sincere sympathy is extended to the bereaved family and relatives of Anton Drutenis, car repairman, who passed away September 9, 1934.

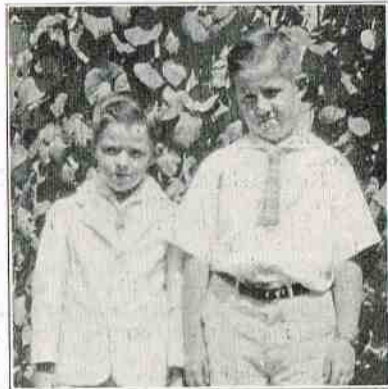
Archer: We are glad to have Peter Gotsis back with us after his recent illness.

Gus Speropulos reports a nice vacation spent in Buffalo, N. Y.

Matt Schmitt is our champion fish story teller.

E. Krueger whiled his vacation hours away in the parks and darks in McKinley and Brighton Parks.

Elsie R. Smith.



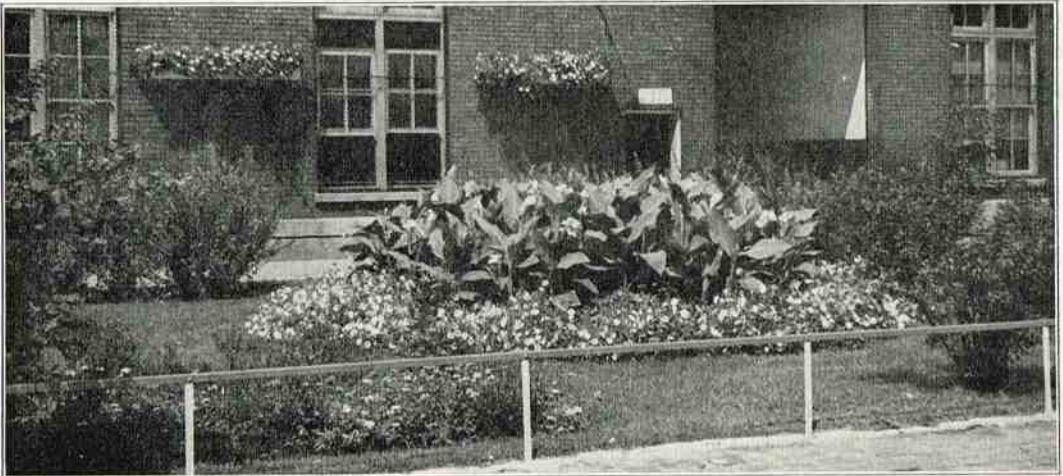
James and William, Sons of Conductor Harry Cross of Cottage Grove

She: "Who is the man in the blue coat?"

He: "That's the umpire, dear."

She: "Why does he wear that funny wire over his face?"

He: "To keep from bifing the ball players, precious."



A Much Admired Bed at Kedzie.

AMERICAN LEGION

Surface Line Post No. 146 Installs Officers for 1935

At the regular meeting of the Post held October 2nd, 1934, at 205 S. Kedzie Ave., Post Department Commander "Jack Poorman" installed the officers of the Post for the year 1935. The following officers were installed: Commander, Jos. S. Zarat, Blue Island; Senior Vice Commander, M. M. Budo, Archer; Junior Vice Com-



Conductor Joseph Zarat, Blue Island.

mander, A. V. Johnson, Devon; Financial Officer, H. P. Brady, Kedzie; Sergeants-at-Arms, D. Ferguson, Utility; S. Walth, Kedzie; Geo. Casensky, Blue Island Repair; Chaplain, C. Neisner, Lawndale. Executive Committee: Jos. V. Eckman, Elston; Austin Hough, Fred Wenzel, and Mathias Kuhl.

Jack Poorman in turning the gavel over to Commander Zarat, extended his best wishes for a most successful year, and addressed a few remarks to the membership on the aims of the Legion.

Commander Zarat extends greetings and heartfelt thanks to the members who have seen fit to elect him to the highest office of Surface Lines Post. His main objective is—Service, Loyalty and Co-operation.

Past Post Commander Jos. V. Eckmann gave his personal thanks to the entire Post for the splendid support given to him by his comrades and the excellent manner in which they carried their responsibilities. He also presented Commander Zarat with 27 paid up 1935 membership cards.

Appointments to the various committees made by the Commander will appear in the next issue.

Jos. V. Eckmann.

OBITUARY

Deaths on the System from September 7, 1934, to October 6, 1934

Transportation—Division 3, Seventy-seventh: Walter J. Hayward, employed July 6, 1902, died September 22, 1934. Edward W. Smith, employed May 25, 1910, died September 7, 1934. Michael Neumann, employed July 15, 1908, died October 5, 1934.

Division 5, Archer: Thomas Canning, employed March 4, 1916, died September 13, 1934.

Division 6, Blue Island-Lawndale: Peter Berkley, employed June 6, 1898, died September 15, 1934. Huge Golden, employed May 24, 1909, died September 19, 1934.

Division 7, Kedzie: John Brennan, employed January 1, 1897, died September 15, 1934. Bernard J. Lynch, employed March 15, 1926, died October 2, 1934.

Division 8, North Avenue: Denis Enright, employed August 22, 1901, died September 13, 1934.

Division 9, Armitage-Division: Thomas Cogger, employed June 6, 1893, died September 25, 1934. James King, employed October 1, 1924, died September 12, 1934.

Division 12, Devon-Limits: Richard J. Elliott, employed March 24, 1909, died September 20, 1934.

Shops and Equipment—Division 4, Sixty-ninth: Anthony Drutenis, employed February 10, 1927, died September 9, 1934.

Division 7, Kedzie: Frank Simkus, employed January 19, 1925, died September 17, 1934.

South Shops: Franz E. Johnson, employed January 12, 1915, died September 14, 1934. Chester W. Sandow, employed September 16, 1920, died September 21, 1934.

West Shops: Patrick Kearin, employed June 10, 1902, died September 27, 1934.

Track: Charles Miciche, employed September 1, 1921, died September 8, 1934. Paul Spata, employed September 1, 1918, died September 12, 1934.