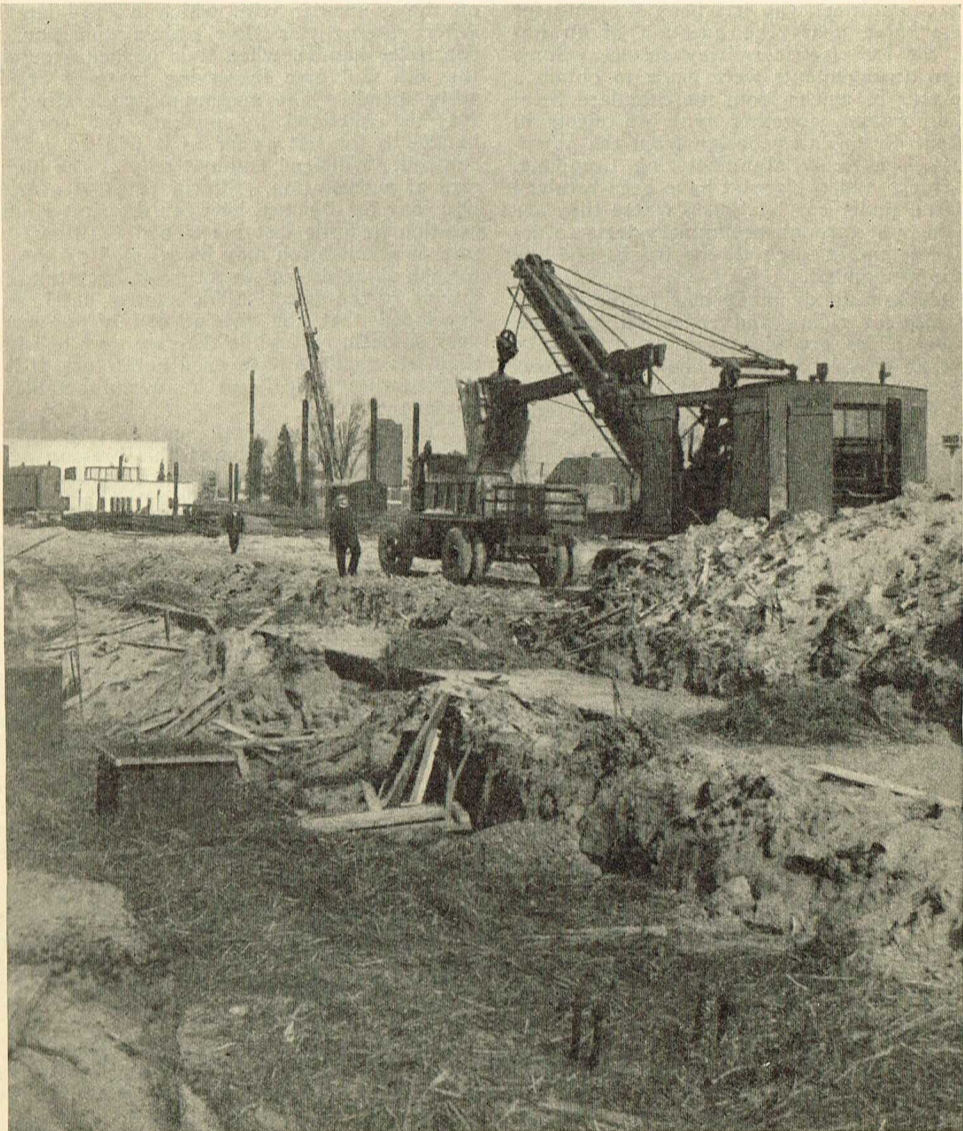


SURFACE SERVICE MAGAZINE

Volume 10

MARCH, 1934

Number 12



*IT WON'T BE LONG NOW—WORKMEN AT FAIR CLEARING
SITE OF FORD BUILDING*

New Basis for 1934 Contest

Depots Classified in Four Groups to Compete with Awards to Winners in Each Classification

New Accident Prevention Contest Became Effective on Feb. 1. The depot is now the competitive unit rather than the division. Contest standings will be based on payments for damage claims on chargeable accidents using the same amount of operating mileage for each depot.

By **WILLIAM PASCHE**
Supervisor of Accident Prevention

A new accident prevention contest, in which each depot becomes a competing unit, was inaugurated on February 1, 1934. Actually there will be four separate contests. The depots of the system have been divided in such way that only car houses of approximately similar accident hazards will compete against each other. The depots were assigned to the respective groups after a very detailed study of operating conditions on each line at each depot. Particular attention was paid to street widths, passenger interchange, intensity of traffic, volumes of boarding and alighting, etc.

When these factors were carefully tabulated and analyzed the depots grouped themselves as follows:

Group A

Lawndale
Kedzie
North Ave.
Limits

Group B

77th
Blue Island
Armitage
Devon

Group C

69th
Archer
Elston
Lincoln

Group D

Cottage Grove
Burnside
Division
Noble

It is believed that contests for the prevention of accidents, within the groups as shown above, will permit a much more intensive interest among the individual contestants than would any single contest between the sixteen depots of the system for the following reasons: First, because the depots in each group are approximately equal insofar as accident hazards are concerned and second because there will now be more opportunities for depots to hold the preferred positions of first and second place. Separate prizes will be awarded to the winners of each of the four contests.

Contests Are Based on Chargeable Accidents

The contests are based on chargeable accidents rather than on total accidents. Chargeable accidents are those which the trainman unquestionably could and should have avoided while any grouping of total accidents includes many occurrences which are beyond the control of the men. Since each contest is based on chargeable accidents each depot's record will vary in proportion to the success of the trainmen's efforts to reduce accidents.

Depot Ratings Will Be Based on Settlement Costs

In the group contests, depot ratings will be based on the number and seriousness of chargeable accidents as represented by the payments

for damage claims on such accidents with an equal amount of operating mileage at each depot. Contest standings will be calculated and posted at the car houses monthly. The complete contest will cover the period of one fiscal year.

Types of Accidents Employed in the Contest

Seven classes of accidents will be used in computing the depot standings in the new contest. These classes are as follows:

Collision of car accidents.
"Brush off" accidents.
"Car and Person" accidents.
Alighting and Boarding Accidents.
"Fall in Car" accidents.
Vehicle Collision accidents.
"Blind Case" accidents.

April 3 Will Be Burnside Day

The Annual Accident Prevention Dinner will be held in the Venetian Room, Southmoor Hotel on Stony Island Avenue at 67th Street on Tuesday evening April 3, 1934 at 6:30 P. M. At this meeting Burnside Depot, Division No. 2 will be awarded the prize as winners of the 1933 contest.

The prize is a complete radio set.

Eyes Saved to Date 110

Four more eyes were saved since the last report by the wearing of safety goggles, bringing the total of eyes saved to 110.

The fortunate ones this time were:

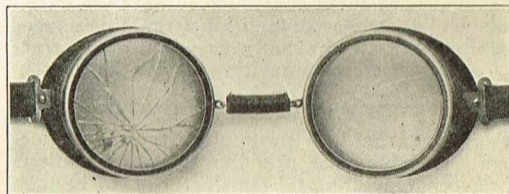
J. Franciskovich, working at Western Avenue and Nelson Street on February 20, 1934.

M. Durson, working at Desplaines and Lake Streets on February 9, 1934.

M. Kevo, working at 47th Street and Cottage Grove on November 9, 1933.

P. Bruno, working on Cottage Grove south of 83rd Street on February 21, 1934.

In each case the damage to the goggles, as shown in the accompanying cut, was inflicted by flying pieces of concrete.



Let these examples be a warning to you, take them to heart—wear your safety goggles—your broken pair of goggles can be replaced but we can never replace a lost eye. Think it over.

Patrons Are Complimentary

*Write to Report Instances of Notable Courtesy, Consideration,
Honesty and Efficiency*

Conductor Used His Head

Chicago Surface Lines, Gentlemen: I am a daily rider on the State Street line and for the past month or so have been catching the same car almost every evening. In doing this I have been observing how well the conductor of this car handles the public on this line.

One instance in particular, I would like to comment on, occurred last Monday evening about 7:30 o'clock on car No. 6058 going south. A colored gentleman boarded the car at Madison and there being some question about his transfer, the conductor, whose number is 11810 (John D. Phelps, 77th) politely detained him until the rest of the passengers had entered the car. He then informed him that the transfer was not good for some reason or other and that he could not accept it. Before he had a chance to explain the matter, the man became quite angry and abusive. Here's where a conductor used his head and kept still until the passenger had calmed down. He then explained quickly about just why the transfer was not good. He made it so clear and did it in such a good natured way that the man could not take further offense and sheepishly paid another fare. I certainly think this conductor should receive some credit for averting what I thought would surely be a fight.

To make matters better, when the colored gentleman got off, he actually apologized to the conductor for getting up such a temper.

Yours very truly,

L. F. Veara.

Blind Express Appreciation

Chicago Surface Lines, Gentlemen: Words cannot adequately express our deepest gratitude for the exceeding kindness and fine courtesy shown to us by Conductor Harry Leach (77th Street) and other employes under your supervision. The sympathetic understanding of our efforts to overcome the handicap of blindness by Mr. Harry Leach has prompted us to write this letter. The splendid generosity and encouraging manner of Mr. Leach and other men employed by your company makes the path more visible to those who travel in physical darkness. Trusting that you will notify Mr. Harry Leach regarding our letter and print it in your magazine in full if possible so that other employes may read it.

Sincerely yours,

Mr. and Mrs. Morris W. Shofield,
231 East 70th Street.

Tribute to Supervisor A. B. Unsen

Chicago Surface Lines, Gentlemen: I want to call your specific attention to the admirable handling of the crowds and the cars during the evening rush hour at State and Washington by the young man who is usually on duty there.

Efficiency, courtesy, ability in crowds are characteristics that unconsciously impress the people favorably towards the company. He is

"Temperamentally fit," and as I see it must be on his way up in your organization.

It is a pleasure to send you this evidence of the best street car personnel in America.

Yours very truly,

Henry Brewster Ely,
55 E. Washington St.

And There Are Many More

Miss Annie Lambe, 1415 E. 57th Street, wishes to thank and commend Conductor J. P. Ryan, Badge No. 9368 of Burnside for his honesty in turning in her purse to the Lost and Found Department which she had inadvertently left while a passenger on his car.

The cheerful and efficient manner in which Bus Operator Albert Baker, Badge No. 8690 of North Avenue, manages his passengers and performs his duties was made the subject of a commendatory letter in his behalf by Mr. Leo Petersimes, 2931 N. Luna Avenue.

Mr. T. G. Schmidt, 1839 Mohawk Street, wishes to thank Conductor Edmund O'Rourke, Badge No. 8382 of Kedzie, for his kindness in paying his fare when he boarded this conductor's car and found that he had no money.

Conductor Edmund O'Rourke is also complimented on his courtesy by Miss A. L. Kirkham, 7423 Rogers Avenue, whom he assisted in boarding his car.

Miss Helen Shuman, 6936 Princeton Street, praises Conductor Thomas Ryan, Badge No. 8292 of Kedzie, for his courtesy in assisting a blind man to board his car and later assisted him in alighting and escorted him safely to the sidewalk.

Mrs. M. Fitzgerald, 5240 Henderson Street, states that Conductor W. F. Bell, Badge No. 8174 of Lawndale, answers all questions put to him by his passengers in a very polite and explicit manner and renders assistance to all those who need it when boarding or alighting from his car and she wishes to commend him.

Unusual courtesy and cheerfulness on the part of Conductor David Sax, Badge No. 7478 of Kedzie, has won for him a commendatory letter from Mr. T. M. Killoran, 207 Washington Boulevard, Oak Park, Ill.

Mr. H. J. Smith, 2701 Clybourn Avenue, commends Conductor Richard Huber, Badge No. 7454 of Division, for his action in assisting a blind man to alight from his car and escorted him to the opposite corner and started him in the direction he wished to travel.

Mr. A. J. Schinagl, 180 E. Delaware Place, wishes to thank Motorman C. I. Matson, Badge No. 7175 of North Avenue, for his thoughtfulness in holding his car long enough to enable him to board it even though this motorman had the signal to proceed. Mr. Schinagl states that this act of kindness was more appreciated because of the fact that the temperature was below zero at the time and would have been very unpleasant to have to wait for the next car.

Motorman J. T. King, Badge No. 6881 of 77th, is complimented on the efficient operation of his car by Mr. B. G. Gray, 4925 S. Wabash

Avenue, who also states that this man restored a cap to a passenger who alighted from the car, leaving it on the seat, and which he noticed, stopping his car and calling the man who had left it.

Supervisor C. Strickus commends Conductor W. B. Graves, Badge No. 6684 of Cottage Grove. This supervisor states that this conductor upon arrival at 54th and Lake Park found the cars blocked on account of a stalled auto. He immediately went back to 55th Street and rerouted the following cars until a wreck wagon cleared the delay, thereby saving a delay to his followers of eighteen minutes.

Miss Betty Jedlicka, 1641 S. 59th Court, Cicero, Ill., wishes to compliment Conductor P. W. Davis, Badge No. 6666 of Lawndale, for his courtesy and kindness to his passengers.

Miss Anita Hoffman, 3229 W. Madison Street, wishes to thank Conductor Carl M. Neisner, Badge No. 6626 of Lawndale, for his kindness in paying her fare when she boarded his car and found that she had left her money at home.

Mrs. G. Dygert, 124 W. Marquette Road, wishes to express her appreciation for information supplied her by Conductor S. B. Kurzwel, Badge No. 6534 of Burnside, and commends him on his courtesy.

Mrs. B. Argile, 6333 Yale Avenue, wishes to compliment and thank Conductor T. J. Dawson, Badge No. 6504 of 69th, for turning in her purse to the Lost and Found Department which she had inadvertently left while a passenger on his car.

Miss A. L. Kirkham, 7423 Rogers Avenue, commends Conductor M. J. Kerigan, Badge No. 7202 of Kedzie, and Motorman W. Toomey, Badge No. 5255 of Kedzie, for their efficient service.

Mr. Albert H. Hancox, 4520 Clarendon Avenue congratulates Conductor Lewis Larson, Badge No. 6250 of Devon for the manner in which he calls all street car stops.

Miss Lillian Berlin, 2544 W. Augusta Boulevard, wishes to thank and commend Conductor J. A. Bochte, Badge No. 5600 of Armitage, for his courtesy and kindness in paying her fare when she boarded his car and found that she was without funds.

Mrs. L. Mornell, 30 N. Dearborn Street, wishes to thank Conductor N. Rogerson, Badge No. 9344 of Kedzie, for his honesty in turning in her purse to the Lost and Found Department which she had inadvertently left while a passenger on his car.

Motorman J. J. Keough, Badge No. 5305 of Devon, is commended by Miss Helen Golden, 8322 S. Hermitage Avenue, for his courtesy and kindness in giving her information as to how she might reach her destination in the shortest possible time.

Miss Louise Ludwig, 11304 Wallace Street, wishes to highly praise Conductor H. Van Buren, Badge No. 4804 of Burnside, for his honesty in turning in her purse to the Lost and Found Department which she had dropped on the street, unknowingly, and which this conductor found. As her name was in the purse a representative of the company called and she forthwith came down and identified and received her purse intact.

Mr. D. M. Dohrmann, 4711 Jackson Boulevard, states that it is a pleasure to commend the efficiency and courtesy of Conductor W.

E. Cady, Badge No. 4704 of Kedzie, and also the manner in which he called all street names.

Miss Eunice Tatman, 127 W. 103rd Street, reports that Conductor J. B. Hogan, Badge No. 4340 of 77th, assisted a blind man to alight from his car and escorted him safely to the sidewalk and she wishes to commend this conductor for his kindness.

Mr. S. Stucker, 1855 S. Harding Avenue, thanks Conductor C. Kolman, of Blue Island, for his kindness in paying his fare when he boarded his car and found that he had no money.

Mr. A. F. Klappauf, 5439 S. Winchester Avenue, complimented Motorman J. H. Kirnbauer, Badge No. 3989 of 69th, for his efficiency. He states that this motorman noticed a piece of iron lying in the groove of the rail and that he stopped his car, alighted and removed it thereby eliminating any possibility for it to cause a derailment.

Miss A. Palka, 6104 S. Albany Avenue, wishes to commend Conductor W. C. Buzlaff, Badge No. 3614 of 69th, for his honesty in turning in her purse to the Lost and Found Department which she had inadvertently left while a passenger on his car.

Miss Elizabeth Kirby, 105 E. Delaware Place, commends Motorman C. B. Torgersen, Badge No. 2905 of Elston, for his courtesy in assisting a feeble old lady to board his car and also assisting a blind man to alight from his car and escorting him safely across the street.

Miss F. Ottenheimer, 804 E. 82nd Street, expresses her appreciation to Motorman L. M. Fonferek, Badge No. 1415 of Cottage Grove, for waiting for her when he saw her running for his car. She also compliments Conductor P. McCahey, Badge No. 2876 of Cottage Grove, for his courtesy also.

Mrs. Evelyn Becker, 3862 Page Avenue, states that it is a pleasure to ride on the bus in charge of Operator K. LaPointe, Badge No. 2535 of North Avenue, and she wishes to compliment him.

Mr. E. A. King, Hotel Sutherland wishes to commend Conductor E. F. Dunn, Badge No. 2012 of Burnside for his unfailing courtesy at all times.

Miss Gertrude Malloy, 38 S. Dearborn Street wishes to praise Motorman F. R. Redemsky, Badge No. 1765 of Devon for the very smooth operation of his car and states that it was a pleasure to ride with him.

Miss Katherine Dougherty, 140 W. Ontario Street reports that Conductor Michael Size, Badge No. 948 of Devon calls all street names distinctly; advises passengers of connecting lines; he opens the car door and always admonishes, "Watch your step," and she wishes to compliment him on his efficiency.

Mrs. Minnie Thiel, 2156 N. Laverne Avenue thanks Conductor William P. Mulcahy, Badge No. 352 of North Avenue for assisting her to board his car and wishes to commend him.

Mrs. Anna Wikens, 422 S. Kildare Avenue states that Conductor Joseph Hodys, Badge No. 13564 of Kedzie treated her with exceptional courtesy and wishes to express her grateful thanks and sincere appreciation.

Conductor J. J. Corbett, Badge No. 12780 of North Avenue is thanked by Mr. J. Feely, 138 S. Sacramento Avenue for stopping his car in order to enable him to board it even though he had the right-of-way to proceed.

Mr. C. E. Hayes, 75 E. Wacker Drive thanks Conductor A. Merkel, Badge No. 12296 of Devon for turning in his portable typewriter to the Lost & Found Department which he inadvertently left while a passenger on his car.

Mrs. Rose Angarola, 5110 N. Major Avenue wishes to highly compliment and thank Conductor John Floyd, Badge No. 12066 of Devon for his kindness in looking after her when she became ill while a passenger on his car.

Conductor J. Hyncik, Badge No. 11742 of 69th is thanked and commended on his courtesy by Mrs. E. Duncan Walling, 10356 S. Wood Street in assisting her to board his car when she was burdened by several large bundles.

Mrs. Edna Hagen, 2115 N. Cicero Avenue praises Conductor W. S. Abraham, Badge No. 11374 of North Avenue for his kindness in assisting an elderly blind man to alight from his car and escorting him safely to the sidewalk.

Miss A. M. Sexauer, 1442 Catalpa Avenue wishes to thank Conductor E. Seluf, Badge No. 11366 of Devon for his kindness and thoughtfulness in paying her fare when she boarded his car and found that she had left her money at home.

Starter E. J. Dawson commends Motorman E. H. Hambrick, Badge No. 6415 and Conductor C. C. Watson, Badge No. 14312 of 77th. Upon arriving at 81st and Parnell they found a trailer truck broke down, blocking traffic and took the following action: Conductor called wagon, motorman single tracked two followers to 80th Street where they took switch and returned north on time and in place, thus avoiding at least a 10 to 15 minute delay. The total delay was three minutes westbound on 81st. No delay northbound.

ROUNDING UP WITNESSES

Lawndale-Blue Island Takes the Lead—77th Climbs From Eighth to Third Place

Lawndale-Blue Island succeeded in displacing Burnside as the leader this month scoring an average of 4.24 against that of 4.00 for Burnside. 77th Street showed the best advance, climbing from eighth to third place with a score of 3.74 and 69th Street boosted itself from ninth to seventh place. The average for the system this month is 3.56, lower than that of last month and is, to say the least, very discouraging to those who have to handle the legal part of accidents cases and are handicapped by lack of witnesses. Everyone knows that to make any headway in any problem cooperation is necessary so why not when you are unfortunate enough to have an accident try hard to get all the witnesses you can and as the saying goes, "give 'em a break" over at 600 W. Washington Boulevard.

Detailed figures are as follows:

	Jan.	Dec.	Nov.	Oct.
1. Lawndale-Blue Isl...	4.24	4.00 (2)	4.17 (2)	4.56 (1)
2. Burnside	4.00	4.07 (1)	4.70 (1)	4.26 (2)
3. 77th Street	3.74	3.47 (8)	3.84 (3)	3.56 (7)
4. North Avenue	3.72	3.88 (3)	3.16 (12)	3.70 (5)
5. Archer	3.68	3.86 (4)	3.72 (6)	3.60 (6)
6. Cottage Grove	3.67	3.64 (6)	3.80 (4)	3.79 (3)
7. 69th Street	3.65	3.38 (9)	3.46 (8)	3.76 (4)
8. Elston-Noble	3.55	3.72 (5)	3.64 (7)	3.54 (8)
9. Kedzie	3.36	3.56 (7)	3.76 (5)	3.46 (9)
10. Armitage-Div.	3.14	3.30 (10)	3.26 (9)	3.13 (11)
11. Devon	3.00	3.06 (12)	3.25 (10)	3.19 (10)
12. Lincoln	2.75	3.25 (11)	3.22 (11)	3.06 (12)
Average for System	3.56	3.57	3.62	3.62

CANADA CLAIMS FIRST TROLLEY Windsor Newspaper Discloses the Facts on Which Claim Is Based

Despite the claims of various other contenders for the honor, it is an established fact, says the Windsor (Can.) Border Cities Star, that the first commercially operated electric street-car line in North America was established in 1886 to operate between Windsor and Walkerville.

The man in charge of the car on its first run is still living. The car, says the first street-railway motorman on the continent, made its inaugural trip on May 24, 1886, and it began operating permanently on June 3. The railway, which was incorporated in 1879, suspended operations in September, 1932.

A town official of Windsor, the late Richard Bangham, is given credit for efforts which resulted in the construction of the line. While on a visit to his birthplace, Brighton, England, in 1885, he saw an electrically propelled car for the first time.

Before he left for home he bought a description of the car and a picture of it. Returning to Windsor, he interested J. W. Tringham, an electrical enthusiast, in the new invention's possibilities.

Following a stiff battle in the Windsor council the projected railway was given its franchise, and the line, running along the river-front from Windsor to Walkerville, was built. Parts for the car were made in Chicago and shipped to Walkerville, where the car was constructed.

The pioneer motorman operated the car from a seat in the center of the car. The vehicle did about twenty miles an hour.

"We never did know how fast it would go," the motorman recalls. "For one thing, we were scared it would jump the track and head for the river, and for another, there was no great competition; so, there was no great hurry."

Engine Trouble

Letter to an engine company:

The gas engine you sent me stops when theres nothing the matter with it, thats the trouble. It wouldnt be so bad if it stopped for some reason and everybody knows theres reasons enough for it to stop.

I received the book which you sent me which is named "What makes the gasoline engine go" I aint read it yet because whats the use of reading it when I dont care what makes the gasoline engine go so long as it goes which mine dont only occasionally. What I want to know is What makes the gasoline engine stop. If you got a book called that, send me one. I want to know what makes my gasoline engine stop when every think is ok and nothing is the matter except that it must be a rotten engine.

Yours truly,

Sam Jones.

—Armstrong Magazine.

While in the street car the other morning two business men were seated together in the crowded car. One noticed that the other had his eyes closed, and asked:

"What's the matter, Bill? Don't you feel well?"

"I'm all right, Tom," said Bill, "but I do hate to see ladies standing."

SURFACE SERVICE MAGAZINE

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John E. Wilkie - - - - - Editor
C. L. Altemus - - - Assistant Editor

TEN YEARS

With this issue SURFACE SERVICE MAGAZINE completes its tenth year of publication. They have been ten eventful years in which we have witnessed the steady development of the Surface Lines into not only the largest but the most progressive system in the world. The theory of the management through this period has been that there must be no standing still—that in a great utility like ours there must be a constant advancement; and improvement could come only through harmonious efforts on the part of those all along the line. To this end operating problems were made the subject of a series of meetings each year at the car stations with Superintendent Evenson and Mr. Pasche, Supervisor of Accident Prevention, as the principal speakers. Courtesy, salesmanship and careful operation were stressed in these talks and capacity audiences showed a responsive interest on the part of the trainmen.

Then too there were the club house sessions which enabled members of each department to become better acquainted with the responsibilities of their associates in other lines of activity. Gradually there developed a more closely knit organization with definite objectives in all directions and consequent steady improvement in every department.

Accident Prevention became a specialized activity with results highly satisfactory in the gradual reduction of personal injuries and property damage. The annual contests conducted for eight years stimulated rivalry between car stations and resulted in an individual determination to avoid accidents and thus score a clean record. The monthly reports of the standing of the contestants have been attractive features of the magazine. Another contest to keep the equipment at a high point of efficiency and prevent troublesome delays in service brought

remarkable results in increased mileage per pull-in. And there were others relating to courtesy and to witness-getting for the benefit of the Legal Department that had their share in developing healthy rivalries.

Ten years have seen many physical changes in the types of equipment and improvement in station quarters, while open spaces about company property have been beautified through the efforts of skillful gardening employes who took pride in the appearance of their surroundings.

In spite of disturbing problems and periods of depression we have been inspired by a calm leadership to concentrate on doing our individual work a little better each day for the credit of the organization.

Friendships have been cemented through closer relationships that have been encouraged. We have shared the happiness that has come through the weddings of fellow employes and carried news of additions to the families of our readers where babies were welcomed; and pictures of the little ones in the magazine have been cherished. Where we have been called upon to part with a loved one we have been assured of the sympathy of our fellows and our burden has been lightened.

To the correspondents and contributors whose copy each month has been responsible for the sustained interest in our publication we extend grateful thanks.



Mary Ellen, 4, and Norene Theresa, 1, Daughters of Bus Operator Philip Smith of North Avenue.

"You can't talk that way to me, Officer," said the young lady. "The brakes on this car don't work, and I can't stop just anywhere you please. Besides, I don't even have a license to drive! So leave me alone, will you?"

Keeping 'Em Rolling

Limits, Cottage Grove and Division Are the Leaders for February

Winning Pull-In Crew at Limits Carhouse

G. Chamberlain, K. Waseto, W. Stevesand, L. Demzien, J. Nardiello, T. Dwyer, L. Buyle, I. Poulouskis P. Irwin, H. Hayden, S. Solak, W. Tiechner, S. Golembiski, J. Lehocky, J. Ziaja, G. Tepper, S. Kerdulis, N. Schweig, P. Cupak, J. Majkszak, L. Matich, J. Pielia, C. De Ridder, P. Van Boven, H. Pettigrew, J. Fordon, G. John, J. Kaypust, M. Kressler, N. Pappas, J. Warchal, V. Freda, S. Burzynski, J. Vrobel, R. Zink, J. McMahon, L. Gawlik, L. Kurtyka, M. Gitt, B. McAlinden, W. Jackusak, P. Moran, J. Craig, B. Rice, T. McGill.

Limits leads the carhouses for February with 30,485 miles per pull-in due to equipment failure. This is a 37.3% increase for Limits over last month's record.

Cottage Grove runs a close second with 30,446 miles per pull-in to their credit.

There were nine of the sixteen carhouses with a record of over 20,000 miles per pull-in due to equipment failure, and the individual records follow:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Limits	18	30,485	37.3
2	Cottage Grove	9	30,446	14.9
3	Division	18	25,474	9.9
4	Burnside	19	25,104	32.1*
5	Archer	6	24,136	28.6
6	69th	5	24,061	30.0
7	Lawndale	14	23,461	17.9*
8	Blue Island	18	22,066	18.5
9	Noble	16	21,453	1.6*
10	North	5	19,270	19.7*
11	77th	2	17,674	14.6*
12	Lincoln	10	16,405	15.9*
13	Armitage	12	15,616	30.3*

14	Kedzie	3	14,857	13.0*
15	Devon	7	14,772	8.8*
16	Elston	13	14,157	51.4*
		175	19,632	4.9*

*Decrease.

Standing of each carhouse for the past half year follows:

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

Departments and Divisions

Accident Investigation and Legal

It is with great regret that we announce the death of Joseph A. Marshall, legal investigator, who passed away on March 4th after an



Joseph A. Marshall

illness which had confined him to his home for about a month. Mr. Marshall was well known throughout the company as he had often assisted in Surface Lines Club affairs as a vocalist. He was a singer of considerable experience and real ability. He entered the service

of the Legal Department in 1917 and developed into one of our most able investigators. He had not been in good physical condition for some time but persisted in carrying on his work in spite of that handicap. Mr. Marshall's pleasing personality won him many friends and our office will feel his loss deeply. He died at the age of 50 years and left surviving his wife, Edna Reiner Marshall, and two children, Corinne and Joseph, Jr. He was a member of Candida Lodge No. 927, A. F. & A. M.; Lincoln Park Chapter No. 177, R. A. M., and Chicago Council No. 4, R. & S. M.

The funeral services were conducted at Drake Chapel, 5200 North Western Avenue on Wednesday, March 7th and interment at Rosehill.

Mr. and Mrs. Otto Geiger welcomed a young lady to the family circle on January 16, 1934. She weighed seven and a quarter pounds and has created quite a lot of excitement in the Geiger family ever since. She will be known as Barbara Marie. Otto is learning a lot of little tricks in connection with bringing up children. Can some of you old timers imagine what some of those tricks are?

Accounting

The employees of the Accounting Division were very sorry to hear of the death of Mrs. Gazella De Lorme, who passed away on Monday, February 19, 1934. We extend heartfelt sympathy and condolence to members of the family on their bereavement.

Mr. J. R. Maus was observed leaving the office St. Valentine's Day, Wednesday, February 14, with a box of candy under his arm. What is up, Mr. Maus?

Mrs. Robert Mann was the guest of honor at a luncheon held by her friends at De Met's Thursday noon, February 8, where she was presented with one dozen goblets and sherbets.

On Saturday afternoon, February 17, a number of girls from the Trip Sheet Analysis Division were entertained and luncheon served at the home of Mrs. Francis Carroll (Della Kilham) and from all reports a pleasant time was had by all.

At this writing we are sorry to report Mr. Paul Minogue of the Timekeeping Division on the sick list, but we are looking forward to his speedy recovery.

T. F. Coan.

Engineering

R. J. Rumatz of the Track Department was stricken with pneumonia on February 13th. At this writing he is considerably improved, and we sincerely hope he is one the road to permanent recovery.

Herb Harner of Van Buren Emergency was decorated by the United States Government with the "Purple Heart Medal" in recognition of his valor in the World War. On a previous



Herb Harner

occasion Herb was awarded the "Distinguished Service Order" for bravery under fire during a conflict in which he was wounded. We congratulate Herbie on the honors thus conferred upon him.

On February 10th Edwin J. Marvin of the Track Department married the charming Miss Rosalina Casellas. The boys at the office presented the young couple with a wedding gift, and Marvin promised a house warming party as soon as he gets the house. We all wish the young couple many years of happiness and prosperity.

Mr. C. R. Potter has been appointed Division Superintendent of the Central Division of the Track Department taking the place of Mr. B. Greenway, deceased. We all wish Mr. Potter success in his new position.

Transit.

Electrical

Congratulations are extended to Mr. and Mrs. E. Pardell for their 16th wedding anniversary which was celebrated March first.

The reason for those broad smiles of happiness on Ralph Jossie's face is that he is soon to enter upon the sea of matrimony. Jossie is our smiling toolroom keeper at Grand and Leavitt.

Peter Pageni is the proud owner of a world

war service cross, which was presented to him this past month. Congratulations Peter.

Our heartfelt sympathy is extended to operator of Crawford Ave. Sub. Station, John Woods whose mother was called to her eternal home Feb. 14.

Bill Kopke our former telephone operator at Grand and Leavitt has taken to the air and is in the Electrolysis Dept. You should see the rosy red cheeks that he now has. Outdoor exercise is doing wonders.

Everett Balzer is welcomed as our new assistant telephone operator at Grand and Leavitt. Have patience in getting your connection for he will soon know your needs and excellent service will be yours.

On March 7 Julius Boisacq was greeted by Pat Griffin thus: "Congratulations, Julius." "Thanks, have a cigar Pat." "How comes, I thought I was the only one who knew when my birthday was." Pat, laughingly said: "Well, it happens to be mine too, that's how I know." Well, boys, here is wishing you many more and happy ones too.

Billy.

Shops and Equipment

We are sorry to report the following employees on the sick list:

J. Mullner, a carpenter at the West Shops, has been off sick since February 4th.

Westphal, a car repairman at Division, has been ailing since February 14th.

Chas. Modies, Machine Shop; John Gaedt, Truck Shop; Andy Nelson, Armature Room; and Pat Kearin, have been off sick for some time, and we hope to have them back with us before long.

Fred Post, Armature Room, returned to work on the 5th of March after having been absent since January 15th on account of a major operation.

We are sorry to hear of the death of P. Martikonis, a car cleaner at Archer, who passed away February 13th. We extend our heartfelt sympathy to his family and friends.

Ed. Wendt celebrated his ? birthday this month, and came down the next morning, on his Saturday off, sporting a new hat. He said he came down to prove that he was able to get up after the night of celebration, but how do we know he ever went to bed? However, as long as he didn't fall up the steps and was able to drive his automobile here and back (with a passenger), we will have to believe him.

Ella Rall came down to work the other morning in a rather breathless and bedraggled manner after having ridden all over the West Side in strangers' autos trying to get to work. However, she gave a pretty good excuse of having been dumped off the Crawford Ave. car near North Avenue in water up to her knees, as I understand they had a fair sized lake in that neighborhood on the morning in question.

Yvonne Randall.

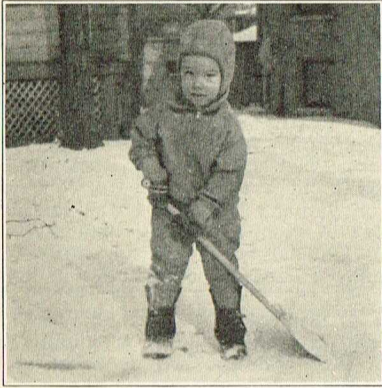
South Shops: We extend our heartfelt sympathy to M. Rubey, Machine Dept., whose beloved mother passed away on February 25, 1934.

We understand that C. Sandow, Machine Dept., who has been sick for some time, is now on the road to recovery, and we hope to have him back with us soon.

To M. Senkpiel, Tin Dept., we extend our deep sympathy on the loss of his beloved father, who passed away on February 27, 1934.

Cottage Grove: "Fashion Follies of 1934 for Trolley Men" are now being modeled by Mike Kelly.

We are glad to hear that Al. Suma, who has been on the sick list for some time, is on the road to recovery.



Raymond Morris, 2½-year-old Son of E. Timpe, Repairman at Cottage Grove

Charlie Winzeholler inquires as to the why and wherefore of Leo Keane's spat. Answer in next month's issue.

Burnside: A certain young man would like to know if Doctor R. Ferguson has clipped the soup strainer which only a few weeks ago was seen nestling against his upper lip.

77th Street: Questions of the Hour: What became of Joe Lilley's red tie??? Who is the possessor of the adorable blonde mustache??? Fred Green asking what breed dog does Frank Haas own?

Elsie R. Smith.

SURFACE LINES POST

The American Legion

Wednesday evening, March 28, will be a Disabled Veterans' Night at the Edward Hines Hospital. The entertainment starts at 8 o'clock. All are invited.

Thursday evening, April 3, will be Membership Committee Night and those who served under Chairman Joseph Zaraf will be honored. Comrade Dudo has prepared a surprise for that evening in addition to the usual good time.

Those who did not attend the last party missed an opportunity to renew friendship with Jack Poorman, past State Commander.

The Adjutant greatly desires to have all delinquent members paid up by April 3.

A new contact office of the Veterans' Administration has been opened in Room 1109, New Post Office Building. Office hours are Monday, Tuesday and Friday, and Wednesday and Saturday mornings.

Commander.

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

Around the Car Stations

Cottage Grove

The annual meeting held at this depot Feb. 28th was a great success, our Superintendent, C. Cricks and his assistant, H. Hooper were greatly pleased at so large an attendance—100 per cent of the men who were working attended it. Superintendent C. H. Evenson gave a very interesting talk on the operation and salmanship for motormen and conductors, and Mr. William Pasche, Supervisor of Accident Prevention gave a talk on careful operation and safety in the motormen and conductor's line of duty. Mr. C. Cricks in well chosen words thanked the trainmen for the co-operation he had received in the past and hoped the same goodwill and same friendly spirit would prevail in the future.

Ex-board Member Mr. Al. Smith also gave an interesting talk and excellent advice on operating the cars according to schedule.

Other officials on the platform included J. B. O'Connell, assistant to Mr. Evenson, Joe Gamen representing the mechanical department and Ex. Board Member J. Phillips.

At the afternoon meeting a great burst of applause was given to our Chief Janitor Jerry O'Connor when he appeared on the platform to re-arrange the chairs. Jerry in his good natured manner acknowledged the applause by bowing several times to the audience.

We have quite a number of new trainmen among us, let us give them all the encouragement we can, by helping them in their duties. If any of the new men who don't thoroughly understand some of their duties will ask some of the older employees, they will gladly help.

I cannot let this go to press without saying a few words for two of our men who went into matrimonial partnership some time ago. I know it is a little late but I would like to wish our genial clerk, Owen McMahon and his bride who was Miss Martha Ekola of Minnesota, much happiness in their life partnership. Also to Motorman S. F. McIntyre who was married on his birthday to Miss Arvilla Seidel and after spending their honeymoon touring the southern part of Illinois are now at home at 4526 Drexel Blvd. The trainmen wish you all much happiness.

There are several men on the sick list who would appreciate a visit. Motorman Adam Becker was injured in an accident at 63rd and Stony Island Ave., is progressing. Conductor Fred Hooper who injured his hand is progressing. Conductor James Lovett is sick too. Motorman C. A. Weaver is sick; Motorman Markby, Motorman J. J. O'Connor, Motorman Fred Luedke, and Motorman Jack Birmingham we wish a complete and speedy recovery.

We are glad to see the brothers Jeff and John Cook and Conductor C. J. Hickey at work again after a long illness.

The sympathy of the trainmen is extended to Conductor James Norton and his sisters and other members of their family in the loss of their brother.

Sympathy is also extended to the family of

our late Conductor H. F. Smith who passed away after a very short illness.

J. H. Pickin.

Seventy-seventh

The large attendance at the operating conference and Accident Prevention Meeting held in our club room on Feb. 26, was greatly appreciated by our superintendent, W. A. Bessette. At the first meeting scheduled for 2:30 p. m. every seat was occupied and very little standing room was available. At the other meeting scheduled for 7:30 p. m. it was a repetition of the first one. The speakers at these meetings were C. H. Evenson and Wm. Pasche.

Three lusty cheers for the trainmen at Burnside Depot (Div. No. 2) for their recent accomplishment, i. e., the winning of the Accident Prevention Contest that closed last month. We of this division are sorry that we could not repeat this year as we did the two previous years, but in this contest like any other one, it is always the fittest that survive. Again we say three lusty cheers for the new champions.

In the column last month we made reference to getting more names of witnesses to accidents, and again this month our superintendent, W. A. Bessette, who by the way is disappointed about our showing in this contest, wishes to impress on every one of us that when an accident happens the crew involved should be very systematic in doing the necessary and in all probabilities they will be able to procure the names of more witnesses than they otherwise would.

Conductor Miles A. Crozier showed great possibilities of being a real fireman, when a fire broke out in his home one day last week and he went pronto to the task of extinguishing the conflagration by dragging the hose up the ladder with the fireman.

To our new trainmen we graciously solicit their membership in our L. and A. Club. For information concerning dues, etc., please see our secretary, Owen T. Duncan.

To the family and relatives of Conductor W. R. Golden, who passed away recently we extend our heartfelt sympathy.

We express our deep sympathy to Conductor S. H. Brownlow and Motorman J. W. Brownlow in the loss of their father, and to Conductor J. O. Shaw in the loss of his father-in-law.

To Conductor J. F. Farrell we express our deep sympathy in the untimely death of his dearly beloved wife, so also do we express our deep sympathy to Motorman C. L. Champlin in the death of his dearly beloved wife.

John T. Flynn.

Sixty-Ninth

We were sorry to learn of the death of Mrs. Cronin, sister of Conductor J. J. Liston on January 8th, 1934, and of the father of Motorman J. N. Karlovich. We offer our sincerest sympathies.

Patrick O'Connell, Motorman for 38 years passed from among us on January 27th. Death was due to pneumonia. Division 4 expresses sympathy to the relatives among whom is a brother from this station.

January 15th during a fire at 63rd and Cottage Grove at 12:22 a. m. wreck wagon driver Barrett wishes to commend four of our trainmen for the prompt and willing assistance rendered him in the helping of putting down

bridges and restoring of service: T. A. Nash, Badge No. 6408; W. H. Thompson, Badge No. 1846; F. J. Konczal, Badge No. 2463; and C. Schuster, Badge No. 837.

William Ehrhardt is back home from his stay at the Augustana Hospital where he underwent quite a successful lung operation, and would appreciate visitors.

Sympathy is extended to Motorman J. F. Fitzpatrick whose brother passed away on January 1st, 1934.

Conductor P. O'Neill has just recently let out the information that he was quietly married to Miss Catherine Conway on November 8th last. Conductor T. J. Dawson also took leave for a few days and was married to Miss Marion Pratt on January 21st, 1934 and last but not least our 67 year old young man was happily married on Saturday, January 27th to Mrs. Trausnik. Heartiest congratulations to all of you.

Crew J. Mulligan, No. 441 and Conductor O. F. Olson, No. 2, No. 3618 is commended for trading cars and avoiding a delay at a fire at 67th and Cottage Grove on the morning of January 18, 1934 at 4:28 a. m.

Conductor F. R. Smith is the proud father of a 9-lb. daughter Jacqueline Cecil Smith born on December 26, 1933. Congratulations.

Commendable mention for Operator M. L. Stoldt, on run 22 who when blocked by auto at 67th and Stony Island, changed cars with follower and went back on his time. Also Operator F. J. Kugler, who repeated the same action thereby reducing the delay and maintaining regular service.

Crews R. H. Weier and E. F. Button and R. Booth and L. F. Ewert likewise deserve credit for trading cars at 63rd and Long avenue and maintaining service at what would have been a serious delay on the evening of February 16, 1934.

Crew W. J. Butler and W. F. Jeffers on February 19th at 7:33 a. m. at 63rd and Indiana, turned back cars while waiting for the wire wagon. This was effected by one of the crew running from Indiana to State street which speaks for itself.

Crews C. E. Gradt and E. L. Allen and J. P. O'Malley and J. E. O'Donnell on the night of February 11, 1934 at 63rd and Kilpatrick, maintained service on the West end of 63rd by trading crews after there had been an automobile collision and are commended by Supervisor Johnson who noticed this teamwork on the part of these trainmen.

Cradle roll news consists of the following: A 6-lb.-2-oz. baby girl "Beverly Jean Willer" born to the proud parents of Mr. and Mrs. O. H. Willer. Motorman W. R. Jones is wearing a broad smile and rightly so, since the arrival of a 10-lb. son born March 5, 1934. Congratulations to the proud parents.

W. L. Pence.

Archer

Conductor John Edward Bielowski reports the arrival of a 8-pound baby girl at his home on February 17, and answers to the name of Geraldine Theresa. This makes John the proud father of two daughters.

Conductor John J. Vones is convalescing at home after a serious operation, it is reported he is on the road to recovery and will soon be back on the job.

Operator W. T. Barth after being relieved on completion of his days work, knowing of a

delay to service on the 51st Street line and his relief man having a triple street, took it upon himself to run the car for his relief, in doing so he opened up the street bringing his car back on schedule time. Cooperation of this kind is quite noticeable and should be commended.

Our sincere sympathy is extended to Conductor M. J. Hartnett on the death of his mother who died on February 22.

On January 16, Conductor Tony Kellman was the proud father of a baby boy Frank Robert by name. A few days later sorrow and sadness entered his home when his dear wife after a short illness crossed the Great Divide and was laid at rest on February 13. The boys of Archer extend their deepest sympathy.

Motorman Luke Dolan is reported to have fallen on the steps of his home breaking a couple of ribs. The boys extend their best wishes for a speedy recovery.

Many hearts mourn the loss of Motorman W. R. Whitney, the father of Conductor William A. Whitney of this depot. Motorman Whitney after a lingering illness died on February 23. Funeral from St. Galls Church on February 26. Mr. Whitney had a train service dating August 31, 1918 and made many friends among his fellow workmen. His memory will linger long with us. Our deepest sympathy is extended to his family in their sad bereavement.

Conductor W. F. McMillen is smiling again, this time it is a baby girl, Mary Ann by name, born January 11. Bill is now the proud father of ten children. Congratulations Bill, here's wishing you more power.

Motorman Adam Longhauser, president of Archer Avenue Trainmen's Club is back on the job again after being off several weeks confined to his home with the gout. Adam says he is planning a real surprise to follow the housecleaning and redecorating of the club rooms.

Another Operator Thomas H. Rodden receives commendation for his cooperation and alertness in avoiding a serious delay to service on the 51st Street line at St. Lawrence Avenue February 5. The Operator on Run 273 was taking care of an injured woman who was picked up in the street, when Tom Rodden who was off duty and on his way home from his day's work came up on the following car, observed the situation, wheeled the car to the east terminal and back to place of accident where the regular operator boarded car resuming his regular duties, car in place and on time. This is a sample of the friendly spirit among the operators on the 51st Street line.

Conductor M. J. Hartnett mourns the death of his dear mother who was called upon to cross that Great Divide on February 21. M. J. you have the sympathy of the boys from Archer Depot.

Motorman Frank Ellis is having another kind of luck. He is now in the County Hospital with a broken arm. Frank while doing some repairs to his auto on Sunday morning, March 4, got his arm in the machinery and the result was a break above the elbow. While we have not heard complete details, we are sure he will appreciate a visitor.

Our sympathy is extended to Conductor E. Peck on the death of his dear mother who died February 23, at the age of 79.

More bad luck, and our deepest sympathy is conveyed to Motorman Wm. Hoskins on the death of his mother who passed away on March 4, at the age of 89. The mother of Motorman

Wm. Hoskins is also the Grandmother of Conductor L. Hammer of this depot.

Conductor John J. Grady the oldest conductor now at Archer Depot is convalescing at home. John has a seniority March 6, 1889. You have our best wishes for a speedy recovery.

Conductor Mike Lewandowski's brother died February 24, after a short illness. Mike you have the sincere sympathy of the boys from old Archer Depot.

Dusty.

Blue Island

As there were no items in the magazine last month, we now take the opportunity in extending our most heartfelt sympathy to Assistant Division Superintendent T. H. Eigelsbach in the loss of his mother who had been very ill for some time. We also extend our sympathy to Motorman J. Geitl in the loss of his sister.

We also extend our sympathy to the following and their families in their recent bereavements: To T. Piekarski, the loss of his brother; W. Colwell, the loss of his brother-in-law, and to G. Van Loan, the loss of his mother, and to Michael and Wm. Sullivan in the loss of their mother.

Conductor George Havel, of this depot, who after completing his first day for himself as a conductor, was found dead in bed on February 8. We extend our sympathy to his bereaved parents and to Motorman E. Kowske, his brother-in-law.

Motorman O. Kowski was presented with a 10 lb. boy on January 22nd; Motorman P. Peters with a 7 lb. girl on February 20, and Conductor J. McNamara with a 7 lb. boy on February 19. Congratulations boys, and good health to the little ones.

We wish to extend our welcome to the new trainmen and wish them success in their new positions.

The Accident Prevention and Operating Meetings held at this Depot on Friday, March 2, 1934, had 100 per cent attendance and all who attended heard and appreciated a very interesting and helpful talk given by Mr. C. H. Evenson, Superintendent of Transportation; Mr. Wm. Pasche, Supervisor of Accident Prevention; Mr. W. A. Hall, Assistant Superintendent of Transportation and Division Superintendent E. L. Maguire and Assistant Division Superintendent T. H. Eigelsbach.

Paul Gunther is an expert boot black, if you see him polishing shoes at the Depot you will agree with us.

Conductors and operators do not fail to take advantage of every opportunity you have to attend the Transfer Instruction classes, as you cannot get enough instructions, and same will be very beneficial to you as you must be 100 per cent. Our able Instructor Roy Smythe will assist you on anything you may be in doubt about.

C. P. Starr.

Lincoln

We boys don't realize how lucky we are when we have our health and can work, still we are always crabbing about something. Here are some of our boys that have been sick for some time, Motorman F. La Grange has been sick since Dec. 23 with stomach trouble; Motorman G. Ries has been off since Dec. 28 with a sore shoulder; Conductor T. McPhee has been sick with rheumatism, since Dec. 10; Conductor B. Studinske also has had rheumatism

since Nov. 4; Motorman J. Beck has been ailing with a sore back since Feb. 13; Conductor J. Elligan has been very ill with pneumonia since Jan. 29; Conductor U. P. Halm signed the sick book Feb. 3 and Gus May has been off for over six months with a very bad leg. We all express our sincere sympathy and wish them all a quick recovery and hope to see them on the job soon. Our sick boys would appreciate very much to have some of the boys come and see them.

The Lincoln boys have had their schooling with checking the time on transfers and they think it is quite an improvement. We also want to thank our instructor Al. Gibbons who had so much patience with us and explained it very simply. He always greeted us with a smile and was always willing to answer all questions.

Congratulations to Conductor F. W. Mertens who was presented with a baby girl, 7 pounds and 4 ounces, born March 2. Best wishes to mother and baby.

H. Spethman.

Limits

Conductor E. Neville passed away on February 7, 1934. He had been ill only a short time. He had been in the service since May 3, 1902. We extend our sympathy to his family and friends in their hour of grief.

We also wish to sympathize with Motorman G. Odell and his wife upon the death of their baby boy.

Any of the men that would like to cheer up Conductor John Klein and Michael McGuire may do so by visiting them at their homes where they are confined by illness.

We hope that Conductor R. Babbitt and Motorman F. Tutlewski like their new positions as bus operators and wish them success.

George Kornacki has been seen practicing quite frequently lately. All you golf players better hurry up and get busy.

Our bowling team still retains the league lead. We all hope that they continue and take the trophy.

The men at this station all wish the new

trainmen success in their new undertaking and hope they enjoy their surroundings.

William Colgan.

Devon

We very much regret to announce the passing of Motorman Oscar Isenberg, another of Devon's veterans, having a seniority dating April 1, 1889. Oscar, after an illness which lasted over two years, crossed the Great Divide on February 26. He well merited his position in life and was well liked by his fellow employees. The boys of Devon extend their deepest sympathy to his family and relatives.

Two of our conductors have joined the rank and file of the Benedicts, namely A. Backhaus, Feb. 10, and E. Schulzke, Feb. 17. To their brides and them, we wish much success and happiness.

The stork has visited the homes of several members of our Depot, namely, Motorman M. Rausch, a boy born Feb. 10; Motorman L. Platt, a boy born Feb. 22; Conductor T. Susalski, a boy born Feb. 8, and Motorman T. Devane, a girl born March 2. Congratulations. G. E. Land.

EMPLOYEES RELIEF FUND

February, 1934

The Surface Lines Employees Relief Committee held four sessions during the month, at which 13 applications were considered. Of this number six were approved for weekly payments, and 7 cases were rejected.

Checks totaling \$12,325.00 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$434,262.89 paid to the 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, \$554,262.89.

Veterans' Roll of Honor

Employees in Service of the Chicago Surface Lines and Constituent Companies of 40 Years or More Number 434

EXECUTIVE DEPARTMENT

Triplitt, C. J. 1893

FINANCIAL DEPARTMENT

Mackey, D. F. 1872
Van Horn, L. G. 1874
Burke, J. P. 1875
Lundblad, A. 1881
Cook, C. E. 1887
Andresen, A. F. 1888
Beatty, J. J. 1889
Plowright, E. G. 1889
Morton, M. V. 1891
Ball, E. W. 1891
Bergholtz, F. 1892

ELECTRICAL DEPARTMENT

Donnegan, M. 1881
Nelson, P. 1887
Conway, P. 1890
Spellman, W. 1892
Jones, J. W. 1892
Rowe, F. 1892
Steglish, J. 1892
Van Norden, A. 1893

LEGAL AND ACCIDENT INVESTIGATION

Boulard, Charles 1878
Rood, Charles 1881
Krieger, Aug. 1881
Wilson, Andrew J. 1890
Guilliams, C. W. 1892
Schaf, F. J. 1892

SHOPS AND EQUIPMENT

Farrow, J. C. 1881
Ristow, C. 1881
Anderson, J. 1882
Carlson, F. 1882
Hansen, H. 1882
Hildeman, R. 1882
Quinn, T. 1882
Martin, F. 1884
Polowski, M. 1885
Gerber, J. 1886
Guy, J. 1886
Kaufman, J. 1886
Marsden, R. C. 1886
Orbett, C. 1886
Kressler, M. 1887
LaPierre, E. 1887

Lund, A.	1887
Regan, M.	1888
Olsen, C.	1889
Felske, E.	1889
Rowley, J.	1889
Gedt, J.	1889
Jespersen, H.	1890
Danielson, A.	1890
Bergman, P.	1890
Minter, F.	1891
Carlson, J.	1891
Meyers, F. W.	1891
Sundberg, F.	1891
Schleh, W.	1891
Anderson, E.	1891
O'Shea, W.	1892
Peterson, E.	1892
Peterson, A.	1892
Flynn, B.	1892
Chamberlin, G.	1893
Conrad, L.	1893
Meyers, S.	1893
Colson, E.	1893

ENGINEERING DEPARTMENT

Boulard, F.	1879
O'Brien, P.	1880
Mercier, G.	1881
Urry, W.	1881
Brinker, F.	1883
Colfer, J.	1884
Stiglich, F.	1884
O'Connell, M.	1885
O'Donnell, W.	1885
Doyle, P.	1886
Gibson, C.	1886
McQuinn, M.	1887
Milos, J.	1887
Carlson, E.	1888
Dunn, J.	1889
Nelson, T.	1889
Long, J.	1889
Blakely, T.	1890
Polish, J.	1890
Smith, E.	1890
Harrington, W.	1890
Sepich, J.	1891
Mitchell, A.	1891
Nelson, M.	1891
Dillon, D.	1892
Chambers, C. C.	1893
Evers, J.	1893
Milos, J.	1893

SCHEDULES AND TRAFFIC DEPARTMENT

Lohse, G. F.	1893
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TRANSPORTATION DEPARTMENT

Ohlson, O. A.	1879
Bell, George	1880
Fennema, Fred	1880
Maguire, Edward L.	1880
McGuinness, A.	1880
Heelan, David	1881
Keller, Wm.	1881
King, Thomas	1881
McLaughlin, Michael	1881
Moriarty, John	1881
Bohnohff, August	1882
Curtis, Caleb	1882
Foley, Patrick H.	1882
McCann, Patrick	1882
Miller, Johann	1882
Brown, Arthur E.	1883
Johnson, John	1883
Kennedy, Terrence	1883
Quilty, James J.	1883
Horrigan, James J.	1884
Harrington, M.	1884
Hennessy, Michael	1884
McCarthy, James T.	1884
Tullen, Nels	1884
Zimmerman, George	1884
Barthold, Otto	1885
Burgee, J.	1885
Casey, Owen	1885
Cronin, Benjamin	1885
Dudman, George	1885
Ennerson, John B.	1885
Fuller, Varion J.	1885
Holley, Patrick	1885
Kerigan, Mathew J.	1885
Kriete, Joe	1885
McGinty, Peter	1885
Murphy, Patrick	1885
Rogers, George L.	1885
Smith, Thomas	1885
Sorenson, Sam	1885
Storey, W. J.	1885
Watson, Wm.	1885
Watson, Wm.	1885

Zechs, Peter	1885
Barnicle, Joe	1886
Baumhardt, H.	1886
Boos, C.	1886
Cronin, Peter	1886
Eichhorn, H.	1886
Hansen, Max	1886
Hennessy, David	1886
Holmes, Wm. H.	1886
Howe, John	1886
Lang, Paul	1886
Lund, August	1886
McComb, James	1886
O'Brien, Michael	1886
Ritter, George	1886
Roy, Augustine	1886
Smith, Nigh L.	1886
Coleman, Patrick	1887
Croat, Michael M.	1887
Eilert, H.	1887
Fox, John K.	1887
Jenkins, R. M.	1887
Johnson, John B.	1887
Lake, William	1887
Lyster, George	1887
Milea, Michael	1887
Nelson, Peter	1887
Quinn, M. B.	1887
Reynolds, Patrick	1887
Schaefer, Thos.	1887
Tabor, Wm. L.	1887
Ahern, E. W.	1888
Alternat, Adolph	1888
Berg, Wm.	1888
Bradley, Patrick	1888
Cadogan, A. E.	1888
Fossum, Henry	1888
Fried, A.	1888
Garvin, Patrick	1888
Goggin, Thomas	1888
Goodinson, W. H.	1888
Griffin, James	1888
Handley, John P.	1888
Keester, J. H.	1888
Linden, Joseph	1888
Nelson, Nels	1888
Pohlman, Wm. M.	1888
Powell, Walter	1888
Quilty, Wm.	1888
Rotchford, J. S.	1888
Shaw, John	1888
Smith, John R.	1888
Bosnak, Sam	1889
Brennan, John	1889
Broderick, Patrick	1889
Covert, R. A.	1889
Crowley, Dennis	1889
Cunningham, R. C.	1889
Dougherty, J.	1889
Durkin, Thomas	1889
Enright, Dennis	1889
Fleming, Jeffery	1889
Grady, John	1889
Hultman, August	1889
Hutchins, Richard	1889
Isenberg, Oscar	1889
King, James	1889
Krygsman, Harry	1889
Longtin, Samuel	1889
Luehr, Fred	1889
McDonald, Anthony W.	1889
Newell, Thomas	1889
Noble, Walter	1889
Olson, August	1889
Peterson, Nels	1889
Phelan, James R.	1889
Ray, Michael	1889
Roville, Fred	1889
Rump, William	1889
Scanlon, Garret T.	1889
Sheridan, James	1889
Swanson, M.	1889
Walsh, Patrick	1889
Anderson, Fred	1890
Benson, August	1890
Briese, Gustav	1890
Carney, John	1890
Cleary, John	1890
Collins, Wm.	1890
Coloney, John	1890
Craig, James	1890
Dahlen, Gus	1890
Delca, John	1890
Downey, Martin	1890
Doyle, John J.	1890
Fyffe, Robert	1890
Gallagher, Patrick	1890
Hellmers, Wm. J.	1890
Johnson, Olaf	1890
Jones, Bert B.	1890
Kehoe, John	1890

Lane, James	1890	Pauley, Henry	1892
Lantz, Edward M.	1890	Paulsen, Henry L.	1892
Lawrence, Martin	1890	Purdon, Henry	1892
Lysaght, Patrick	1890	Reid, David J.	1892
Mackian, Frank	1890	Roll, Bernard O.	1892
Matthias, Gustav	1890	Ross, Andrew	1892
McDowell, Chas. N.	1890	Ryder, Edward	1892
McGuinness, Peter	1890	Schmidt, Henry	1892
McKeil, Chas. H.	1890	Sherman, James	1892
Moloney, William D.	1890	Simon, John	1892
Roder, John	1890	Sims, George	1892
Schreiber, Fred	1890	Snyder, John	1892
Schultz, Henry C.	1890	Sorenson, Sam	1892
Sebastian, Nicholas	1890	Vincent, Wm. G.	1892
Snyder, Wm. H.	1890	Whitney, Wm.	1892
Storm, Fred	1890	Anderson, August	1893
Strobeck, Chas. A.	1890	Aye, Alexander	1893
Suhr, Herman	1890	Bisette, W. A.	1893
Sutherland, James E.	1890	Boyer, Cyrus	1893
Walsh, Maurice	1890	Broderon, Fred	1893
Allen, Edward	1891	Burke, Jeremiah	1893
Burchill, John	1891	Callard, Chas. H.	1893
Calder, James	1891	Carroll, John C.	1893
Christensen, K. C.	1891	Chaplinski, Gustus	1893
Gerard, Eli S.	1891	Cogger, Thomas	1893
Gloede, Albert H.	1891	Conway, Michael	1893
Hankins, Edward H.	1891	Copithorn, John D.	1893
Hanley, Patrick	1891	Corrigan, Thomas	1893
Hinkle, Fred	1891	Cotton, Leslie E.	1893
Hunt, Timothy	1891	Coughlin, Patrick	1893
Jones, Wilber S.	1891	Cronin, John A.	1893
Kaley, Charles P.	1891	Cunningham, Hugh	1893
Kavanaugh, Thomas	1891	Curran, Patrick	1893
Kehoe, James	1891	Daum, Frank E.	1893
Kinney, Edwin L.	1891	Davis, Thomas J.	1893
Kleppin, John F.	1891	Dewick, Charles B.	1893
Knospe, Wm. H.	1891	Dole, Henry D.	1893
Kuck, Wm.	1891	Duggan, Martin	1893
Larson, Gustav	1891	Dunkle, John	1893
Locke, Louis	1891	Edman, J. L.	1893
Lowery, John J.	1891	Erickson, Fred	1893
Lynk, Edward J.	1891	Finn, Edward	1893
Madsen, A.	1891	Fuchs, James	1893
McCurdy, James	1891	Geller, Martin	1893
McMahon, John M.	1891	Gildea, Daniel	1893
McMahon, Patrick	1891	Gleason, William	1893
Montgomery, James	1891	Goorsky, John	1893
Moore, Myron F.	1891	Graham, Alexander R.	1893
O'Connell, J.	1891	Grant, Charles R.	1893
Ohlsen, Peter	1891	Green, P. A.	1893
Pearson, Charles	1891	Grice, Isaac	1893
Quinlan, Wm.	1891	Haggerty, Patrick	1893
Rahn, August	1891	Halverson, Andrew	1893
Remers, Chas. O.	1891	Hanson, Adolph	1893
Schwuchow, Fred	1891	Hartman, Gus A.	1893
Waters, Patrick F.	1891	Hayes, R. L.	1893
Williamson, August	1891	Hempy, Elmer E.	1893
Blakely, Wm. J.	1892	Heron, John	1893
Kopp, Albert	1892	Irvine, S. G.	1893
Olson, John	1892	Jensen, Mads	1893
Reid, James W.	1892	Jones, John W.	1893
Reimers, Louis	1892	Jones, Wm. F.	1893
Armstrong, George	1892	Kemp, Harry M.	1893
Baker, Edward	1892	Kleidon, John	1893
Bartholmey, Harry	1892	Kuecker, Wm. H.	1893
Bingham, C. E.	1892	Larson, Ben	1893
Block, Fred G.	1892	Larson, Swan	1893
Bowles, D. F.	1892	Lester, Wm.	1893
Brittain, Harry S.	1892	Levighn, Chas.	1893
Byron, George	1892	Leitzan, Adolph	1893
Callaghan, John	1892	Lundberg, Henry	1893
Campbell, T.	1892	Magee, John	1893
Cassidy, Thomas	1892	Martin, Wm. J.	1893
Cloonan, Bernard	1892	Miller, Louis J.	1893
Clutts, John W.	1892	McCarthy, Florence M.	1893
Cody, William H.	1892	McCourt, Thomas	1893
Demaris, Joseph	1892	Moore, Wm. J.	1893
Durnin, Sylvester	1892	Naylor, Harry C.	1893
Flanders, Frederick	1892	Noonan, James	1893
Fowley, J.	1892	O'Brien, Terrence	1893
Henderson, C.	1892	Papst, Gustav W. T.	1893
Hooker, John C.	1892	Pearson, John	1893
Johnson, Gust	1892	Prellberg, George	1893
Kirkwood, Edw. R.	1892	Ries, George J.	1893
Koth, Godfrey	1892	Roeser, J. M.	1893
Krygsman, John	1892	Ross, Orrin N.	1893
Kuntz, Fred E.	1892	Rontzong, Geo. A.	1893
LaSalle, Leon I.	1892	Sandilands, Geo.	1893
Lavelle, Patrick	1892	Sexton, Patrick	1893
Lonquist, Carl O.	1892	Sutton, John R.	1893
McCutcheon, James	1892	Taylor, Frank H.	1893
Meaney, Patrick	1892	Vornkahl, Harry C.	1893
Moppets, Thos. W.	1892	Walsh, R.	1893
Mulcahy, Eugene	1892	Walton, Robt. T.	1893
Neitzel, Herman	1892	Webster, Michael	1893
O'Brien, James	1892	Webster, Silas A.	1893
O'Connell, John	1892	Welvarn, Jacob	1893
Olson, John	1892	Straus, John	1894