

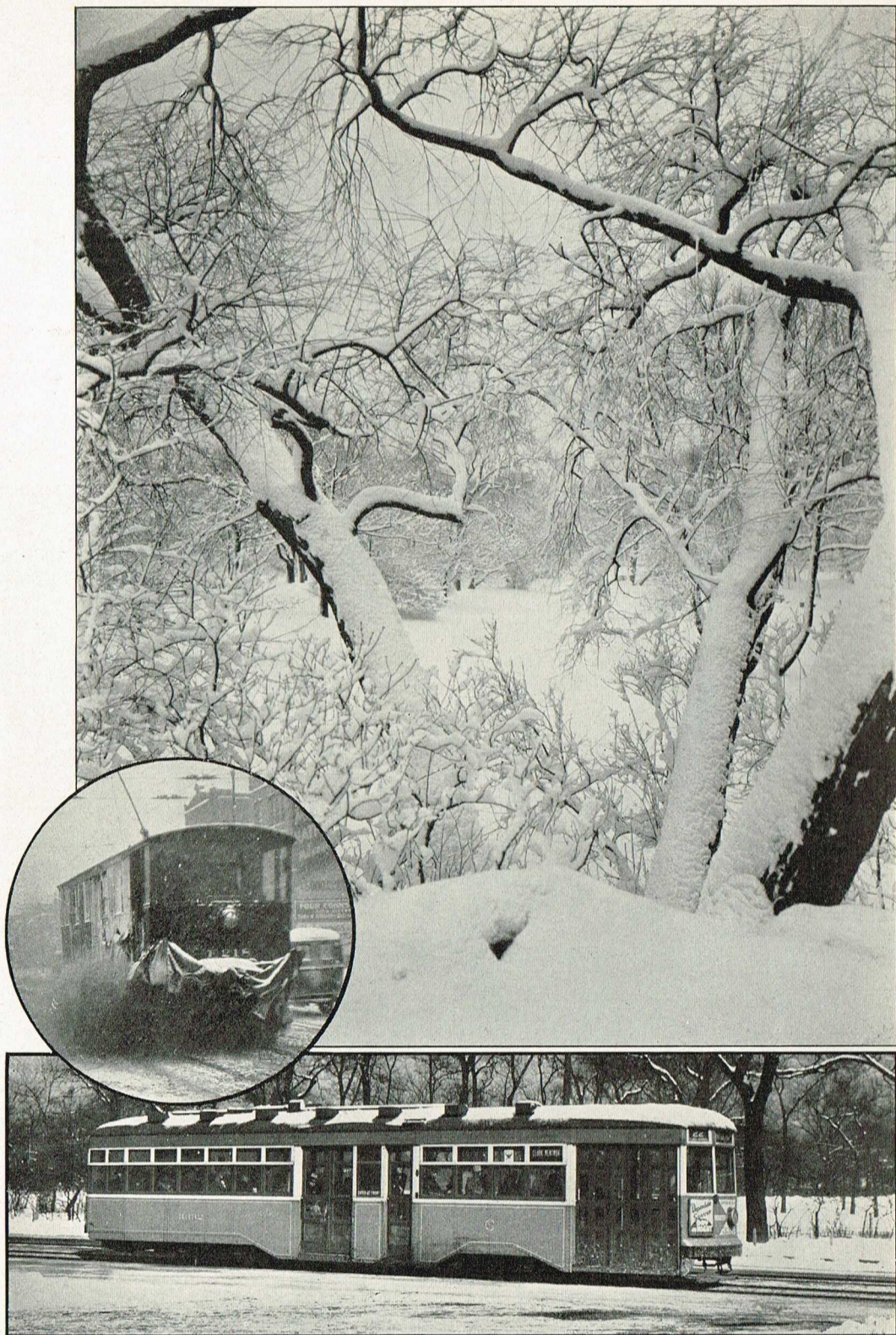


SURFACE SERVICE MAGAZINE

VOLUME 11

NUMBER 12





WINTER!

These pictures were taken on February 27, but this was only one of the many snows this winter.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 11

MARCH, 1935

No. 12

McKinney in New Position

Popular Division Superintendent Made Assistant Superintendent of Transportation—Other Changes

The promotion of Robert J. McKinney, division superintendent at North Avenue, to the position of assistant superintendent of transportation, effective March 1, resulted in a number of changes in the transportation department.

E. L. Brookman, division superintendent of the 10th division, Elston-Noble, was made division superintendent at North Avenue vice R. J. McKinney. Elmer Balfanz, assistant division superintendent at Elston-Noble, was made superintendent of that division, vice Mr. Brookman, and Andrew Ure was given the position of assistant division superintendent at Elston-Noble vice Mr. Balfanz. At the same time, J. A. Volkart was appointed assistant division superintendent at Seventy-seventh Street, vice O. T. Duncan, who returned to his previous position at his own request.

In his new position as assistant superintendent of transportation, Mr. McKinney will work directly under Superintendent Evenson and in cooperation with Assistant Superintendents Hall and O'Connell. He will keep in close contact with all of the division superintendents, assisting them in working out their local problems and coordinating the activities in the various divisions so as to secure greater uniformity throughout the system.

Began as Conductor

Mr. McKinney has had a wide and varied experience since he came to the Surface Lines in 1908. He was first employed as a conductor on the old Indiana Street line, now Grand Avenue. He was in the train service for 9 years and then was promoted to the position of supervisor at North Avenue depot. He was stationed most of the time at Crawford and North Avenues. Four years later he was made assistant division superintendent of the 9th division.

His work in this position was so satisfactory that a few months later he was made division superintendent at Devon-Limits and 18 months later he was placed in charge of the Elston-Noble division. While he was superintendent of that division he succeeded in frustrating a holdup at the Noble Street depot on August 29, 1926.

After one and one-half years of service in the Elston-Noble division he was made division superintendent at Kedzie station where he remained until August 1, 1932, when he



Robert J. McKinney

took charge of North Avenue depot, one of the largest in the city.

Directed World's Fair Service

At the beginning of the Century of Progress Exposition in 1933, Mr. McKinney was selected by Superintendent Evenson to take charge of the service to the World's Fair and he served throughout the two seasons of the Exposition. As superintendent at Kedzie station he had charge of the service to the Republican and Democratic national conventions at the Stadium in 1932.

Except for a period of 21 months when he served in France and Belgium as a dispatch rider during the World War, his service with the Surface Lines has been continuous and he has earned a reputation as a strict but square disciplinarian and an expert in handling difficult traffic situations.

Mr. Brookman, who succeeds Mr. McKinney as division superintendent at North Avenue, entered the train service as a conductor



E. L. Brookman



Elmer Balfanz



Andrew Ure



J. A. Volkart

at the Lawndale depot in 1909. He was appointed clerk at the Western Avenue depot in 1910, was transferred to Clark and Division the following year and in 1913 became chief clerk at Elston depot. In 1916 he was made a supervisor at Elston and in 1924 he was appointed assistant division superintendent. The following year he was made assistant division superintendent at North Avenue. He was promoted to the position of division superintendent at North Avenue in 1929 and in 1932 was transferred to Elston-Noble. While Mr. McKinney was in charge of the World's Fair service, Mr. Brookman was placed in charge of North Avenue during his absence.

Mr. Balfanz, who succeeded Mr. Brookman as division superintendent at Elston-Noble, entered the service as a conductor in 1904. He afterwards served as an extra receiver in all the north and northwest depots, being made a supervisor at Division depot in 1908. Later he was transferred to Elston and then to Limits-Devon, where he was promoted to the position of assistant division superintendent. Afterwards he was transferred to the same position at Armitage-Division. He has also served as a supervisor at North Avenue, Elston-Noble and Kedzie depots.

Ure Served in Boer War

Mr. Ure, new assistant division superintendent at Elston-Noble, was born in Glasgow, Scotland, and served with the British Army in South Africa during the Boer War. He came to the United States in 1901 and entered the service of the Surface Lines as a conductor in 1905 at Kedzie depot. He was made a supervisor in 1927. During the Century of Progress Exposition he was in charge of the difficult loading situation at the 23rd Street entrance. He has been highly commended for his efficiency in handling the public.

Mr. Volkart, the new assistant division superintendent at Seventh-seventh Street, was born in Chicago, January 11, 1892, and entered the Surface Lines service as a conductor in 1920. Four years later he was appointed starter at Seventy-seventh Street and in 1928 was made supervisor, and during the World's Fair was assigned to the Roosevelt Road terminal.

EMPLOYEES RELIEF FUND

February 1935

The Surface Lines Employees Relief Committee held four sessions during the month, at which eighteen applications were considered. Of this number there were two emergency cases, on which the Committee authorized immediate action, and eleven applications were approved for weekly relief payments, making a total of 273 cases on the list at this time.

Checks totalling \$12,587.42 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$572,128.78 paid to Chicago Surface Lines employees to date.

The Surface Lines Relief Committee, in addition to the above disbursements, paid a total of \$120,000 to the Joint Emergency Relief Association during the period from November, 1931, up to and including October, 1932, making the total expenditures by this Committee for relief to date — \$692,128.78.

AS SEEN FROM ENGLAND

General Manager of Tramways in London Reports on Chicago's Service

PENNYFARE, the house organ of the London Transport company, in its February issue publishes a report by T. E. Thomas, general manager of tramways, on his visit to America last summer. In the report he gives his impressions of local transportation in the various cities he visited. Of Chicago he has this to say:

The reclamation of land from Lake Michigan, and its use for boulevards and decorative purposes is an object-lesson. Many miles of roadways have been built along the lake shore under Public Works schemes.

In Chicago, 80 per cent of the traffic is carried by tramways and the remainder on the elevated railways, petrol-buses and trolleybuses. It is a very large system, operating nearly 4,000 tramcars and over 100 trolleybuses as well as a few petrol-buses. The principal petrol-bus services are run by the Chicago Motor Coach Company. Many of the vehicles of the latter company are double deckers, seating over 50 passengers, and are one-man operated. There is a common entrance and exit at the front, and, as the staircase is at the rear, all passengers to and from the top deck have to walk along an aisle. They were built for two-man operation and have a door at the rear which is now permanently closed. It is clearly not a type which would be repeated.

Although the tramcars are not unusually large and are single-deckers, only 10 per cent are operated by one man, the opinion being that the greater speed attained with two men warrants the additional cost on most routes.

There are 114 trolleybuses operating over 50 route miles. Passenger traffic was very good and trolley poles were constantly dewired without serious result, owing to the use of retrievers.

These vehicles have all been built without a separate chassis, the body only requiring the addition of wheels and axles. Five different manufacturers have supplied the trolleybuses and they weigh from eight to nine tons unladen. This may appear excessive for a single-deck vehicle with 40 seats, but regard must be had to the provision for standing passengers, who constitute 50 per cent of the total load during busy times.

New Accident Reports Explained

Superintendent Evenson in Talks to Trainmen Emphasizes Necessity for Full Information

A new system for reporting accidents in which the surface lines are not directly involved, and the tightening up on boarding and alighting accidents are being explained by Superintendent of Transportation C. H. Evenson, in a series of meetings for trainmen in the various car stations.

The meetings began on February 28 at Burnside depot and since that time have been held at Seventy-seventh, Sixty-ninth, Cottage Grove, Archer, North Avenue, Kedzie, and Lawndale.

Meetings will be held at the other depots during the remainder of this month and the first of April.

It is important, Mr. Evenson points out in his talks, that full information be given on all accidents occurring near a street car, even though the street car is in no way involved in it. For instance, a passenger may fall in stepping off the curb to approach a street car, may be struck by an automobile or otherwise injured before reaching the car or after leaving the car. There is no liability to the company on this class of accidents, but unless the accident is reported and the facts are known it becomes a "blind" case, should the injured person bring a suit alleging liability. The Accident Investigation Department must have facts in order to prepare a defense and the names of witnesses who can testify as to exactly what occurred.

Not Counted as Accidents

To classify these occurrences as accidents results in increasing the number of accident reports and therefore tends to make a bad showing for the division involved.

Consequently, it has been decided to report them under a new classification known as Incident Report No. 4.

"It is highly important, however," Mr. Evenson says, "that these reports be made as accurate as possible and the names of a number of witnesses be obtained for them. In other words, the reports in this classification are just as important and should be given the same attention as reports of accidents involving the car.

"And this emphasizes the need for strict compliance with the rule requiring conductors to look out before giving the 'go' signal. Motormen must also be on the alert when passengers are alighting. Every accident report, whether under this or some other classification, will be thoroughly investigated. The trainmen must expect this."

New Instructors Added

Mr. Evenson also announces that twelve new instructors in uniform, selected from the supervisory and train force, will ride the various lines constantly, giving instructions to trainmen who are engaging in practices which are not in line with regulations. These men are thoroughly experienced and should be helpful in obtaining uniform compliance with all of the rules.

"Chicago is one of the few cities in the country with two-man operation," Mr. Evenson says. "Notwithstanding this fact, our accident record is bad. It is easy to find reasons for it in the

depression, which makes a certain class of people anxious to prosecute any kind of a claim against the company, and in the number of lawyers who are hungry for fees. Taking all of these things into consideration, however, we are having too many accidents.

"There are also too many false or inaccurate statements regarding accidents. The men should understand that every accident report is going to be investigated thoroughly and that where false statements have been made the discipline is going to be strict.

Trainmen Given Credit

"Under the new Incident Report No. 4, the men will be given credit for reporting accidents of this kind. It will count in their favor and not against them. We need these reports and every report of this kind made will be an evidence that the trainman is performing his duty in looking out at the proper time.

"Next to boarding and alighting accidents, the greatest number of claims comes from falling in the car. Practically all of these claims are based on the assertion that the operation was rough. In two-man operation the motorman has only the one thing to do—to run the car. He certainly should do that efficiently.

"Another thing about two-man operation is the lack of cooperation or the wrong kind of cooperation between the conductor and motorman. This is a fault that of course is not found in one-man operation, and to this extent one-man operation is superior. When the conductor and motorman agree to 'cover' each other up, that is the wrong kind of cooperation. If the motorman or conductor is not doing his job right he should not be protected by the other member of the crew. In the right kind of cooperation the conductor and motorman will work together to give the most efficient service."

Praises Men for Good Work

In reviewing the past year, Mr. Evenson complimented the men on their splendid work during the World's Fair, mentioning particularly the enormous crowds carried with practically no accidents on Children's Day and Hallowe'en night, the last day of the Fair. He also called attention to the heavy snow fall in December and the difficulties of operation resulting from bad weather.

William Pasche, supervisor of accident prevention, is also speaking at these meetings. Mr. Pasche gives detailed illustrations of what false statements regarding accidents lead to and points out that it is particularly important at this time, when the public is claim-minded, to give the fullest possible reports with as many witnesses as can be obtained.

R. J. McKinney, who has just been promoted to the position of assistant superintendent of transportation, also speaks at the meetings. He discusses the local problems of the divisions and explains that he expects to work in close cooperation with the division superintendents in the future.

GOES TO OHIO BRASS CO.

Walter Becker Resigns as Automotive Engineer to Take Better Position

Walter Becker didn't have a shovel and so he didn't get the job.

That was back in 1909, when Mr. Becker, fresh from a course in electrical engineering at the University of Illinois, applied for work on a Van Buren Street track job to Frank Morse, conduit foreman of the Chicago City Railway Company. A little later, however, A. A. Thurlby, conduit superintendent, came along and said that since Walter didn't have a shovel he'd get him a job as material clerk.

That was the beginning of Mr. Becker's career in local transportation. He rose rapidly in the Chicago City Railway organization and afterwards in the Surface Lines organization, and since 1930 he has been automotive engineer in charge of trolley bus, gas bus and other automotive activities.

On March 1, Mr. Becker left the Chicago Surface Lines to accept the position of chief production engineer with the Ohio Brass Company at Mansfield, Ohio, where he will take up his residence.

On the day before he severed his connections with the Surface Lines, he was guest of honor at a luncheon party tendered him by Mr. Richardson and department heads with whom he has been associated during his service with the Surface Lines. Mr. Richardson and Mr. Fleming spoke very highly of the work he has done here and Mr. Blakely, who has been in close touch with him for many years, recalled many instances of their association together.

Three years after he had obtained his first position, he was made assistant to Mr. Thurlby, and when the properties were unified in 1914 he became assistant superintendent of line transmission in the electrical department. In 1920 he took charge of the automobiles and other vehicles in the electrical department, and when the utility department was established in 1925 he was placed in charge of all automotive equipment.

When the Surface Lines purchased its first



W. C. Becker

buses in 1927, Mr. Becker, because of his experience, was appointed superintendent of bus service and later the position of automotive engineer was created for him.

Since that time he has been reporting directly to President Richardson.

In his new position with the Ohio Brass Company he will be in charge of technical designing, manufacturing and commercial engineering, and plant maintenance.

SAVED HIS DINNER FOR HIM

Passenger Who Left Package of Meat on Car Eventually Eats It

E. H. Wilcox, 7919 South Wood Street, will be an everlasting friend of the Chicago Surface Lines for saving a steak dinner for him.

When he got off a Halsted-111th Street car on the evening of February 12, he left a package of fresh meat laying on the seat. Conductor F. H. Roessler, badge No. 2344 of 77th, picked it up turned it in at the 77th Street depot. The clerk at the station discovered what the package contained and sent it across the street to a restaurant and had it put on ice.

Mr. Wilcox called up and was told to come and get his meat. He hurried down to the station and got it.

"I cannot find words to express my appreciation for all this, but be assured that dealing with you directly has changed a life-long attitude of public opinion toward you as far as I am concerned," declared the enthusiastic Mr. Wilcox, after he had enjoyed his steak dinner.

SUPERVISOR HIRSCH DEAD

Supervisor Frederick J. Hirsch died Monday evening, March 4, after an operation.

Supervisor Hirsch began his street railway career December 9, 1912, as a conductor at the Blue Island depot. He was promoted to supervisor at his depot April 16, 1927, and transferred to the central division October 1, 1929, where he was located at the time of his death.

ROUNDING UP WITNESSES

Burnside Steps Into First Place—Lawndale-Blue Island Second

Burnside displaced its rival, Lawndale-Blue Island, by capturing first place in the contest of rounding up witnesses, Lawndale-Blue Island moving into second place. Elston-Noble advanced from seventh to fourth place, while Sixty-ninth slipped from fourth to fifth place.

Detailed figures are as follows:

	Jan.	Dec.	Nov.	Oct.
1. Burnside	4.15	3.76 (2)	4.09 (2)	4.33 (2)
2. Lawn.-Blue Isl.	4.06	4.11 (1)	4.46 (1)	4.76 (1)
3. Cottage Grove	3.96	3.68 (3)	3.74 (3)	3.98 (3)
4. Elston-Noble	3.89	3.28 (7)	3.48 (6)	3.39 (6)
5. 69th	3.60	3.58 (4)	3.60 (4)	3.21 (9)
6. Lincoln	3.50	3.02 (9)	2.96(12)	2.90(11)
7. Archer	3.43	3.40 (5)	3.55 (5)	3.46 (5)
8. North	3.22	3.34 (6)	3.26 (9)	3.78 (4)
9. Limits-Devon	3.02	2.98(11)	3.19(10)	2.90(12)
10. Armitage Division.....	3.00	2.88(12)	2.99(11)	2.98(10)
11. Kedzie	2.96	3.10 (8)	3.35 (8)	3.36 (7)
12. 77th	2.92	3.00(10)	3.38 (7)	3.23 (8)
Aver. for System.....	3.22	3.31	3.48	3.52

Dad: "Look here, my dear. I don't mind your sitting up late with that young man of yours, but I do object to his walking off with my morning papers..."

MUST PRESENT TICKET TO CONDUCTOR

C. H. Evenson, superintendent of transportation, calls attention to the bulletin requiring the users of 62-ride monthly tickets to remove the ticket from the holder and present it for inspection and punching to the conductor. A great many employes have been merely exhibiting the ticket in the folder or pulling one end out for punching.

The conductor must take the ticket in his hand, inspect it and punch it. The ticket is for the exclusive use of the person whose name appears on its face.

IN SERVICE NEARLY 60 YEARS

Cashier Burke Recalls the Early Days of Street Cars—In Present Position Since Unification

At the annual luncheon of members of the staff and operating heads of the Surface Lines at the Union League Club last month, President Richardson called attention to the fact that John P. Burke, Surface Lines cashier ever since unification, will next fall complete his sixtieth year of service. He was given an enthusiastic ovation by those present.

But Mr. Burke recalls that he was not always in the street car business. In 1872, as a mere lad, he was given a job by the Omnibus and Baggage Company. His duties included emptying the fare boxes, and that was the way he began his career of handling money. He had a scoop and bag and when a bus pulled up at the curb in front of the company offices, he would scoop the money out of the fare box into the bag.

Even in those days, however, Mr. Burke was not very strong for buses and he applied to the Chicago City Railway Company for work. On October 2, 1875, he was made assistant to C. B. Holmes, who not only had charge of transportation but also handled all purchasing of supplies, including horses.

Bobtail Horse Cars Then

The cars were the old one horse bobtail type, Mr. Burke recalls. The State Street line ran from Lake to 39th Street; Cottage Grove Avenue from State and Lake to three terminals at 25th, 35th and 39th streets.

The one horse cars were changed over for two horse operation on November 1, 1875.

"We had no telephones in those days, of course," Mr. Burke recalls. "We didn't miss them very much, however, because everything was slow, including transportation. We kept in touch with the different barns by telegraph and mail.

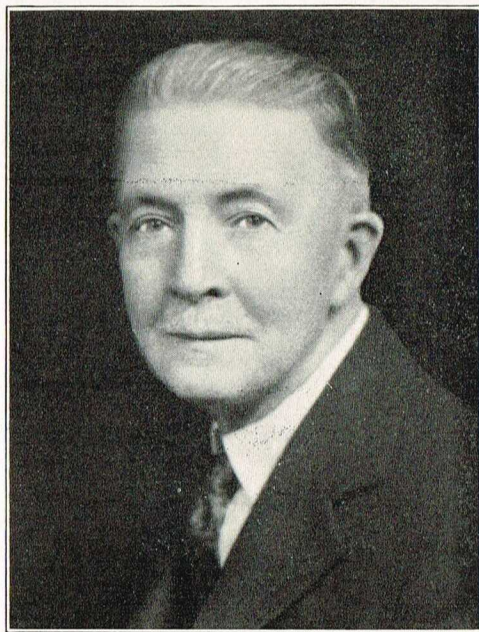
"The drivers and conductors had other duties besides running the cars. One of them was cleaning windows. The driver cleaned the car windows on the outside, while the conductor cleaned them on the inside.

"On the one horse cars the fare box was hooked on the inside of the front dash and we had a great deal of trouble with thieves. They would run along the side of the car, reach in and steal the box. Each driver was given \$52, put up in envelopes of various amounts from 10 cents to \$2, for use in making change."

Becomes Cashier

After five years' experience as assistant to the superintendent, Mr. Burke was transferred to the treasury department as a receiver. All of the lines turned in to the one receiver, and it kept him pretty busy. He proved so efficient that he was given the position of mileage clerk, in which his duties included bookkeeping, checking trip sheets and posting pay rolls.

In 1882 he was made paymaster and in 1907 was appointed assistant treasurer of the Chicago City Railway Company. He still retains that position. He was cashier of that company four years prior to consolidation and has been cashier of the Chicago Surface Lines since that time.



John P. Burke

When Mr. Burke completed his semi-centennial service with the company in 1925, his associates tendered an informal banquet in his honor at the Belmont Hotel, presenting him with a watch and chain appropriately engraved. The late John E. Wilkie wrote the following clever verses which were read at the dinner:

JOHN PUNCTUALITY BURKE 1875-1925

Long years ago when just a kid
John joined the South Side lines he did
And as the business larger grew
Why Johnny Burke grew larger too.
His job kept Johnny mighty busy
Sometimes indeed it made him dizzy
But faithful service year by year
Made him at last our own "Cashier."
There was a time he filled that place
With gorgeous whiskers on his face
(They called 'em "Burnsides" did they not,
And oiled 'em up with bergamot?)
Today such whiskers never'd do
Except in far off Timbuctoo.
So John today shaves mornings so
That only his moustache may grow,
But with his whiskers or moustache
Our Johnny guarded well the cash.
He sold our tickets by the mile
And with each sale he gave a smile—
Those smiles placed end to end would reach
From here to Coronado Beach.
The friends those smiles have made I know
Will be our friends till Hell's all snow.
You don't need me to tell you why
This guest of honor stands so high.
He's modest and efficient, too,
His faults, if any, mighty few
He's faithful, steady, always there
Whate'er he does he does with care.
No troubles of his job could down him
And so with honor now we crown him.

Now just to end this simple rhyme
(This ought to win a snicker)
Perhaps 'twill help you be on time
If you'll accept this ticker.
Its face we hope will oft recall
Our faces to your sight
Its hands the friendly clasp of all
Who greet you here tonight.
"Good luck to you Friend Johnny Burke
We're glad that you're alive
May joy be yours at rest, at work
Till Nineteen Seventy-Five."

SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 11 March, 1935 No. 12

H. O. Crews - - - - - Editor

C. L. Altemus - - Assistant Editor

COMPLETE COVERAGE

A map has just been prepared which illustrates graphically the completeness of Chicago Surface Lines service in Chicago. It shows that 98 per cent of the people of Chicago reside within three blocks of a Surface Lines street car or bus line. Eighty-four per cent of the entire 200 square miles of territory within the city limits also is within three blocks of a car or bus line.

It is to this complete coverage that the Chicago Surface Lines owes its tremendous importance to the people of Chicago. The city is made up of a large number of business, industrial and residential communities—veritable cities in themselves. Surface Lines routes serve all of these communities.

That is the reason that 80 per cent of the people in Chicago using local transportation ride on the Surface Lines. It also accounts for the fact that, although the Surface Lines carries more passengers to the central business district than both of its competitors combined, only 18 per cent of its two million daily riders go to the loop. The great majority of the users of Surface Lines service travel from their homes to their local business centers or industries, or go from one community to another.

WHY THEY MADE GOOD

On another page of this issue is the announcement of a number of changes in the transportation department. A study

of the records of the five men who have been promoted to better positions discloses the fact that each one of them rose from the train service and made good because he proved his ability in every job he had.

Mr. McKinney, who has been made assistant superintendent of transportation, has a remarkable record of achievement. Since he was advanced to better positions, he has shown himself a real leader of men. He has handled many difficult situations and always satisfactorily.

The other men who have been promoted have merited this reward by the good service they have performed.

OBITUARY

Deaths on the System From February 6, 1935 to February 28, 1935

Transportation—Division 1, Cottage Grove: James P. Kilgannon, employed February 19, 1923, died February 14, 1935.

Division 2, Burnside: Frank W. Carr, employed September 19, 1918, died February 21, 1935.

Division 3, Seventy-seventh: Peter C. Kresse, employed July 27, 1914, died February 27, 1935.

Division 4, Sixty-ninth: Michael J. McKenna, employed November 18, 1925, died February 10, 1935. Thomas F. Leahey, employed October 15, 1929, died February 22, 1935.

Division 6, Blue Island-Lawndale: Michael Coleman, employed May 1, 1905, died February 18, 1935. William Quilty, employed February 11, 1889, died February 8, 1935.

Division 7, Kedzie: Felix Young, employed October 1, 1907, died February 20, 1935.

Division 8, North: Arthur Waage, employed October 29, 1920, died February 11, 1935.

Division 10, Elston-Noble: Stanley A. Chojnacki, employed November 10, 1926, died February 25, 1935.

Division 12, Devon-Limits: Edward Abbs, employed April 19, 1902, died February 5, 1935. George Landsberg, employed August 4, 1920, died February 27, 1935.

Accident Investigation—Charles Bouland, employed January 1, 1878, died February 27, 1935.

Shops and Equipment—Division 3, Seventy-seventh: August Schrader, employed November 16, 1917, died February 27, 1935. John Varmali, employed October 6, 1913, died February 16, 1935.

Division 12, Devon-Limits: Moderwell Kressler, employed October 10, 1919, died February 12, 1935.

West Shops: Alfred Beckman, employed March 19, 1923, died February 8, 1935.

Track—Thomas Fitzgerald, employed April 15, 1921, died February 6, 1935.

Utility—Harry Dickson, employed October 11, 1925, died February 22, 1935.

Mackey Heads Veterans List

Has Been in Service 62 Years—L. G. Van Horn Second and
J. P. Burke Third

The compilation of the Veterans' Honor Roll of the Chicago Surface Lines as of February 1, discloses the fact that Daniel F. Mackey of the financial department is still the oldest employe in point of service. He began his street car career in 1872 and has been in the service for 62 years.

Mr. Mackey began his service as a street car driver for the old Chicago West Division Street Railway, operating out of the Western Avenue barn. After driving horse cars for 12 years, he was transferred to the West Side Shops. After serving a number of years as repairman, he was made watchman at Grand and Leavitt streets and has held that position for more than a quarter of a century. Last December he had a fall and is now confined in a hospital with a fractured hip.

L. G. Van Horn is second in point of service. He has 60 years to his credit, having started in 1874. Mr. Van Horn is also in the financial department.

J. P. Burke, with 59 years of service, ranks third.

Charles Boulard, of the legal and accident investigation department, was fourth in line of service on February 1. He died on February 27 and his brother, F. Boulard, of the engineering department, is now fourth on the list, having started to work for the street railway in 1879, the year after his brother started.

List of Veterans

The Veterans' Honor Roll, consisting of all those in service 40 years or more, and the date when their service began follows:

FINANCIAL DEPARTMENT

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

ELECTRICAL DEPARTMENT

Donnegan, M.1881	Jones, J. W.1892
Nelson, P.1887	Rowe, F.1892
Conway, P.1890	Steglish, J.1892

ENGINEERING DEPARTMENT

Boulard, F.1879	Dunn, J.1889
Mercier, G.1881	Long, J.1889
Urry, W.1881	Blakely, T.1890
Brinker, F.1883	Polish, J.1890
Stiglich, F.1884	Smith, F.1890
Nelson, T.1885	Harrington, W.1890
O'Connell, M.1885	Sepich, J.1891
O'Donnell, W.1885	Mitchell, A.1891
Doyle, P.1886	Nelson, M.1891
Gibson, C.1886	Dillon, D.1892
McQuinn, M.1887	Chambers, C. C.1893
Milos, J.1887	Milos, J.1893
Carlson, E.1888	Bostrom, J.1894

EXECUTIVE DEPARTMENT

Triplitt, C. J.1893

LEGAL AND ACCIDENT INVESTIGATION

Boulard, Charles*1878	Guilliams, C. W.1892
Rood, Charles1881	Schaf, F. J.1892
Krieger, Aug.1881	Vong, Gust1893
Wilson, Andrew J.1890	

SCHEDULES AND TRAFFIC DEPARTMENT

Lohse, G. F.1893

SHOPS AND EQUIPMENT

Farrow, J. C.1881	Jespersen, H.1890
Ristow, C.1881	Danielson, A.1890
Anderson, J.1882	Bergman, P.1890
Carlson, F.1882	Minter, F.1891
Hansen, H.1882	Carlson, J.1891
Quinn, T.1882	Meyers, F. W.1891
Martin, F.1884	Anderson, E.1891
Polowski, M.1885	O'Shea, W.1892
Guy, J.1886	Peterson, E.1892
Kaufman, J.1886	Peterson, A.1892
Marsden, R. C.1886	Flynn, B.1892
Orbett, C.1886	Chamberlin, G.1893
Kressler, M.1887	Conrad, L.1893
LaPierre, E.1887	Meyers, S.1893
Lund, A.1887	Colson, E.1893
Regan M.1888	Goering, W.1894
Olsen, C.1889	Grassick, J.1894
Felske, E.1889	Hahn, C.1894
Rowley, J.1889	

TRANSPORTATION DEPARTMENT

Ohlson, O. A.1879	Fox, John K.1887
Bell, George1880	Jenkins, R. M.1887
Fennema, Fred1880	Johnson, John B.1887
Maguire, Edward L.1880	Lake, William1887
McGuinness, A.1880	Lyster, George1887
Heelan, David1881	Matthews, Lee M.1887
King, Thomas1881	Milea, Michael1887
McLaughlin, Michael1881	Nelson, Peter1887
Moriarty, John1881	Quinn, M. B.1887
Bohnhoff, August1882	Reynolds, Patrick1887
Curtis, Caleb1882	Schaefer, Thos.1887
Foley, Patrick H.1882	Tabor, Wm. L.1887
McCann, Patrick1882	Ahern, E. W.1888
Miller, Johann1882	Berg, Wm.1888
Brown, Arthur A.1883	Bradley, Patrick1888
Kennedy, Terrence1883	Cadogan, A. R.1888
Quilty, James J.1883	Fossum, Henry1888
Horrigan, James J.1884	Fried, A.1888
Harrington, Michael1884	Garvin, Patrick1888
Hennessey, Michael1884	Goodinson, W. H.1888
McCarthy, James T.1884	Griffin, James1888
Tullen, Nels1884	Handley, John P.1888
Zimmerman, George1884	Keester, J. H.1888
Barthold, Otto1885	Linden, Joseph1888
Burgee, J.1885	Nelson, Nels1888
Cronin, Benjamin1885	Pohlman, Wm. M.1888
Dudman, George1885	Powell, Walter1888
Ennerson, John B.1885	Quilty, Wm.*1888
Fuller, Varion J.1885	Rotchford, J. S.1888
Holley, Patrick1885	Shaw, John1888
Kerigan, Mathew J.1885	Smith, John R.1888
Kriete, Joe1885	Bosnak, Sam1889
McGinty, Peter1885	Brennan, John1889
Murphy, Patrick1885	Broderick, Patrick1889
Rogers, George L.1885	Covert, R. A.1889
Smith, Thomas1885	Crowley, Dennis1889
Sorenson, Sam1885	Cunningham, R. C.1889
Storey, W. J.1885	Dougherty, J.1889
Watson, Wm.1885	Durkin, Thomas1889
Watson, Wm.1885	Enright, Dennis1889
Zeches, Peter1885	Fleming, Jeffery1889
Barnicle, Joe1886	Grady, John1889
Baumhardt, H.1886	Hultman, August1889
Boos, C.1886	Hutchins, Richard1889
Eichhorn, H.1886	King, James1889
Hansen, Max1886	Krygsman, Harry1889
Hennessey, David1886	Longtin, Samuel1889
Lang, Paul1886	Luehr, Fred1889
Lund, August1886	McDonald, Anthony1889
McComb, James1886	Noble, Walter1889
O'Brien, Michael1886	Olson, August1889
Ritter, George1886	Peterson, Nels1889
Roy, Augustine1886	Ray, Michael1889
Smith, Nigh L.1886	Roville, Fred1889
Coleman, Patrick1887	Rump, William1889
Croat, Michael M.1887	Scanlon, Garret T.1889
Eilert, H.1887	Sheridan, James1889
	Walsh, Patrick1889

Anderson, Fred	1890	LaSalle, Leon I.	1892	Webster, Silas A.	1893	Michaelis, Wm.	1894
Benson, August	1890	Lavelle, Patrick	1892	Welvert, Jacob	1893	Mix, Gus	1894
Briese, Gustav	1890	Lonquist, Carl O.	1892	Bloom, Henry	1894	Noonan, John	1894
Carney, John	1890	McCutcheon, James	1892	Bordwell, B. A.	1894	O'Connor, J.	1894
Cleary, John	1890	Meany, Patrick	1892	Borne, James E.	1894	Rasmussen, J. S.	1894
Collins, Wm.	1890	Moppett, Thos. W.	1892	Buller, H. O.	1894	Reichel, G. J.	1894
Coloney, John	1890	Mulcahy, Eugene	1892	Durr, Henry	1894	Shank, L. R.	1894
Craig, James	1890	Neitzel, Herman	1892	Edman, J. L.	1894	Strauss, J. P.	1894
Dahlen, Gus	1890	O'Brien, James	1892	Gilligan, Michael	1894	Ure, John	1894
Delea, John	1890	O'Connell, John	1892	Greene, P. A.	1894	Wisniewski, M.	1894
Downey, Martin	1890	Olson, John	1892	Kennedy, James	1894	Balkiewicz, P.	1895
Doyle, John J.	1890	Pauley, Henry	1892	Martin, Gerald	1894	Johnson, J. M.	1895
Fyfe, Robert	1890	Purdon, Henry	1892	McCauley, J. P.	1894	Pritchard, John	1895
Gallagher, Patrick	1890	Reid, David J.	1892	McCormick, M. F.	1894		
Hellmers, Wm. J.	1890	Reid, James S.	1892	*Died since February 1.			
Johnson, Olaf	1890	Reimers, Louis	1892				
Jones, Bert B.	1890	Roll, Bernard O.	1892				
Kehoe, John	1890	Ross, Andrew	1892				
Lane, James	1890	Ryder, Edward	1892				
Lantz, Edward M.	1890	Schmidt, Henry	1892				
Lawrence, Martin	1890	Sherman, James	1892				
Lysaght, Patrick	1890	Simon, John	1892				
Mackian, Frank	1890	Sims, George	1892				
McDowell, Chas. N.	1890	Snyder, John	1892				
McGuinness, Peter	1890	Sorenson, Sam	1892				
McKeil, Chas. H.	1890	Vincent, Wm. G.	1892				
Moloney, William D.	1890	Vornkahl, H. C.	1892				
Roder, John	1890	Whitney, Wm.	1892				
Schreiber, Fred	1890	Anderson, August	1893				
Shultz, Henry C.	1890	Aye, Alexander	1893				
Sebastian, Nicholas	1890	Bessette, W. A.	1893				
Snyder, Wm. H.	1890	Boyer, Cyrus	1893				
Storm, Fred	1890	Broderson, Fred	1893				
Strobeck, Chas. A.	1890	Burke, Jeremiah	1893				
Suhr, Herman	1890	Callard, Chas. H.	1893				
Sutherland, James E.	1890	Carroll, John C.	1893				
Walsh, Maurice	1890	Chaplinski, Gustus	1893				
Allen, Edward	1891	Conway, Michael	1893				
Burchill, John	1891	Copithorn, John D.	1893				
Calder, James	1891	Corigan, Thomas	1893				
Christensen, K. C.	1891	Cotton, Leslie E.	1893				
Gerard, Eli S.	1891	Coughlin, Patrick	1893				
Gloede, Albert H.	1891	Cronin, John A.	1893				
Hankins, Edward H.	1891	Cunningham, Hugh	1893				
Hanley, Patrick	1891	Curran, Patrick	1893				
Hinkle, Fred	1891	Daum, Frank E.	1893				
Hunt, Timothy	1891	Davis, Thomas J.	1893				
Jones, Wilber S.	1891	Dewick, Charles B.	1893				
Kaley, Charles P.	1891	Dole, Henry D.	1893				
Kavanaugh, Thomas	1891	Duggan, Martin	1893				
Kehoe, James	1891	Dunkle, John	1893				
Keller, William	1891	Erickson, Fred	1893				
Kinney, Edwin L.	1891	Finn, Edward	1893				
Klippin, John F.	1891	Fuchs, James	1893				
Knospe, Wm. H.	1891	Geller, Martin	1893				
Kuck, Wm.	1891	Gildea, Daniel	1893				
Larson, Gustav	1891	Gleason, William	1893				
Locke, Louis	1891	Goorsky, John	1893				
Lynk, Edward J.	1891	Graham, Alexander R.	1893				
Madsen, A.	1891	Grant, Charles R.	1893				
McCurdy, James	1891	Grice, Isaac	1893				
McMahon, John M.	1891	Haggerty, Patrick	1893				
Montgomery, James	1891	Halverson, Andrew	1893				
Moore, Myron F.	1891	Hanson, Adolph	1893				
O'Connell, James	1891	Hartman, Gus A.	1893				
Ohlsen, Peter	1891	Hays, R. L.	1893				
Pearson, Charles	1891	Hempy, Elmer E.	1893				
Quinlan, Wm.	1891	Heron, John	1893				
Rahn, August	1891	Jensen, Mads	1893				
Remers, Chas. O.	1891	Johnson, John	1893				
Schwuchow, Fred	1891	Jones, Wm. F.	1893				
Waters, Patrick F.	1891	Kemp, Harry M.	1893				
Williamson, August	1891	Kleidon, John	1893				
Blakely, Wm. J.	1892	Kuecker, Wm. H.	1893				
Kopp, Albert	1892	Larson, Ben	1893				
Olson, John	1892	Larson, Swan	1893				
Reid, James S.	1892	Lester, Wm.	1893				
Reimers, Louis	1892	Levighn, Chas.	1893				
Armstrong, George	1892	Lietzan, Adolph	1893				
Baker, Edmund	1892	Lundberg, Henry	1893				
Bartholomey, Harry	1892	Martin, Wm. J.	1893				
Block, Fred G.	1892	Miller, Louis J.	1893				
Bowles, D. F.	1892	McCarthy, Florence	1893				
Brittain, Harry S.	1892	McGourty, Thomas	1893				
Byron, George	1892	Moore, Wm. J.	1893				
Callaghan, John	1892	Naylor, Harry C.	1893				
Campbell, T.	1892	Noonan, James	1893				
Cassidy, Thomas	1892	O'Brien, Terrence	1893				
Cloanan, Bernard	1892	Pearson, John	1893				
Clutts, John W.	1892	Pfrellberg, George	1893				
Cody, William M.	1892	Ries, George J.	1893				
Demaris, Joseph	1892	Roeser, J. M.	1893				
Durnin, Sylvester	1892	Ross, Orrin N.	1893				
Flanders, Frederick	1892	Rontzong, Geo. A.	1893				
Henderson, Charles	1892	Sandilands, Geo.	1893				
Hooker, John C.	1892	Sexton, Patrick	1893				
Johnson, Gust	1892	Sutton, John R.	1893				
Kirkwood, Edw. R.	1892	Taylor, Frank H.	1893				
Koth, Godfrey	1892	Walsh, Richard	1893				
Krygman, John	1892	Walton, Robt. T.	1893				
Kuntz, Fred E.	1892	Weber, Michael	1893				

CITY'S GROWTH PICTURED

Sound Stereopticon Shows the Part Surface Lines Has Played in Building Communities

The major part the Chicago Surface Lines has had in the building of Chicago is told in a new picture prepared by the public relations department under the head "Communities That Make Chicago." It is a sound picture with stereopticon slides and is divided into two parts. One part, covering the north and west sides, is now ready for showing at schools and before civic and community organizations. The second part, covering the south and west sides, will be ready within a short time. The voice of Jean Paul King, radio announcer, is used.

The stereopticon slides show various business sections before transportation made possible their development and photographs of their appearance as they are today. The descriptive matter explains what these intersections are and gives some historical data on their growth and importance.

It required six months to collect the historical pictures for these slides. They were obtained from individuals living in the neighborhood, from historical societies and business groups. Many of the leading civic and improvement organizations in the city cooperated in collecting the old photographs.

The equipment used in showing this sound stereopticon is a new invention. All of it folds up into a compact case similar to a suitcase and can be carried easily by one man. The projector is small but throws a brightly illuminated picture which can be enlarged to cover a motion picture theatre screen if necessary. The sound or lecture is recorded on a record which is used on a small phonograph similar to the portable phonograph machines. The amplifier is a separate unit placed near the screen to give the effect of a lecturer standing on the platform.

For assistance in obtaining the historical pictures, the Chicago Surface Lines is indebted to the following:

Chicago Daily News; Chicago Historical Society; Earl Derr, 3949 Milwaukee Avenue; Mrs. A. W. Dickinson, 4040 North Laporte Avenue; Julian T. Fitzgerald, 2846 West North Avenue; Theodore Gengler, 5434 North Clark Street; General Outdoor Advertising Company; Frederick H. Hild Branch of the Chicago Public Library, 4536 Lincoln Avenue; Roy E. Knauer, 2344 Devon Avenue; Peter P. Kransz, 5896 Ridge Avenue; O. F. Knuth, 5106 Hutchinson Avenue; Lake View Trust and Savings Bank, Belmont and Ashland Avenues; Northwest Town Booster, 3757 West North Avenue; Nordahl and Olson, 2735 West North Avenue; Art Thompson Clothes Shop, Milwaukee and Cicero Avenues; Nelson Thomasson, Jr., 4804 North Kedzie Avenue; Bernard F. Weber, 6210 North Clark Street; West Side Historical Society, Crawford and Wilcox Avenues; and the West Chicago Park Commissioners.

A Critic Becomes a Friend

Passenger Compliments Service and Employees—Other Commendations and Report on Complaints

A critic of the Chicago Surface Lines has been converted into an enthusiastic admirer by the courteous service he has been receiving recently.

Charles F. Turner, of the Chicago Quartermaster Depot, says that while in the past he has severely criticized the Chicago Surface Lines, its personnel and service, and has sent many complaints to the general offices, he desires to compliment the company now on the service rendered on the Pershing Road line.

"The service is good and the employees are efficient and courteous," he says. "Special mention should be made of your Conductor-Motorman Joseph A. Albinski, badge No. 10004 of Archer, whose friendly efforts and cheerful smiles have changed the attitude of patrons of the line from outspoken criticism to friendly cooperation with your company."

Another admirer of the service is E. Seeh, 8008 Lafayette Avenue.

Says Advertisements Are True

"I have noticed your recent advertisements in the daily newspapers, car signs, etc.," he says, "and must say that all are certainly very true. However, I have not noticed that anything has been said about your motormen and conductors. I personally ride the street cars three or four times every day of my life and can truthfully say that I have never run across any trainmen that have been discourteous."

He mentions particularly the courteous service rendered by Conductor Charles Tipner, badge No. 12358 of 77th, who, he says, is courteous, calls all streets distinctly and is helpful in suggesting points of transfer in order to assist the passenger in reaching his destination quickly.

These and a large number of other commendations indicate that trainmen are daily making friends for the service by their efficient and courteous treatment of the public. Complaints, however, also indicate that there are still a number of trainmen who have not sensed the spirit of Surface Lines service.

Report on Complaints

During the month of February there were 115 complaints of discourtesy. This was the largest number of complaints in any classification. There were 80 complaints of passing up and carried by, 98 of misspunched transfers, 37 quick starting, and 64 service complaints. Rough operation and other miscellaneous complaints brought the total for the month up to 530. But this is a decrease of 54 as compared with the same month last year.

Commendations during the month numbered 44. Some of these are as follows:

Louis Rolling, 7215 North Barton Street, rides home from work each day with Motorman Anton Dubrick, badge No. 5439 of Division, because he has found Motorman Dubrick to be a cheerful and courteous motorman, for which he wishes to compliment him.

Harry Nelson, 4700 Hutchinson Avenue, commends the service rendered by Motorman

Andrew Hobbe, badge No. 10471 of Elston, who held his car when he noticed that Mr. Nelson wished to board.

M. J. Starkey, 5108 Glenwood Avenue, believes in giving credit where credit is due. He therefore relates how much pleasure his daily ride with Conductor John C. Murphy, badge No. 9542 of North, gives him, as Conductor Murphy at all times is cheerful, courteous and alert.

Praises Smooth Operation

Motorman Harry W. Esterly, badge No. 13565 of Devon, has won the admiration of A. M. Tilton, Sr., of 220 West Huron Street, for the smooth operation of his car.

S. E. Stern, of Max Stern's Sons Company, printers, 732 West Van Buren Street, offers his thanks to Motorman Albert Burke, badge No. 2937 of Devon, for picking up a package belonging to the Max Stern's Sons Company and notifying the company that it had been found.

Mrs. Pauline Bires, 12035 Bishop Street, appreciates the courteous service given her by Conductor Frank Milbauer, badge No. 662, and Motor Martin Duggan, badge No. 519, both of Burnside; Conductor Milbauer loaned her money for her fare.

Miss Bertha W. Sachse, 31 North State Street, expresses gratitude to Operator Edward M. Matthias, badge No. 13924 of North, for turning in the umbrella she left on his bus.

T. G. Nething, suite 1658, 20 North Wacker Drive, received kind and courteous treatment from Conductor Charles R. Gurschke, badge No. 12742 of Blue Island, for which he is grateful.

Mrs. Anne Louise Adams, 1117 North Dearborn Street, thanks Conductor Michael Donohoe, badge No. 11206 of 77th, for returning her purse.

Helpful Conductors

Miss Betty Fink, 7544 Luella Avenue, noted two acts of kindness by conductors and wishes to commend these men. One was Conductor John Keating, badge No. 1102 of 77th, who assisted a blind man from his car; the other one, Conductor William Byfield, badge No. 1848 of 77th, helped Miss Fink with her suitcases.

Miss Leona McAllister, 410 Cumberland Avenue, Park Ridge, Illinois, wishes to express her gratitude to Motorman Theodore G. Gabriel, badge No. 13287 of Archer, and Supervisor Christian W. Zeiher, Jr., also of Archer, for their service and courtesy. Their immediate action and efficiency restored her lost purse to her within an hour.

Mrs. J. Yock, 4955 Sunnyside Avenue, asserts that Conductor Albert R. White, badge No. 1172 of Sixty-ninth, is one of the most alert and courteous conductors she has ever seen.

C. W. Olsen, 4929 North Kilbourn Avenue, appreciates the friendly smile and cheerful greeting of Conductor Leroy L. Andersen, badge No. 1214 of Elston, with whom he rides after his night's work.

Keeping 'Em Rolling

Cottage Grove Leads with Burnside Second for February

Cottage Grove is in the lead for the month of February in the Keep 'Em Rolling Contest, with a total of 28,810 miles per pull-in due to equipment failure, and an increase of 35.6 per cent over the previous month.

Burnside is in second place with 25,936 miles per pull-in, but has the highest per cent increase for the month, which is 106.2 per cent.

Devon follows with 20,564 miles per pull-in due to equipment failure and 95.8 per cent increase over January.

The records were again fairly low for the month because of the wet and slushy condition of the pavement, which causes much damage to the electrical equipment underneath the cars.

The individual records are found below:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Cottage Grove	11	28,810	35.6
2	Burnside	13	25,936	106.2
3	Devon	7	20,564	95.8
4	Limits	14	19,600	59.7
5	77th	6	19,056	8.9
6	Archer	4	17,822	7.2*
7	69th	1	16,774	17.4
8	Armitage	10	16,591	14.0
9	North	2	16,107	21.7
10	Lawndale	9	14,985	45.2*
11	Noble	13	14,016	18.5
12	Lincoln	12	12,947	6.9
13	Elston	9	9,691	21.3
14	Blue Island	5	9,320	18.8

15	Division	8	8,549	18.6*
16	Kedzie	7,990	39.2*
		124	15,042	9.7

*Denotes decrease.

Carhouse records for the past six months:

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

Two students on a train were telling about their abilities to see and hear. The one said:

"Do you see that barn over there on the horizon?"

"Yes."

"Can you see that fly walking around on the roof of that barn?"

"No, but I can hear the shingles crack when he steps on them."



Cottage Grove Pull-In Crew

J. H. Gamen, C. J. Winzenholler, Earl Eyer, L. E. Keane, A. J. Amodeo, A. Vitkus, M. Shernis, S. Baranoskas, A. Ysasas, T. Casey, J. Griffin, J. Gudjonis, P. Jaksiboga, N. Meyers, S. Petrosius, S. Ukso, E. Danhour, M. McGroarty, T. Cronin, M. Kaxlauskas, G. Chernak, J. Wozlik, A. Schvagdys, J. Gotautas, F. Simon, M. Kelly, J. Yurgait, C. Pitun, W. Schiller, J. Chrabaszcz, W. Gorska, J. Drigot, E. Lindgren, W. Johnston, F. Egitis, W. Proudfoot, C. Margetic, P. Barone, J. Aardema, J. Bakshis, A. Suma, A. Yuste, S. Londos, J. Banis, A. Patton, G. Kladis, S. Pappas, G. Girdjush, F. Winslow, G. Tanis, M. J. Mahoney, L. Babcock, E. Nelson J. Lyons, V. Grasz, M. Jelinski, O. Fotopoulos, G. Lemka, W. Lamont, J. Howe, N. Newcomb, W. Demas, G. Stacey, J. Shaughnessy, A. Kalantzopoulos, D. Griffin, C. Richerme, G. Brand, J. Russell.

Departments and Divisions

Accounting

On Saturday afternoon, February 23, a number of girls from the pay roll division had luncheon and were entertained at the home of Mrs. Bernice Spruth, and from all reports a pleasant time was had by all.

The employees of the accounting division were very sorry to hear of the death of Mrs. Elsie Savickey's father who passed away on Saturday, February 23; and of Mr. Leon Salisbury's mother who passed away on Monday, February 11. We extend heartfelt sympathy and condolence to members of these families.

Girls of the comptometer division were pleasantly entertained by Mrs. Ethyl Erickson at her home on Tuesday, February 12, where they became acquainted with and enjoyed many Swedish dishes.

Anyone who can hit the bull's eye the way Mr. Al Jann did during noon hour on Wednesday, February 27, is certainly entitled to a little consideration.

At this writing we are sorry to report Miss Phyllis Magnuson of the pay roll division on the casualty list, but we are looking forward to her speedy recovery.

Miss Gertrude Collins, who has been elected class president, is the only girl in the class of 30 pre-legal students at John Marshall Evening Law School. Her additional duties will cover representation in scholastic affairs. Prior to this year the school has allowed only the law students to furnish representation in scholastic activities. We are proud of your success, Miss Collins, and may the future grant you opportunity and the fulfillment of your aspirations.

T. F. Coan.

Electrical

To Arthur Martens, operator at Grand Avenue sub-station, we extend our deepest sympathy, and to the family of the late Henry Martens who passed away. Henry Martens was an old time employee of this company, working as an engineer in the cable power houses from 1892 to 1913.

February 22 just past was a gala event in the Richter family. Mr. and Mrs. Henry Richter celebrated their thirtieth wedding anniversary. Congratulations!

James McDermott, James Elliott and Sewert Johnson, who for the past month have been on our sick list, have been reported as improving. We hope to see them all back soon.

It has been rumored that Tom Ostergard of the meter testing division has placed an order for a large yacht. Let's hope that we may have the pleasure of seeing this yacht on Lake Michigan this summer. One would hardly believe that such a thing could come from "Those thar hills out west."

Billy.

Engineering

"Bob" Mijanovich, foreman in the northern division of the track department, resumed work recently after a six weeks' siege of the grippe.

Congratulations to the proud daddies, Frank Madsen of 13th & Ogden, on the arrival of Baby Jean Louis, and "Charlie" Belasich, on the arrival of Baby Dorothy.

Roy Caul, division superintendent of the track department, has been confined to his home with an attack of lumbago. We sincerely hope he will be out again.

Harry Safford looks very distinguished in his new eye glasses.

We express our sincere sympathy to Edward Smith of 39th & Halsted in the recent loss of his brother Bernard, and also to John Lunn, wreck truck chauffeur, in his bereavement over the loss of his 18 month old son.

Legal and Accident Investigation

Charles Bouland, 76, died February 27. He was the oldest employe in the service in this department and ranked fourth in point of service with the Chicago Surface Lines, having commenced his 57th year of service. Mr.



Charles Bouland

Bouland was well known throughout the system. When he started his street car service in 1878, his duties required him to break in wild horses sent from the western plains for use on horse cars. Mr. Bouland was assigned to drive an eight-horse team on snow plows and because of his light weight and the seat used on snow plows, two men would stand and hold him in position while he guided the swaying snow plow on its

course. He then became a grip man and though he only weighed 125 pounds, he was able properly to manipulate the grip lever on our cable cars. He is reported to have been the lightest grip man in service at that time. Mr. Bouland entered this department shortly after 1900 and during his service here demonstrated a wonderful capacity for meeting all types of people and successfully obtaining information or in "bringing in his man" when his duties required him to do so. He took great pride in his long service and was one of the most faithful and loyal employes. There was never a thought in his mind but that the company's interest was the important consideration of any matter entrusted to him. He was able to perform his full duties up to a few weeks before he left the office never to return, but he must have been calling upon his remarkable physical reserve to have performed his duties for the last several weeks before he left. A high mass was held on the morning of March 1 at Our Lady of Mercy Church, and the interment was at Memorial Park Cemetery.

John J. ("Jack") Lynch, who entered the service of this department in 1920, celebrated the 25th anniversary of his marriage to Miss Anne Bosch on March 5. John B. Becker, whose present duties as assistant superintendent at 69th Street depot kept him from attending the 25th celebration of that auspicious occasion, was the best man 25 years ago, and Jack says that he thinks maybe John B. is still the best man. Jack received his congratulations with his usual broad grin and has had a come-back for every wise-crack.

Material and Supplies

We wish to congratulate Mr. and Mrs. Walter Passot upon the birth of their daughter, Arlene. Lots of luck to the little one.

Our sincere congratulations go to Marshall Grant, who took the plunge into matrimony on January 26, 1935. We wish both you and your wife the greatest of luck.

R. E. Buckley.

Schedule-Traffic

We were very sorry to learn of the passing away of the wife of Fred O. Excell on February 9, 1935. We extend our deepest sympathy to Fred in his bereavement.

It was suggested that the next time M. O. Kipping changes his brand of smoking tobacco, he ought to buy it at wholesale price. It won't cost him so much in view of the fact that the other smokers have a very high regard for Max's choice of brands of tobacco.

We understand there is a movement started to purchase Willie Devereux a book for his library; the title of the book is "Points on Pinochle"—Fred Excell, apparently, has read the book.

Geo. Weidenfeller.

Shops and Equipment

West Shops: If a few more employees at the West Shops relate their experiences as short wave radio operators, Burlington, Wisconsin, might just as well close up their Liars' Club. Led by "Baron" Bowes, who sets his watch by the chimes of London's Big Ben, and Eng. Jensen who picks up Sweden with nothing but a herring on his aerial, the stories are really good and the tellers should be encouraged, because good story tellers are hard to find.

For expert auto radio listening call Stanley (Stas) Kajpust.

We regret to report the following who passed away during the month of February, 1935, and wish to express our sincere sympathy to their relatives and friends: A. Beckman, died February 8, carpenter at the West Shops. A. Kressler, died February 12, watchman at Limits carhouse.

Yvonne Randall.

Around the Car Stations

Cottage Grove

We have just had the pleasure of hearing the annual depot talks by Mr. C. H. Evenson, Mr. W. Pasche and their associates. These meetings surely do give us good, sound and instructive advice. Let us all show that we at Cottage Grove can and will do much better in bringing about the results that the management desires.

Newly-weds of this depot: M. Godvin and G. Stokes. Good luck to you, boys.

Our new instructor, J. O'Connor, will likely be dropping around amongst us; let us listen to his instructions and we will be better operators.

With sorrow we express our deep regrets to the families of two of our trainmen who passed away during the past month. On February 2, Motorman

C. Dhoun passed away after a brief illness. On February 14, Motorman J. P. Kingannon, who had just reported for work and was in front of the depot to make his relief, took suddenly ill and passed away before reaching the hospital.

Things we like to hear about: The weather man and his clear skies tomorrow. (?) Knight and his gas heat.

Seventy-seventh

On February 10 our former clerk, Michael McKenna, met his death in an automobile accident. At the time of his death he was chief clerk at 69th Street depot, having been transferred and promoted three months ago. He was known to the trainmen of this division as "Smiling Mike" and his honesty, sincerity and consideration of his fellow men will always be remembered. His service with the company dated from November 18, 1925, when he went to work as a switchboard operator at this depot. He advanced from that position to those of transfer clerk, night clerk, day clerk and relief clerk here. Since his transfer to 69th Street he had been acting as correspondent for Surface Service Magazine. Sympathy is extended to his mother and brother John, who is a clerk at 77th Street.

Supervisor Michael J. Lyons is in the Speedway hospital, and the wish of his many friends is to see him back on the job soon.

To Motorman Dan McNamara, our executive board member, we express our deep sympathy in the death of his dearly beloved wife, who passed away last month.

We feel very sorry for Motorman R. J. McCarthy in the loss of his little daughter Joan.

Motorman Tom Brown is at the Auburn Park hospital where he underwent an operation and we wish him a speedy recovery.

On the 15th of last month our good friend Conductor George Payton celebrated his birthday, at which time he received our heartiest congratulations.

Congratulations to Conductors Thomas Hanley and E. J. Shefcik on the arrival of baby boys at their homes recently. Best wishes to the babies and their happy mothers.

One morning last month Conductor Ben McGuire jumped out of bed a la fireman, dressed hastily, and after saying bye-bye to his wife he noticed the grin on the face of his time piece. He then realized that he had arisen two hours ahead of time. Rather than go back to his warm bed he went directly to the depot, and on his way there he was heard mumbling to himself, "I will not miss today."

We can not restrain ourselves from revealing the fact that two of our Conductors, Harold Erickson and C. W. Schomberg, were married last month, although they tried to keep it a secret. Now that we know it, we want to wish them and their brides a very happy wedded life.

John T. Flynn.

Sixty-ninth

Sixty-ninth Street is beginning to settle down again after the untimely death of the Chief Clerk M. J. McKenna. Mr. Art Lipphardt has been transferred from 77th Street depot. It will take some little time for Mr. Lipphardt to become acquainted with the boys but he is already showing an aptitude in that direction. We feel that it will be only a short time until things get back to the standard of efficiency which M. J. McKenna had begun to display.

Sixty-ninth Street had two very good meetings in their Annual Operating Conference. Mr. Even-

son and Mr. Pasche made very good talks. Our new assistant superintendent of transportation, Mr. R. J. McKinney, came up to 69th Street very early that morning and spent all day with Mr. Quinn.

J. B. Becker.

Archer

Operator Tom Rodden is again wearing a broad smile. He is again daddy and the proud father of a bouncing baby boy who answers to the name of Thomas, Jr., born February 11. Tom is now father of a daughter and son. Congratulations are now in order.

Our deepest sympathy is extended to executive board member T. J. O'Rourke on the death of his dear mother who died February 14, after a short illness.

Irving Koehler secretly strolled away on February 27 and signed a life contract, taking upon himself a wife. Congratulations are now in order. Those of you who have not sampled that box of Dutch Masters do so at once. While congratulating Irving Koehler, don't forget August J. Koehler, his father, who served the good eats for the happy couple. A. J. is still giving out cigars.

Our very deepest and sincere sympathy is extended to Motorman M. S. Biggis on the death of his dear wife who died on February 25.

Bus Operator E. C. Grunst takes a three weeks vacation to recuperate, going to Florida, after the long winter days.

Conductor J. J. Daley's brother died February 26. Our sympathy is extended to you on this sad occasion.

Dusty.

Blue Island

We all extend our sympathy to Conductor P. Coleman and family in the loss of his brother, Michael Coleman, conductor at this depot, who passed away on February 18 after a short illness.

Our sympathy is also extended to Motorman A. Abbs and family in the loss of his brother, Motorman Edward Abbs of Devon depot; and to Motorman C. Steinbrecher in the loss of his mother and Conductor J. Brouse in the loss of his wife.

Ex-Conductor Charles Oetting of this depot, now flagman at Burnside depot, underwent an operation at the Billings Memorial hospital and we hope for his speedy recovery. He would appreciate a visit from some of his old friends.

Mr. Maguire and Mr. Eigelsbach wish to thank you all for your splendid work in winning first place in Group "B" of the 1934 Accident Prevention Contest. Now that there will be no contest this year does not mean that you should give up your good work, but we ask you to work still harder and prevent accidents.

Motorman John Vosmik (Officer) is an expert horse trainer. He was seen on West 26th Street training a horse in walking on the icy pavement.

C. P. Starr.

North

Conductor J. Galvin, No. 2, was married during the middle of February and has settled in Austin. Conductor E. Schulstad has also taken unto himself a bride. Congratulations to these young folks from all the boys!

Senator Denvir dropped into the recreation hall one recent afternoon to give our sharks a little demonstration of how checkers is played. Playing five games against five opponents simultaneously, he didn't lose a game. 'Nough said.

We all sympathize with Conductor Ed Daley in the loss of his mother.

Conductor William Nehls, who takes care of the

night car business on North Avenue, completes 36 years of service March 28. Conductor Hagen Paulson, who has worked on Crawford for many, many years, rounded out 32 years of service March 4. Motorman J. P. Johnson, "Yay Pay," started out March 26, 1900, and has served North Avenue riders for many years, completing 35 years' service. Another young fellow, Motorman Martin Kerins, started out one day later, March 27, 1900. Martin's preference for working on Lake Street is well known, he having served the riding public over there for many years.

C. A. Knautz.

Noble

Clerk Lee Cumber has returned to work after being confined to the hospital for twenty-three days. Outside of losing a few pounds, Lee appears none the worse from his experience and we are glad to see him back on the job again.

Conductor Stanley Chojnacki, after a game fight of almost a year to regain his health, died on February 25 and was buried in Acacia Park cemetery on February 28. To his widow and son, the boys of this depot extend their deepest sympathy.

We also extend our sympathy to Motorman George Kuznick on the death of his wife on February 22 after a very short illness.

Our famous entertainer, none other than Conductor Alex Nygard who has been on the sick list, paid a visit to the depot the other day and informed us that he expects to return to work before long. Our early morning quartet has been silent since Nygard reported sick, and the boys are all wishing that he will be able to return to work before long.

Relief Receiver Fred Meyers is the proud father of a little baby girl. Congratulations!

Ed Devine.

Lincoln

The icy pavements and sidewalks have proved very dangerous during the past month. Conductor J. J. Mulhern fell on the ice at his home and suffered a broken ankle on February 26. He was taken to the Alexian Brothers hospital, but is now at his home and improving very nicely.

Sunday, February 10, was a big day for Motorman and Mrs. L. J. Hasse, when the stork brought them another baby girl, weighing 7 pounds.

H. Spethman.

Devon

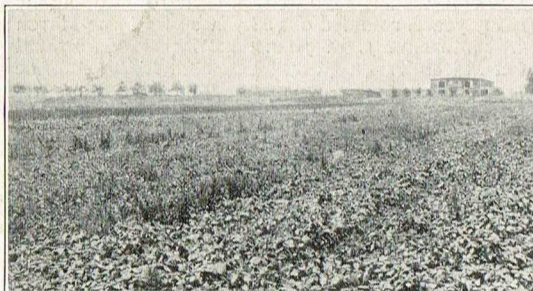
That quiet, unassuming, gentlemanly lad, Tony Falco, has returned from Florida after spending a month enjoying the sunshine and the admiring glances of the southern girls. According to the business men down there, all he did spend was the month. While he was there he had more pictures taken than a movie actress.

A well-dressed young stickup man boarded the car of Conductor Grover Rose and ordered him to hand over his changer. Rose immediately grasped the barrel of the gun and wrestled with the robber, breaking the gun open and spilling the cartridges on the platform. At this point the hoodlum lost heart and jumped off the moving car, ran down an alley and out of sight. Conductor Rose is a mild-mannered fellow but he surely surprised one hold-up man.

We regret to report the death of one of our old-timers, Motorman E. Abbs, who died February 5. He had not been working since October, 1930, when he reported sick because of a nervous breakdown. He entered the service April 19, 1902, and worked steadily until he became ill. His funeral was well attended by his many friends from Devon.

E. Milz.

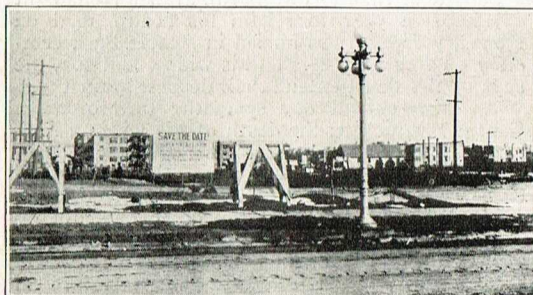
SURFACE LINES TRANSPORTATION WROUGHT THESE CHANGES



Cottage Grove and 79th Street in 1908



The same intersection as it looks today



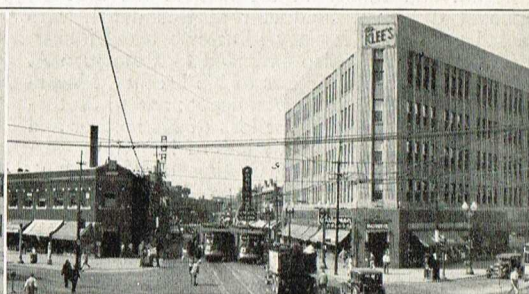
This is the way Lawrence and Kedzie looked in 1914



And this is the way it looks now



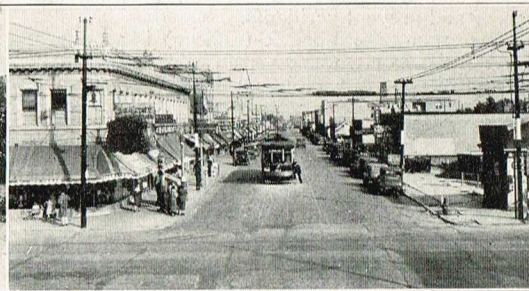
Milwaukee, Irving Park and Cicero in 1912



—and today



Belmont Avenue at Central Avenue in 1924



As it appears now since good transportation was provided