

Surface Service

• MAGAZINE •

VOLUME 12

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NUMBER 7





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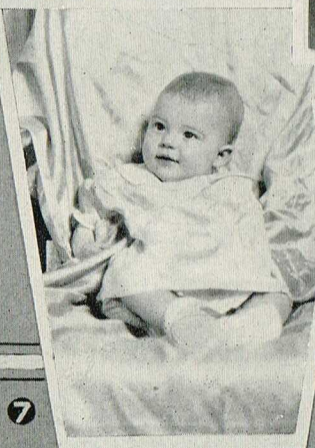
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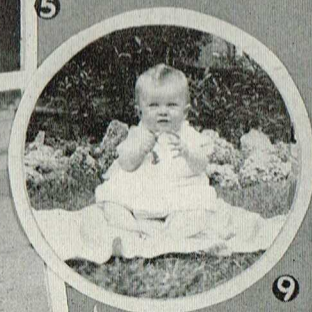
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CHILDREN IN SURFACE LINES FAMILIES

1—Donald William, son of Joseph Cornelius, conductor, Kedzie. 2—Anna and Theresa, daughters of Stanely Kuzius, motorman, Armitage. 3—Mrs. Phillip Strohm and Marjorie, wife and daughter of Phillip Strohm, conductor, North Avenue. 4—Robert James Wyokoff, grandson of Bernard Wagoner, motorman, 77th Street. 5—Violet and Anna, daughters of Michael Kokos, motorman, Burnside. 6—Elwin Daniel, son of Albert E. Pacholski, conductor, Archer. 7—Roan Marlene, daughter of Roy Lyman, motorman, Archer. 8—Ruth, Joan and Jean, daughters of John S. Franzen, Traffic and Schedules Department. 9—Lorraine, daughter of Carl Skie, conductor, Armitage.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 12

OCTOBER, 1935

No. 7

Transfer Works Smoothly

Joint Service Between Surface and Elevated Lines Inaugurated Without Difficulty

The joint Surface Lines-Elevated transfer, although one of the most important changes in local transportation in recent years, went into effect on September 22 without any confusion on the part of the public and is working smoothly, due to the thorough preparations made prior to its installation.

All of the details had been worked out carefully in advance. The transfers were printed and delivered to the car stations, the time-stamping machines were installed at the elevated stations, and printed and advertising matter had provided ample information to the public on the working of the new system.

Instruction of the trainmen began several weeks prior to the installation of the transfer. A comprehensive rule book was distributed to all trainmen, maps of the various transfer stations of the elevated were placed in all the car stations, and an elaborate program of instruction for trainmen was begun three or four weeks before the twenty-second.

Superintendent of Transportation Evenson and his assistants began the instruction of the operating force with 225 division superintendents, assistant division superintendents, clerks, and men selected as instructors. They were thoroughly drilled in all the details of the new system. The instruction force included about 100 men, who were distributed among the various car stations.

Every Man Instructed

These instructors then began the task of talking to the trainmen in small groups of 10 or 15, going carefully over the ground and then calling the same groups back later to be sure that they had all the information required.

Consequently, when the transfer went into effect every trainman on the Surface Lines was thoroughly familiar with the rules and knew all of the transfer points and the tributary lines to them. The fact that there have been comparatively few complaints indicates that this work was effective.

The handling of the transfers both at the depots and in the Auditing Department is no small task. They are distributed to the depots in accordance with a previously determined allocation. The clerks at the depots distribute to each man the number of elevated transfers that represents the estimated maximum demand on his run. When the trainman turns in at night he makes an accounting on a special envelope of the total number of transfers he has received and the total

number he has sold. The unsold transfers are then placed in the envelope and sealed up.

Careful Count Made

These envelopes are sent down from the car stations to the Auditing Department, which checks over the contents and balances them against the report on the face of the envelope. The remaining unsold transfers are counted by means of a specially built micrometer, which accurately determines the number by the size of the book.

"The trainmen should be complimented," Auditor W. H. Kennedy says, "for the accuracy of their reports. We have found very few mistakes. Although the system is new, trainmen have gotten on to it quickly and their accounting is accurate."

When the Illinois Commerce Commission issued the order for joint transfers between the Surface Lines and Elevated, there was no data on which anything more than the vaguest guess could be made as to the probable use of it. These guesses ranged up into the hundreds of thousands.

Demand Not Large

How far wrong they were is indicated by the fact that the average number of elevated transfers sold on the Surface Lines is about 35,000 per day, with some 16,000 on Sundays. This is less than 2 per cent of the total passengers of the Surface Lines. It is only about a third as many people as the total number of revenue passengers on the Clark-Wentworth surface line alone.

Apparently not more than twice as many people are using the two systems now as used them when two fares were collected.

Various reasons have been advanced for this comparatively small use of a privilege which has been sought for so many years, but the principal reason seems to be that the number of passengers who can save time by use of the two systems is very limited and it is of practically no value except to those going to or through the central business district. Surveys by Surface Lines officials previously had developed the fact that only 18 per cent of all those using the Surface Lines enter the loop.

Undoubtedly passengers originating at certain points and traveling to or through the loop can save some time by use of the joint transfer. But the great majority of Surface

Lines passengers who are not loop-bound find that the transfer saves them no time.

Boarded Same Car

Conductor W. H. Dorgan, badge No. 4834 of 77th Street, had an experience which illustrates this point. On September 24 at 6:57 A. M. a man boarded his car on the Clark-Wentworth line at Morse avenue and requested an elevated transfer. He changed to a Broadway car at Devon avenue and transferred to the elevated at the Granville station. At the Roosevelt road station he left the elevated, time-stamping his transfer at 7:48 A. M. and transferred to Roosevelt road and from there to the Clark-Wentworth line. As Conductor Dorgan took up the transfer he recognized it as the same one he had issued on the north side, and at the same time the passenger realized that he had gotten on the same car he left to board the elevated.

Conductor D. O'Rourke, badge No. 628 of 77th Street, had a similar experience on September 28. He took up two elevated transfers at the 59th Street station which he had issued to two southbound passengers on his State street car who transferred at the Grand avenue station.

Conductor Carl W. Norlin, badge No. 1118 of the same depot, was in a hurry to get to work on September 23 and he left the Clark street car on which he was riding and transferred to the elevated at the Chicago avenue station. When he arrived at the 77th Street depot he found that the Clark street car from which he had transferred had arrived just one minute before he did.

GARDEN PRIZES AWARDED

Noble, North Avenue, Limits Win First Awards—Splendid Showing Praised

Those responsible for the gardens on the various Surface Lines properties were entertained at dinner at the Palmer House on the evening of October 2 by the Garden Committee. F. M. Hamilton, chairman of the committee, presided and the prize awards were announced by J. V. Sullivan, a member of the committee.

As each award was announced a picture of

that particular garden was thrown on the screen by stereopticon.

The prize awards were as follows:

Group One (Car houses whose enclosed area permits extensive planting of beds, borders and grass plots)—First prize, Noble; second prize, Burnside.

Group Two (Car houses whose enclosed area permits only a limited planting of beds, borders and grass plots)—First prize, North Avenue; second prize, 77th Street.

Group Three (Car houses whose possibilities are restricted to window boxes and beautifying parking strips)—First prize, Limits; second prize, Cottage Grove.

Group Four (Loop and station plantings)—First prize, Archer and Cicero; second prize, Halsted and 39th.

Group Five (Particular excellence in growing any certain variety of flower. In making this award consideration was given to height of the plant, number and size of blooms, condition of foliage, etc.)—Devon Avenue, and Halsted and 39th.

A feature of the evening was an illustrated lecture by Dr. C. O. Schneider, showing beautiful gardens and flowers, not only in the vicinity of Chicago but throughout the country. The pictures were made by direct color photography and were very excellent.

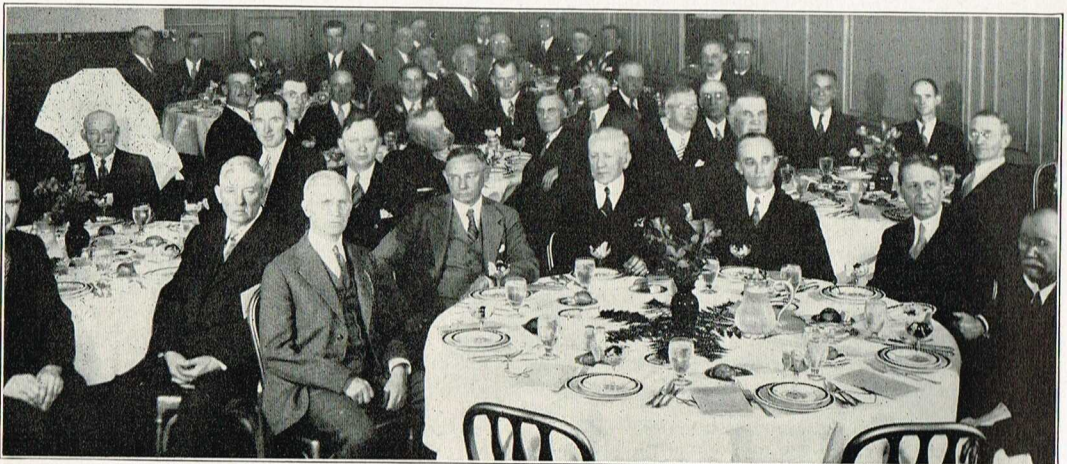
The new member of the committee, H. O. Crews, who succeeded the late John E. Wilkie, was introduced and made a short talk on "Being a Good Neighbor."

RECORD TERMINAL CHANGE

Electrical Department Moves Trolley Bus Terminal in One Hour and Fifteen Minutes

On Friday, September 13, the Electrical Department changed the trolley bus terminal of the Belmont avenue bus line at Central avenue in record time. After a new terminal had been built at Belmont and Central, a change-over was affected in one hour and fifteen minutes.

At 8:15 A. M. the last bus went around the old terminal, and at 9:30 A. M. the property was clear and the new terminal was being used.



Annual Garden Dinner at Palmer House

Praises Transfer Efficiency

Superintendent Evenson However Calls Attention to Importance of Daily Routine

By C. H. EVENSON
Superintendent of Transportation

The quietness and ease with which the joint transfer system between the Surface Lines and the Elevated was installed again proves the fact that when the Surface Lines operating force has a job to do it does it thoroughly and well. This was a major change in operating practices. No innovation in recent years equals it. Even the re-routing in the central business district in 1924 was of minor importance compared with the setting up of a completely new system of transferring between two competitive transportation properties.

Surface Lines trainmen had become so familiar with every detail of the plan prior to its inauguration that there was no confusion and there have been surprisingly few mistakes either in judgment or in the observance of the rules.

It has become a well recognized fact in this community that Surface Lines trainmen can always be depended upon in any emergency. They have proved it over and over again when they were confronted with snowstorms, floods and fire—in fact, in any crisis that tries a man's mettle.

Built Up Slowly

But we are all inclined to forget that good public opinion is built up not only by the way in which we meet emergencies, but especially by the manner in which we perform the humdrum tasks of every-day operation. Spectacular service has an appeal of its own. Routine service is likely to receive less attention.

What the local transportation operator must remember is that the eyes of the public are on him always and not merely when he is doing something out of the ordinary. Every minute that he spends on the car he is being judged by someone for his efficiency and courtesy, or his lack of it. The way he collects his fares, the tone of his voice when he speaks to passengers, the way he calls street intersections, or fails to call them, his interest in looking after the comfort and safety of his passengers, his personal appearance—all of these things are constantly creating an impression on the public relative to Surface Lines service.

Must Keep Up Record

During the two seasons of A Century of Progress Exposition, Surface Lines trainmen won commendation at home and abroad by their courteous and efficient service. The great majority of trainmen are doing their work as well today as they were then, but there are a number of individuals among them who seem not to realize that they are in some instances not making friends and in other instances are making enemies for the company for which they work.

In the highly competitive local transportation field of today, the courtesy and efficiency

of employes is more important than ever before. Passengers are not compelled to use a service that they do not like. Good will means good business, and ill will means poor business.

And that fact is of interest to every trainman, because he prospers only as the company for which he works prospers.

CAR WORKERS AT NOVENA

Street Car Men's Society of the Little Flower Attends St. Clara's Church in Body

The Chicago Street Car Men's Society of the Little Flower received holy communion in a group at 8 o'clock on Sunday morning, September 22, in St. Clara's church, 64th street and Woodlawn avenue. The service was the beginning of the annual public novena of the Little Flower at the national shrine in the church, and in commemoration of the end of the first decade of her canonization.

Conductor Harry W. Kennedy of Cottage Grove depot, director of the society, was one of the officers in charge of the group of 550 men who marched to the church. Others were Motorman Joseph Minnich of Cottage Grove, Conductor Thomas Nolan and Conductor Peter Flaherty of Burnside, Conductor John J. Maloney of Sixty-ninth, Conductor James J. Connelly of Cottage Grove, and Motorman Michael O'Grady and Conductor William F. McMillan of Archer.

The Reverend J. Anderson O. Carm is spiritual director of the society.

SPEAKERS' BUREAU ACTIVE

Begins New Season After Reaching Many Thousands Last Year

The Speakers' Group of the Chicago Surface Lines is beginning its new season with three pictures available for showing, "Science Builds a Street Car," telling the story of the development in car design and construction; "North and West Side Communities That Make Chicago," and "South and West Side Communities That Make Chicago," showing the importance of local transportation in the development of the city.

The first of these is a motion picture with sound, and the other two are sound stereopticons. The south and west side picture has just been completed, but the north and west side picture was shown during last season.

The report of the activities of the group for the past year shows that 222 engagements were filled and a total audience of 32,305 was reached. The engagements were at schools, civic and improvement organizations, parent-teacher groups, lodges, churches, colleges and social welfare organizations.

JOHN P. BURKE HONORED

Cashier Entertained at Dinner on Completing Sixty Years of Service

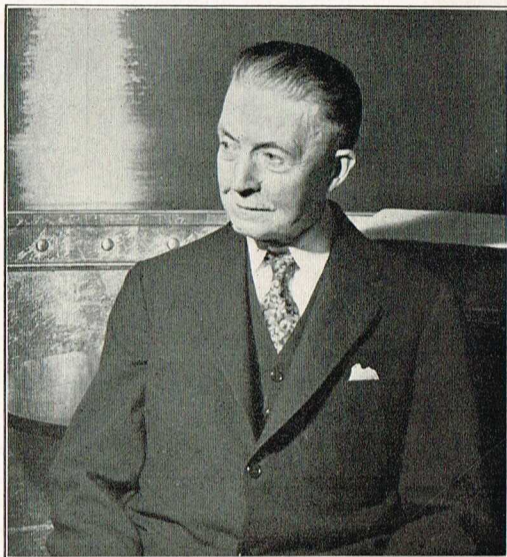
In recognition of his 60 years of service with the Chicago City Railway Company and the Chicago Surface Lines, John P. Burke, cashier, was entertained at a luncheon given by President Richardson at the Union League Club on October 2. At the close of the luncheon he was presented with a radio, the gift of his associates in the Surface Lines organization.

Attorney Harry P. Weber presided at the luncheon and made a brief talk on the long and honorable service of Mr. Burke. President Richardson discussed the many changes in local transportation during these 60 years since Mr. Burke became connected with the street car system.

It was on October 2, 1875, when he first obtained a position as assistant to C. B. Holmes, in charge of transportation for the Chicago City Railway Company. He has been cashier of the Chicago Surface Lines since unification in 1914, and is also assistant secretary and assistant treasurer of the Chicago City Railway Company.

Mr. Burke served under seven presidents of the Chicago City Railway Company and has served under all three presidents of the Chicago Surface Lines.

When he began his career in local transportation, the State street line operated only from Randolph to 39th Street; the Indiana line from 18th to 39th Street; the Cottage Grove line from Indiana to 55th Street; and Clark street from Diversey to Archer. One-horse bobtail cars gave way to the larger two-horse cars the year he entered the service.



John P. Burke

total of \$657,522.28 paid to Chicago Surface Lines employes to-date.

The Surface Lines Relief Committee, in addition to the above disbursements, paid a total of \$120,000 to the Joint Emergency Relief Association during the period from November, 1931, up to and including October, 1932, making the total expenditures by this Committee to-date \$777,522.28.

ROUNDING UP WITNESSES

Average for System High in August—Lincoln Makes Notable Advance

The average for the system in the rounding up witnesses contest was the highest in August that it has been this year. It was 3.41, compared with the previous high average of 3.35.

The outstanding advance for the month was made by Lincoln, which division captured second place after having been in eighth position in July. Elston-Noble also made a notable stride, moving from sixth to third place.

Detailed figures are as follows:

	Aug.	July	June	May
1. Burnside	4.18	4.31 (1)	4.03 (1)	4.00 (2)
2. Lincoln	3.94	3.24 (8)	3.48 (6)	3.35 (6)
3. Elston-Noble	3.91	3.41 (6)	3.14 (9)	3.25 (7)
4. Lawn-Blue Isl.	3.88	3.86 (3)	3.92 (2)	4.06 (1)
5. Archer	3.85	3.54 (5)	3.42 (7)	3.22 (8)
6. 69th St.	3.72	3.99 (2)	3.66 (3)	3.60 (4)
7. 77th St.	3.68	3.69 (4)	3.62 (4)	3.74 (3)
8. Cottage Grove	3.56	3.37 (7)	3.57 (5)	3.43 (5)
9. Kedzie	3.31	3.04 (10)	2.94 (11)	2.90 (11)
10. North Ave.	3.04	3.05 (9)	3.32 (8)	3.20 (9)
11. Limits-Devon	2.89	2.83 (11)	3.14 (10)	2.91 (10)
12. Armitage-Division ..	2.55	2.55 (12)	2.50 (12)	2.51 (12)

Aver. for System. .3.41 3.35 3.35 3.32

"Did you make these biscuits, my dear?"

"Yes."

"Well, I wish that you wouldn't make any more, sweetheart."

"Why not, dearie?"

"Because, angel dear, you are too light for such heavy work."

QUINTUPLETS DESERTED

Conductor George Haley of Armitage station was the embarrassed finder of quintuplet kittens on his Milwaukee avenue car on the night of October 4. They were nicely done up in a carton which was left on the car by a passenger. Conductor Haley was attracted by the peculiar sounds coming from the carton and discovered that someone evidently had found a new way of disposing of surplus cats.

He turned them in to the lost and found department at his car station, but, naturally enough, there was no claimant.

Tender-hearted trainmen, however, decided to adopt them. Conductor Haley took a black one, Motorman Henry Hill took the other black one, and Conductor Daniel Brown adopted the two yellow ones and the gray one.

EMPLOYES RELIEF FUND

September 1935

The Surface Lines Employees Relief Committee held four sessions during the month, at which 13 applications were considered. Of this number there were seven applicants approved for weekly relief payments, making a total of 253 on the list at this time.

Checks totaling \$9,532.00 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a

Complaints Receive Attention

All Letters from Passengers Are Followed Up—More Complaints in September

Letters of complaint or commendation received from Chicago Surface Lines passengers are given the most careful attention. They are regarded as a reflection of the attitude of the public toward the service, and often they contain suggestions which are valuable in improving some detail of operation.

All of these letters are directed to the desk of J. V. Sullivan, executive assistant. Mr. Sullivan takes up with the operating head of the department involved, usually the Transportation Department, any complaints or suggestions contained in the letter. The letter is then answered promptly and referred back to Superintendent of Transportation Evenson for further attention. In almost every case a supervisor or other employee of the Transportation Department is sent out to interview the writer of the letter and talk the matter over with him. Often this produces some additional information and results in making a friend of the complainant.

When the complaint justifies action with regard to an individual trainman, appropriate action is taken.

All letters of criticism or commendation are eventually filed in the envelope of the trainman involved. They become a permanent part of his record.

More Complaints

During the month of September there were 411 complaints, as compared with 382 during the corresponding month last year. Part of this increase was due to the larger number of complaints on transfers, mostly resulting from the introduction of the new Surface Lines-Elevated transfer system. There were 142 of these complaints last month, as compared with 108 the previous year, but 31 of them had to do with the new system. The only other classification which showed an increase was discourtesy. There were 104 complaints of discourtesy last month, as compared with 91 the previous year.

Commendations showed a decrease of five, as compared with the report for September, 1934.

Among the commendations received during September were the following:

One Surface Lines rider, who has been using the service for over 17 years, writes to extend his compliments to the company for the courteous and neat appearing men on the cars. This rider is B. G. Nicholas, 419 North Central Park avenue, who also thanks Motorman Edward E. Panzer, badge No. 1273 of Seventy-seventh, for waiting for him to board his car.

A. R. Kirchhofer, 1609 North La Salle street, was impressed with the exceptional courtesy, kindness and patience of Conductor John Carney, badge No. 9568 of Seventy-seventh.

Thinks Him Best

In the opinion of William P. Hardy, 1102 Albion avenue, Motorman Edward G. Droege, badge No. 10999 of Devon, is the best operator on the system, because he uses good judgment

in starting and stopping without jerking and jamming.

William R. Ahrens, 7937 Dorchester avenue, praises Conductor Francis C. McDermott, badge No. 7976 of Seventy-seventh, for his kindness in assisting an elderly woman and two small children alight from his car.

Mrs. Minnie Lampard, 2524 Blaine place, had a letter written commending Conductor Harry G. Zeplin, badge No. 6776 of Sixty-ninth. She states that Conductor Zeplin was more polite and attentive than anyone has been to her in the city since she lost her eyesight several years ago.

Mr. and Mrs. J. P. Elston, 5120 North Lincoln avenue, are very grateful to Conductor Harold E. Anderson, badge No. 13898 of Devon, for turning in a package which was left on his car.

A. T. Fuller, 6446 North Seeley avenue, writes a letter to commend Conductor Charles E. Ritter, badge No. 11514 of Limits, for his pleasant way of answering questions and watching out for the safety of his passengers.

Helpful Courtesy Appreciated

Miss Dora Hirsch, Hotel Windermere, 56th street and the Lake, expresses appreciation of the helpful courtesy shown to her mother by Conductor Gale Hruska, badge No. 6364 of Cottage Grove.

G. A. Carlson, 4150 Elston avenue, wishes there were more conductors like James J. O'Keefe, badge No. 3580 of Elston, who assisted his passengers with their packages as they boarded and alighted from his car.

Joe Walter, 2513 West 65th street, noticed how polite Conductor Michael J. Rogers, badge No. 2980 of Archer, was in helping a passenger close a car window.

B. Webber, 1553 North Clark street, believes Conductor George R. Chester, badge No. 5018 of Seventy-seventh, should be commended for his interest in the property of passengers. Conductor Chester turned in the umbrella left on his car by Mrs. Webber.

Conductor John Harazin, badge No. 5390 of Noble, is commended by Miss Hazel L. Spang, 6144 North Meade street, for his courtesy to an elderly passenger and for the way in which he called street intersections.

Called Good Employee

Miss Kate Sturges Benton, 5021 Blackstone avenue, classifies Conductor Sidney Swensen, badge No. 2300 of Burnside, as a "good employee." He switched on the lights in his car during a temporary spell of darkness, called street names clearly and was very courteous to passengers.

Mrs. A. Schoepf, 5315 North Spaulding avenue, witnessed a very considerate act of Conductor John J. McManmon, badge No. 1550 of Elston, who was exceptionally courteous to an elderly woman on his car.

Operator John A. Cronin, badge No. 508 of Burnside, is commended for his honesty by

(Continued on page 10)

SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 12 October, 1935 No. 7

H. O. Crews - - - - - Editor

C. L. Altemus - - Assistant Editor

SIXTY YEARS

Men who write and edit newspapers are always looking for news that is out of the ordinary. But they know their readers, and the extraordinary news they seek must be sensational.

A man who devotes a life-time to the service of one organization deserves a prominent place in the news of the day, because he has done an extraordinary thing. It is the every-day service that counts in this world, but unfortunately it receives too little public recognition.

John P. Burke began his career with the local street car system on October 2, 1875, when he became assistant to C. B. Holmes, superintendent of transportation for the Chicago City Railway Company. He was made paymaster for that company in 1882 and assistant treasurer in 1907. He has been cashier for the Chicago Surface Lines since its organization in 1914.

Six decades of honest, painstaking, efficient work is a record of distinguished service that surpasses most of the spectacular achievements that win newspaper headlines.

WHERE PEOPLE GO

Early use of the joint Surface-Elevated lines transfer indicates that it is not as important a factor in serving local transportation needs as many believed it would be. About 35,000 elevated transfers are sold on Surface Lines cars on the average week-day.

That is less than 2 per cent of the total number of revenue passengers on the Surface Lines and is less than one-third as many passengers as are carried on the Clark-Wentworth line alone.

This fact does not surprise those who have made a careful study of the riding habits of the people of Chicago. Of the total local transportation load, the Surface Lines carries 80 per cent and only 18 per cent of these passengers enter the central business district.

The Surface-Elevated transfer was designed to provide more service for persons traveling to or through the loop. Most of those using local transportation in Chicago, however, go from one section of the city to the other and not to the loop. This vast majority is served by the gridiron system of the Surface Lines on the basis of a 7 cent fare with free transfers.

OBITUARY

Deaths on the System from September 1, 1935, to September 30, 1935

Transportation—Division 3, Seventy-seventh: William Hitchler, employed April 6, 1908, died September 9, 1935. LeRoy F. Irey, employed July 25, 1927, died September 21, 1935.

Division 5, Archer: Christopher Rouse, employed May 25, 1907, died September 10, 1935.

Division 7, Kedzie: Michael Horrigan, employed April 14, 1898, died September 9, 1935.

Division 8, North: Charles C. Thorsen, employed April 1, 1916, died September 5, 1935.

Division 9, Armitage-Division: Albert Fuchs, employed September 1, 1908, died September 10, 1935. George Henriksen, employed October 16, 1933, died September 9, 1935. John C. Hooker, employed April 1, 1892, died September 8, 1935.

Division 10, Elston-Noble: Matthew Loeser, employed March 4, 1909, died September 1, 1935.

Division 12, Devon-Limits: Michael F. Cusack, employed May 4, 1904, died September 30, 1935. James L. Day, employed August 26, 1929, died September 24, 1935. James T. Harrop, employed June 10, 1895, died September 14, 1935.

Material and Supplies—South Shops: James Williams, employed September 1, 1908, died September 19, 1935.

Shops and Equipment—Division 8, North: Fred Johnson, employed August 15, 1929, died September 10, 1935.

Division 11, Lincoln: William F. Lorenz, employed July 23, 1907, died September 26, 1935.

South Shops: Joseph Seaman, employed January 4, 1896, died September 7, 1935.

Track—Andrew Feola, employed April 15, 1910, died September 2, 1935.

CSL POST RIFLE MATCH

Contenders Will Shoot for Post Championship at Fort Sheridan—Officers Installed

The individual rifle match for the championship of the CSL American Legion Post will be held at Fort Sheridan, October 20, starting at 10 o'clock. The match will be at 200 and 300 yards, slow fire, Army "A" target. A large number of the members of the post are expected to participate and prizes for the winners will be awarded at the meeting of the post in November.

The newly elected officers are to be installed by the post on October 15. Past Department Commander Jack Poorman will be the installing officer.

The post adjutant requests that attention be called to the fact that yearly dues are now due and payable.

ARCHER WINS TROPHY

Awarded Cup in Soft Ball League Tournament—Lawndale Second

The Chicago Surface Lines soft ball championship was won by the team from Archer depot at a game played on October 6 with the team from Lawndale depot, on Bessette field at 77th Street depot. Archer won by a score of 8 to 0.

Previous to this final game, six teams were entered in the play-off. In the first round, Archer defeated Armitage, North Avenue defeated Lincoln, and Lawndale defeated Limits. North Avenue then played Lawndale and was defeated. Then Archer and Lawndale played three games to decide the winner, and Archer won two of the three games.

In the final game Archer had 11 hits and Lawndale 5 hits. The battery for Archer was Zelis and Novak and for Lawndale it was Daly and Frengen.

ATTEND BALL GAME

A Large Number of Surface Lines Trainmen Present on Street Car Men's Day at Mills Stadium

Some 1,200 trainmen of the Chicago Surface Lines attended the baseball game at Mills Stadium on Sunday, September 22, which was set aside as "Street Car Men's Day." Division Superintendent Elmer L. Brookman pitched the first ball and Assistant Division Superintendent T. H. Eigelsbach caught it—or tried to. Thomas Fahey, Division Superintendent, pitched the first ball in the second game of the double-header between the Chicago Giants and the Mills team, the Mills team winning both games after a good exhibition of baseball.



Trophy Winning Archer Soft Ball Team



ONE OF THE "LADIES FROM HELL"

Duncan Robbie, electrical welder at the West Shops, is one of the large number in the Surface Lines family who distinguished themselves in the World War. His fellow workers at the West Shops call him "Scotty."

Mr. Robbie entered the service as a member of the 51st Highland Division—Ladies from Hell—in 1914 when he was only 16 years old. He spent three years in the service in France and was wounded twice and gassed once. He was a sniper and played in the regimental band. The last two years he was pipe major and director of the Curtiss Kilties. He was honorably discharged in 1919.

(Continued from page 7)

Mrs. Henry Engels, 11755 Burley avenue, who recovered her lost purse through Operator Cronin's integrity.

Mrs. A. Nesmith, 946 Sheridan road, tells how much she appreciated the kindness of Conductor Charles Shalusky, badge No. 9312 of Noble, who paid her fare after she told him that she had lost her pocketbook.

Mrs. P. B. Rogers, 9442 South Racine avenue, observed the unusual courtesy and kindness of Conductor John Carney, badge No. 9568 of Seventy-seventh, as he assisted his passengers and performed his duties in a very pleasant manner.

Andrew Karinski, 2314 Thomas street, highly commends Conductor Cyril J. Kiefer, badge No. 10332 of Archer, who performs his duties in an intelligent manner.

Mrs. H. Morrow, 2844 North Sacramento avenue, thanks Conductor Willard R. Clay, badge No. 8574 of Limits, for helping her daughter reach her destination.

Mrs. Emily Solaman, 4348 South Lombard avenue, Oak Park, writes to say that Conductor David Sax, badge No. 7478 of Kedzie, is exceptionally polite to passengers, and is especially courteous to old folks.

Mrs. Amos W. Walker, 5543 Hyde Park boulevard, says that she wants to congratulate the Surface Lines for having as fine a man as Operator John Mizar, badge No. 5015 of Archer in the service. Mrs. Walker observed the kindness shown a crippled passenger by this operator.

A. Bernard of the Illinois Central Railroad, wrote a commendation for Conductor Thomas Grennan, badge No. 526 of Burnside and Motorman Alexander Metke, badge No. 1559, also of Burnside, who flagged a southbound Illinois Central train because they noted the bank had been washed out from underneath the track during a heavy rain storm.

BABY GETS \$1,000

Donation Made to Infant of Mr. and Mrs. Albert O'Dowd Because It Was 10,000th

Conductor Albert O'Dowd of Blue Island depot is all smiles because his infant son, born on Sunday night, October 6, was the 10,000th baby born at Lewis Memorial Maternity hospital.

That fact is not so important, but what pleases Conductor O'Dowd is that because he was the 10,000th baby his son received \$1,000 donated by Cardinal Mundelein and Mr. and Mrs. F. J. Lewis. Mayor Kelly also donated a christening robe and Mrs. Margaret Eppig, sister of the cardinal, a baby carriage.

The hospital was founded by Cardinal Mundelein and Mr. Lewis in January, 1931.



Conductor Albert O'Dowd and His Son, with Nurse Rose Rock.

Keeping 'Em Rolling

Burnside, Lawndale and Cottage Grove the Three Leaders for the Month of September

Burnside took a mighty big step forward last month to come out on top of the list with an average of 37,497 miles per pull-in due to equipment failure and a 119.8 per cent increase over the previous month. Lawndale stepped from fourth position last month to second place for September, with 35,941 miles per pull-in to their credit and a percentage increase of 52.5 per cent.

Ten of the sixteen carhouses show increases for this month and the average for the system is over the 20,000 mile mark.

Following are the individual records:

Rank	Carhouse	Zero Days	Mileage Per Pull-In	Pct. Inc. or Dec.
1	Burnside	17	37,497	119.8
2	Lawndale	20	35,941	52.5
3	Cottage Grove	9	26,247	24.7*
4	77th	6	25,874	5.4
5	Noble	17	22,735	46.8
6	Limits	18	21,607	29.6*
7	Devon	10	21,332	14.6
8	North	4	20,602	32.0
9	Armitage	11	19,303	8.8
10	69th	6	19,231	1.9
11	Lincoln	11	17,674	4.8*
12	Division	12	16,817	58.2
13	Kedzie	7	16,355	35.2
14	Archer	6	16,013	6.1*

15	Elston	15	15,958	24.5*
16	Blue Island	10	12,185	23.4*
		179	20,313	11.9

*Decrease.

Carhouse records for the past six months:

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

A husband found some holes in his sock and said: "Wife, dear, why haven't you mended these?"

"Hubby, darling, did you buy me that coat for Christmas, as you promised?"

"N-no."

"Well, if you don't give a wrap, I don't give a darn."



Burnside Pull-in Crew

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

Departments and Divisions

Accounting

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

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

Attending a number of ball games at Wrigley field, and taking short motor trips in and around Chicago is the way Edward Bole enjoyed his vacation.

After spending an enjoyable vacation at Harbert, Michigan, where he managed to get acquainted with the outdoors by swimming, golfing and fishing, Howard Dahl returned to work perfectly satisfied.

H. K. Byrne states that he and his wife had a very pleasant time on their vacation, having no motor trouble going or coming from Asheville, North Carolina. They stopped at various points of interest enroute, and had pleasant weather during the trip.

Motoring to the Black Hills, South Dakota, and Yellowstone national park, Wyoming, with three girl friends, proved to be an interesting and exciting adventure for Miss Mildred Prange and her friends on their vacations. They visited the most picturesque and outstanding places of interest, such as Mt. Rushmore, Black Hills, South Dakota, and Old Faithful, at Yellowstone national park, Wyoming. They also had the fun of repairing flat tires and walking for gasoline some distance. As for the cowboys, they found the most pleasant ones at Yellowstone national park and later found out they came from Indiana.

T. F. Coan.

Engineering

Bob Gilmore of 39th and Halsted is all smiles over the arrival of a 10 pound boy who, with such a glorious start, should have no

trouble in developing into a good football player. Congratulations, Bob.

Nat Janke, of Grand and Leavitt, and family waited until late Summer to explore the Kentucky caves, and regret that they did not search out these naturally cool havens when we were in the throes of one of our many heat waves earlier in the season.

John Corbett, wreck truck chauffeur at 38th and Rockwell, and Mrs. Corbett spent several days at Dowagiac, Michigan, trying to discover the abode of these Cherry Festival queens who seem to be so numerous in that state.

We extend our heartfelt sympathy to Gene Bosco of Grand and Leavitt in the loss of his mother, who passed away suddenly on September 22 at the age of 73 years.

Electrical

Quite recently it was found out that the favorite vegetable of Walter Hectus was red cabbage; at least we got this impression from the fact that he has been carrying a large head of cabbage around in his tool kit each day. Rabbits are also fond of cabbage, but who wants to be a rabbit.

Our genial telephone operator at Grand and Leavitt, Edward Keating, returned after his vacation to his task at the switchboard with his usual smile. Ed believes in that old adage, "Smile and the world smiles with you; weep and you weep alone."

We were all glad to see Felix Girard, emergency lineman at Grand and Leavitt, back on the job again after some time off due to a recent accident.

Frank Roper, superintendent of the line department, spent part of his vacation in northern Wisconsin, enjoying his favorite pastime—fishing.

Congratulations are extended to Mr. and Mrs. Albert Hilliard on their first wedding anniversary.

Billy.

Legal and Accident Investigation

At a military wedding at St. James Episcopal church, Leigh H. Hunt of the Accident Investigation Department was married to Miss Marcelle Engh on October 12 at 8 P. M. Bishop George Craig Stewart read the service and members of the 317th cavalry, in which Mr. Hunt holds a first lieutenant's commission,



Thousands Leaving World Series Game by Street Car



Mr. and Mrs. Leigh H. Hunt

formed the arch under which the bridal couple passed as they left the church.

Mrs. Hunt was born in Paris, France, and resided in New York and Philadelphia before making her home in Chicago. She attended the University of Illinois.

Mr. Hunt is a native of Chicago, and after completing his preliminary education at the Carl Schurz high school, was graduated from the college of liberal arts and the college of law at the University of Illinois. He was a member of the Tau Kappa Epsilon fraternity, the Phi Alpha Delta legal fraternity, and the Scabbard and Blade Honorary Military Society. After completing his schooling he was associated with the trust department of the Continental Illinois National Bank and Trust Company, and in 1932 became a member of the legal staff of the Accident Investigation Department. He is president of the Episcopal Young People's Association of Illinois, general secretary of the Junior Association of Commerce, and a director of the 65th Cavalry Division Association.

Mr. and Mrs. Hunt will make their home at 2322 Commonwealth avenue.

Mr. and Mrs. James A. Mahoney welcomed James A. Mahoney, Jr., who arrived on September 18. James A., Jr., weighed 9 pounds 12 ounces and will probably be bigger than his dad one of these days.

Thomas H. Hoy was invited to throw the first ball at the opening of the Knights of Columbus bowling league at the club house at Madison street and Kilpatrick avenue, and after he shot the first ball down the alley, every pin was lying in a recumbent position. He had executed what is commonly known as a "strike." He did with one powerful swing what the well known Casey could not do with three swings. Mr. Hoy quit while his score was perfect.

Schedule and Traffic

The department extends congratulations to Superintendent and Mrs. F. A. Forty on the arrival of a son on September 19.

Miss Francis Grote, daughter of Mr. and Mrs. Edward L. Grote, was united in marriage with Clayton S. Steele of this department on Saturday, October 5, at 6:00 P. M., at the bride's home at 3121 North Mansfield avenue. The ceremony was attended by the immediate relatives. The reception was held at the Oak Park Arms hotel at 8:00 P. M.

Fred Excel enjoyed an extended vacation attending the Spanish War Veterans' reunion at New Orleans. Fred gave that new Ford car a good tryout, covering about 3,700 miles.

George Weidenfeller.

Shops and Equipment

South Shops: Joseph B. Seaman, foreman of the machine department, died on September 7. During the past two years his health has been gradually failing, and not being able to be in the harness grieved him considerably. For almost 40 years Joe Seaman was a faithful and efficient employe of the Chicago Surface Lines. To his wife, son and daughter, we extend our sincere and heartfelt sympathy. The funeral was held on Wednesday, September 11, from his late home, 6505 Hamilton avenue. The funeral service was conducted by the Rev. J. H. DeLacy of the Thoburn Methodist Episcopal church. Interment was at Mt. Greenwood cemetery.

We say "Au Revoir" to vacation days with the following: J. F. Biehl, office, divided his vacation hours between Detroit, Michigan, and Chicago, via, we understand, the airways; Mrs. Lydia Matheny, office, returned from her vacation in Kansas City, Missouri, much elated over the pleasant time she had while there; E. J. Rooks, motor repair department, spent his vacation days in and around Chicago; W. Goering, machine department, and J. Buza, car repair department, chose dear old Chicago for their vacation ground.

Cottage Grove: Joe Gamen is advertising as follows—For sale or exchange, 1,000 jig-saw puzzles; will exchange for a good set of tidledywinks.

Elsie S. Frank.

West Shops: Visitation church was the scene of a lovely wedding on September 21, when Miss Jeanette Kelly and Thomas F. Cooney, of our West Shops drafting room, exchanged their wedding vows. Following a wedding breakfast at the Hotel Windermere East, the couple departed upon a Southern honeymoon trip. Congratulations, and our sincerest wishes for a happy voyage to the bride and groom. We also appreciated very much the Fannie May candy, Tom.

We regret to have to report the following deaths in our department during the month of September, and extend our deepest sympathy to the bereaved families and friends: W. Lorenze, car repairman at Lincoln depot, passed away on September 26; F. Johnson, bus repairman at North Avenue depot, died September 10.

Yvonne Randall.

Around the Car Stations

Cottage Grove

Motorman W. J. Colledge on his day off went downtown with his intended wife to the city hall to procure a marriage license. When leaving the clerk's window a newspaper reporter approached them with a camera and asked permission to take a picture of them. The young lady objected and the reporter reminded them it was Friday the 13th. Both replied they were not superstitious or afraid of the jinx. We have not received any details of the wedding, but the trainmen wish them both much happiness and good luck.

Motorman Fitts has returned from a fishing trip in Wisconsin. When asked what fish he caught, he said the ice was so thick he could not break it. He did not come back empty-handed, however, but presented Chief Clerk Percy Atkinson with a bouquet of rutabaga.

We welcome the return home from Europe of Conductor Thorkelson, who spent the last three months in Sweden, and Motorman N. Miller, who visited his mother in Greece. Both enjoyed themselves but are glad to get back to Chicago again.

We are glad to see Conductor William Horan is able to visit us again at the depot. He is feeling much better and we wish him a speedy recovery.

Motorman Paul Martenson, who underwent an operation at Mercy hospital, is home again. The trainmen wish him a complete and speedy recovery.

We are glad to see Motorman Pete Hansen again operating his night car after his illness.
J. H. Pickin.

Burnside

Conductor R. Ryskamp entered matrimonial bliss August 17. We wish eternal happiness to Ralph and his wife.

On September 14 our sheik operator, Otho S. Bell, was married to Miss Mary Petika. Immediately after the ceremony Mr. and Mrs. Bell left for Cary, Mississippi, on their honeymoon.

We were unable to obtain definite information about Motorman J. Rattigan, but we are able to say that he, too, entered the bonds of nuptial bliss.

Conductor Roy Codner and Dinny Lyons were seen the other day walking down the street arm in arm, each carrying a tennis racket. We understand they are now open to all contestants.

Operator Frank L. Holcomb passed away at his home Tuesday, October 2. The boys at Burnside depot feel the loss of a good friend and extend their heartfelt sympathy to the bereaved family.

Motorman P. F. McCartan is now the proud father of a baby boy. Congratulations to mother and dad and good luck to the baby.

Wm. G. Frank.

Seventy-seventh

We trainmen are very grateful to our Supervisors H. J. Barry and Charles Gylling for the manner in which they explained to us the

fundamentals of our combination transfer system.

On September 7 J. J. Barry, No. 4, our former bus operator, who is now a member of our city police department, and Miss Evelyn Green were married in St. Dorothy's church. Your many friends, J. J., wish you and your bride a long and blissful married life.

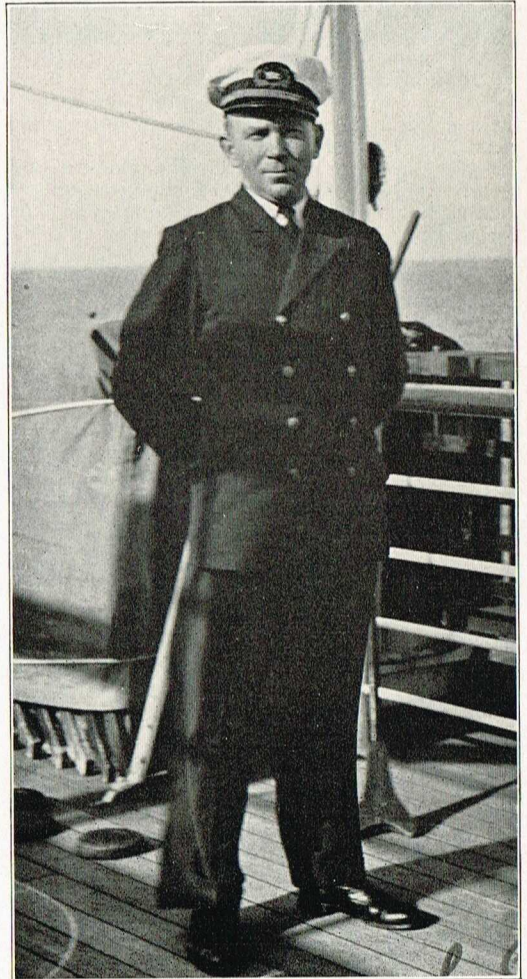
Henceforth Conductor Bernard White will patrol the streets of our great city to help enforce the law instead of registering fares. Best of luck, Bernard, in your new duties.

One of our very dapper gentlemen, Motorman J. B. Smith, is in St. Bernard's hospital, where he underwent an operation. His many friends wish him a speedy recovery.

Congratulations to Conductor Bob Evers on the arrival of a baby girl at his home last month. Mother and baby are doing very nicely. Bob's family is comprised of two girls and one boy now.

Clerk A. R. Broman, while on his vacation, journeyed into the state of matrimony. We wish him and his bride a very happy wedded life.

To Motorman H. L. Beauvois, we extend



**Captain John Roza of the Steamship "Oriente,"
Who Was Formerly a Popular Conductor at
Burnside.**

our deep sympathy in the loss of his wife, who passed away last month.

To the relatives of our late trainmen, William Hitchler and L. F. Irey, we express our deep sympathy.

John T. Flynn.

Sixty-ninth

Conductor W. Mulcahy and Conductor J. Nicholson recently joined the ranks of benedicts and took unto themselves brides. Congratulations are in order.

The stork paid visits to the homes of Conductors T. P. Holmes and P. J. McGowan and at both places left a baby boy. Best wishes to the newcomers.

We express our sympathy to Motorman J. J. Burke in the death of his son.

Abraham Grant Midkiff, who has been a motorman for the past 33 years, and his wife celebrated their golden wedding anniversary on September 21 with a party at their home, 6928 Normal boulevard. Five of their six sons, their daughter and 17 of their 20 grandchildren were present at the celebration. Congratulations and best wishes are extended to Mr. and Mrs. Midkiff.

A. Lipphardt.

Archer

Our deepest sympathy is extended to Motorman Jake Raffel on the death of his mother, who died September 13.

Conductor Fred H. Landin, who has been in the Speedway hospital for several months, is reported to be on the road to recovery and is expected home in the near future.

Conductor Edwin Lagerstrom reports the arrival of a baby girl at his home, born September 26. Congratulations!

Motorman William F. Wright stole a march on the boys and took upon himself a wife. The wedding ceremony took place at Our Lady of Sorrows church Saturday, October 5. His brother, Conductor Joseph A. Wright, acted as best man. Mr. and Mrs. Wright took an automobile trip to Arizona for their honeymoon.

Starter C. Koch took a furlough of thirty days and went to Michigan with his family.

Conductor R. L. Ruler, who has been in the hospital undergoing an operation, is now convalescing at home and is expected back to work in the near future.

Conductor Harvey W. Heinz is now the proud father of a baby girl, born September 29.

Conductor O. Malinowski is now convalescing at home after a serious operation at the Speedway hospital.

Motorman Joseph Miotke took two days off to help celebrate the golden wedding anniversary of his mother and father.

Archer depot mourns the loss of another early pioneer, Motorman Christ Rouse, who died on September 10. His memory will long live in the hearts of those who knew him. The boys of Archer extend their heartfelt sympathy to his wife and family.

Conductor W. A. Larsen and Motorman D. D. Houser are both in the Speedway hospital.

Lawndale

Dusty.

Handsome John McCarthy was seen buying a large piece of glass set in a ring. Who is it, John, and when is the date?

Conductor Carl Adams had a box seat for the series in front of the radio shop in Ogden avenue. He has been sitting there all summer.

A very good time was reported by some of the old-timers who were invited to a surprise party at Gus Olsen's home, in honor of his 70th birthday.

Motorman Powell is wearing an extra-large smile these days, announcing the arrival of an 8½ pound daughter.

Blue Island

We are all glad to see William Sullivan back on the job again after a long sickness, and hope that he is completely recovered.

Conductor C. Devine is at the Hines hospital and would appreciate a visit from the boys. John Pacola is ill at home and would also appreciate a visit.

Ray Simon, our night clerk, went up to Rhinelander, Wisconsin, to hunt squirrels, and ran into a blizzard. By the weather we have been having lately, it looks as though the snow followed Ray to Chicago.

If you don't think Kosher pancakes are delicious, ask Eddy Hoff; he knows.

C. P. Starr.

North Avenue

If it were not for "Old Man Stork," there would have been very little to report this month. As it is, Operator Hans Habbestad passed the cigars on the arrival of twin girls, born September 15. Joe Benedict likewise passed around the Havanos on the arrival of a daughter on September 28. William Johnson was the proud daddy of a second daughter on September 26, while R. Collins is still telling the boys what a fine daughter was presented to him the other day. Extra-man George Moser also is the daddy of a baby daughter, born September 18. It seems like the girls have it this time. All of the afore-mentioned are bus operators and they have carried off all honors this month.

Harry Sherlock, the strong, silent one, forsook single bliss, followed almost immediately by Jimmie Robinson. Bill Smith, after a breakfast of squirrel food, entered the ranks of the benedicts September 14.

Congratulations to the new daddys and good luck to the newly-weds.

Pinch-hitter.

Devon

We record here the passing away of one of the finest young men we have ever known, James L. Day, a young man of 28 years, died of blood poisoning following a tonsil operation. He is survived by his wife and his 3 year old and 8 month old children. His body was taken to Tampa, Florida, where his parents reside. We extend our sincere sympathy to all members of his family.

Bill Creedon has just returned from a vacation spent at Crystal Waters Lodge, Grand Rapids, Minnesota. Judging from the pictures he showed us, the fish up there are big enough to catch the men.

All the Irishmen have returned from Ireland, and not a one of them is glad to get back. They all express a desire to own a little farm just outside of Dublin. I can hardly picture Ed Gibbons or John Murtagh working on a farm, but stranger things have happened.

Milz.



Thomas J. Bowler, Clerk of the Criminal Court, representing Mayor Kelly, uses his Surface-"L" transfer. Back of him are State Representative Raymond T. O'Keefe and Aldermen H. L. Brody and W. J. Cowhey.



Time Stamping Machine



Celebrating the Surface-"L" Transfer at Kimball and Lawrence, Sept. 22