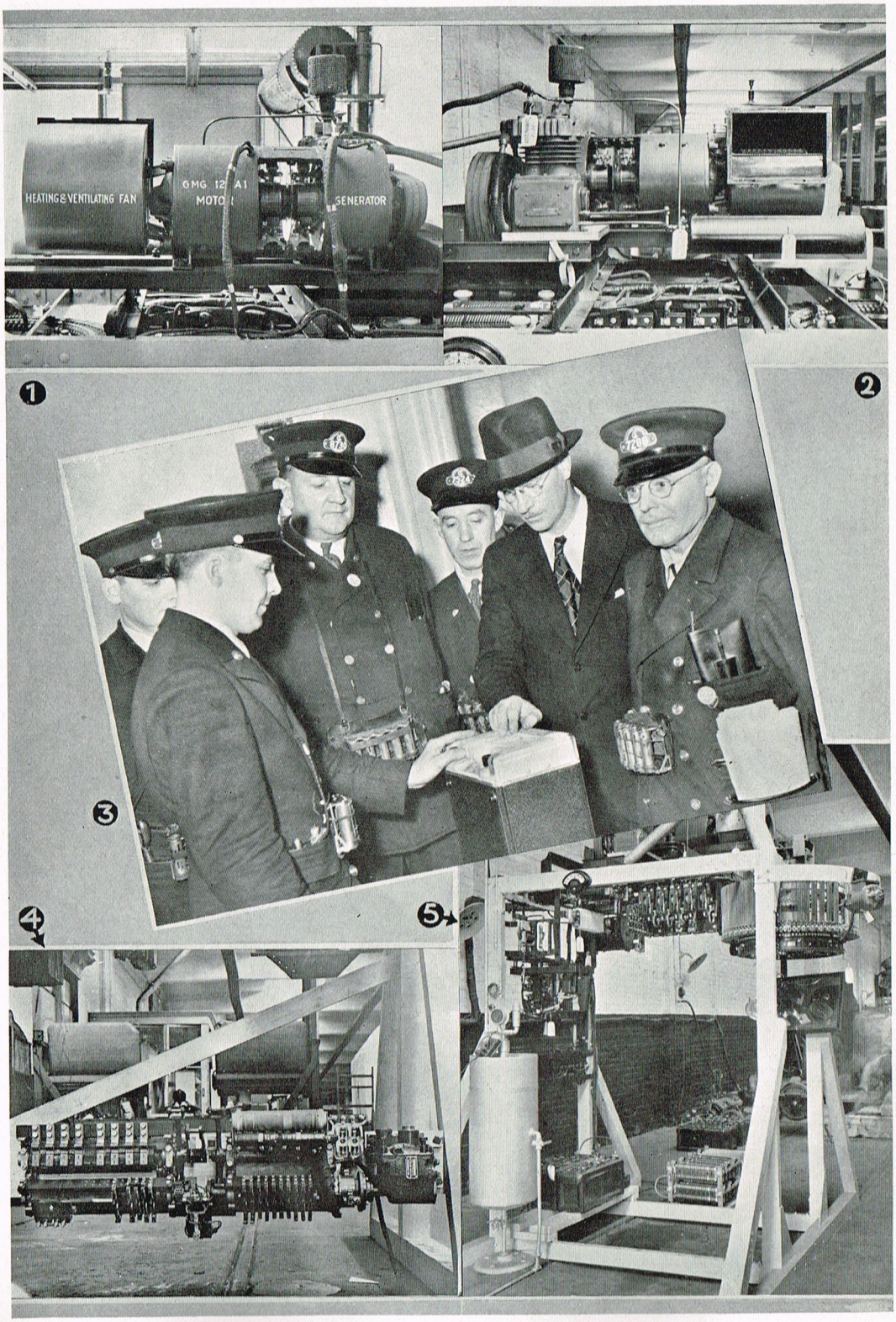
Surface Service
• MAGAZINE •

VOLUME 13 NOV. 1936 NUMBER 8



The NEW CARS ARRIVE



MEN AND MACHINES MAKE THE WHEELS GO 'ROUND

The equipment of the new cars as it appeared for instruction purposes in the West Shops. (1) The motor generator-blower-compressor which also controls heating and ventilating. (2) A rear view of the same section. (3) Kedzie conductors learn the operation of the new fare register. (4) A section showing the master and braking controller, including reverser. (5) A Westinghouse accelerating controller unit with motor circuit switches.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 13 NOVEMBER, 1936 No. 8

New Cars Arrive

Sensation Created by First of Streamlined Equipment

The new cars are here—that is, the first of them are.

The reception given them upon their introduction to the people of Chicago on Thursday and Friday, November 12 and 13, demonstrated the fact that this new type of equipment is really a sensation in the local transportation world.

The first introduction was at a huge parade along West Madison street organized and conducted under the auspices of the West Side Traffic and Transportation Association, an organization comprising all of the west side civic and improvement groups. The new cars were preceded by floats showing older type horse-drawn equipment and an early type of electric car used in Chicago soon after the electrification of the lines. In the new cars were public officials and officers of civic and improvement organizations. Preceding and following this Surface Lines pageant of transportation were numerous floats provided by west side business men.

On Friday the new cars were exhibited to the public at State and Adams street, and thousands of interested people filed through them, inspecting the many innovations in street car construction.

First Car Arrives

The first of the new cars, No. 7002, arrived in Chicago on a flat car on Saturday, October 24. It was delivered at the South Shops and was immediately turned over to the mechanical force which proceeded to check it over and see that it was in good operating condition.

The following Saturday the second car arrived and since then four others have been received.

Selected men from both the mechanical and train force have been familiarizing themselves with the new equipment and already a considerable number of men are trained to handle these and other cars as they are received.

Completing Two a Day

At the St. Louis Car Company, Chicago Surface Lines cars are going along the assembly line and will be turned out at the rate of two a day until the entire order of 83 cars has been filled. It is anticipated that early in December it will be possible to equip fully the Madison street line with the new cars.

From the public standpoint, the most noticeable feature of the new equipment is its quietness. The cars glide down the street so silently that pedestrians stop and stare at them and wonder what has happened to the noises a street car is supposed to make.

Those who have ridden on the cars, however, exclaim at the smoothness of their operation, the comfort of the seats, the bright illumination without glare, and the abundance of clean fresh air provided by the ventilating system.

It is generally agreed that this is the most sensational development in local transportation in a generation.

Wide-Spread Publicity

The newspapers of the city have devoted columns of space to description and illustration of the new cars. The Chicago *Tribune* published on the morning of November 12 an 8-page section devoted exclusively to this new equipment. All of the community papers have given considerable space to descriptive matter. The State Street Council co-operated in calling attention to the new cars by placing window cards in their show windows and distributing a folder prepared by the Surface Lines for the occasion. West Madison street was decorated by the merchants from the west city limits to Canal street.

From all parts of the city requests have been received from civic and improvement groups asking that the new cars be exhibited in their localities.

Description of the Cars

The following is a brief description of the new cars:

They are of the front-entrance, center and rear exit type, equipped with "blinker" doors.

The cars are 50 feet 5 inches long, 8 feet 9 inches wide, and 10 feet high from rail to the top of the roof. They have a seating capacity of 58 passengers. They weigh only 35,000 pounds, which is about 10,000 pounds less than the last cars purchased by the Chicago Surface Lines a few years ago.

Specially designed seats providing ample knee room are used in the cars. The backs of the seats are padded, sloped and shaped so as to afford the greatest degree of comfort.

Adequate stanchions and hand-holds on the backs of the seats are an important aid to moving or standing passengers.

The interior of the car is attractively finished with stainless steel trim.

The material used in the floor will not become slippery in wet weather.

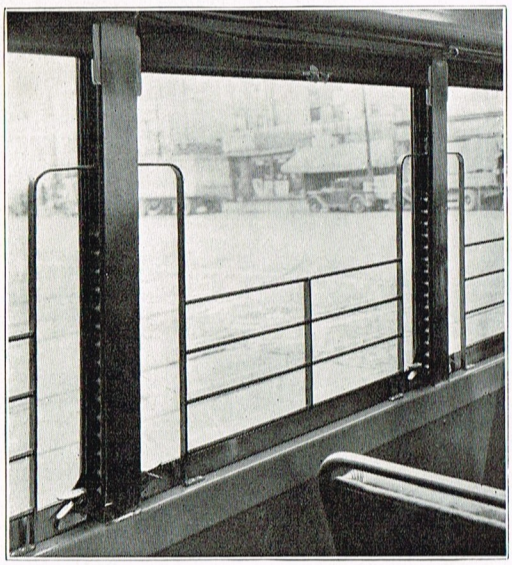
Heat and Air

The heating and ventilating system is unique. In addition to the electrical heating equipment in the car, heat generated by the motors when they are reversed and used as brakes is drawn into the car when desired through ducts along the wall. When heat from the grids is not needed, it is spilled out on the street. There is a constant and adequate flow of air through the ventilating system at all times. The temperature of the car is controlled by thermostats.

In the construction of the body a rust-resisting steel alloy is used. The body is attractively streamlined. The low body of the car makes it easy of access.

The rubber springs are designed to provide as comfortable a ride when the car is empty or half filled as when it is fully loaded.

It is expected that Madison street can be fully equipped with the new cars some time early in December.



A Window View

Note the easy access to window catches for raising or lowering. The fittings are of stainless steel as is the hand rail noticeable on the seat which appears in the lower right hand corner.

ENGINEERS HEAR ADAMS

The Western Society of Engineers heard the complete details of the new 1937 street cars at their most recent meeting November 9, when H. H. Adams, Superintendent of Shops and Equipment, was the featured speaker.

Through the use of illustrated slides, Mr. Adams described and illustrated the many new features of the cars before an enthusiastic crowd gathered in the Engineering building. Numerous Surface Lines employes now engaged in a study of the new cars were in the audience.

Lady: "Do I pay anything for children?"
Conductor: "No fare for all under six."
Lady: "That's fine, but how much for the other six? I have twelve."

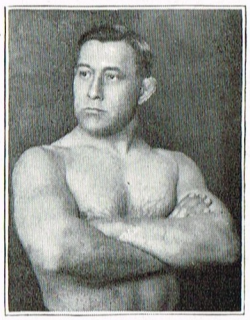
THE MUSICAL WRESTLER

Motorman Mixes Muscles, Music

He still looks as though he could handle himself with the best of them.

He's Paul Martensen, 235 pounds of well proportioned bone and muscle who operates as a motorman, badge No. 1471, out of the Cottage Grove station, and he was formerly a wrestler when the going was a lot tougher than it is nowadays.

Paul came into this country from Denmark when he was only 17 and since that time he has packed a lot of fun and varied experiences into his life. He's spent 27 years on the Chicago Surface Lines and is well known about the system.



Paul Martensen

Back in his wrestling days Paul took on all the good ones and held his own with them. Of the big timers the only one Martensen never met was the great Hackenschmidt. Of the numerous others he met and defeated, Paul likes to hark back to a decision he gained over Joe Stecher in the old Eighth street theater.

Maybe some of the old timers remember that match. It was promoted by Joe Coffey who used to work for the Surface Lines. Paul also took Strangler Lewis back in the days when Lewis was at his prime in a great match that lasted two hours and 48 minutes.

Martensen gives Bill Watson of Burnside credit for teaching him the wrestling game and giving him his start. Watson, in case you never knew, was formerly Canadian champion. He must have been a good teacher for Martensen wrestled for 24 years and took part in so many matches he's lost count of them all.

Some years ago two Hindu wrestlers reported to be man killers arrived in this country looking for matches. They got a big ballyhoo and the highly publicized men in the game passed them up. So Martensen was matched to meet the most formidable of the two, Karla. He beat him in 11 minutes and 44 seconds! There was more damage done in that short time though, says Paul, than in any other match he participated in. He broke Karla's leg in achieving his win!

Paul still looks in his prime but he's given up wrestling for good. He has too many other interests he'd rather give his time to. Right now he's working mighty hard with the orchestra which he leads at Cottage Grove station. He'd much rather tell you how good that group is than to talk about his own exploits. Paul composes and arranges numerous pieces which the orchestra plays. His hobby and greatest passion is music. He's familiar with every instrument but plays the violin almost exclusively at present.

He won't like this write-up, but you can be sure that you'd like Paul Martensen, wrestler, motorman and musician—extraordinary. The orchestra, his pride and joy, will get its mention, too.

Operating Methods Stressed

Much of Hidden Activity Responsible for Successful New Car Inaugural

Behind the scenes of the triumphal appearance of the new streamlined street cars, there was much that did not appear to the casual observer as he watched the faultless performance of the newest equipment of the Chicago Surface Lines.

Tucked back in the recesses of the South Shops, the West Shops and the Kedzie depot small groups of trained and competent men had prepared for the streamliner's inauguration through painstaking care and study. In all three locations these men had brought the cars to operating perfection and learned how to control the smoothly operating braking systems and rapid acceleration.

None but Surface Lines men who observed Superintendent H. H. Adams, Assistant Superintendent of Shops and Equipment T. H. Shaughnessy and W. C. Wheeler, engineer of equipment, as they worked with their men training them to service the new cars were familiar with what had gone on behind the scenes.

Lectures Given Men

Through lectures and actual demonstration the shop men were taught the numerous new mechanical features of the new cars. In the West Shops a complete car power plant was set up for the instruction of workmen. The mechanism is arranged so that the men can see clearly what happens with every operation.

Over in the Kedzie depot trainmen were engaged in learning the fine points of operating the 1937 street cars. Under Division Superintendent Thomas Fahey and other instructors motormen and conductors were taught how to handle the newest thoroughbreds. Supervisors J. C. Mathley and George J. Dorgan assisted in the demonstrations and the trial runs which the new cars made on the Madison-Fifth avenue loop.

Trial Runs Made

As these men took various trainmen through trial runs a small but competent band got to know the "feel" of the cars so there would be no hitch in operations. There was much to learn from the motorman position because of the radical difference between operating these cars and the other cars on the system.

Levers operating vertically are used for acceleration and deceleration in the new cars. This contrasts with the semi-circular hand motions of the old type cars. The left hand lever controls acceleration and the right hand lever controls the brakes. Forward motive power is automatically turned off when the braking lever is brought into play.

The doors of one, two or all three entrances are controlled from the instrument board. Other switches control sand, cab heat, car lights and window heat for de-frosting purposes.

Conductors have had to learn the operation of the new fare register, behind which they stand at the center exit door. Supervisors Dorgan and Mathley have taken turns explaining and demonstrating the new registers to conductors gathered in the trainroom of the Kedzie depot.

The register, designed by Surface Lines engineers, is electrically operated and records each type of fare as it is handled by the conductor. When 7-cent fares are received or 10-cent blue transfers are sold the registration is made by a foot pedal which lights the plastic top of the register indicating the type of fare to the accompaniment of a soft low tone sound.

Lights Register Fare

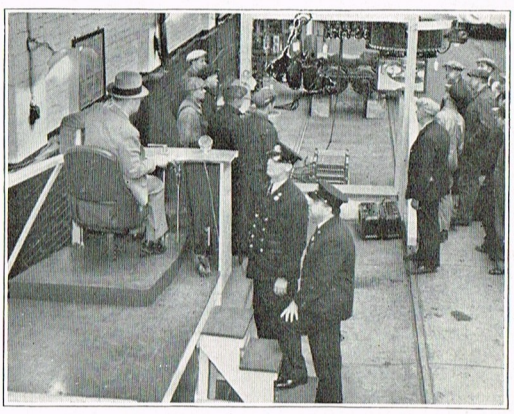
Toggles on either side of the top of the register record other types of fares. Chicago Surface Lines tokens, City of Chicago Finance Department tickets and those of the Chicago & Northwestern are registered by moving the "token" toggle to the right. As this is done a yellow light floods the plastic portion and a sharp high tone denotes the fare paid.

The 3-cent fare toggle when moved to the left illuminates the amount and floods the plastic portion with a red light, while a three tone chord is heard. That is all radically different from the older method of taking fares and it took study and practice for smooth operation.

The new fare register, which makes its first appearance on the new cars, shows the results of long months of work in designing on the part of Surface Lines engineers under E. J. McIllraith.

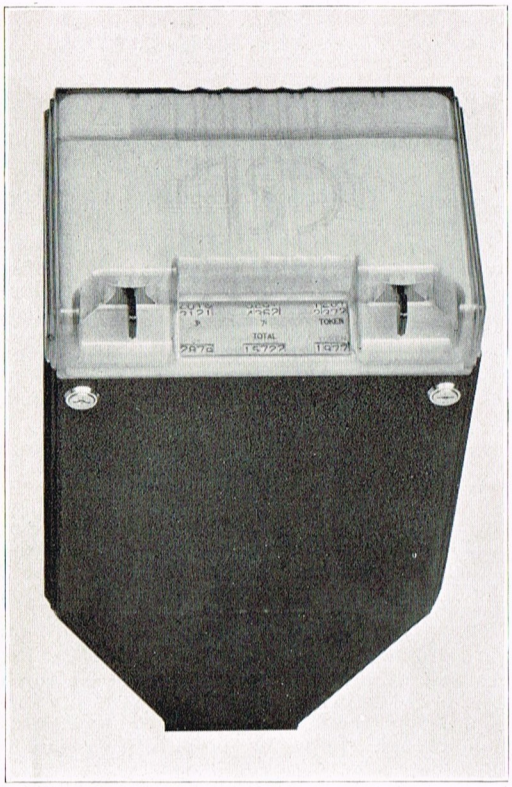
In modeling the plastic portion of the register the plastic division of General Electric Company collaborated. As a joint entry of the two companies in a modern plastics competition the register was given an honor award.

In choosing the tuneful notes that come from the registers Surface Lines engineers experimented with innumerable musical notes and conferred with experts on the subject before adopting the tones that characterize the completed register.



Learning How

W. C. Wheeler, engineer of equipment, instructs his men on new car power plant operation in the West Shops.



What the Conductor Sees
A conductor's view of the new fare register. The toggles on either side are for registering children's fares and tokens.

The frosted cover of the register is molded of transparent Tenite. Its use provides a maximum of surface for the visual indications of each fare paid. Furthermore, since plastic materials will not conduct electricity, the molded cover offers complete protection for passengers and trainmen against shock due to electrical leakage.

The register operating mechanism was designed by the International Register company of Chicago. However, the idea and the pioneering behind the completed register as patrons now see it was born and developed within the ranks of Surface Lines engineers.

Nor did all this important study and training complete preparations for the successful premier of the new cars. Running time of the car was checked. If you'd been in the Loop about midnight November 6 you'd have seen a trial run while all clearances were checked, while turns were tested and other factors observed.

There was a lot the public could neither see nor appreciate as they cheered the new car's arrival.

A New Yorker met a Scotchman, just returned from Florida golf courses, dragging an alligator up Broadway.

"What are you doing with that alligator?" he asked.

"The son of a gun has my ball," the Scotchman replied.

KEEPING 'EM ROLLING

Kedzie Forges Into Lead in October Ratings

Spurting from sixth place in the September rankings, Kedzie depot moved into first place in the keep 'em rolling figures compiled for October. Kedzie's average mileage per pull-in was 11,309, an increase of 75.5 per cent.

Devon followed in second place, up one notch from its previous ranking, with an average of 9,402 miles per pull-in, an increase of 11.9 per cent.

Archer, in second place last month slumped off to eighth place in the standings with an average of 7,329 miles per pull-in, a decrease of 6.8 per cent.

Individual records follow:

Rank	Carhouse	Zero Days	Mileage per Pull-In	Pct. Inc. or Dec.
1	Kedzie	4	11,309	75.5
2	Devon	2	9,402	11.9
3	North	1	8,794	4.7
4	Elston	7	8,564	28.9
5	Lawndale	4	8,412	32.8
6	Armitage	4	8,353	75.3
7	Cottage Grove	1	7,484	25.5
8	Archer	....	7,329	6.8*
9	Burnside	3	6,900	3.3*
10	Division	9	6,650	15.0
11	77th	....	6,226	17.3
12	69th	....	6,012	9.3
13	Limits	5	5,468	30.4
14	Lincoln	3	4,233	38.7
15	Blue Island	2	3,649	14.6
16	Noble	....	2,814	19.8*

*Denotes decrease

Carhouse records for the past six months:

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

TRUCK TO BE SHOWN

Museum Plans Exhibit of New Car Model

The Museum of Science and Industry will hold added interest for Chicago Surface Lines employes during the month of December.

Starting on December 1 and continuing until January 2, the Museum will feature one of the trucks such as is used on the new street cars. To give added interest to the exhibit there will be pictures illustrating the progress of transportation from early horse car days to the advent of the 1937 models.

With the complete truck on view the radical departures it makes from older trucks will be well illustrated to the public. Plans are made to acquaint the public with the rubber springs and the rubber in shear which cushions shocks in the wheels, the hypoid gears and other features.

To further interest in the exhibit a working model of the new car in full color will be on hand.

The Museum of Science and Industry is located at 57th street and the lake. It was founded by Julius Rosenwald and has extensive exhibits relating to scientific, engineering and industrial developments. Admission is free.

Figuring Pay Big Job

Auditor's Office Working Nights to Compile Back Wage Figures

Figuring out the amount due some 14,000 men under the retroactive provision of the new wage agreement is keeping a large force in the auditor's office working overtime. It involves a tremendous amount of detailed work.

The hours worked by each man entitled to receive the retroactive increased pay from June 1 to October 1 must be compiled and then multiplied by the amount of the hourly rate increase. When it is realized that this routine must be followed for each of the thousands of men involved, the size of the job can easily be understood.

Most of Employes Affected

When the new wage agreement was made effective on October 1, restoring the wage rate to the level of 1932, prior to the reduction, Division 241 and some of the other union employes elected to receive half of the restoration retroactive to June 1 and the balance beginning January 1, 1937. All other employes receiving $300 a month or less received the full restoration in pay beginning October 1, but were entitled to no retroactive pay.

Consequently, of the 16,500 employes of the Surface Lines, about 14,000 will receive checks covering the retroactive pay due them under the agreement for the period from June 1 to October 1.

In addition to all the men in the train service, employes entitled to receive these checks are scattered throughout the track, electrical, building, shops and carhouses, material and supplies, and utility departments.

Must Clarify Work

In all cases it is necessary not only to ascertain the total number of hours worked by each man but also to classify the added pay roll cost according to the nature of the work performed.

"Owing to the technical nature of the work involved," Auditor W. H. Kennedy says, "it was not feasible for us to increase our force with temporary employes. We were compelled to rearrange our office routine in such a way as to give up the time of as many employes as possible to exclusive work on this particular job. A great deal of night work has been necessary as a consequence.

Before Thanksgiving

"When we first started on this task, it did not appear possible that we could complete it until just before Christmas, but I feel safe in predicting now that we will be able to distribute the back pay starting November 23. All of the men, therefore, should receive the amounts due them before Thanksgiving."

While the amount of the retroactive pay varies, according to the number of hours worked by the employes, Mr. Kennedy estimates that the average will be in the neighborhood of $16 or $17 per man, although individual amounts will range as high as $25.



THEY ALL APPROVE—AND HEARTILY, TOO!

These transportation men, who know street cars as no others do, gave the 1937 street cars an enthusiastic O. K.! after their inspection. From left to right they are Division Superintendents D. F. Bowles, R. L. Hays, M. B. Quinn, W. A. Bessette, F. J. Smith, E. L. Brookman, Elmer Balfanz, E. L. Maguire, Thomas Fahey, R. T. Duffy, C. C. Cricks, and G. W. Peterson; J. B. O'Connell, assistant superintendent of transportation; Lambert Milz, acting division superintendent, and W. A. Hall, Superintendent of Transportation.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 13 November, 1936 No. 8

H. O. Crews - - - - - - - Editor

H. F. Peck - - - Assistant Editor

THE 1937 STREET CAR

The Chicago Surface Lines now has an opportunity to demonstrate to the public the superior advantages of electric railway service over any other form of local transportation.

No longer will the public be comparing new model buses with old type street cars. When all of the cars on Madison street are of the new 1937 model, the demonstration of their superiority as compared with the latest type bus, we believe, will quickly convince those who have been bus-minded that a street car can do a better job than a bus ever can do.

The new cars have been slow in coming. Several years of research and development were required to build a car embodying the advantages desirable for a local transportation vehicle in keeping with modern conditions. After this was accomplished, the theories of the engineers and the practicability of the mechanical application of those theories had to be put to the test. This was done in Chicago with the two experimental cars built for the Chicago Surface Lines and in Brooklyn by the Presidents' Conference Committee car.

Two years of operation in city streets under the watchful eyes of traffic and mechanical engineers resulted in specifications which have been used in the construction of the 83 new cars now being delivered to Chicago.

Public demand has been for a local transportation vehicle which would be quiet in operation, rapid enough in starting and stopping to hold its place in street traffic, of pleasing appearance, and providing the greatest possible degree of passenger comfort.

This has been accomplished. The new cars are unbelievably quiet. They ride as smoothly as the latest model railroad train. They accelerate and decelerate rapidly and smoothly. Passenger comfort has been increased by comfortable seats, bright lights without glare, and smoothness of operation. The exterior is pleasing to the eye. Operating on rails, they are not subject to the irregularities of the street surface and their braking ability is as good in wet weather as in dry weather. There are no gas fumes and the ventilation and heating are all that could be desired.

The complete equipment of one of the heaviest lines with these new cars is a tremendous stride in local transportation —as important an improvement in city transit as the latest type streamlined trains are in transcontinental travel.

EMPLOYES RELIEF FUND
October 1936

The Surface Lines Employes Relief Committee held four sessions during the month, at which 25 applications were considered. Of this number there was one emergency case on which the Committee approved immediate aid, and 20 cases were approved for weekly relief.

Checks totaling $14,546.60 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of $837,285.38 paid to Chicago Surface Lines employes to date.

The Surface Lines Employes Relief Committee, in addition to the above disbursements to employes, 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 the Committee to date, $957,285.38.

Surface Lines employes have also contributed to the Emergency Welfare and Community Funds, over and above the disbursements handled by the Surface Lines Employes Relief Committee, a total of $182,553.75, which brings the grand total relief expended to date to $1,139,839.13

"I heard the absent-minded Professor Jones driving his car into the garage at daybreak this morning. Where do you suppose he had been all night?"

"Well, Mrs. Jones told my wife that he saw a red lantern beside an excavation down the street and had sat there waiting for it to change to green."

Complaint Decrease Noted!

Who Said "It Can't Happen Here"?
Commendations Up

For the first time in nine months the increasing trend of complaints has been stayed in favor of a smaller number. Records for October, 1936, show a decrease in the number of complaints registered a year ago.

This decrease is considered noteworthy in view of the fact that it is the first month in which a true numerical comparison of complaints has been obtainable during the time the joint transfer ruling has been in effect.

A slightly increased number of complaints at that time was regarded as natural due to the new use of transfers. That a definite decrease of 60 complaints should appear this month is regarded as tribute to the efficiency and courtesy of the personnel.

Bearing out that statement there was the commendation of Tourisse Greenfield, 554 West 43rd street, whose letter might serve as a composite picture of the Surface Lines best trainmen. Get this picture:

Word Picture Given

"He's so outstanding. . . . He assists old people on and off the car. He waits for passengers when they're dashing madly to catch his car. He calls each street in an audible, clear manner. He's pleasant. He's courteous. He's friendly. He's attentive. He's polite. He's cheerful."

The picture Miss Greenfield drew was applied directly to Operator Alva L. Cook, badge No. 10833 of Archer, but, with care, might be made applicable to many others.

Evidence that courtesy is appreciated was obvious in two commendatory letters that appeared for Conductor David Sax, badge No. 7478 of Kedzie. He was cited as "the only man who ever says 'thank you' when receiving a fare" and for helping an elderly woman to reach her seat.

The whole staff of the Sixty-ninth street depot earned the praise of the Woodlawn Business Men's Association, according to a letter from Thomas E. Corcoran, parade chairman, who complimented the personnel for the excellent cooperation accorded them.

Conductor Reginald Shewry, badge No. 1196 of Cottage Grove, will be an object lesson in courtesy for numerous small grade school children, says Miss Avalyn L. Ford, 4760 Virginia avenue.

"I'll Tell My Pupils"

Miss Ford says she "has been trying so hard to teach them courtesy and they are tired of hearing about the wonderful things Washington and Lincoln did in their youth. They will be very glad to hear about a man who is living in this day and age. You may rest assured that I will tell them all about him."

Kindly consideration on the part of Motorman John C. Werdell, badge No. 7687 of Devon, earned him the praise of Mrs. Elsa Dahmen, 1555 Hollywood avenue. Motorman Werdell noticed one of his passengers had fallen asleep and he aroused her gently and aided her to leave the car at her proper destination, thus saving her a return fare.

The noticeable decrease in complaints, as noted, was accounted for in the transfer-complaint category. The record in other classifications was not as good. Passing up continued to bring complaints in larger numbers. Complaints numbered 512 as against 582 registered in October, 1935. Commendations increased in number from 49 a year ago to 59 in October, 1936.

Courtesy during the height of rush hour traffic was termed exceptional by Mrs. S. J. Polacek, 2532 New England avenue, who praised Conductor Edwin V. Dikeman, badge No. 8156 of North Avenue, for aiding a blind man to alight.

Passengers rely on and have more confidence in conductors who call the streets, said Robert E. Maurer, 2000 Greenleaf avenue. In his letter he specifically praised Conductor George L. Lennartz, badge No. 6812 of Devon. One paragraph in Mr. Maurer's letter shows just what effect it has on the passenger:

Sings Out the Streets

"It was a distinct pleasure to ride along and hear him sing out streets. The birds of the springtime have nothing on 6812."

The honesty of numerous trainmen was commented upon by patrons who had left belongings in the cars. Motorman Daniel Gillespie, badge No. 10731 of Devon, searched for more than a month before locating the rightful owner of a purse containing $22.00. His honesty and his efforts were highly praised in a letter from Mrs. Isobel Mollison, 939 Argyle street, the owner.

SPOILING THE PICTURE

"What's the matter? Are you looking for trouble?"

"— — they are the highest paid carmen in the country and therefore should outshine every other city in courtesy and business."

"I'll punch you in the nose if you ever give me a $2.00 bill again."

"When I complained the conductor said, 'If you don't like it get off and walk.' "

"Your ads, 'ride the street cars for comfort, etc.' are blah when such service is rendered by your trainmen."

"Is there any extra charge to passengers for having conductors call out the streets?"

"The longer I ride the worse the service."

"You'd better have his eyes examined so he'll be able to see people waiting to board."

Return Purse

Conductor Edmond Cronin, badge No. 4498 of North Avenue, also found a purse and had it returned to Mrs. Jessie Cairns, 4830 Van Buren street, to earn her thanks.

A small reward was directed to Conductor Richard Burke, badge No. 3762 of Lincoln, for returning the purse of Jennie Krupnick.

Other trainmen who found, treasured and returned lost purses, keys and similar personal belongings to receive commendation were: Conductors Harry Leach, badge No. 2048 of 77th, Harry G. Schober, badge No. 1994 of Cottage Grove, Clyde Eaton, badge No. 2452 of Burnside, Motorman Clifford Baldwin, badge No. 6099 of Cottage Grove, and Operator Joseph M. Johnson, badge No. 12754 of 69th.

All Are Praised

The letter of James Moncrieff, 3336 Madison street, gave specific praise to Conductor Daniel Ryan, badge No. 9340 of Kedzie and went further to praise other trainmen with the statement, "Having traveled over this line for the past 30 years, I wish to state that the crews of this line (Madison) are a fine body of men, as I have often seen them perform some gracious deed."

Somewhat crippled with arthritis Mrs. Jean Keefer, 946 Sheridan Road, occasionally has difficulty getting on the cars. The helping hand of Conductor Alfred J. Klocke, badge No. 7380 of Division, was extended to her and she praised him for it.

OBITUARY

Deaths on the System From October 1, 1936 to October 31, 1936

Transportation—Division 1, Cottage Grove: James King, employed December 3, 1889, died October 3, 1936; James Joseph Lonergan, employed March 16, 1911, died October 22, 1936.

Division 3, Seventy-seventh Street: John O'Neill, employed September 18, 1907, died October 28, 1936.

Division 5, Archer: Michael Conway, employed August 21, 1893, died October 7, 1936; Tim McInerney, employed September 20, 1893, died October 11, 1936.

Division 6, Blue Island: John J. Callahan, employed January 23, 1904, died October 15, 1936; Philip H. Rotchford, employed March 7, 1901, died October 13, 1936.

Division 7, Kedzie: Albert Heyl, employed September 28, 1910, died October 5, 1936.

Division 8, North: Fred H. Breitzke, employed September 11, 1918, died October 20, 1936; Howard P. Laubenthal, employed April 20, 1934, died October 16, 1936; Frank Weiler, employed January 9, 1920, died October 4, 1936.

Division 12, Limits: Charles A. Long, employed September 1, 1909, died October 19, 1936.

Electrical—William John Ray, employed October 4, 1919, died October 18, 1936.

Shops and Equipment—Division 3, Seventy-seventh: James Casey, employed April 10, 1920, died October 29, 1936.

West Shops: Ignacius Tiler, employed January 13, 1911, died October 11, 1936.

Track: John Vasilla, employed January 1, 1923, died October 25, 1936.

MELODIES FOR MONEY

Notable Notes in New Cars—All Musical

"When you hear the sound of the next musical note it will be . . ."

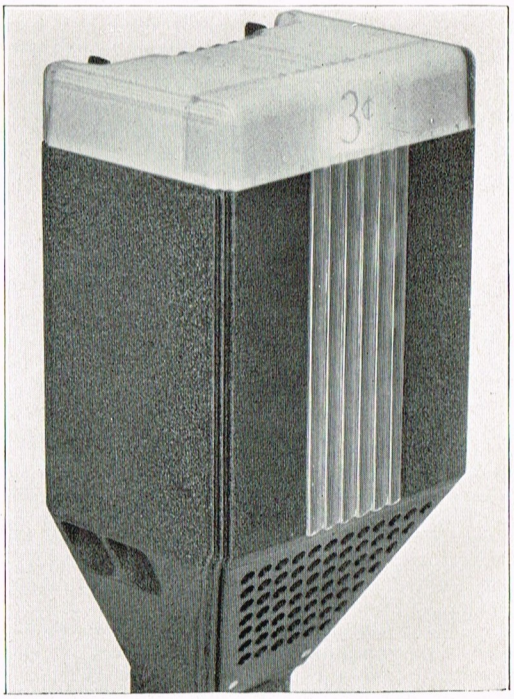
The next note will be registering an additional fare for the Chicago Surface Lines in the new fare registering machines of the new streamlined street cars.

You don't even have to be of musical bent to appreciate the musical notes that strike a chord as fares are registered. The registers are a new note in street cars but each musical note they strike is new, too. One will register the 7-cent fare (which is the most "note"-worthy), another will tunefully tell you that a 3-cent children's fare has been rung up and a third combination of notes will indicate the passage of a token-fare-paying passenger. They are all nice notes on a balance sheet! No "lost chords."

You'll be taken with the beauty of the new fare registering devices, even if the notes fail to please you. A top-piece of plastic material will light in different colors to indicate the type of fare registered.

When the 7-cent fare is registered the light indication will be white and will be accompanied by the sound indication of a soft low tone. Token fares and tickets will be shown by a yellow light and denoted by a sharp high tone. The 3-cent fare will be welcomed with a red light and a three-tone chord. It's no exaggeration to say that it's all pretty "tony."

It's a new era, customers! Along with the best ride you ever had you'll be getting a melody for your money!



The new register as the passenger will see it. Note how the fare-paid is visible. The tone indications well out of the openings in the lower portion.

VOICES IN THE NIGHT

A Saga of the Switchboard and What Happens There

Everyone in the Chicago Surface Lines knows the voice at the switchboard. But only a very few realize how important that voice is in directing the traffic and solving the numerous problems that crop up in the vast net-work of a great transportation system.

The voice of the switchboard, if you're out on the system where trouble is brewing, is usually that of C. W. Melbye, A. B. Poore or R. G. Solberg. After midnight you can always count on hearing Poore. From 8 A. M. until 12 midnight, however, you can bet that Melbye or Solberg are re-routing street cars in emergency, taking supervisor's calls or giving information.

The dispatcher's office is an interesting spot to while away a portion of the evening. To one who hasn't gone through it all there is a constant expectation as to what the next call will bring. And every light that buzzes on the board seems to hold a mysterious secret all its own. Seems to, that is, until the calm, almost bored voice of the dispatcher convinces you that it nothing more than the usual check-up call from any of the widely separated points of the system.

You learn a lot about people from the switchboard. Their customs, their joys and their sorrows all come to you over telephone wires if you're at the job for any length of time. Melbye can give you something of a slant on how people behave. He's gained that knowledge at his dispatcher's post.

Take Hallowe'en now. That used to be a busy night. Trolleys would be jerked from the cables, streets would be barricaded and trainmen would even be showered with eggs of uncertain vintage. That's all changed from a few years back.

October 31, 1936, was just another Saturday night. There was some minor mischief but nothing you could really object to if you were familiar with the trouble that used to arise in the old days. Melbye wasn't half as busy as when those late Fall rainstorms came pouring down.

Heavy rains occasion a lot of switchboard activity nowadays. Underpasses get flooded and the 'phones must be kept busy switching cars and supervisors from this point to that. Even New Year's Eve celebrants don't tie up transportation as they used to. They, too, take a back seat as trouble-makers to a good soaking rain.

Then there are other human interest bits that come over the wires to the switchboard. Melbye likes to chat with the occasional youngster who wants facts about the system for his homework. He'll tell you about the boy who wanted to know exactly how many miles of trolley wire the company owns.

It's a great job, says Melbye. The worst part of it all comes only once a month. That's when he changes from the day shift to the night shift. "It's the first night after the day shift that's bad," he says, but you're sure he doesn't mean it. He still seems to get a kick out of it all even though he doesn't show it—and probably wouldn't admit it.

Melbye can't even estimate the number of people with whom he has a speaking acquaintance. They're countless, and most of them he's never seen. A lot of those people are telephone friends he's made for himself.

On a card file Melbye has the telephone numbers of approximately 500 stores located on street corners in strategic points throughout the city. When trainmen are forced to call in from some point he takes the address and telephone number of that point. "You never can tell when you might need it," he says. So he adds those numbers to the more than 100 company street-telephone numbers.

Dispatchers at work should gain the attention and respect of all. You only have to spend a few hours with any one of them to see what a great job they do. A rush hour blockade is serious even though not caused by Surface Lines equipment. It's an education to see how the dispatchers can untie hard knots with a few monosyllabic instructions over the 'phone. They make it seem so easy. Maybe that's just what makes them so interesting.

ROUNDING UP WITNESSES

Averages Take Up-Swing—Cottage Grove Climbs To First Place

The average for the system in rounding up witnesses curbed a decrease that has been growing for several months to climb to the highest point since March, 1936.

Cottage Grove, which has been about midway in the standings for several months, spurted to first place in their rise from the sixth position recorded for them in the August averages.

Elston-Noble also made a significant upward surge in climbing from eighth to third place. Lawndale-Blue Island and Burnside, who have been running one-two during recent months, slumped off to fourth and fifth respectively in the standings.

The 4.01 rating of the Cottage Grove leaders moved them into the small and select group that have attained that mark during the year. Records credit that achievement or better to only four other divisions, Burnside, Lawndale-Blue Island and Elston-Noble.

Detailed standings follow:

	Sept.	Aug.	July	June
1. Cottage Grove	4.01	3.56 (6)	3.38 (5)	3.54 (6)
2. Archer	3.98	3.67 (3)	3.57 (3)	3.72 (4)
3. Elston-Noble	3.71	3.28 (8)	2.82(11)	3.53 (7)
4. Lawn.-Blue Isl.	3.68	4.00 (1)	3.81 (2)	3.94 (2)
5. Burnside	3.60	3.82 (2)	3.56 (4)	4.46 (1)
6. 77th Street	3.53	3.65 (4)	4.25 (1)	3.92 (3)
7. 69th Street	3.52	3.64 (5)	3.38 (7)	3.61 (5)
8. Kedzie	3.45	3.29 (7)	3.38 (6)	3.37 (8)
9. North Avenue	3.37	2.87(10)	3.11 (8)	3.35 (9)
10. Limits-Devon	3.35	2.84(12)	2.66(12)	3.19(10)
11. Lincoln	3.20	2.93 (9)	3.09 (9)	2.87(11)
12. Armitage-Div.	2.77	2.86(11)	2.83(10)	2.66(12)
Aver. for System	3.51	3.33	3.34	3.50

Ocean Passenger: "Why is the steamer slowing down?"

Officer: "Oh, the captain used to be a motorman on a street car, and we are nearing a school of whales."

Dear Doctor: "My pet billygoat is seriously ill from eating a complete leatherbound set of Shakespeare. What do you prescribe?"

Answer: "Feed him 'Literary Digest'."



Mr. Richardson and the Operating Staff approved the new cars following a trial run in No. 7002.

"WAY BACK WHEN—"

Chicago's First and Only Double-Deck Trolley Car Ran in 1897-98

With the sensational success of the new 1937 streamlined street cars fresh in mind, it is interesting to look back to an oddity of other days which must have been almost as sensational in the "gay '90's" as the new cars have proved to be.

A double deck trolley car was built in those early days by the Pullman company for the Chicago General Railways company, operating on 22nd street and Lawndale avenue to the drainage canal.

The line secured an ordinance in spite of the opposition of Charles T. Yerkes and invaded the then undeveloped but growing southwest territory. Mr. Yerkes, in order to meet the competition, built the 21st street line, one block north of where the General company was operating.

In appearance the double-deck trolley car looked a great deal like the older double-deck buses which still operate. It was known as the Pullman Vestibule and had a center exit door. The car could not be operated under certain overhead structures and its service was largely confined to carrying Sunday sight-seeing crowds from 22nd street to the drainage canal on Lawndale avenue.

Superintendent of Transportation W. A. Hall was with the General company and for a time was conductor of the unwieldy vehicle. Mr. Hall says the car was equipped with hand-brakes only, was very heavy and had very powerful motors.

With the inadequate braking system for the heavy trolley they say the motorman had to start stopping three blocks ahead of any given point. That is a far cry from the super-efficient braking system of the new cars. As one of the motormen of the new cars facetiously remarked, "you can stop the new cars on a dime and have change left over!"

It was Pat's first day on the job as train conductor. Forgetting the name of a station they stopped at, he shouted at the passengers, "Here ye are for where ye're going. All in there for here come out!"

Departments and Divisions

Accounting

Sympathy is extended to Mr. A. W. Malmquist whose father passed away on Saturday, October 10, after a lingering illness.

A grand time to remember is the way Miss Roberta Fredrickson of the pay roll division mentions her vacation, which was spent at Eagle Pass, Texas, visiting relatives. She visited the Centennial in Dallas, Texas and went into Mexico, and in her own words the country was really "wild and woolly."

Traveling by bus to Niagara Falls, New York and then by boat to Cleveland, Ohio, and then by bus to Chicago and spending the remaining time of her vacation relaxing in Highland Park, Illinois, Miss Sonya Anderson returned to work perfectly satisfied.

A very enjoyable vacation was had by Miss Helen Miculinick of the pay roll division whose main diversion was horseback riding.

Thomas F. Coan.

Engineering

Miss M. Klinghofer, stenographer in the track and roadway department underwent two major operations and came through splendidly. She is convalescing at home and we are all hoping that she will return soon.

Congratulations are extended to Mr. and Mrs. R. G. Battles, who announced on October 9 the arrival of their second baby boy; weight 8 pounds, 11 ounces. To the parents and the youngster we wish a long and happy life.

Art Janke, chauffeur in the utility department, made a trip over the week-end to Starved Rock with his trusty 1925 Chevie. After considerable urging (via man-power) the car made the steep hills.

Our heartfelt sympathy is extended to Mr. C. C. Chambers, on the death of his brother Charles, on October 23.

Electrical

William J. Ray, an employe at our South Market street buildings, died after a long illness. To his family we extend our heartfelt sympathy.

William Townsend of the line department is mourning the loss of his father. We all extend to William and other members of the Townsend family our sympathy.

George D. Broderick, a former employe of this department and son of William Broderick, chief operator at 42nd and Wabash sub-station met with sudden death on election night by a hit and run driver. Several of George's friends were also seriously injured.

William Degelman, one of our line foremen, recently suffered a broken leg while in performance of his duties by a hit and run driver. Wishing him a speedy recovery we'll be looking for his return to duty again.

Bert Sheeley, also of our line department, met with an accident while at work which necessitated him being taken to the hospital. May your recovery be an early one.

A few weeks ago Patrick Logan of Blue Island avenue sub-station became sick while riding to work and had to be taken from the

street car to the hospital. Upon his arrival at the hospital an examination found him to be suffering from some internal disorder which called for an operation. Pat, the boys of the electrical department are all in sympathy with you and hope you will be back with us again soon.

This past month several of our employes have been on delayed vacations, among them Charles Ernst, Henry Richter, Albert Morf and Julius Boisacq. Their vacations were confined to Chicago, and they say it is a wonderful and beautiful city after all.

Billy.

Shops and Equipment

South Shops: To Walter C. Krull, West Shops, we extend our sincere sympathy upon the loss of his beloved mother who recently passed away.

We are pleased to announce the arrival of a bouncing baby boy at the home of Joseph P. Birmingham, machine department. Congratulations to the happy mother and dad and the best of wishes for sonny.

Heartfelt sympathy is offered to John Engberg, machine department, upon the loss of his brother, who passed away on October 18 and to C. C. Fields, machine department, whose brother passed away on October 27.

Cottage Grove: Frank Higgins is now convalescing at home. We wish him a speedy recovery.

Sincere sympathy is extended to Peter Barone upon the death of his beloved daughter.

Burnside: The news has leaked out that Old Doc Stork stopped off at the home of James Byrne and left a lovely baby. Congratulations to mother and dad and best wishes to the baby.

77th Street: We are still expecting the customary cigars to celebrate Lloyd Jewell's recent plunge into the sea of matrimony.

We offer our sincere sympathy to the relatives of James Casey who died from injuries suffered when he was struck by an automobile. Jim had a fine record of long service at this carhouse.

We at 77th are proud to announce that we have in our midst a prospective orator. Gus Staveidas, having completed a correspondence course in public speaking, is now available for after dinner affairs.

Joe Gamen has been seen handing out cigars very liberally. Can it be that he picked a loser recently?

Sincere sympathy is extended to C. Galkus and his family upon the loss of their wife and mother and to car cleaner, L. Basso, upon the loss of his sister.

Elsie S. Frank.

West Shops: Arthur Bowes, machine shop foreman, again chose Florida as his ideal vacation state. It can be said that the roar of the surf is music to his ears, because Mr. Bowes certainly seems to enjoy his stays near the ocean.

Ben Phillips, general carhouse foreman, drove to Scranton, Pennsylvania, to spend his vacation with relatives, and he said it was very pleasant to meet so many old friends.

The father of Carl Gerlach, machine shop clerk, passed away Friday, October 30, and we extend our sympathy to him, as well as to the other members of the bereft family.

We also extend to Walter Krull, chief clerk of the West Shops, and to his father, Herman Krull, employed in the machine shop, our sympathy in the loss of mother and wife, who passed away on Thursday, October 29.

I. Tiler, an employe in the wood mill, passed away on October 12, and we sympathize with his family in their loss.

Lillian Hultquist.

Around the Car Stations

Cottage Grove

Last August, Conductor Richard Bird left for Ireland where he spent an extensive vacation. While talking to him the other day he promised to bring some of the most interesting pictures of his trip to the depot and display some of that beautiful nature from his home land. When he returned on November 1 he was asked how the trip was and he said it was fine except the roads were rough while going across.

The present sick list for this month includes our old friends A. McGuinness, J. Lovett and C. Reeder. We know that everybody is waiting to see them back to work again and here is our wish for their speedy recovery.

In years to come, Conductor G. Karnik and Motorman P. C. Vaughn will be known as the early settlers on the Western Plains located between Western Ave. and 111th Street. Both of our pioneers are hoping for a nice dry winter.

The father of Conductor E. A. McGrath passed away and we all offer our respective condolence to the McGrath family.

Conductor J. J. Lonergan passed away recently after a prolonged illness. Jim had accumulated a vast amount of friends during his course of time with the company and his passing is a great loss to us.

Motorman T. J. Davis took a trip to Wisconsin to attend the wake of his sister-in-law who passed away November 3.

The bowling team won a few games during the present tournament and have decided to get some sweaters to wear. The sweater will display the team by name and the initial of each bowler.

Charles Eitel.

Blue Island

Motorman James Nadel who entered the service on March 23, 1906 passed away suddenly on Sunday, November 1, 1936 due to a heart attack. He had worked on Friday, October 30 and seemed to be in the best of health. His death was a shock to all his fellow employes. Our sympathy is extended to his bereaved family and to his brother, Motorman Peter Nadel of this depot.

Our sympathy is also extended to the following and their families in their recent bereavements:—Wilburt Gedonius in the loss of his father; John Cavanaugh in the loss of his wife; Louis Rokas in the loss of his father.

Conductor Thomas Jacek slipped away and was married on October 14. Congratulations and good luck to you and yours.

Two of our conductors, Charles Devine and Patrick Healion, are in the Hines hospital and would appreciate a visit from the boys.

C. P. Starr.

Lawndale

Conductor William E. Brown returned from Eagle River, Wisconsin reporting a limit catch, but complaining of the chilly weather.

Our veteran fisherman, Motorman Patrick Farrell, returned from the north woods, which now brings the fishing season to a close. He relates a fine story of north woods railroad service, of how the fireman and engineer have shotguns mounted in the cab and after each trip have a carload of fresh game.



Shirley Churylo, an Archer beauty.

Conductor George Hildebrandt comes to work by auto and then forgets his auto when he goes home.

The following arrivals announced since last publication: Motorman James Truler, an 8 pound girl; Conductor George Edwards, a 9 pound girl; Conductor William McMahon, an 8 pound boy; Motorman Charles Martin, a 9 pound boy.

Our sympathy is extended to Motorman Arthur Otto in loss of his grandmother.

C. P. Karschnik.

Kedzie

The arrival of the new street car at this depot has created an intense interest in the new wonder of the rails and has occasioned increased activity on the part of the office and instructing forces such as instructing the men in the operation of the new car and the operation of the new register.

You may pay a premium price to ride the Zeppelin, an extra charge to ride the Zephyr, but to ride on the new streamlined street car the fare is only 7 cents.

They say life begins at 40 which seems to be true in this instance, for one of our supervisors has not only taken up the game of golf but is also growing a new set of teeth.

Clinton Sonders.

Burnside

Who was it said, "November is the best month of the year" or didn't Operator Tom Leahy say it?

Motorman Charlie Pozeck says there is nothing so refreshing as a brisk morning walk in the cool autumn ozone but dawg-gone it he picked a late run and doesn't get up until noon. Well, so far nothing has been said but that's here nor there. The truth of the matter is that winter is just a short time away. That brings another thought to mind. Christmas will soon be here and the children are anxiously waiting for Dear Old Santa. Bring on the extra trips for the holidays.

As we go to and from work every day we see our Barn Foreman, Rudy Nebelsiek, with his squad of regular fellows exercising the snow equipment moving them from one track to another, scraping, painting and oiling them up for an old fashioned winter, or should we say just a "mild one?" We hope so. We noticed the other day that our new caseys were getting the dope on how to handle the snow equipment and thought it quite a joke when all of a sudden one of the instructors informed us that we all might just as well take the trip, which we did.

Operator Mike Lydon says there is nothing to a snow storm. He says that we just run the sweepers, they have to do the sweeping. Well, after all, Burnside has its share of snow and to top that off they have a real bunch of regular snow fighters. We hope and pray that the farmers who need the snow get it. We don't want it.

William T. Frank.

Seventy-seventh

Recently a daily paper gave quite a bit of space to a news item about flying grandmothers, but SURFACE LINES MAGAZINE is scooping this one. Conductor Harold Erickson's mother was given a rousing sendoff at the Municipal Airport a couple of weeks ago. She flew from Chicago to New York, where she took passage on a steamer to Denmark for a three months' vacation with her five sisters.

Noteworthy traveling news was likewise centered in the trip of Conductor Alfred Simpson, who visited his invalid mother in Belfast, Ireland, after an absence of 14 years. While in Belfast, Simpson had occasion to get a good look at this thriving little city's transportation system. He reports it exceptionally modern and efficient. Observation of the systems of many other cities he visited convinced him there was none, however, that compared in size or efficiency with the system on which he works every day in Chicago.



Mary Phelan, a prize-winner from 77th.

Motorman E. L. Vogel spent a couple of months in Sweden this summer. Several of the boys have gone to Florida, and a few more to California for vacations. What with all this long distant traveling, it makes our two little Howards every day look pretty small, but little drops of water make a bucketful. In a year, the average carman travels 35,000 miles, or more than once the distance around the world, in spite of the fact that he may never get farther south than 79th street.

Death Crossing has been moved to 77th and Vincennes. Mr. Volkhart says, "Your life isn't worth a nickel if you step into the street with your eyes closed. Don't try to make an end run around those automobiles. You'll get thrown for a loss of six months in the hospital."

The ball team got their trophy last month. Individual members got good warm sweaters. Mr. Duncan got a very nice letter of thanks for the team's charity exhibition game for the La Rabida Jackson Park Sanitarium. The L & A Club got another trophy from the Chicago Sports Softball Association. Jerry Sullivan got a lot of applause for his nice speech of acceptance at the meeting, and all the fans got was the heeby-jeebies wondering how they can pass the time this winter waiting for another softball season to start.

All those in favor of a pocket billiard tournament for the dubs, say aye!

Starter Bill Carr had occasion the other day to put in a call for a necktie for somebody or

other. The response was so generous, he's ready now to have a fire sale to dispose of the overflow.

Mr. Bessette says, "You can't exactly get Blue Goose performance out of a Pullman, but you can give Blue Goose service with any kind of car."

"Winter," he adds, "is the acid test in street car business. What with delayed service, grumpy passengers, pinched fingers and pinched disposition, it behooves every man to look to his stock in trade. Can you take it? Individual initiative plays its greatest part during winter. The extent to which each member exercises his good judgment is the extent of efficiency at which this depot operates with regard to comfort of passengers as against the minimum of complaint."

Board member Dan McNamara was married last week. The best wishes for luck and happiness are sincerely extended by every man in the service.

Condolence is extended to the following men on the death of members of their families: Robert Mulloy, his son; Frank Englehaupt, his baby; R. W. Anderson, his father, and J. C. Groundwater, his brother.

W. F. Story.

Armitage

We are introducing our two new clerks, Haddon Phillips, formerly of Division depot and Michael Callahan of North Avenue depot.

We are glad to see Conductor Tony Neff back on the job and well recovered from his illness.

Conductor Dennis Noonan was taken sick recently but is now well on the way to recovery at Alexian Brothers hospital.

There's a story about Conductor Mortlock and his beard and as far as can be learned he is the author. It seems that a gentleman well under the influence of what ever he drank boarded the car in the loop. It being a Pullman he naturally slept. Arriving at Devon terminal Conductor Mortlock proceeded to arouse the gentleman from his peaceful slumber. Without any complaint the man arose, rubbed his eyes, took one look at Conductor Mortlock and exclaimed, "Man how long have I been asleep? You were clean shaven when I boarded."

Robert O'Connor.

Devon

Congratulations are in order for Motorman Patrick Cahill, who became the proud father of a baby girl born at St. Joseph hospital, October 7, weighing 8 pounds 4 ounces who will respond to the name of Jean Bernadette.

The following trainmen who are off sick and who would be appreciative of a visit during their convalescence are: Conductors Maurice O'Brien, H. Quitno, F. Malone, C. McKiel and C. Brasmer; Motormen C. Ellis, C. Wolfe, J. Wilvert and L. Farber. We wish them all a speedy recovery.

We regretfully announce the death of Motorman Charley A. Long, who passed away on October 19. Burial was at Bohemian National cemetery, Thursday, October 22, 1936. To the members of his family we express our deepest sympathy.

Sympathy is also extended to Conductor Donald Johnson on the death of his father, and to Motorman J. Harmon on the death of his brother.

John W. Binder.



NOT A ONE MAN BAND!

Cottage Grove responds merrily to music every Tuesday evening as this capable amateur orchestra of Chicago Surface Lines employes and members of their families practice everything from the classics to the popular pieces. In the picture are:

Seated on the stage from left to right, E. W. Ahern, F. L. Linden, Percy Atkinson, Superintendent C. C. Cricks, Assistant H. T. Hooper, W. M. Thompson and S. P. McIntyre.

Seated in rear, Ernie Wilson (at the piano), T. P. Duffy, Jr., J. J. Duffy, Jr., Michael Duffy, H. G. Pape, Nick Weiland, P. M. Wade, Leander Peters, J. L. Balnis and Paul Martensen, director.

Front row, H. P. Paul, E. J. Mooney, Jr., R. E White, F. M. Duffy, Jr., G. E. May, W. W. Roth and Bob Salline.


7002
STOP
7002
7002