

Surface Service

• MAGAZINE •

VOLUME 12

MARCH 1936

NUMBER 12



NEW STREAMLINED CARS
FOR MADISON STREET

President Richardson Commends Good Service

To All Employees:

Through this medium, I wish to express to all employes my appreciation for the splendid teamwork of the entire organization during the extreme weather this winter.

The sub-zero temperatures over a long period of time coupled with snow and ice severely handicapped transportation agencies. Railroads operating on their own right-of-way and without any interference from other traffic found it impossible to maintain schedules. Trains from a distance arrived hours behind time and suburban service could not be relied upon.

The Chicago Surface Lines, however, maintained a reliable service under the most trying conditions. Practically all of the interruptions of schedules were due to the interference of other traffic, and these interruptions were reduced to a minimum by the efficient work of the Utility Department and the train crews in quickly removing blockades caused by broken-down trucks and other vehicles. The Electrical Department made a splendid record in repairing trolley breaks caused by wire contraction in the extreme cold. The Track Department effectively prevented switches from freezing and the spreading of sand and cinders greatly facilitated the movement of all traffic.

The train service especially should be commended for the initiative and intelligence displayed both by the supervisory and train forces in meeting emergencies and keeping the cars moving.

This organization seldom has gone through a more trying period and that it functioned so well as to win general public commendation merits the highest praise.

GUY A. RICHARDSON,
President.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 12

MARCH, 1936

No. 12

Death Claims C. H. Evenson

**Superintendent of Transportation Expires After
Operation—Mourned by All**

As the shocking news that Superintendent of Transportation C. H. Evenson was dead spread through the Chicago Surface Lines organization on Wednesday, March 11, grief was on every face, for no one on the system was better known, better liked, or more highly respected. The thousands of men in the train service felt that they had lost a friend, because all of them knew him as such.

Voicing the high respect in which he was held by the management, President Richardson declared that his death was a very severe loss to the properties.

Had Respect of All

"I have known few men with as keen an insight into human nature as Mr. Evenson, or a greater ability to make friends of all those with whom he came in contact," President Richardson said. "The executive position he held was a difficult one. Being directly responsible for the smooth operation of service, he was on duty or on call day and night. The men who worked under his direction knew that he never shirked. In fire and flood and storm he was always in the front rank doing his best to keep service moving.

"Having by his own efforts forged to the front from a minor position in the organization, he knew the problems of the men and they found him not only fair and just but always sympathetic and willing to be helpful. The splendid spirit of co-operation which characterizes the operating force is due largely to his inspiration and example.

"Those of us in the executive departments who were in close contact with him every day realize the great loss we have sustained in his death. He was respected for his ability and high character and was loved for his friendliness and his genial personality."

Died After Operation

Superintendent Evenson's death at St. Anne's hospital followed an operation on March 3 for appendicitis. As the news of his death rapidly spread over the city on the morning of the 11th, the switchboard in the central offices was swamped with calls from every section asking if it were really true that Superintendent Evenson was dead. It was hard for all but those who had been in close touch with his condition during the last few days at the hospital to realize that the energetic Superintendent of Transportation, who seemed to have a faculty for being everywhere on the system at once and knowing everything that was going on every minute of the day and night, was no more.



C. H. Evenson

Mr. Evenson made his way to the high position he occupied by the sheer force of his character, intelligence and industry. His first connection with local transportation in Chicago was as a clerk and stenographer for R. B. Hamilton, vice-president in charge of purchases for the Chicago City Railway Company. That was in 1908 when he was 23 years old. He had just arrived in Chicago from Onalaska, Wisconsin.

Rose Rapidly

It did not take him long to prove his value, and he was appointed as secretary to the president of the Calumet and South Chicago Railway Company. A little later, four years after he began his career here, he was made secretary to President Leonard A. Busby of the Chicago City Railway Company. Following the unification of the properties and the election of Mr. Busby as president of the Chicago

Surface Lines in 1914, Mr. Evenson was appointed secretary to the president of the Surface Lines.

Henry A. Blair, after becoming president of the Surface Lines in 1920, recognized the fact that Mr. Evenson in his secretarial capacity had been profiting by his close contact with operation of the properties, and he was appointed assistant superintendent of transportation under Superintendent F. P. Edinger. Superintendent Edinger resigned in 1923 and Mr. Evenson was appointed to that position.

Met Problems Effectively

Mr. Evenson had some very definite ideas about organization and quickly applied himself to the task of organizing the department for improved service. The first outstanding opportunity he had to show his ability as head of the operating department came in 1924 when there was extensive rerouting of the lines entering the central business district. The smoothness with which this drastic change in the service went into effect was due very largely to his foresight and management.

The many other difficult problems that had to be solved in the administration of his important position were always handled quietly and effectively.

Nationally, Mr. Evenson was recognized as one of the most able operating heads in the electric railway industry. He had an important place in the American Transit Operating Association and was president of it in 1934-35. He also served on important committees of the American Transit Association.

Mr. Evenson was born in Onalaska, Wisconsin, June 7, 1885, and resided there until he came to Chicago to take his first position with the street railways. He was married to Kathryn Baldwin on February 25, 1911, and she with two sons, Edward and Robert, survive him.

The funeral was held at the family residence, 5501 Agatite avenue, on Friday afternoon, March 13, at 2 P. M. and was largely attended by scores of his close personal friends. Interment was at All-Saints' cemetery.

The pallbearers were Supervisors Louis Bartelheim, G. J. Dorgan, W. E. Goodall, John Hart, Joseph Mathley, and Rudolph Schultz.

Other supervisors who assisted as guard at the casket and in handling the large crowd which called at the residence on Thursday evening and which attended the funeral on Friday were: R. J. Bailey, J. A. Berg, William Calderwood, Thomas F. Henchan, John Janda, J. A. Kelly, O. R. Loftsgaarden, Stuart D. Sim, Arthur Unsen, Andrew VanDisseldorp, and C. C. Zeiber.

The honorary pallbearers included Mayor Kelly and officials of the fire, police and other city departments with whom Mr. Evenson was in close contact.

All of the cars and buses on the system were stopped for one minute out of respect for his memory at 2 o'clock, the hour of the funeral.

TO PROTECT LAWNS

Chicago Park District Starts Campaign in Interest of Grass Plots

Preparations are being made by the Chicago Park District to launch a "Save the Lawn"

campaign in the interest of protection of grass plots, both public and private.

This is of particular interest at this time when the various car stations are laying their plans for lawns and gardens during the coming season. Thoughtless treading on grass plots, especially in the spring time, makes it impossible for grass to take root.

The Park District is conducting a contest for an attractive poster to be hung in every public and parochial school room and in all the park buildings and other prominent places. This poster made up on metal signs will be erected in the parks and along the boulevards and made available to private property owners and institutions for use on their lawns.

J. V. Sullivan, Surface Lines executive assistant and a member of the Surface Lines Garden Committee, has been asked by the Park Board to serve on the "Save the Lawn" Committee.

A BILLION TRANSFERS

Printing and Distribution Complicated by Surface-Elevated Joint Fare

The report of the Shops and Equipment Department shows that during the past fiscal year a total of 1,104,259,000 Chicago Surface Lines transfers were printed, and in addition 31,518,300 blue transfers to the Elevated also were run off on Chicago Surface Lines presses.

The white transfers were printed at a cost of a little over 6½ cents per thousand. The blue transfers cost 17½ cents per thousand.

ALVIN O. SOLBERG DIES

Well-Known Assistant Division Superintendent Suffers Heart Attack

Seized with a sudden heart attack while inspecting the repairs on a car at the North Avenue depot, Alvin O. Solberg, assistant division superintendent, died at 2:45 P. M. Sunday, March 1, before a doctor could be called.

Mr. Solberg has been in the service since 1918 when he began work as a conductor. He was appointed supervisor in 1923 and was promoted to his present position in 1929. He was a member of the Surface Lines Speakers' Group and was very active among civic organizations in his section of the city.

Surviving are two sons, Alvin, Jr., 21, and Burton, 20, both residing at the family residence, 3211 North Keating avenue.

A large number of trainmen attended the funeral services at the Anderson Funeral home, 4325 Armitage avenue, and several hundred trainmen lined the street as the funeral cortege passed the North Avenue depot. Interment was in Ridgewood cemetery.



A. O. Solberg

Events of Year Reviewed

Annual Report of Surface Lines Tells of History-Making Activities

The activities of an unusually busy year in the Surface Lines organization are reviewed in the annual report of President Richardson to the Board of Operation for the 12 months ended January 31.

The most outstanding of these events included the installation of joint rides between the Elevated and the Surface Lines on a 10 cent fare on September 22; the purchase of 54 new buses, including 6 trolley buses; the establishment of 35 miles of new bus routes, and the making of a new low accident prevention record in the number of fatalities, which was 32 per cent below the previous year and the lowest in the history of the Surface Lines.

Notwithstanding the fact that the past year was being compared with the last year of the Century of Progress Exposition, riding figures showed only a slight decrease of less than 1 per cent. In the 7 months which were not being compared with the Exposition months, there was an average increase of nearly 2 per cent, and in the last 3 months of the year there was an increase of almost 6 per cent as compared with the corresponding months of the previous year.

Better Than Others

In this connection it is pointed out that while Surface Lines riding was 25.79 per cent below the peak year in 1929, the electric railway industry in the country as a whole was 28 per cent below its peak year of 1926, and in the local field one of the competing transportation agencies was 42.56 per cent below its peak in 1926, and the other was 42 per cent below its record year, 1929.

The new buses purchased included 36 gasoline buses of 32-seat capacity, 6 trolley buses of 40-seat capacity, and 8 gasoline buses of 21-seat capacity. Four additional small buses were received just after the close of the year, and the first of 15 new trolley buses ordered last year arrived early in March.

The bus routes established during the year on several streets have a total of 31.90 miles of gasoline bus operation and 2.72 miles of trolley bus operation. This brings the total bus mileage up to 100 miles, of which 45 miles are gasoline bus routes and the remainder trolley bus.

Total rides on the system were 672,147,051 revenue passengers. Of this total Surface Lines buses carried 21,572,543 revenue passengers or approximately 48,000,000 riders, including transfers from other Surface Lines, or more riders than were carried last year by the competing bus system.

An interesting fact pointed out under the head of accident prevention is that, for the first time since 1926, no employe of the Track Department was killed while working in the streets, and for the third successive year no eyes were lost in the Track and Shops and Equipment Departments, although several goggles were smashed, indicating that eyes would

have been lost if the goggles had not been in use.

As Community Asset

The importance of the Chicago Surface Lines as a community asset is stressed. "A fact that is not sufficiently recognized is the important place the Chicago Surface Lines has in the business life of the community," the report says. "Operating expenses last year amounted to more than \$37,000,000, practically all of which was expended in Chicago, greatly aiding business conditions. Of this total amount more than \$25,000,000 was paid out in wages and salaries to the 16,000 employes, and more than \$3,000,000 was paid in taxes."

Although the fiscal year closed without any definite indication of an early determination of the future ordinance status of the properties, the report states that two events having a bearing on negotiations between the companies and the City occurred during the year.

"Home Rule" Bill

"The first of these," the report states, "was the enactment by the Fifty-ninth General Assembly of an amendment to the Chicago City Charter, professing to give the City Council authority over the use of streets for local transportation. This Act (which must be approved by the people at a referendum before it becomes effective), purportedly gives the City power to require and authorize additions and extensions to plant and property and extensions of service over additional streets without further authority or permission from the Illinois Commerce Commission, and to order the removal of any street car tracks maintained without lawful authority and the removal of any tracks that are obsolete or unnecessary.

Reorganization Plan

"The second important action was the announcement by the Reorganization Committee, appointed by Judge James H. Wilkerson of the United States District Court, of its reorganization plan and agreement for the consolidation of the Surface Lines properties under one corporation. The Committee filed its report on October 31, expressing the belief that the new company would be in a position to negotiate a franchise and to do in a proper and orderly manner such things as may be required to assure the car riders of the city of Chicago the finest type of local transportation service. The plan was submitted to the Committees of security holders and the final approval of these Committees was reported to the court on January 16, 1936.

Improvement of Properties

"Notwithstanding the lack of progress toward the determination of the future legal status of the properties, there has been no faltering on the part of the management in pursuing its established program of proper maintenance and betterment of the properties and long-term planning for future improvements.

During the year the expenditure of \$9,478,000 for combined maintenance and renewals, the installation of 35 miles of bus routes and the purchase of 50 new buses were in keeping with the progressive policy manifested in previous years.

"In the nine years of operation under temporary extensions of the 1907 ordinances, a total of \$92,522,000 has been spent for maintenance and renewals and \$9,248,000 has been expended for extensions, new equipment and betterments."

Purchase of New Cars

In discussing the purchase of 83 new street cars to re-equip the Madison street line, the report has this to say:

"This action logically follows the program for the development of new electric railway equipment in which the Chicago Surface Lines has held a position of leadership. The operation of two cars since 1934, built in the light of experiments conducted by the Presidents' Conference Committee of the American electric railway industry, was for the purpose of affording a basis of experience as a guide in preparing specifications for a large order of cars. This experience has been drawn upon in designing the 83 new cars for Madison street, and this operation will provide invaluable background for further renewal of equipment.

"This system, therefore, is pioneering in the development of modern rail equipment, just as it pioneered nine years ago in the development of a new type gasoline bus, and six years ago in the trolley bus. Students of local transportation agree that both rail and trackless vehicles have a place in metropolitan service, but it is evident that for each type of service, in order to attain the highest efficiency, equipment must be designed to meet the exacting requirements of present-day traffic conditions.

"It is in pursuance of this belief that the Chicago Surface Lines has followed a program designed to produce the most effective tools for the various classes of service."

ROUNDING UP WITNESSES

Burnside Back in First Place With Lawndale-Blue Island Following

Lawndale-Blue Island wrested Burnside from first place in December, but in January Burnside came back and now holds its regular position at the top of the list. The report for the first month in 1936 shows no extraordinary changes as compared with the previous month, but Archer made an advance from sixth to fourth place, while North Avenue dropped from eighth to tenth position.

The average for the system is 3.35, as compared with 3.34 in December.

Detailed figures are as follows:

	Jan.	Dec.	Nov.	Oct.
1. Burnside	4.18	4.20 (2)	4.50 (1)	4.57 (1)
2. Lawn.-Blue Isl.	3.65	4.23 (1)	4.26 (2)	3.90 (2)
3. Elston-Noble	3.64	3.55 (4)	3.87 (4)	3.48 (7)
4. Archer	3.61	3.43 (6)	3.74 (5)	3.22 (8)
5. 69th St.	3.60	3.67 (3)	3.64 (7)	3.77 (3)
6. 77th St.	3.58	3.54 (5)	3.66 (6)	3.70 (4)
7. Cottage Grove	3.50	3.34 (7)	4.02 (3)	3.65 (6)
8. Lincoln	3.19	3.04 (9)	2.98(11)	2.98(10)
9. Kedzie	3.05	2.93(10)	3.35 (8)	3.69 (5)
10. North Ave.	3.00	3.20 (8)	3.25 (9)	2.87(11)
11. Limits-Devon	2.97	2.82(11)	3.06(10)	3.08 (9)
12. Armitage-Division.	2.75	2.61(12)	2.34(12)	2.58(12)
Aver. for System.....	3.35	3.34	3.50	3.39

KEEPING 'EM ROLLING

Division Heads Group With North and Noble Following

Division gained the lead this month, with 3,939 miles per pull-in due to equipment failure, by a 10.6 per cent increase over the previous month's record for this carhouse.

North dropped to second place with an average mileage of 3,807 per pull-in.

Noble holds third place with 3,750 miles per pull-in and a 36.9 per cent increase over the previous month.

The extreme cold weather during the month of February is responsible for the low mileage per pull-in due to equipment failure.

Individual records are as follows:

Rank	Carhouse	Zero Days	Mileage Per Pull-In	Pct. Inc. or Dec.
1	Division	1	3,939	10.6
2	North	---	3,807	27.6*
3	Noble	---	3,750	36.9
4	Devon	---	3,376	10.2
5	Lawndale	---	3,366	.2*
6	Cottage Grove	---	2,781	30.0*
7	Armitage	---	2,750	10.2*
8	Burnside	---	2,505	17.5*
9	Kedzie	---	2,476	33.3*
10	Limits	---	2,374	24.4
11	Elston	---	2,289	7.5
12	69th	---	2,255	18.7*
13	77th	---	2,152	21.9
14	Archer	---	2,094	14.9*
15	Blue Island	---	1,260	7.4*
16	Lincoln	---	1,012	29.7*
		1	2,374	8.7*

*Denotes decrease.

Carhouse records for the past six months:

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

NEW TRANSFER STATIONS

Three Are Added to Combination Fare Plan.

Three additional Rapid Transit stations at which combination surface and elevated transfers will be permitted were added, effective March 8, to the 52 stations previously established. The new stations are at Dorchester on the Jackson Park branch, Cottage Grove on the Kenwood branch, and Halsted on the Stock Yards branch.

Some changes also were made in the tributary zones of Surface Lines routes, affecting the Chicago and Grand avenue stations on the Northwestern branch, the Halsted station on the Lake street branch, the Halsted station on the Garfield Park branch, and the Roosevelt station on the Jackson Park branch.

"It was a toss-up whether I played golf or went to church."

"Really."

"Yep. Had to toss up fifteen times before it turned golf."

New Cars on the Way

Contract Let and First of 83 Will
Be Delivered in July

Orders for the 83 new cars which are to be used to re-equip fully the Madison street line were placed by the Purchasing Department on February 28, following the issuance of an order by Judge James H. Wilkerson of the federal court directing the receivers to spend \$1,292,119 from the renewal and depreciation reserve funds for this purpose.

The St. Louis Car Company, the low bidder, was awarded the contract for the construction of the car bodies and the assembling of the cars. Contracts for all of the equipment for the cars were sent out at the same time to the low bidders in each class.

The purchase of these cars follows efforts and negotiations extending over a period of many months. After the specifications had been drawn last May, following careful study of the performance of the two experimental cars built in line with the recommendations of the American electric railway industry's Presidents' Conference Committee, bids were sent out for 100 new cars. The prices submitted on these bids were considered by the management to be entirely out of line and after some slight changes in the specifications, new bids were requested in the Fall.

Decide Upon Purchase

The prices submitted on these new bids were satisfactory, but in the meantime the City Administration took the attitude that the Chicago Surface Lines should not be allowed to make any improvements pending the settlement of the traction question. This resulted in considerable discussion, but on January 20 the Board of Operation of the Surface Lines decided in favor of the purchase of 83 of the cars for the complete re-equipment of Madison street.

On February 14 the Board of Supervising Engineers, by a majority vote, approved the specifications and the plan for purchasing the cars, and the receivers of the properties immediately applied to the federal court for permission to withdraw sufficient money from the

renewal and depreciation reserve funds to pay for them.

At the hearing before Judge Wilkerson on this petition on February 24, former Corporation Counsel Sexton, representing the City, appeared and asked for a delay in order to permit the City to prepare its answer. He explained that the City Council had not taken any definite action opposing the purchase of the cars but that Mayor Kelly had expressed himself as opposed to it at this time. Judge Wilkerson took the entire matter under advisement and on February 27 issued the order to the receivers to purchase the cars.

First Cars in July

Under the terms of the contract, the first of the new cars will be delivered early in July and all of them will be here by the first part of September.

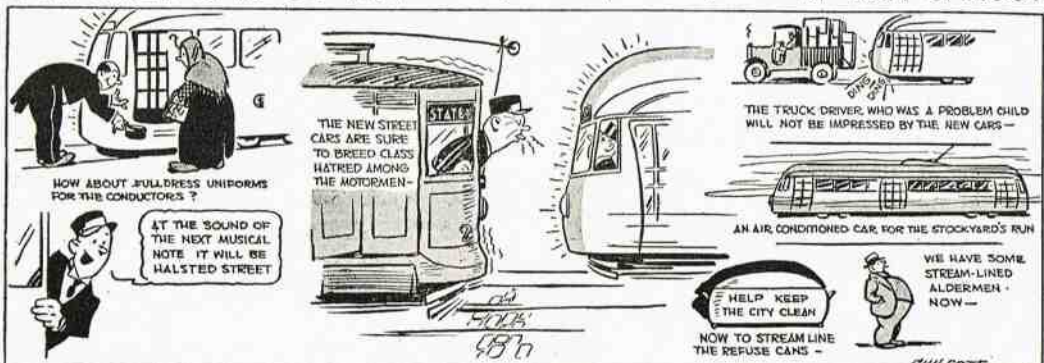
While the matter was pending wide-spread interest was shown by civic and improvement organizations, particularly those on the west side, in the proposed purchase of new equipment. *The Garfieldian*, a west side newspaper, inserted a double page advertisement signed by all of the leading civic organizations of the west side and most of the prominent business men in that section, urging Mayor Kelly to withdraw his objections to the purchase of the cars. This paper and the civic organizations also sponsored a mass meeting held on Thursday, February 20, at the Madison Athletic Club, at which speakers demanded that the Surface Lines be permitted to purchase the cars. Resolutions to the same effect were adopted by a number of civic organizations throughout the city and forwarded to the Mayor and City Council.

No doubt was left in the minds of any aldermen as to what a large part of the public thought about the need of new street cars. Metropolitan newspapers also gave a great deal of space to publicity on them. The *Chicago Tribune* published a full page description

(Continued on page 12)

WHEN STREET CARS GO RITZY

BY DON CHILCOTE



From the Chicago American, March 2, reproduced by permission.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

**231 South La Salle St.
CHICAGO**

Volume 12 March, 1936 No. 12

H. O. Crews - - - - - Editor

C. L. Altemus - - - Assistant Editor

C. H. EVENSON

Thousands of men in the Chicago Surface Lines organization regard the death of Superintendent Evenson as a personal loss. He was their friend. They admired his ability. They recognized in him a fellow-worker who never spared himself when an important job was to be done. They always found him kind and considerate, demanding strict adherence to discipline for the good of the service, but always tempering discipline with an understanding insight into human nature.

His death in the prime of life is a great shock to all of those who knew him intimately. His vital personality will be sorely missed in every car depot and along the miles of track where he so frequently was seen, as well as in the general offices where he was in daily contact with the other heads of departments.

Men of his kind are rare and his place cannot easily be filled.

A GOOD NEIGHBOR

In the annual report of the Chicago Surface Lines, published a few days ago, there is a short item under the heading "A Community Asset" which calls attention to the fact that operating expenses last year amounted to more than \$37,000,000 and that practically all of this money was expended in Chicago, \$25,000,000 of it going out in the form of wages and salaries.

This is no small contribution to the business revenues of Chicago, but it is

only one of the many ways in which the Chicago Surface Lines organization has proved itself to be a good neighbor.

When snow blankets the city, Chicago Surface Lines plows and sweepers clear the main traffic lanes of the city, often at tremendous expense. This job has been done so thoroughly and efficiently in the past that the city has practically abandoned snow removal and street car line streets often are the only streets open after any heavy snowfall.

Of all of the public money spent for relief, none of it has gone to any Surface Lines employe. Those in this organization suffering from protracted illness or other physical disability have received a total of \$708,127 from voluntary contributions of their fellow employes, and, in addition to this, \$239,821 has been contributed by the employes to responsible outside agencies for general relief since the beginning of the depression.

Moreover, the employes are covered by life, health and disability insurance, the premiums on which are paid by the Chicago Surface Lines. A total of \$3,120,525 has been paid out in benefits on these policies since the plan was inaugurated in 1928.

One of the greatest contributions to the community, however, is the maintenance of 16,000 substantial citizens who are Surface Lines employes. With their families they comprise a total group of some 70,000 or 80,000 persons. These families are able to pay their way because of the steady employment afforded by the Surface Lines. They are respected by their neighbors and they take an interest in the welfare of their communities. A large percentage of them are home owners.

In their neighborhoods they are good neighbors, just as the Surface Lines organization is a good neighbor to the city as a whole.

A bewildered man entered a ladies' specialty shop. "I want a corset for my wife," he said.

"What bust?" asked the clerk.

"Nothin', just wore out I guess."

Veterans' List Grows

Honor Roll of Those in Service 40 Years
or More Now 465

The veterans' list, comprising Chicago Surface Lines employes who have been in the service 40 years or more, has been increased by 37 during the past year.

The total now is 465 as compared with 428 on January 31, 1935.

In addition to these 40-year men, 338 have been in the service from 35 to 40 years, 861 from 30 to 35 years, and 1,709 from 25 to 30 years. This makes a total of 3,373 employes who have been in the service 25 years or more.

Following is the Veterans' Honor Roll of those in the service 40 years or more, arranged on the basis of seniority in the various departments, and the date when their service began. In cases where a number of employes entered the service in the same year, the names are arranged alphabetically for that year.

Olson, C.	1889
Rowley, J.	1889
Anderson, E.	1890
Danielson, A.	1890
Jespersen, H.	1890
Carlson, J.	1891
Minter, F.	1891
Meyers, F. W.	1891
Flynn, B.	1892
O'Shea, W.	1892
Peterson, A.	1892
Chamberlin, G.	1893
Colson, E.	1893
Conrad, L.	1893
Meyer, S.	1893
Oschartz, B.	1893
Goering, W.	1894
Grassick, J.	1894
Hahn, C.	1894
Bolton, J. L.	1895
Boshold, A. J.	1895
Gaida, H.	1895
Gutschow, R.*	1895
Heck, J. H.*	1895
Nelson, F.	1895
Whelan, P.	1895



Hakon Hansen
Shops and Equipment

FINANCIAL DEPARTMENT

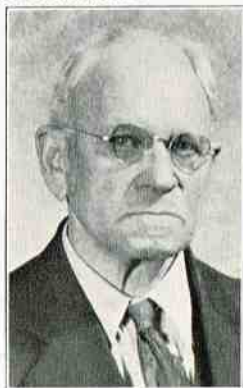
Mackey, D. F.	1872	Plowright, E. G.	1889
Van Horn, L. G.	1874	Ball, E. W.	1891
Burke, J. P.	1875	Bergholtz, F.	1891
Lundblad, A.	1881	Morton, M. V.	1891
Cook, C. E.	1887	Jacobson, A.	1895
Beatty, J. J.	1889		

ELECTRICAL DEPARTMENT

Donegan, Mark	1879	Griffin, P.	1893
Nelson, P.	1887	Van Norden, A.	1894
Jones, I. W.	1892	Schwertfeger, C.	1895
Rowe, F.	1892	Sebraska, W.	1895
Steglish, J.	1892	Sheridan, E.	1895

ENGINEERING DEPARTMENT

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



William H. Urry
Engineering

Casey, J.	1895
Peterson, O.	1895

EXECUTIVE DEPARTMENT

Triplitt, C. J.	1893	Vaughan, Mary	1895
----------------------	------	--------------------	------

LEGAL AND ACCIDENT INVESTIGATION

Rood, Charles	1881	Schaf, F. J.	1892
Wilson, Andrew J.	1890	Henderson, W. J.	1893
Guilliams, C. W.	1892	Voug, Gust	1893

SCHEDULES AND TRAFFIC DEPARTMENT

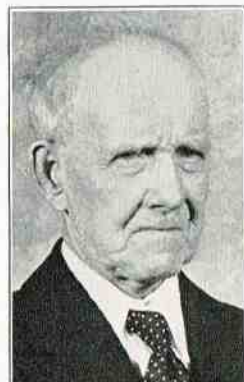
Lohse, G. F.	1893
-------------------	------

SHOPS AND EQUIPMENT

Anderson, J.	1882	Kaufmann, J.	1886
Carlson, F.	1882	Lund, A.	1886
Hansen, Hakon	1882	Cunningham, H.	1887
Quinn, T.	1882	LaPierre, E.	1887
Martin, F.	1884	Regan, M.	1888
Poltkoske, M.	1885	Vaughan, Mary	1895
Guy, J.	1886	Felske, E.	1889

TRANSPORTATION DEPARTMENT

Ohlson, O. A.	1879	Cadogan, A. R.	1888
Maguire, Edward L.	1880	Fossum, Henry	1888
McGuinness, A.	1880	Freid, A.	1888
Heelan, David	1881	Goodinson, W. H.	1888
King, Thomas	1881	Griffin, James	1888
Keller, Wm.	1881	Handley, John P.	1888
McLaughlin, Michael	1881	Keester, J. H.	1888
Moriarty, John	1881	Linden, Joseph	1888
Bohnhoff, August	1882	Nelson, Nels	1888
Curtis, Caleb	1882	Pohlman, Wm. M.	1888
Foley, Patrick H.	1882	Powell, Walter	1888
McCann, Patrick	1882	Rotchford, J. S.	1888
Brown, Arthur E.	1883	Shaw, John	1888
Johnson, John	1883	Smith, John H.	1888
Kennedy, Terrence	1883	Bosnak, Sam	1889
Zimmerman, Geo.	1883	Brennan, John	1889
Horrigan, James J.	1884	Broderick, Patrick	1889
Hennessy, Michael	1884	Covert, R. A.	1889
McCarthy, James T.	1884	Crowley, Dennis	1889
Barthold, Otto	1885	Dougherty, J.	1889
Burgee, J.	1885	Durkin, Thomas	1889
Cronin, Benjamin	1885	Enright, Dennis	1889
Dudman, George	1885	Fleming, Jeffery	1889
Enerson, John B.	1885	Grady, John	1889
Fuller, Varion J.	1885	Hultman, August	1889
Kerigan, Mathew J.	1885	Hutchins, Richard	1889
Kriete, Joe	1885	King, James	1889
McGinty, Peter	1885	Krygsman, Harry	1889
Murphy, Patrick	1885	Longtin, Samuel	1889
Rogers, George L.	1885	Luehr, Fred	1889
Smith, Thomas	1885	McDonald, Anthony	1889
Sorenson, Sam	1885	Noble, Walter	1889
Storey, W. J.	1885		
Watson, Wm.	1885		
Watson, Wm.	1885		
Zeches, Peter	1885		
Baumhardt, H.	1886		
Boos, C.	1886		
Eichhorn, H.	1886		
Hansen, Max	1886		
Hennessy, David	1886		
McComb, James	1886		
O'Brien, Michael	1886		
Roy, Augustine	1886		
Smith, Nigh L.	1886		
Coleman, Patrick	1887		
Croat, Michael M.	1887		
Eilert, H.	1887		
Jenkins, R. M.	1887		
Lake, William	1887		
Lyster, George	1887		
Mathews, Lee M.	1887		
Miles, Michael	1887		
Nelson, Peter	1887		
Quinn, M. B.	1887		
Reynolds, Patrick	1887		
Tabor, Wm. L.	1887		
Ahern, E. W.	1888		
Berg, Wm.	1888		
Bradley, Patrick	1888		



Mark Donegan
Electrical

Olson, August1889
 Ray, Michael1889
 Roville, Fred1889
 Rump, William1889
 Scanlon, Garrett J.1889
 Sheridan, James1889
 Walsh, Patrick1889
 Andreasen, Fred1890
 Benson, August1890
 Briese, Gustav1890
 Carney, John1890
 Collins, Wm.1890
 Craig, James1890
 Dahlen, Gustaf W.1890
 Delea, John1890
 Downey, Martin1890
 Doyle, John J.1890
 Hellmers, Wm. J.1890
 Johnson, Olaf1890
 Jones, Bert B.1890
 Lane, James1890
 Lantz, Edward M.1890
 Lawrence, Martin1890
 Lynk, Edwin J.1890
 Lysaght, Patrick1890
 Mackian, Frank1890
 McDowell, Chas. N.1890
 McGuinness, Peter1890
 McKiel, Chas. H.1890
 Moloney, William J.1890
 Rahn, Aug.1890
 Roder, John1890
 Schreiber, Fred1890
 Shultz, Henry C.1890
 Sebastian, Nicholas.1890
 Snyder, Wm. H.1890
 Storm, Fred1890
 Strobeck, Chas. A.1890
 Suhr, Herman1890
 Sutherland, James E.1890
 Walsh, Maurice1890
 Allen, Edward1891
 Burchill, John1891
 Calder, James1891
 Christensen, K. E.1891
 Gerard, Eh S.1891
 Gloede, Albert H.1891
 Hankins, Edward H.1891
 Hanly, Patrick*1891
 Hinkle, Fred1891
 Hunt, Timothy1891
 Jones, Wilber S.1891
 Kaley, Charles P.1891
 Kavanaugh, Thomas.1891
 Kehoe, James1891
 Kinney, Edwin L.1891
 Kleppin, John F.1891
 Knospe, Wm. H.1891
 Kuck, Wm.1891
 Larson, Gustav1891
 Locke, Louis1891
 Madsen, A.1891
 McCurdy, James1891
 McMahon, John M.1891
 Montgomery, James.1891
 Moore, Myron F.1891
 O'Connell, James1891
 Ohlsen, Peter1891
 Pearson, Charles1891
 Quinnan, Wm.1891
 Remers, Chas. O.1891



Charles J. Triplitt
Executive

Waters, Patrick F.1891
 Williamson, August1891
 Armstrong, George1892
 Baker, Edmund1892
 Bartholomey, Harry1892
 Bowles, D. F.1892
 Brittain, Harry S.1892
 Callaghan, John1892
 Campbell, T.1892
 Cassidy, Thomas1892
 Cloonan, Bernard1892
 Cluits, John W.1892
 Cody, William M.1892
 Demaris, Joseph1892
 Durnin, Sylvester1892
 Flanders, Frederick1892
 Henderson, Charles1892
 Johnson, Gust1892
 Kirkwood, E. R.1892
 Koth, Godfrey1892
 Krygsman, John1892
 Kuntz, Fred E.1892
 LaSalle, Leon I.1892
 Lavelle, Patrick1892
 Lonquist, Carl O.1892
 McCutcheon, James.1892
 Meany, Patrick1892
 Moppett, Thos. W.1892
 Mulcahy, Eugene1892
 Neitzel, Herman1892
 Olson, John1892
 Pauley, Henry1892
 Purdon, Henry1892
 Reid, David I.1892
 Reed, James W.1892
 Reimers, Louis1892
 Roll, Bernard, O.1892
 Ross, Andrew1892
 Ryder, Edward1892
 Schmidt, Henry1892
 Sherman, James1892
 Simon, John1892
 Sims, George1892
 Snider, John1892
 Sorenson, Soren1892
 Vincent, Wm. G.1892
 Vornkahl, H. C.1892
 Anderson, August1893
 Aye, Alexander1893
 Bessette, W. A.1893
 Boyer, Chas. M.1893
 Broderson, Fred1893
 Callard, Chas. H.1893
 Carroll, John C.1893
 Conway, Michael1893
 Copithorn, John D.1893
 Corrigan, Thomas1893
 Cotton, Leslie, E.1893
 Cronin, John A.1893
 Cunningham, Hugh1893
 Curran, Patrick1893
 Daum, Frank E.1893
 Davis, Thomas J.1893
 Dewick, Charles B.1893
 Dole, Henry D.1893
 Doolan, John1893
 Duggan, Martin1893
 Dunkle, John1893
 Erickson, Fred1893
 Fuchs, James1893

Geller, Martin1893
 Gildea, Daniel1893
 Gleason, William1893
 Goorsky, John1893
 Graham, Alexander R.1893
 Grant, Charles R.1893
 Grice, Isaac1893
 Haggerty, Patrick1893
 Halvorsen, Andrew1893
 Hanson, Adolph1893
 Hartman, Gus A.1893
 Hays, R. L.1893
 Hempey, Elmer E.1893
 Heron, John1893
 Jones, Wm. T.1893
 Kemp, Harry M.1893
 Kleidon, John1893
 Kuecker, Wm. H.1893
 Larson, Ben1893
 Larson, Swan1893
 Lester, Wm.1893
 Levlighn, Chas.1893
 Lietzau, Adolph1893
 Lundberg, Henry1893
 Martin, Wm. J.1893
 McInerney, Timothy1893
 McCarthy, Florence1893
 McCourt, Thomas1893
 Naylor, Harry C.1893
 Noonan, James1893
 O'Brien, Terrence1893
 Pearson, John1893
 Prellberg, George1893
 Roeser, J. M.1893
 Ross, Orrin N.1893
 Routzong, G. A.1893
 Sexton, Patrick1893
 Sutton, John R.1893
 Taylor, Frank H.1893
 Walsh, Richard1893
 Walton, Robt. T.1893
 Weber, Michael1893
 Webster, Silas A.1893
 Welvaert, Jacob1893
 Zinkan, Wm.1893
 Blume, Henry1894
 Bordwell, B. A.1894
 Borne, James E.1894
 Buller, H. O.1894
 Durr, Henry1894
 Edman, J. L.1894
 Gilligan, Michael1894
 Greene, P. A.1894
 Kennedy, James1894
 Martin, Gerald1894
 McCauley, J. P.1894
 McCormick, M. F.1894
 Michaelis, Wm.1894
 Mix, Gus1894
 Noonan, John1894
 O'Connor, J.1894
 Rasmussen, J. S.1894
 Reichel, G. J.1894
 Shank, L. R.1894
 Strauss, J. P.1894
 Ure, John1894
 Wisniewski, M.1894
 Alstad, August1895
 Andersen, H. A.1895
 Anderson, Axel1895
 Aubrey, O. J.1895
 Balder, J. A.1895
 Balkiewicz, P.1895
 Barbour, S. L.1895
 Bell, Thomas1895
 Bossi, J. H.1895
 Briner, W. H.1895
 Burr, J.1895
 Corbet, Wm. S.1895
 Czirlanis, Anton1895
 Dahlen, Gus1895
 Danielson, Ferdinand.1895
 Davis, H. A.1895
 Durr, Patrick1895
 Durst, Fred1895
 Evans, Edward1895
 Ewers, Wm. T.1895
 Fanning, John1895
 Fichter, Joseph1895
 Fitzel, P. W.1895
 Ford, J. I.1895
 Hahn, P. R.1895
 Hartel, G. R.1895
 Hayes, F. W.1895
 Hoellen, G. N.1895
 Hoff, Charles1895
 Johnson, J. M.1895
 Kane, Patrick1895
 Kastner, C. H.1895
 Kehoe, James1895

Klemz, Charles1895
 Krueger, Fred1895
 Lavinsky, Alexander.1895
 Lemker, Charles1895
 Little, Oscar L.1895
 Lockwood, R. E.1895
 Madden, Michael1895
 McAuliffe, T. F.1895
 McCourt, James1895
 Meersman, August1895
 Moran, P. J.1895
 Murray, John1895
 Norton, James C.*1895
 Panto, Archie1895
 Peterson, Alfred1895
 Porzel, John F.1895
 Pritchard, John1895
 Prochnow, Julius1895
 Ptacek, Frank J.1895
 Pulaski, Gustav1895
 Radke, D. E.1895
 Roach, William1895



G. F. Lohse
Schedule and Traffic

Simon, John1895
 Sinkler, James1895
 Skehan, Martin J.1895
 Spethman, Henry1895
 Spivey, H. T.1895
 Sturm, John1895
 Tobin, John T.1895
 Venzke, Herman1895
 Vesey, Wm. A.1895
 Wall, Joseph1895
 Larson, P. H.1896

*Died since February 1.



E. L. Maguire
Transportation



Charles Rood
Accident Investigation

Weather Boosts Complaints

Sub-zero Cold Reflected in Increased Number—Many Commendations

The effect of extreme weather conditions on local transportation during February is reflected in the number of complaints for that month. Total complaints received were 925 as compared with 530 for February of the previous year.

On the other hand, there were 59 commendations as compared with 44 a year ago.

Of the total number of complaints 201, or 22 per cent, were by passengers who had been passed up or carried past their destination, as compared with 80 complaints of this kind in the corresponding month of the previous year. Service complaints were 178, as compared with 64, and transfer complaints were 127 as compared with 98 in February, 1935.

Most of the complaints in all three of these classifications are traceable to the extreme weather conditions. While doubtless many of the passing-up complaints could have been avoided by proper alertness on the part of motormen, some of them were due to interruptions of schedules by vehicular blockades on the track, and the attempt of trainmen to restore proper spacing on the street. Similar interruptions of schedules also caused many of the complaints on transfers by delaying passengers and making them too late when they presented their transfers on the last car.

First Aid for Frozen Ears

And speaking of weather, Mrs. G. Roeling, 7215 North Barton street, tells how Conductor Henry Jorgenson, badge No. 2316 of Division, played the part of a Good Samaritan.

She was riding north on Western avenue when a man boarded the car, paid his fare, and took a seat.

Immediately afterwards Conductor Jorgenson approached him and told him that one of his ears was frozen. The passenger had not previously realized it. The conductor then took him to the rear of the car, stopped the car, got off and got some snow, and gave the frozen ear first aid.

Commend Trainmen

Numerous commendations tell of the consideration shown passengers by trainmen during the severe weather.

Laurence Ter Moat, 7133 Greenwood avenue, for instance, highly commends Motorman Claude H. Stewart, badge No. 2833 of Burnside, for stopping his car after it had started to make the turn at 63rd street and Dorchester avenue in order to permit him to board. The temperature was below zero and the passenger was thus saved a wait in the cold for the next car. Mr. Ter Moat says that he usually drives his car to work and has been struck by the courtesy of Chicago Surface Lines trainmen on the few occasions when he uses the Surface Lines.

Retrieves Roll of Bills

Miss Helen Slattery, 17 East Superior street, writes of an incident she witnessed during the

cold spell. She relates that the car operated by Motorman Martin P. Stephens, badge No. 9961 of Lincoln, was running south on State street and stopped to pick up a woman passenger. Motorman Stephens noticed that the passenger had dropped something as she was boarding the car. He got off and picked it up, returning it to the passenger. It proved to be a roll of bills which she had dropped in the street as she fumbled in her purse for her fare.

Miss Ruth Louise Sonenthal, 1061 North Western avenue, was deeply impressed by the manner in which Motorman Michael Walsh (No. 2), badge No. 9825 of North Avenue, operated his car. She says that he handled it very smoothly, sounded his warning bell when necessary, and was very alert.

C. J. Weibler, 2749 North Troy street, reports that the cold weather did not prevent Conductor Frank H. Arriva, badge No. 1170 of Division, from assisting a blind woman from his car to the curb.

Mrs. Samuel Bayer, 825 Buena avenue, commends Conductor Ray A. Corrigan, badge No. 12556 of Devon, who assisted her with her bundles and baby as she boarded his car.

Miss Leona E. Ahrens, 535 South Taylor avenue, expresses her sincere gratitude to Conductor Michael L. Urganus, badge No. 12688 of Kedzie, for turning in her purse.

Motorman Timothy D. Sullivan, badge No. 13229 of Sixty-ninth, is commended by Miss Esther Schwartz, 4712 Drexel boulevard, for the courteous, intelligent and sympathetic manner in which he gave her the information she sought relative to contacting a garage for help in getting her automobile started.

"Always a gentleman," says Miss J. Bartholen, 2019 Nebraska avenue, of Motorman Llewelyn Rees, badge No. 2447 of Noble.

Waited for Passenger

Oscar Erickson, 7409 Evans avenue, considers it worthy of note that Motorman N. B. Trinen (No. 2), badge No. 647 of Burnside, held his car and waited for Mr. Erickson to cross the street to board it.

C. B. Krebs, 14 West Elm street, believes that Conductor William S. Washa, badge No. 420 of Devon, gives excellent service and does his part in securing the good will of the users of the Surface Lines.

Miss Sophia Quinn, 11732 Vincennes avenue, who is a regular Surface Lines patron, reports that Conductor William Quigg, badge No. 3622 of Seventy-seventh, is the most courteous and obliging trainman she has seen in a long time. He cautioned her to be careful of the slippery streets and helped her with her shopping bag.

Martin Carlson, 7917 Maryland avenue, addresses a communication to Conductor Myron W. Ayers, badge No. 2694 of Seventy-seventh, to thank him for paying his car fare and to return the 7 cents.

Mrs. David Horwich, 1168 East 54th place, penned a commendation for Conductor Emer-

son C. Springer, badge No. 3628 of Archer. She states that he competently performs all of his duties as the operator of a one-man car on the 51st-55th Street line.

Alert for Passengers

S. McCue, 1950 North Spaulding avenue, writes that Motorman Fred F. Kopping, badge No. 3983 of Archer, is very courteous and is always alert to see that all intending passengers are aboard before he starts the car.

Mrs. M. G. Manstigan, 823 North Waller avenue, has a word of appreciation for Bus Operator Bernard Trager, badge No. 4714 of North Avenue, who paid her fare when unable to change her large bill, and she sent in the 7 cents due him.

Miss Sylvania Shulman, 1458 South Kenneth avenue, writes that on the several occasions she has ridden on the car operated by Motorman Arthur F. Kennedy, badge No. 4733 of Blue Island, she has noted that he shows great respect and care for the passengers.

Stanley Fahlgren, 5234 North Ashland avenue, relates that Conductor Anton J. Goss, badge No. 4746 of Seventy-seventh, paid his fare when he was unable to get out his change because of the large bundle he was holding. Mr. Fahlgren greatly appreciated this courtesy and sent in 7 cents to be forwarded to Conductor Goss.

Mrs. Carl L. Mayer, 3632 North Seeley avenue, tells of the courtesy shown her by Conductor Oscar Moser, badge No. 4774 of Lincoln, who permitted her to take her small son inside the car before paying her fare.

Gives Complete Directions

Mr. and Mrs. A. Bozic, 3541 North Olcott avenue, wish to credit Conductor Lester E. Filskov, badge No. 6208 of Armitage, for the kindness he displayed to a messenger boy in giving him directions for reaching his destination.

L. Duffield, 5807 North Artesian avenue, appreciated the generosity shown him by Conductor William F. Sheehy, badge No. 7352 of Cottage Grove, who loaned Mr. Duffield a dollar to see him through the day when he learned that he had lost his purse.

(Continued from page 7)

of the many radically new features in the equipment of the cars and editorially urged their purchase. This was in line with the *Tribune's* platform which for many months has been urging as one of its planks, "Install modern street cars." The *Chicago American* and other papers also devoted considerable space to news relating to the new cars.

Organizations on Record

Among the organizations which went on record in favor of the purchase of the cars are the following:

Austin Business and Civic Association, Austin Merchants Association, Austin Rotinians, Avondale Building and Loan Association, Central Austin Club, Incorporated, Chatham Lions Club, Crawford Business Men's League, Crawford Civic Association, Garfield Park Business Men's Association, Garfield Park Current Topics Club, Garfield Park Lions Club, Lake View West End Improvement Association, Mid Town Kiwanis Club, North Ravenswood Improvement Association, Northwest Federation

of Improvement Clubs, West Area Business and Professional Women's Club, West Property Owners Association, West Side Civic League, West Side Federation of Clubs, West Side Harley-Mills Associated Clubs, West Side Kiwanis Club, West Side Real Estate Board, West Town Property Owners Alliance, and the West Towns Chamber of Commerce.

OBITUARY

Deaths on the System From February 1, 1936, to February 29, 1936.

Transportation—Division 1, Cottage Grove: James C. Norton, employed May 22, 1895, died February 4, 1936.

Division 2, Burnside: Francis R. Bolton, employed November 13, 1896, died February 19, 1936; Patrick Flatley, employed January 2, 1907, died February 1, 1936; Edger S. Thornton, employed April 1, 1903, died February 10, 1936.

Division 3, Seventy-seventh: Garrett Fitzgerald, employed October 12, 1915, died February 18, 1936.

Division 4, Sixty-ninth: William E. Hauss, employed March 25, 1904, died February 6, 1936; John Lambert, employed April 13, 1897, died February 12, 1936.

Division 5, Archer: John T. Rogers, employed January 11, 1899, died February 28, 1936.

Division 6, Blue Island-Lawndale: Albert Abbs, employed January 25, 1933, died February 22, 1936.

Division 7, Kedzie: Jeremiah Dinneen, employed January 22, 1900, died February 23, 1936; Patrick Hanly, employed July 15, 1891, died February 18, 1936; John Krzewinski, employed June 3, 1907, died February 5, 1936.

Division 8, North Avenue: Reinhardt Kamradt, employed July 5, 1912, died February 14, 1936.

Division 9, Armitage-Division: Anton Levandowski, employed August 9, 1913, died February 27, 1936.

Division 12, Devon-Limits: Charles W. Anderson, employed August 10, 1912, died February 22, 1936.

Shops and Equipment—Division 8, North Avenue: Patrick Kilgallon, employed February 10, 1920, died February 17, 1936; Raleigh Gilbertson, employed March 6, 1920, died February 12, 1936.

South Shops: Henry Heck, employed June 10, 1895, died February 14, 1936.

West Shops: Valentine Grasz, employed January 14, 1908, died February 18, 1936; Richard Gutschow, employed February 10, 1895, died February 7, 1936; Jacob Okkelman, employed August 22, 1924, died February 14, 1936.

Track—Sam Brovatano, employed May 18, 1927, died February 29, 1936; Blaz Burzin, employed April 5, 1922, died February 26, 1936.

TROLLEY BUSES FOR BOSTON

First of This Type of Service to Go in April 15

Although the Chicago Surface Lines has been operating trolley buses since 1930, the Boston Elevated system is just getting ready to install the first of this type of equipment.

Six trolley buses have been ordered and will go into service in Cambridge about April 15.

EMPLOYEES RELIEF FUND

February, 1936

The Surface Lines Employees Relief Committee held four sessions during the month, at which 21 applications were considered. Of this number there were 11 applicants approved for weekly relief payments and 2 emergency cases on which immediate aid was given, making the total on this list at the present time 279.

Checks totalling \$12,336 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$720,463.28 paid to Chicago Surface Lines employes to date.

The Surface Lines Employees 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 this Committee \$840,463.28.

The Surface Lines employes have also contributed to the Emergency Welfare and Community Funds, over and above the disbursements handled by the Surface Lines Employees Relief Committee, a total of \$119,820.54, which brings the grand total of relief expended to \$960,283.82 to-date; and further, the sum of \$60,000 has also been pledged for the 1936 subscription to the Community Fund.

Departments and Divisions

Accounting

We are glad to see Edward Mark back after his illness. We hope he will furnish us expert statistics on the Cub players, their league standing for the season, etc. according to analyses made during his convalescence.

Our sympathy is extended to Miss Katherine Orth, whose brother passed away on Friday, February 14.

Congratulations and much happiness is our sincere wish for Miss Evelyn Arnold of the Comptometer Division and Christ Jensen, who were married on Saturday, February 22, at the Jefferson Park Congregational church. Miss Arnold was guest of honor at a luncheon given by her friends on Saturday, February 22, at the Davis store, where she received many beautiful gifts.

Mr. and Mrs. George Daniels, (Marie Simonsen) formerly of the pay roll division, are receiving congratulations on the birth of a girl at St. Anne's hospital, Thursday, February 27.
T. F. Coan.

Electrical

George McDonald of the electrolysis department has very cleverly kept his marriage a secret for almost a year. Well, Mac, it's never too late to wish you and yours most hearty congratulations, which we all do.

To Hughie Schlig, material clerk for the Electrical Department at 78th and Vincennes, we extend our sympathy in his bereavement at the death of his mother.

The son of Patrick McNamara of 44th and Kedzie sub-station met with an automobile accident which resulted in his death. Our sympathy is extended to the McNamara family.

Arthur Pickart of Homer and Campbell has been reported as being on the sick list. We hope for a speedy recovery.

John Rietz, well-known in Chatham Fields and throughout the entire south section of the city, has been pronounced the champion story teller of his community. Congratulations, John.

Congratulations and best wishes for Julius Bosiack. Those cigars were excellent.

The sympathy of the Electrical Department is extended to John J. Savage of the line department in the loss of his father.

Billy.

Engineering

Al Daker, chauffeur in the utility department, and his family recently escaped from serious consequences of a defective refrigerator in their home. Upon noting the odor of the gas which was leaking, Al quickly opened the windows thereby preventing any possible ill effects from that source.

We are glad to see John Rafferty, chauffeur in the utility department, back on the job. John made a speedy recovery from injuries received in an automobile accident on his way home from work.

Our sincere sympathy is extended to L. J. Boisvert of the building department in his bereavement over the death of his father; also George Johnson, material clerk in the track and roadway department over the death of his mother.

Schedule and Traffic

We were all pleased to see Mrs. Esther O'Brien return to work on March 2, after recovering from a broken ankle and other injuries received in an automobile accident, caused by the icy and slippery condition of the streets during the severe cold weather the latter part of January.

Charles J. Kreiner is recovering from a serious operation he underwent during the latter part of February at the Billings Memorial hospital; hope to see Charley back to work soon.

Lee Gilbert and George Bryan were away several days during the latter part of February due to severe colds.

John J. Moreau, who transferred from this department to the Transportation Department early in February, had the misfortune of freezing one of his hands during the severe winter weather.

George Weidenfeller.

The department takes this opportunity to say how pleased they are to see George Weidenfeller, correspondent, back on the job after three weeks of illness, during which some time was spent at the West Suburban hospital.

Shops and Equipment

South Shops: John H. Heck, foreman of the car wiring department, died on February 14. Mr. Heck had been ill for some time prior to his demise and had not worked since April 30 of last year. He started to work for the Chicago City Railway Company in June, 1898, in the car wiring department at the 20th Street Shops, and a few years later was appointed foreman of this department, which position he held until the time of his death. To his bereaved family and relatives deep and heartfelt sympathy is extended.

Inasmuch as this is leap year and the hunting season is on, one of our most estimable bachelors, Frank DeWitt, declares that he is quite willing to be "huntee" to any of the fair "hunters," that is, if it doesn't interfere with the baseball season. We might also make a few other suggestions to our "Leap Year-ites," but, perhaps a mere hint will suffice.

Burnside: This month on our sick list we have Joseph Astrauskas, car cleaner, who is convalescing from a shoulder injury, and Paul Markunas, car repairman, who has been off sick for sometime. These men will appreciate a visit from the boys.

We extend a wish for a speedy recovery to Peter Streelman, assistant night foreman, who was operated on at the Roseland Community hospital recently.

77th Street: The boys at 77th Street hope for the speedy recovery of John Callahan, who has been ill for sometime.

Deep sympathy is extended to Melvin Sayre, whose father passed away on February 17. Mr. Sayre's church, the Knights of Templar and the Home Lodge of A. F. and A. M., all held impressive ceremonies in his honor.

To the bereaved family and relatives of John Sarsavage, who passed away on March 5, we offer our sincere sympathy.

Our heartfelt sympathy is also extended to the bereaved family and relatives of Gust Poulos, who passed away very suddenly on March 2.

Elsie S. Frank.

Around the Car Stations

Cottage Grove

Well, here we are again, filling the shoes of our regular scribe, J. H. Pickin, who is still on the sick list. We sincerely hope that he will soon be in shape to resume his regular duties.

It is with deepest regret that we announce the death of another of the old guard, Edward Baker. Many trainmen who were students with him years ago were fortunate in being assigned to such a worthy teacher. To his wife and family we express our deepest sympathies.

To Conductor Fred Walpole and family we extend our deepest sympathy in the loss of their wife and mother, who passed away after a short illness.

To Motorman G. W. Forward we extend deepest sympathy in the loss of his wife who passed away after a lingering illness.

Also to Conductor S. P. Nice our deepest sympathy is extended in the loss of his wife.

Well, gentlemen, the winter has about passed (we hope). To those who had the misfortune to be laid up we hope that you will all be able to resume your duties in the near future.

Sixty-ninth

Conductor Karl S. Pine is now confined to the Speedway hospital. A visit from any of the boys who are out in the neighborhood of

this hospital will be greatly appreciated by Karl.

Operator Leo B. Miotke, who has been off due to a serious burn, reports that he is getting along very nicely and expects to be back with us in a very short time.

We noticed that in January we were in seventh place in the witness contest but in February we tried a little harder to secure witnesses and the result was that we arrived in third place. Just a little more effort and we will land in first place.

Motorman James J. Evans, who underwent an operation, is now up and around. He reports that he is doing nicely and expects to be back working very shortly.

Arthur R. Lipphardt.

Archer

Motorman John T. Rogers, another of Archer's early pioneers, died Saturday, February 28, after a short illness. He had a seniority in the train service dating January 23, 1899, and was a veteran in loyalty and performance of his duty. The boys of Archer extend their heartfelt condolence to his wife and family. Funeral services were held Monday, March 2, and interment was in Cedar Park cemetery.

Motorman E. M. Sheridan became a grandpa on February 6. Congratulations are now in order.

Conductor Charles R. Lytle is the proud father of a daughter born March 2. Mother and baby are doing nicely.

Our sincere sympathy is extended to Conductor William T. Barth on the death of his mother, who died February 24, at the age of 72 years.

Conductor Joseph Finn had the bad luck again of being struck by an auto and his left leg broken. This is Joe's second collision with autos. The boys are wishing him a speedy recovery and hope to see him back on the job in the near future.

Conductor Sam E. Wilson, who has been off on the sick list for several months, is back on the job again.

Conductor W. A. Whitney is the proud father of a baby girl, Marilyn May by name, born February 11. Bill laid off for a week to celebrate the happy occasion.

Conductor Tony Kellman was called upon to part with his father, who died at the age of 82, February 18. The boys extend their sympathy.

Lawndale

Sympathy is extended to Conductor Edward Hodoval in loss of his wife.

New members of the C. S. L. family: Conductor Martin Fahey, 10½ pound boy, and Conductor Floyd Deets, 9½ pound boy.

If any trainmen have any hobbies or collections of interest, kindly notify the correspondent.

Charles F. Karschnik.

Blue Island

Conductor Louis Szacik was presented with a 12 pound baby girl on February 26. Congratulations and good luck to Mrs. Szacik and the baby.

Motorman William Winter was presented with a grandson weighing 12 pounds on March 1, born to his daughter, Mrs. Floyd Deets, wife of Conductor Floyd Deets of Lawndale depot.

Michael O'Brien, motorman on Blue Island avenue, celebrated his golden wedding with Mrs. O'Brien on January 10 at a reception given to friends and relatives at the Oak Park Arms hotel. It was attended by his two sons and two daughters and fourteen grandchildren. Motorman O'Brien entered the service of the Chicago and West Division Street Railway Company on April 9, 1886, and will celebrate his fiftieth anniversary in the street car service this year. He worked as a motorman under Superintendent Charles Nagle and General Manager Dewitt Cregier. He started on the Blue Island avenue line which ran out of the old Blue Island barn at Leavitt and Blue Island avenue. At that time some of the Blue Island cars ran only to Wood street and every third car to Western avenue. In 1895, while coming up the grade in the Van Buren street tunnel, he broke the handle on the grip car, but managed to bring the car up the grade and safely to the depot. He is still operating Run No. 1 on this line.

Motorman Albert Abbs passed away on Saturday, February 22, after a short illness. Sympathy is extended to his bereaved wife and family.

C. P. Starr.

North Avenue

The sudden passing of Assistant Division Superintendent Solberg has been a shock to all. To his bereaved family we extend our heartfelt sympathy. His welcoming and disarming smile, his soothing words to help all along will long be remembered.

Harold Vangen has left for several weeks in Florida. From all indications he will enjoy the trip immensely. Fishing is his hobby and we'll get a rather early start on how big the one was that got away.

Old-timers off sick are: Jeff Fleming, Albert Cadogen, John Galvin, Louis Meyer, Ed Evans, John Harper, George Reichel and William Mullen. A visit now and then would aid them to speedy recovery.

Our deepest sympathy extended to Henry Williams in the loss of his father.

Bus Operator George Smith is the proud daddy of a baby girl.

Also, Operator James Hill and Operator Ray Anderson have baby girls in their homes.

Let's turn out for the ball team, and make it a bigger and better team for this year.

Armitage

The junking of the A A A means nothing to the farm boys. Take George Dressler, for instance, up in Michigan, going right ahead with the spring plowing. Frank Wajerski, Victor Milka and Louis Tops, some boys of the fertile fields of Illinois, are going right ahead.

Motorman Anton Levandowski died February 27, after a long illness. Tony, as he was better known, acted as starter at the corner of Milwaukee and Armitage avenues for a number of years. The funeral was from his home, thence to St. Mark's church; interment at St. Adalbert cemetery.

Conductor Tony Neff re-entered the Edward Hines hospital for further treatment. Conductor George Gaertner underwent a major operation at St. Anne's hospital. We hope for a speedy recovery for both.

Our Relief Receiver Earl Nelson is back on the job. He's not so plump, but feeling fine.

Division

Conductor Charlie Levighn has left for 30 days to enjoy the baths at Hot Springs, Arkansas. His plan was to go to Florida but after thinking it over he said the baths would do him more good and would get all the sub-zero cold out of his system. Here's hoping he comes back in A-1 condition.

We were sorry to hear of Conductor Jack Mortell's speedy trip to the Garfield hospital for an appendix operation. We all wish him a speedy recovery.

Motorman Patrick Manley had an unpleasant experience at his home when he fell from a ladder while breaking ice from the roof of his home. His foot was badly sprained and he is unable to walk on it. Here's wishing him a speedy recovery.

We welcome the following new trainmen at our depot: Conductors J. C. Brophy, Mathias Brost, and W. N. Dobbins; Motormen Otto Smith, George Sheldon, Clarence Natter, John Kelly, William Bolstad, F. J. Abbey, Glenn Hopkins, G. J. Cech, John Engleman and James Lorbeck. We wish them the best of luck in their duties.

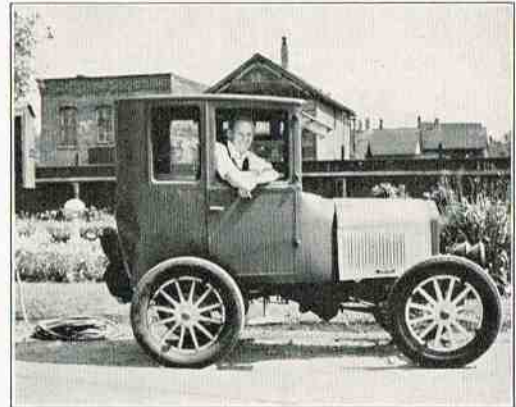
Eugene Peterson.

Lincoln

A baby boy weighing 7½ pounds was born to Conductor Leroy A. Schatz and wife at Columbus hospital on Wednesday, February 26. Mother and son are doing well. Congratulations.

Relief Clerk W. Pinasco had the misfortune to lose his mother by death on February 17. Extra Motorman Carl Q. Olson lost his mother by death February 26.

In the February issue it was incorrectly reported that a baby boy was born to Mr. and Mrs. Arzid Peter. The correct name is "Avid Peterson."



THE LATEST "BETSY" MODEL

"Betsy" is owned by Ray Gallet, storeroom clerk at the North avenue bus depot. It was formerly a coupé, 1926 model, but after a little cutting up and rewelding it may now be termed the eighth wonder of the world. Its driving shaft is just about 1½ feet long and it has a 65-inch wheel base.

Mr. Gallet and his friends did the work on the car and have enjoyed trips to St. Charles and Elgin in it.



1



2



3



4



5

WHEN MERCURY WENT "WAY BELOW" ZERO

Some typical scenes on car-line streets during record winter weather. 1—At 87th and Western Avenue; 2—Two sweepers worked twenty-four hours on this stretch of track on Cicero near 62nd Street; 3—At Foster and Pulaski Road; 4—At Lincoln and Catalpa Avenues; 5—Another view at Foster and Pulaski Road.