

Surface Service

• MAGAZINE •

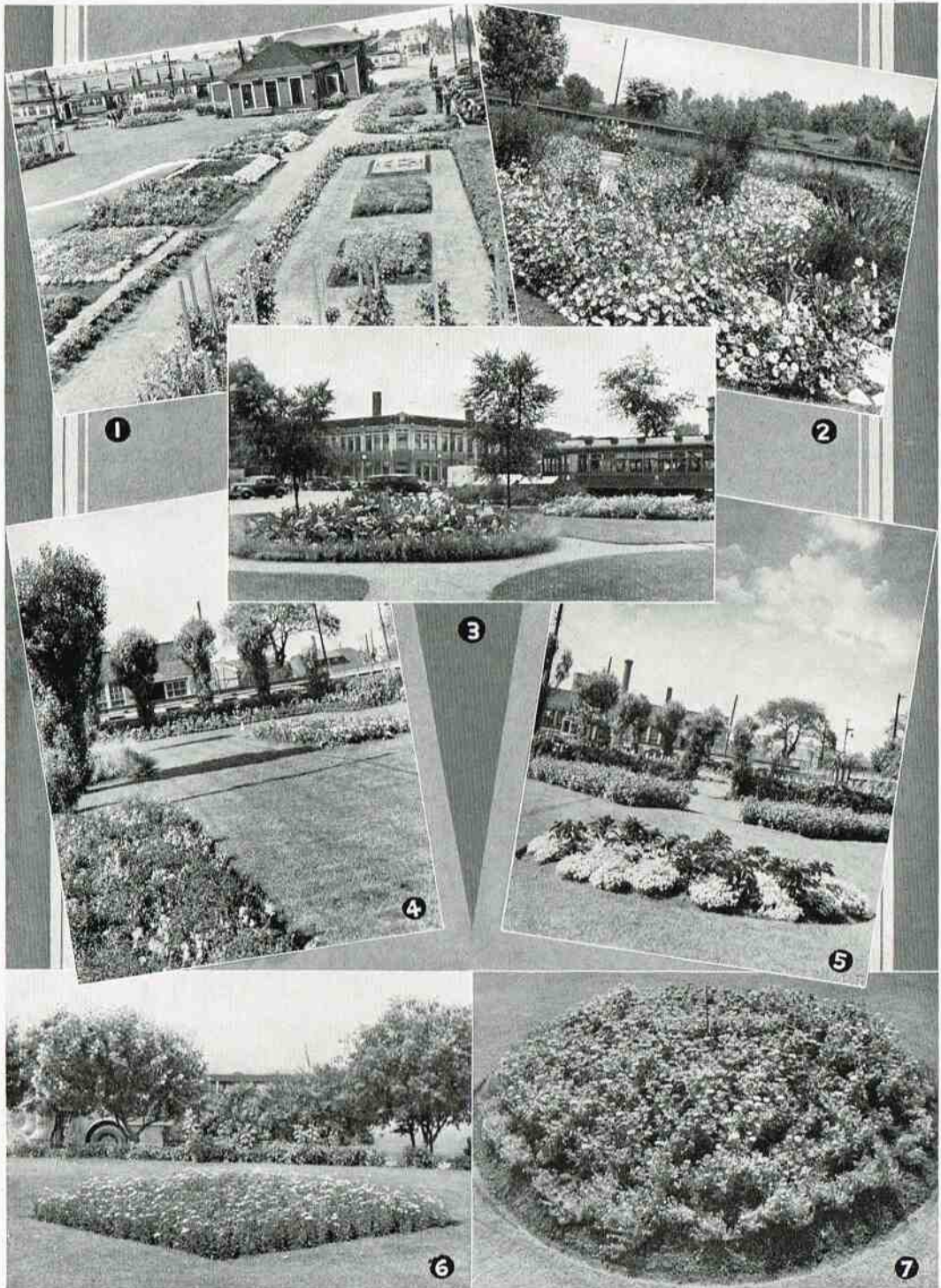
VOLUME 13

OCT. 1936

NUMBER 7



APPROXIMATELY \$3,300,000 A YEAR
IS EXPENDED FOR TRACK RECONSTRUCTION
RENEWAL AND MAINTENANCE...



PRIZE WINNING GARDENS

To use an editorial paraphrase of an earlier issue—"There's something about a garden that is fine, fine, fine." These beautiful garden pictures bear out that statement. In consecutive order they are: (1) Burnside, (2) Seventy-seventh, (3) the Madison-Austin loop, (4) and (5) Noble, (6) North Avenue, and (7) Burnside. Other prize winners and a complete story are found on an inside page.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 13

OCTOBER, 1936

No. 7

Back to 1929 Level

Wage Increase Will Restore Pay Reduction Made in Depression

Motormen and conductors on the Chicago Surface Lines are assured the restoration of the wages paid in the peak year 1929 in an agreement offered by the management and accepted by Division 241 of the Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America at its meeting on October 5.

Under the terms of the agreement they will receive an increase of 2 cents an hour retroactive to June 1, and 2 cents additional from January 1, 1937, to May 31. This will bring the wage rate back to the 1929 level, when the volume of business of the Surface Lines was 20 per cent higher than it is now.

In Two Steps

Surface Lines trainmen have been receiving 73 cents an hour for two-man operation and 81 cents for one-man operation. Under the new agreement they will receive 75 cents for two-man operation and 83 cents for one-man operation retroactive to June 1, and on January 1 the rate will be boosted to 77 cents for two-man and 85 cents for one-man operation.

This wage increase will cost the Surface Lines something over \$1,000,000 for the period of the agreement.

Highest Under Present Fare

The rate of pay after January 1 will equal the highest rate ever paid these workers on a 7 cent fare. In 1922, while the Surface Lines was operating on an 8 cent fare, the rate was 80 cents, but when the fare was reduced to 7 cents the wage rate was reduced 10 cents an hour, to 70 cents.

From that point it gradually increased as the volume of business grew until it reached 77 cents and 85 cents for two and one-man operation respectively on June 1, 1929. On May 1, 1932, because of the depression and the loss of earnings, the wage was reduced to 70 cents. On June 1, 1934, 3 cents of this was restored and the present agreement restores the 1929 peak, which, with the addition of the cost of insurance benefits, brings their pay to within 1½ cents of the amount they received on an 8 cent fare.

Others Affected

Similar restoration of pay to bring the rate back to the 1929 level will be offered to other crafts union employees and extended to salaried workers earning \$300 per month or less.

The restoration of the 1929 pay in face of the fact that business has not returned to the level of that year, is in keeping with the Chicago Surface Lines policy of doing all it can toward the welfare of employees. During the depression not a single man on the operating force was discharged because of the loss of business, and the reduction in pay, amounting to about 10 per cent, was one of the smallest cuts in wages of any large industry in the country.

PASCHE GETS THE AIR!

Accident Prevention Head Heard in Safety Broadcast

In a radio broadcast over WBBM September 26, William Pasche, supervisor of accident prevention, expressed approval of the safety testing lanes operating throughout Chicago and also made a plea for a law requiring the examination and licensing of drivers.

Sponsored by the Keep Chicago Safe Committee, Mr. Pasche's talk was one of a series designed to curb accidents and develop safety consciousness.

He said that the early criticism of the mandatory vehicle inspection law has been overcome. The major trucking concerns in the city, he asserted, find in city inspection an additional check upon their own inspection system. All of the buses, trucks and automobiles of the Chicago Surface Lines passed the inspections soon after the lanes were opened on July 1 and H. H. Adams, superintendent of shops and equipment, was quoted as approving the measure as a valuable check on his own inspection.

Stressing the fact that the mandatory vehicle inspection law should have the enthusiastic support of every citizen, Mr. Pasche also advocated two further steps. Compulsory vehicle inspection, he said, should be nation wide. The next step should be the examination and licensing of all drivers.

"No matter how safe you make the vehicle, it is, after all, only as safe as the man who drives it. With safe vehicles and safe drivers the ghastly toll of death every year on our public streets and highways would be tremendously decreased," he concluded.

URGES CLEARER STREETS

Johnson Advocates Parking Bans for Public Good

Impressed with the growing congestion on the streets, Assistant Division Superintendent J. M. Johnson of Kedzie has recently written SURFACE SERVICE MAGAZINE protesting against conditions in which private vehicles operating for private good are allowed to hamper the free flow of public carriers catering to the greater numbers.

"The streets," said Johnson, "are arteries of city life and may be compared to the arteries of the human body. If the life blood does not flow, we cease to live. Likewise the city will die when the streets become clogged with parked automobiles. If the city is to be kept alive the traffic must flow freely.

"Streets and highways," he pointed out, "were originally built for communication and transportation, not as a public storehouse for parked automobiles. They are for moving not standing traffic."

Mr. Johnson points out that although a comparatively small proportion of the people ride in automobiles they use by far the greatest portion of available street areas. "Automobiles are space hogs and immensely wasteful as far as efficient use of a limited area is concerned."

In his research Johnson has found that competent engineers and traffic experts from all over the world have found that it would be cheaper for any community to buy property and raze buildings to create parking lots than to permit parking along streets and highways. Such major and costly operations as widening streets have failed, for additional width seems to invite angle parking, double and sometimes, even triple parking.

Superintendent Johnson mentions that it is fortunate the great majority use public conveyances. He declares it would be impossible to accommodate the traffic flow on any street if each passenger used a private vehicle. His statement is given additional weight when he compares the rush hour traffic flow of street cars on Clark street and automobiles on Michigan avenue.

The Clark street line can move 12,000 people per hour during the rush period and only use nine feet of street space. Michigan avenue, with a 40 foot roadway, can move only 4,000 automobilists in the same space of time. Street cars, he points out, move more people than all other modes of transportation combined and yet use only a small part of available roadways.

"The need for education on the parking and traffic problem comes out just as strongly when we turn from the street car rider to the automobilist. Motorists have been taught to look upon free parking space as a right. Thus they resent parking charges.

"Parking is going to be more stringently regulated in our cities and prohibited over large areas. The automobilist may as well prepare for that day and be ready for it. He must be educated to view the problem, in its larger aspects, as an inescapable part of modern city growth. It is a price he must pay for the convenience afforded him by a machine age.

"In nearly every city where surveys have been made there is more than enough parking space off the streets to accommodate all cars now blocking traffic by parking on the streets. This removes the motorists' common excuse that there is no other place to go. Space is available yearning for cars to come and fill it at a price.

"The motorist will have to include parking charges along with gasoline, oil and taxes as a regular operating car expense. Eventually it will become a function of government to see that off-street parking lots are provided and well regulated. It will also be government's responsibility to see that low rate charges, within reach of all, are available to every motorist," Mr. Johnson concluded.

KEEPING 'EM ROLLING

North and Archer Take Top Honors for September

For the second successive month North Avenue leads the "keep 'em rolling" columns in the September records with an average of 8,402 miles per pull-in, a decrease of 4.0 per cent over last month's average. Archer climbed from ninth place to the runner-up position with an average of 7,867 miles per pull-in, an increase of 29.5 per cent over last month's figure. Devon climbed a notch to third place with 7,705 miles per pull-in, an increase of 8.1 per cent over August's figures.

Individual records follow:

Rank	Carhouse	Zero Days	Mileage per Pull-In	Pct. Inc. or Dec.
1	North	1	8,402	4.0*
2	Archer	—	7,867	29.5
3	Devon	2	7,705	8.1
4	Burnside	3	7,132	5.6*
5	Elston	8	6,643	21.5
6	Kedzie	1	6,444	4.5
7	Lawndale	2	6,334	2.9*
8	Cott. Gr.	—	5,964	14.8*
9	Division	6	5,784	17.3*
10	69th	—	5,499	11.0*
11	77th	—	5,307	10.7
12	Armitage	1	4,765	38.0
13	Limits	2	4,193	7.0*
14	Noble	2	3,510	4.1
15	Blue Island	1	3,185	9.0*
16	Lincoln	—	3,052	6.6*
	*Denotes decrease	29	5,664	2.6

Carhouse records for the past six months:

Carhouse	Sept.	Aug.	July	June	May	Apr.
North	1	1	3	2	0	9
Archer	2	9	4	3	2	2
Devon	3	3	9	10	7	1
Burnside	4	2	10	1	4	12
Elston	5	10	1	9	6	8
Kedzie	6	8	6	6	5	11
Lawndale	7	6	8	12	11	6
Cott. Gr.	8	4	12	7	3	5
Division	9	5	5	11	12	7
69th	10	7	2	5	1	3
77th	11	11	14	13	13	14
Armitage	12	14	13	14	14	10
Limits	13	12	11	8	10	13
Noble	14	15	7	4	8	4
Blue Island	15	13	16	16	16	16
Lincoln	16	16	15	15	15	15



J. M. Johnson

Street Car Indispensable

President Richardson Tells Transit Association of Its Definite Advantages

Editor's Note: The following paper by President Guy A. Richardson was read at the recent meeting of the annual convention of the American Transit Association held at White Sulphur Springs, West Virginia.

The assignment of the subject "Continuing Need for the Street Car in Urban Transit," which I am asked to discuss briefly, indicates on the part of some a faltering faith, if not actual disbelief, in the street car as a useful tool of the transportation industry of the future. Otherwise, there would be no point in discussing the subject before this convention.

The street car needs no defense. It is and will continue to be indispensable in urban transportation in the larger cities.

This is not my opinion alone. The leaders of this industry came to that conclusion some six years ago when the Presidents' Conference Committee was organized for the purpose of improving and modernizing street railway equipment. They recognized the continuing need of the street car in urban transportation and set about building a car that would completely fill that need.

The committee has accomplished its purpose. With the co-operation of electric railway managements and equipment manufacturers, it has given us a new street car that should surpass in performance, in economy of operation and in public appeal, any transportation vehicle that the automotive industry has been able to produce.

Cars Will Prove Worth

Years of effort and hundreds of thousands of dollars were spent in producing a car to meet the requirements of modern street and traffic conditions. A large number of these cars have been ordered from the manufacturers and they will soon be on the streets of several cities, demonstrating what they can do.

After this demonstration is made the question as to the continuing need of the street car in urban transit will no longer be asked. The new cars themselves will answer the question. No longer will we be comparing 1915 street cars with 1936 buses. The bus will have to show its value in rider appeal, in economy of operation, and in efficient use of street space, in comparison with a vehicle which can operate at lower costs and with increased efficiency where large numbers of passengers are to be carried.

In the new vehicle the rattle and bang of the old street car has been eliminated. It glides along its smooth steel rail surface and even over crossings and switches as quietly as the passing automobile and much more quietly than buses or trucks. The smoothness and comfort of the ride it provides are certain to be preferred by the passengers to the swerving and jolting bus as it rolls over the uneven pavement of the streets. Its electric heating, lighting and ventilation are superior to anything that can be provided in a gasoline bus. The new car will hold its place in street traffic because of its speed of acceleration and braking efficiency.

Advantages Listed

Street cars have some very definite advantages in urban transportation:

First—On busier streets service by street car is faster, more comfortable, safer, less expensive, and causes less interference to other street users than the equivalent service by any other carrier.

Second—Electric heating, lighting, and ventilating add to the comfort of passengers.

Third—Drawing its power from a central power station and operating with electric motors, the street car has fewer failures in traffic and operates at much less energy cost.

Fourth—This lower power cost and the larger number of passengers that can be carried per unit make possible economies which result in lower rates of fare or improved service.

Fifth—The street car, operating on a fixed track, does not straddle traffic lanes and causes less street congestion, thus serving public convenience by utilizing street space to the best advantage.

Economic and Satisfactory

Finally, it must be admitted that it is worth while to prevent the destruction of billions of dollars of invested capital by the junking of street railways and the substitution of a service which cannot be as economic or as satisfactory in large centers of population.

I scarcely need to say that it is not my intention to give you the impression that I am against buses and trolley buses. In the short space of time allotted to me I have merely tried to keep to the main subject—that there is a continuing need for street cars in urban transit.

All surface transportation systems in the country now are making use of buses and a great many of them are using trolley buses. There is a wide field for both and undoubtedly there are smaller cities where it is advisable to abandon street car lines and substitute buses because buses will better serve the particular type of territory involved. In any large city surface transportation where various traffic density conditions exist, there is need for street cars, trolley buses, and automotive buses of various sizes.

The properly balanced surface system—I am not discussing rapid transit, for that is a subject in itself—I repeat, the properly balanced surface system will use all of these facilities.

I am convinced, however, that when all of the shouting and tumult over the automotive vehicle has quieted down so that we can see more clearly the needs of urban transit, more and more use will be made of electrically propelled vehicles.

Cites Rising Gas Costs

The reason for this is obvious. The cost of gasoline and oil is tending constantly to in-

crease because of the tendency of government to add taxes to their price and because, also, of the progressive depletion of available crude oil supplies. On the other hand, the cost of electricity has shown a downward trend over the past several years, and the indications are that as electricity use increases, the price curve will continue to go lower.

From the economic standpoint alone, therefore, it seems to me that urban transportation operators will be compelled to rely more upon electrically propelled vehicles and to restrict the use of automotive vehicles to routes where the volume of riding does not warrant the larger capital expenditures required for electrical propulsion.

If the new street car lives up to expectations, not only should most of the present investment in rail lines prove a valuable asset, but new rail lines will be laid as extensions of existing lines and in territory now served by gasoline or trolley buses as it builds up to a point where a heavier investment is warranted.

In other words, I go a step further than the subject assigned to me. I not only believe there is a continuing need for street cars in urban transit, but I am convinced that in large cities they will have an increasing value.



CHOOSE MARRIED LIFE

A neighborly romance that blossomed through the years was culminated recently when James R. Tucker, clerk in the general office of the transportation department, married Sylvia D. Birnbaum. The ceremony was held August 22 in the Church of Christ at Cornell avenue and 72nd street in the presence of numerous friends and relatives. The young couple are now at home at 2745 Highland avenue, Berwyn.

Fellow employes in the transportation office presented Mr. and Mrs. Tucker with a complete Toastmaster set and heartiest congratulations.

OBITUARY

Deaths on the System from September 1, 1936 to September 30, 1936

Transportation—Division 4, Sixty-ninth: Harold Ernest Reed, employed June 26, 1929, died September 14, 1936.

Division 5, Archer: Herman Perlich, employed May 23, 1916, died September 24, 1936.

Division 7, Kedzie: Peter Lawler, employed September 9, 1909, died September 17, 1936; James Joseph Lyons, employed February 18, 1910, died September 8, 1936.

Division 8, North: Wayne Henry Brede, employed February 1, 1928, died September 18, 1936; Olaf Martin Smith, employed January 5, 1905, died September 14, 1936.

Division 9, Armitage-Division: Frank Bloom, employed June 3, 1896, died September 25, 1936; Walter T. Malecki, employed June 30, 1920, died September 5, 1936; Frank White, employed August 24, 1916, died September 3, 1936.

Division 10, Elston-Noble: Thomas J. Gillespie, employed February 7, 1917, died September 19, 1936.

Division 11, Lincoln: Frank Hosp, employed May 23, 1913, died September 19, 1936.

Division 12, Devon-Limits: Patrick J. Devaney, employed January 13, 1907, died September 17, 1936.

Electrical—Adolph T. Otterdahl, employed April 23, 1907, died September 10, 1936; Harry A. Taylor, employed September 17, 1907, died September 3, 1936.

Shops and Equipment—Division 3, Seventy-seventh: John Vaishvilo, employed May 14, 1914, died September 24, 1936.

Division 7, Kedzie: Patrick Whelan, employed September 1, 1895, died September 18, 1936.

Division 11, Lincoln: Stephen Peletz, employed June 1, 1909, died September 22, 1936.

Division 12, Devon-Limits: Walter L. Stevesand, employed February 7, 1921, died September 5, 1936.

South Shops: Frank A. Johnson, employed January 9, 1919, died September 23, 1936.

West Shops: Olaf Johnson, employed February 13, 1912, died September 29, 1936; Marceli Kolasinski, employed January 15, 1918, died September 9, 1936.

Worth Remembering

The great merchant prince, Marshall Field, attributed much of his success to observance of the following "Twelve Things to Remember":

1. The value of time.
2. The success of perseverance.
3. The pleasure of working.
4. The dignity of simplicity.
5. The worth of character.
6. The power of kindness.
7. The influence of example.
8. The obligation of duty.
9. The wisdom of economy.
10. The virtue of patience.
11. The improvement of talent.
12. The joy of originating.

Garden Awards Made

Committee Distributes Trophies at Annual Garden Dinner

—Color Films Shown

Gardeners who have been in charge of the beautifying of Chicago Surface Lines grounds during the past spring and summer were given an opportunity to see colored motion pictures of their gardens at their annual dinner at the Palmer House on Wednesday evening, October 14. After the showing of the pictures, which were taken when the gardens were at their best, trophies were awarded to the prize-winners.

F. M. Hamilton, supervisor of insurance and purchases and chairman of the Garden Committee, opened the program following the dinner with an address of welcome. He pointed out the importance of beautifying the buildings and grounds of the Surface Lines so as to add to the attractiveness of the neighborhoods in which they are located. He complimented the gardeners for the splendid showing they have been able to make this year in spite of the extreme drought during the summer months.

In addition to the colored motion pictures of Surface Lines gardens, which were taken by H. O. Crews, colored lantern slides of beauty spots in many parts of the country were shown by Dr. C. O. Schneider. The slides were made by autochrome, a direct color photographic process, and showed flowers in all their natural beauty.

The Prize Winners

Trophies were awarded by J. V. Sullivan, executive assistant and a member of the Garden Committee.

The awards were as follows:

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

Group Two (Carhouses whose enclosed area permits only a limited planting of beds, borders and grass plots)—First prize, North Avenue; second prize, Seventy-seventh.

Group Three (Carhouses whose possibilities

are restricted to window boxes and beautifying parking strips)—First prize, Limits; second prize, Blue Island.

Group Four (Loop and station plantings)—First prize, Milwaukee and Imlay; second prize, Madison and Austin.

Group Five (Particular excellence in growing any certain variety of flower. In making this award consideration was given to height of the plant, number and size of blooms, condition of foliage, etc.)—Burnside, for excellent growth of zinnias, bed of cannas, border of hibiscus, and variety of African marigolds and Supreme marigolds.

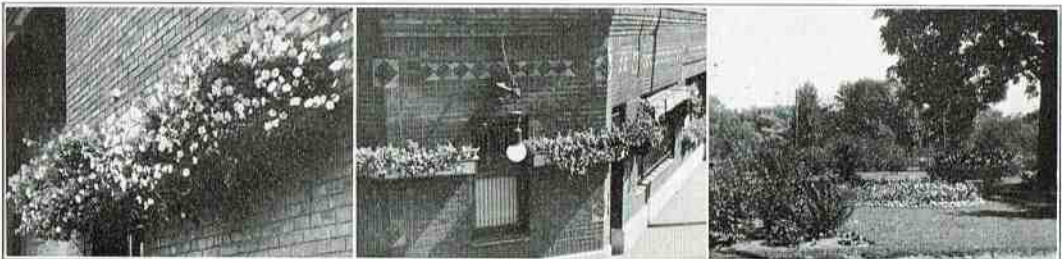
Guests of Honor

The following were guests of honor:

Ben Phillips, general foreman; Fred W. Meyers, Felix Wenslow, Rudolph F. Nebelsiek, Thomas Cannon, Joseph H. Gamen, Anton Arendt, John Keane, George Scanlon, Ralph W. Short, Joseph Emmett Caulfield, Harry H. Keller, James Guy, Emil P. Kuehfuss, Sigurd Brath, Charles W. Simpson, Michael Cahill, John F. Gillen, John Haeflinger, William H. Krueger, Fred Wajrowski, John S. Schwartz, Frank Stoll, Walter W. Goddard, Ignatz Kajpust, David Striker, Stilianos Krifos, Allan C. M. Bollinger, Michael Joseph Carney, George Chamberlin, Lawrence Gawlik, Ernest H. Phillips, William John Gothens, H. W. Busch, Thomas Blakely, David Ferguson, F. J. Koza, Charles Ruzich, Antonio Criscione, Herman Menconi, and John Leahy.

DISABILITY CAUSES

The Insurance Department of the Chicago Surface Lines finds that the greatest amount of absenteeism from jobs and the greatest cost in sickness and disability insurance fall under three classifications. In the fiscal year ended January 31, cardio-vascular diseases resulted in 85 disabilities, arthritis and neuritis in 170 disabilities, and injuries off the job in 183. The total cost in sickness and disability insurance of these three was approximately \$70,385.



Additional prize winners in the Garden Contest offer new views of "dressed up" properties. From left to right: Blue Island window boxes, Limits' plantings and the Milwaukee and Imlay loop. Ribbons were awarded all prize winners.

SURFACE SERVICE MAGAZINE

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H. O. Crews - - - - - Editor
H. F. Peck - - - Assistant Editor

SPREADING THE GOSPEL

Chicago accepts the Chicago Surface Lines in too matter-of-fact fashion. It's a situation that could easily be changed.

In a slang term it's called "spreading the gospel." In reality it is only telling the public the story of the best street railway system in the country. It's telling them the story of YOUR company.

There is an interesting story in the Chicago Surface Lines and its telling cannot help but reflect credit upon the company and its employes. Try it the next time you are indulging in a talk fest.

Do Chicagoans realize that the Surface Lines has an unbeatable record in the fact that through the worst depression in history all its employes were protected and their jobs retained? Do they know of the sick benefits and the insurance provisions that are in force?

When retrenchment and skeleton forces were common-place in other firms the Surface Lines had the courage to forge ahead. Obligations imposed upon a public carrier were never shirked. Extensions totaling 142 miles were made during the depression years and vast sums were spent to keep up the system. Such facts are of interest to people.

The history of your company is in the pages of your magazine. Surface Lines triumphs and obstacles that have hindered progress have both received impartial comment. The whole story is an interesting topic of conversation. Why not "tell the world" about YOUR company and YOUR job?

AN EYE CAN BE SAVED

The fight to save men's eyes goes on. Thus far a winning battle has been waged. But only through unceasing vigilance can that status be maintained.

Recently the alertness of a track foreman prevented serious injury to a track worker. What might have been tragedy was averted. What happened should not be viewed as commonplace.

A worker reported without the goggles that are so necessary a part of track work equipment.

The watchful foreman, however, noted the absence of the goggles and, fortunately, was able to provide another pair. It was shortly after that that a sharp bit of steel flying upward shattered the lens of the goggles, but the eye was saved.

Too much praise cannot be given that foreman. Not all workers, however, are so fortunate as to have a foreman as alert to their welfare and well-being. Constant supervision cannot be given to every employe in an effort to avoid accidents.

Much of accident prevention depends upon the individual. Common sense, ordinary care and alertness are valuable factors in preventing accidents. Is it not far better to ruin goggles than to ruin eyes? Track workers might do well to mull that question over.

EMPLOYEES RELIEF FUND

September, 1936

The Surface Lines Employes Relief Committee held five sessions during the month, at which 29 applications were considered. Of this number there was one emergency case on which the Committee approved immediate aid, and 24 cases were approved for weekly relief.

Checks totalling \$17,768 were distributed. This sum, together with distributions since December 1930, heretofore reported, makes a total of \$822,738.78 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, \$942,738.78.

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 \$1,125,292.53.

Patrons Defend Conductors

Protest Misleading Story in Daily Paper—Call Trainmen Helpful, Courteous

Numerous Surface Lines patrons wrote one of the metropolitan daily papers last month following publication of a feature story which gave the impression that trainmen, conductors in particular, are always discourteous. In almost every instance these volunteer writers protested against the erroneous impression which the story gave.

One of the best letters in reply to the newspaper was written by Harry Grossfield, 317 North Wells street, who, writing as a satisfied patron of 45 years standing, says he has noticed a vast improvement in the conduct of the trainmen as well as the physical improvement of the lines.

One paragraph of Mr. Grossfield's letter voiced the opinion of many and serves as a refutation to the newspaper's story. "I have often observed that they are always willing and do cheerfully help old people and cripples on and off the cars, and give people instructions to certain places where they wish to go in a very gentlemanly manner; whenever an argument comes up about a transfer they always try to adjust the matter in a very gentlemanly way."

A commendatory phrase in a complaining letter also seemed to indicate the public is aware of the fact that most of the complaints are traceable to a small minority of the trainmen in service.

After voicing a complaint, Attorney Samuel J. Schiff, 188 West Randolph street, concluded, "I certainly shall not allow this occurrence to alter my opinion as to your service to this community and assure you of my earnest cooperation."

Complaints Increase

The above quotations were outstanding bright spots in a monthly record that continued to show an increasing number of complaints. Similarly, the record showed a decline in the total number of commendations. Complaints in the "service" classification more than doubled those in the same classification for September 1935, 37 being recorded as against 15.

In the "passing up" category the same situation held true. There the comparison showed 87 complaints as against only 42 a year ago. A slight decline was apparent in the com-

plaints against discourteous treatment. A total of 448 complaints were listed during September, 1936, as against 411 in 1935.

Only 35 commendations, three less than received in September, 1935, came in to note gracious and courteous acts on the part of the trainmen.

Of several general commendatory letters, two were specific in their praise of the men at Lawndale depot.

ANY ERRORS HERE?

"The conductor said, 'Don't bother me. Do you think I'm an information bureau?'"

"Can't your conductors wait just a few seconds longer for a man 70 years of age to get on?"

"I would suggest that these men be given a sentence of waiting, in uniform, in the sun for five minutes at a street car stop."

"I questioned the conductor and he said, 'Aw, you're looking for trouble.'"

"The fool of a motorman started his car while I was half on and if my sister hadn't caught me I would have fallen on my face and probably been killed."

"He said, 'You dirty, gray-haired old man, I've got a mind to pick you up and throw you off the car.'"

"He never stopped. I call this rotten. Very bad."

"P. S. And you flash those 'service' signs on the cars. Some laugh!"

Conductor Phillip Breit, badge No. 2224 of 77th, drew praise from Miss Verna Croft, 1001 North Dearborn street, for aiding her at two points with a heavy suitcase.

Kindly helpfulness to children as shown by Conductor James J. O'Keefe, badge No. 3580 of Elston, brought a cheerful commendation from Mrs. Harry Becker, 4701 North Oakley avenue, whose children were helped by Conductor O'Keefe.

A similar bit of courteousness to a mother and child by Conductor Robert J. Flanagan, badge No. 4236 of Cottage Grove brought thanks from Mrs. D. C. Goldfine, 6837 Cornell avenue.

Operator James H. Sprague, Jr., badge

No. 5244 of North Avenue, stopped his bus to retrieve a ball thrown into the street. A youngster was about to dash into the traffic in pursuit of it when Operator Sprague's action averted a possible accident. Mrs. Mary Johnson, 1138 North Waller avenue, noted the incident and wrote in praise.

Honesty paid an intangible dividend to Conductor Mathias S. Stiegler, badge No. 8692 of Devon, when he received the plaudits of Mary G. Bray, 436 Barry avenue, for returning a five dollar bill she lost in his car.

Helped Blind Man

After aiding a blind man through the traffic, Conductor William A. Whitney, badge No. 12408 of Archer, was praised by Mrs. H. C. Burdick, 2740 West Jackson boulevard.

Conductor Hugo N. Berg, badge No. 2380 of Lawndale, was also among the men who aided children on and off the cars. Mrs. Mildred Milota, 2711 South Avers avenue, said of him, "A man like this is a big help to any organization."

Patient and Courteous

Patient and courteous treatment under trying circumstances was noticed by Pearle Barnes, 135 South La Salle street. Momentarily delayed during one of the heavier rainstorms, Miss Barnes was struck by the actions of Operator Elmer C. Ewert, badge No. 4962 of Elston, and praised him "for keeping everyone in an agreeable frame of mind."

Conductor George Nelson, badge No. 2642 of 77th, was "so courteous to everyone" and aided several passengers to board and alight. Mrs. M. Baer, 1249 North Campbell, noted his actions and dropped a word of praise.

After paying a fare for a passenger Conductor James P. Brennan, badge No. 9092 of Cottage Grove, was repaid and termed "an asset to the company" by M. W. Hutchins, American Furniture Mart.

Assistance Appreciated

After an eye treatment had partially obscured her vision Mrs. Willard C. Patrick, 4519 Sheridan Road, found the assistance rendered by Conductor Paul Dibbern, badge No. 9716 of North Avenue, most helpful and wrote a grateful thank-you letter.

H. G. Jones, superintendent, Pullman Car company, noted that Motorman Leo B. Heath, badge No. 9911 of 77th, went out of his way to escort an old man to the safety of the sidewalk.

The commendable actions of Conductor John Howlett, badge No. 13302 of North Avenue, have been apparent to Guy V. Marriott, 6141 Kimbark avenue, for some time, so Conductor Howlett received general praise in Mr. Marriott's letter.

ROUNDING UP WITNESSES

Average Drops Slightly—77th Tumbles to Fourth Place

The average for the system in rounding up witnesses continued a decline that set in last month and again touched a new low for the year.

Biggest drop recorded in the monthly averages was that of 77th which tumbled from its proud place at the head of the list for July to fourth place in the August figures.

The men of Elston-Noble climbed from eleventh in the standings to eighth, Lawndale-Blue Island and Burnside, consistent front runners, ranked first and second respectively.

With a 4. rating the Lawndale-Blue Island contingent becomes one of four stations that have attained that mark or better during the four months for which the averages are listed. Burnside averaged 4.46 twice, 77th touched 4.25 to lead in July, and Elston-Noble made 4.09 several months ago.

Detailed standings follow:

	Aug.	July	June	May
1. Lawn.-Blue Isl.	4.00	3.81 (2)	3.94 (2)	3.92 (2)
2. Burnside	3.82	3.56 (4)	4.46 (1)	4.46 (1)
3. Archer	3.67	3.57 (3)	3.72 (4)	3.68 (4)
4. 77th Street	3.65	4.25 (1)	3.92 (3)	3.65 (5)
5. 69th Street	3.64	3.38 (7)	3.61 (5)	3.82 (3)
6. Cottage Grove	3.56	3.38 (5)	3.54 (6)	3.40 (7)
7. Kedzie	3.29	3.38 (6)	3.37 (8)	3.11 (9)
8. Elston-Noble	3.28	2.82(11)	3.53 (7)	3.49 (6)
9. Lincoln	2.93	3.09 (9)	2.87(11)	2.99(11)
10. North Avenue	2.87	3.11 (8)	3.35 (9)	3.35 (8)
11. Armitage-Div.	2.86	2.83(10)	2.66(12)	3.01(10)
12. Limits-Devon	2.84	2.66(12)	3.19(10)	2.91(12)
Aver. for System.....	3.33	3.34	3.50	3.45

HILL BATTLES SAILFISH!

Lands a Whopper—Editor Closes Season for Fish Stories

Motorman Charles R. Hill of 77th hadn't been fishing for 20 years. When he finally did go this season he returned with a sailfish which is probably a record catch according to the unofficial records of the editor. The Hill triumph, worthy in itself, serves to top off the fish stories that have appeared throughout the summer issues.

Out of the maze of fish stories and fish pictures annually submitted to SURFACE SERVICE MAGAZINE Hill's picture exhibited the largest catch of the season yet reported. Together with the picture Motorman Hill has a certificate of the Fort Lauderdale Chamber of Commerce in which that Florida organization credits him with landing a sailfish measuring 6 feet 3 inches and weighing 35 pounds.



Down Florida way, according to Hill, sail-fishing is a most fashionable sport. Anxious to try his luck at the unknown sport Hill chartered the good ship "Viking" and set out on his quest. The party sailed for hours and it looked as though their try would be in vain. Various other big game fish stole bait from the lines but Hill was determined he would land a sailfish or nothing.

Late in the afternoon his perseverance was rewarded. Hill got a strike and when a huge shape flashed in the air he knew he had hooked a fighting sailfish. For more than an hour he battled against the plunging activity of the fish. Finally the battle came to an end when the huge fish gave up with a driving lunge that buried its sworded snout three inches into the side of the boat.

On the record of his catch made after a 20 year lay-off Motorman Hill feels he can let the rest of the boys do the fishing while he rests for another 20 years on his laurels.

Plea To Associates

When writing stories, notes and jokes
All about your station's folks
Please keep in mind the presses' thirst
And get the notes in on the First!

A TRAINMAN EXPLAINS

Motorman Echols Writes Community Paper Protesting Criticism

Misconceptions of the public regarding Surface Lines street car service were corrected recently in a letter to *The Austinite* written by Motorman W. G. Echols, badge No. 5891 of North avenue. His letter follows:

To the Editor: In your article, "Invisible Stop Lights Menace to Motorist," as you usually do, where traffic or motorist is concerned, you give the biggest "rap" to the street car and the street car man.

I wish to assure you these items are not relished by myself and the other thousands of street car workers who are residents of Austin.

In this item you stated that the street cars are permitted to park at the edge of Austin boulevard, blocking the vision of east and west-bound drivers! You make no mention of the trucks, newsstands and buildings that block the vision of the drivers. If a street car stops a few feet back from an intersection to discharge its passengers, the passengers become disgruntled and you can't blame them, they are as much entitled to reach the corner of the intersection as the motorist.



W. G. Echols

You make mention of the Oak Park street car men opening car doors while traffic moves east. If you were a passenger on this car would you enjoy waiting until all motorists had made up their minds to pass the car before you were permitted to alight? These street car passengers are as much entitled to get to where they are going as the motorist.

You also make mention of the traffic signal on Madison which sets back more than a hundred feet east of Austin boulevard. One purpose of this standard was to permit the street car to make a right turn into loop on red light and thus avoid blocking west-bound traffic on a right turn after light had turned green.

The street car passenger is as much entitled to reach his destination in comfort and speed as the motorist and it is up to we street car men to see that our passengers are despatched to their destination with the utmost comfort, safety and speed.

The street car, confined to its section of the street, is the safest vehicle on the street, not for the user alone but for the motorist as well; it's much easier following a street car, knowing that it does not cut in and out from the curb. Were it not for the street car, everyone using flexible vehicles, I would hate to imagine the congestion on our streets.

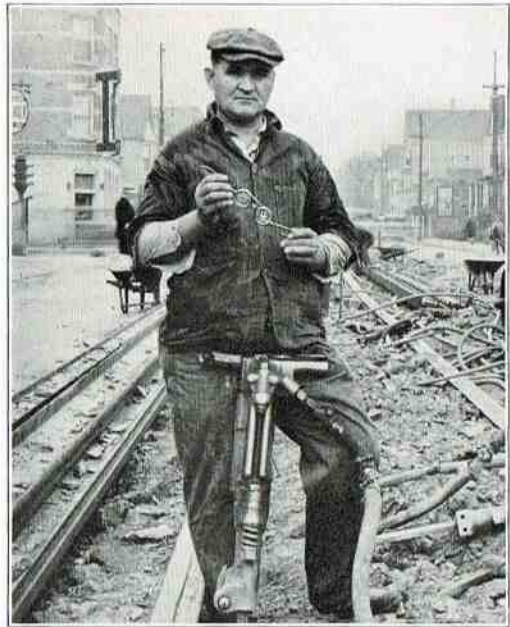
You make no mention in this item of the "box cars on rubber tires," better known as trucks, parked at an intersection blocking the view of the stop and go lights. You make no mention of the motorists who park their autos at the right of safety islands. You make no mention of the motorists who straddle traffic lanes, one wheel in the car track and one wheel in the traffic lane nor the motorist who drives left of safety islands. You do not take the passenger of the street car and the inconvenience he may be put to into consideration when you criticize the car man.

Kindly consider our position, the hardest job in the world to please all passengers and motorists, and too, consider the street car passenger who is as much entitled to get there as the motorist.

We have as courteous a lot of men amongst us as could be found anywhere not only toward our passengers but also toward the motorist. And believe me, Mr. Editor, it is also a job which surely wears a man down mentally, trying to please everybody, people of all type, nationality and race, still we have many men who can make a whole car of passengers feel good, comfortable and at ease, because courtesy is their natural manner.

I agree with you that stop lights are a menace when they are invisible, and there are numerous cases where all lights at intersections do not operate, but I as well as other car men cannot understand why you make street cars and street car men your target in this item.

W. G. ECHOLS, 1637 N. Melvina.



GOOD OL' GOGGLES!

Dan Rudovich, a track laborer, ought to be smiling happily in this picture. The shattered goggles he holds in his hands have just saved him from losing the sight of one eye. Rudovich appeared at work on the morning of September 16 without his safety goggles. A pair furnished him from an emergency supply kept his forgetfulness from being both painful and severe. Safety records show that no eyes have ever been lost when goggles have been worn!

VACATION

Oh, I detest vacations for they're marked by many a folly—
From typhoid grim to drowning, and other things as jolly;
There's sunburn, too, and sunstroke, and poison from green ivy
And cuts and swift collisions and skins all red and hive-y.
But some folks really use their heads, these dangers neatly cheating;
They learn to swim, don't go alone, don't swim right after eating;
They take it easy in the sun, don't scorch their epidermis;
Before they drink, they boil the water where they think a germ is.
They watch for ivy's "leaflets three," take care of cuts, abrasions;
They drive their cars with careful skill, shun accident's occasions.
They test their brakes, their steering gear, make sure they horn is working;
They stay in line on curves and hills—wherever danger's lurking.
Oh, I don't mind vacations, on second thought, maturer,
For folks are getting carefuller, safety's getting surer;
For everybody, everything, vacations have allurence
Except—for it works every day—your company's group insurance. —Exchange.



DRESSED UP RADIO

If your radio cabinet needs dressing up it might pay you to get in touch with Motorman W. D. Nelson of 77th. He's dressed up his and lighted it in a way that is reminiscent of the lighting features of the World's Fair.

Nelson has completely enclosed his radio in a mirrored glass cabinet. In most instances he has used $\frac{1}{4}$ inch curved blue plate glass. The whole is trimmed in chromium nickel.

In the center of the radio cabinet Nelson has an indirect lighting system in which he can reproduce a rainbow effect or light his cabinet in solid colors. Once that is done he has a piece of furniture that is distinctly ornamental and effective. The cabinet stands $4\frac{1}{2}$ feet high and is about 30 inches wide. The overall weight is 300 pounds.

The cabinet was built as a hobby by Nelson and took approximately a year of his time. It took several of his dollars too, two hundred in all.

Departments and Divisions

Accounting

Miss Phyllis Magnuson of the pay roll division is now convalescing after an operation for appendicitis and we are pleased to hear at this time of the progress she is making.

At this writing we are sorry to report John J. Beatty of the mileage division on the sick list. However, during his sickness his many friends sent him fruit, flowers and candy and now look forward to his speedy recovery.

Candy was distributed by and greetings extended to Miss Mildred Prange of the mileage division on Monday, September 28, the occasion being her birthday.

Traveling on the Chicago and Northwestern Railroad company streamlined train to Cherry, Colorado, where she enjoyed a week on a ranch and also visiting Colorado Springs, Denver and other interesting points in Colorado, Miss Mabel Magnuson of the pay roll division had a very pleasant time on her vacation with her mother.

A very pleasant vacation at his mother's home on the banks of the Wabash river was experienced by Elmer Jones of the timekeeping division. We understand that his mother who is near the century mark is enjoying good health.

Returning home after a pleasant motor trip up to northern Minnesota where they managed to "rough it" camping, fishing and canoeing, timekeepers Fred Church and Edward Stobart returned to work perfectly satisfied from their vacations.

A Garfield boulevard resident boarded a street car bus a few evenings ago and sat down beside an intoxicated fellow. When the bus reached Stony Island avenue the conductor came back and shook the drunk, who had gone to sleep. After trying vainly to wake him he slapped him across the cheek. This brought him back to consciousness and the conductor said, "This will be the third time you'll have gone past Stony."

"S' aw right," mumbled the drunk. "You pay for thish one and I'll pay for the nexst." Thomas F. Coan.

Engineering

The vacation season having ended, the stories of the exploits on the golf courses, lakes and streams have quieted down to a whisper, but a civil war has broken out among some of the boys regarding the relative merits of our Sox and Cubs.

Patrick Doran, wreck truck chauffeur in the utility department, has returned from a pleasure trip to Ireland where he attended a reunion with members of his family. Pat failed to kiss the "Blarney Stone" on his visit, thereby curtailing any lengthy tales on the beauties of the "Emerald Isle."

John Nette of the track department attended a neighborhood movie recently and won one of the big "Screeno" prizes—result, candy for the ladies and cigars for the men. John's generosity overwhelmed us.

Herb Harner, chauffeur in the utility department, living out Oak Park way, is attempting to acquire the next American Legion convention for the village. Evidently Herb believes the town is too serene in its present state and should be enlivened by some good clean fun.

Electrical

The death of Adolph Otterdahl, who was employed in the underground cable department for many years, was regretted by all his fellow workers. Our sympathy is extended to his family.

Cigars have been passed out quite freely in the last few weeks by the following men who have entered the "seas of matrimony": Karl Jackson, underground cable foreman; William Kopke of the electrolysis department, and Leo Davis, chief operator at 82nd and Halsted. Our congratulations are extended to the happy couples. By the way, thanks again for the cigars, boys!

Newlywed Leo Davis stopped in Duluth, Minnesota during his honeymoon and while there visited Burt Noah of the Duluth Transportation company. Noah was formerly employed by the Chicago Surface Lines in this department.

Our deepest sympathy is extended to Mr. and Mrs. Ernst Anderson in the loss of their daughter. She was one of twins of whom they were so proud. Earlier we shared in their happiness and now we share in their sorrow at the loss that has come to them.

Billy.

Shops and Equipment

South Shops: Vacation Notes: S. A. Keyser, car repair department, went out to Iowa; J. F. Biehl, office, E. J. Rooks, motor repair department and J. R. Buza, car repair department, all enjoyed themselves in good old "Chi."

Frank Johnson, carpenter, passed away on September 23, after a short illness. To his bereaved relatives we extend our deep sympathy in their sad loss.

To Edward Miller, carpenter, who was married on September 30, we extend our sincere felicitations.

Cottage Grove: We extend our heartfelt sympathy to Frank Hagins, assistant night foreman, and to his bereaved family on the loss of their beloved son, Robert, 19 years old, who passed away after a long illness.

We welcome back Dennis Griffin, who has just returned from Queenstown, Ireland, after a long visit with his mother and family. Dennis certainly must have had a marvelous time judging by his joyous countenance while relating many an interesting story of his trip.

To F. Hagins and G. Danhour who are convalescing from minor injuries, we express the wish for their speedy recovery.

Burnside: Our friend, Doc Stork, delivered a fine 9 pound boy on September 27 to the home of Frank Labanowski. Congratulations!

John Maguire, "Chief Barber," has a new shaving outfit and is very generous with it. However, there seems to be something amiss as he has never been seen shaving himself. How about it, Johnny?

Martin Dwyer has just returned from a trip to the Black Hills, South Dakota, where he roped steers, broke in bronchos, etc., on his brother's cattle ranch. See you in the next rodeo, Marty.

77th Street: Sincere sympathy is extended to the bereaved wife and relatives of John Vaishvilo, repairman, who passed away on September 24, 1936.

Elsie S. Frank

West Shops: Mildred Habeger stayed in Chicago for her vacation and returned to the office all pepped up and anxious to get back on the job again. What caused the pep?

Melvin Tepper started out to see the caves in Kentucky on his vacation, but he says it rained just a little too much. After reaching Louisville, he stayed overnight, and when it was still raining in the morning, the party turned right around and drove back to Chicago. Mel says he did manage to get to Milwaukee, though.

George Brignac spent his vacation in St. Louis. He wanted to see how our new cars were coming along at the St. Louis Car company plant, but he couldn't find time enough to make the inspection.

Mr. Bolech's son, Joseph Bolech, Jr., was married to Louverne Marie Wheeler on September 5, and we send our best wishes for happiness to the new couple.

The department regrets the loss of assistant day foreman at Limits carhouse, Walter Stevesand. Mr. Stevesand passed away on September 4, and to his family and to his many friends we extend our sincere sympathy.

Marceli Kolasinski, carpenter at West Shops, and Stephen Peletz, car repairer at Lincoln carhouse, passed away last month, and we offer our sympathy to their families and friends.

Patrick Whelan, car repairer at Kedzie (formerly a day foreman at Armitage avenue carhouse) died September 18. Mr. Whelan's service with the Company dates back to the time of the cable cars. He had been a loyal employe of the Surface Lines since 1895.

Another old employe, Olaf Johnson, a truck repairer at the West Shops, died on September 29. Mr. Johnson had been with the Company since 1912.

Our sympathy is extended to the families and friends of Mr. Whelan and Mr. Johnson.
Lillian Hultquist.



Jean Baehrend, Daughter of Conductor Arthur Baehrend of Devon, Who Is Quite a Dancer.

Around the Car Stations

Cottage Grove

On September 19 a surprise party was given in honor of Motorman J. Shaw's 75th birthday. The party was given at his home and Paul Martenson took charge as master of cere-

monies. We hope to enjoy many more of these birthday parties with Mr. Shaw.

The stork arrived at Conductor R. E. Rees' home, Monday, September 21, with a fine baby boy. Have you noticed the dad's contented smile?

Ah ha, something new. The Cottage Grove "Wild Cats." Well, it's nothing else than the bowling team represented by Messrs. Karnik, Zelinski, Gottsch, Pryor and Kuhnlien. The games are played every Tuesday evening at 8:30 P. M. According to reports this is the best team that has represented Cottage Grove in some time. Good luck fellows.

Our orchestra is still making a fine showing at rehearsals that are held every Tuesday evening at 8:00 P. M. The outfit is under the direction of Paul Martenson who says that he invites anybody from any other depot or office to come out and rehearse with the orchestra.

Charles Eitel.

Seventy-Seventh

Because of illness in his family, 77th's regular correspondent to the SURFACE SERVICE MAGAZINE, John T. Flynn, is unable to continue the news reporting which he has so capably handled for five years. His efficient work will be greatly missed by his many friends who watched his monthly reports with interest.

Superintendent Bessette wishes to take this means of expressing his satisfaction with the efforts of the men in this depot in obtaining witnesses. July efforts were productive enough to advance 77th from third to first place in the standings. Continued wholehearted cooperation will help 77th maintain that position, Mr. Bessette asserted, and will represent this depot's worthy contribution to the work of the investigation department.

The 77th L & A Club last month voted to return all officers for another year of stewardship which is just reward for good work. The Club will soon have two interesting exhibits to show; one the softball championship trophy which the team won last month, and the other, Motorman Hill's sailfish, caught off the Florida coast.

Congratulations are extended to Conductor L. E. Davenport on the birth of a baby girl last month.

Conductors George King and Joe Flynn vacationed at the Wisconsin Dells where a 'strict' milk diet put on nine pounds for the former and eleven pounds for the latter. With all that weight, it's a good thing the softball season is over.

W. F. Story.

Archer

Father Stork has been doing good work for the boys of Archer depot, leaving many babies behind him. Ronald Wiley Chambers, 8 pound baby boy, arrived at the home of Operator H. M. Chambers and good wife September 4—H. M. celebrated the happy event by taking the day off.

Conductor P. J. Robinson commends Conductor E. Zieman who arrived on the scene of an accident to help secure witnesses and to minimize delay to service.

Our sympathy is extended to Conductor W. J. Tanke on the loss of his father who died September 1.

Conductor Charles B. Wenzel reports the arrival of a son at his home September 10. Charles is now wearing the smile common to proud fathers.

Motorman L. E. Kearns sends the boys a card of greetings from Pine City, Minnesota, where he is vacationing with relatives.

Conductor R. Herold relates a call made by Father Stork. Ronald Herold, 8 pound son, arrived September 9. Father and son are doing nicely.

Conductor Herman Perlich, who has been on the sick list since October, 1934, died September 24. Herman was well known among his fellow workers who extend to his wife and family their deepest and sincere sympathy.

The smile that covered the countenance of Conductor Robert W. Holding when reporting the arrival of a son, Robert Jr., born September 5th, cannot be described. Robert now assumes the duty of daddy and a proud father. Congratulations, Bob, and may the next be a girl.

Motorman F. J. Bell was both surprised and disappointed when he received a telegram from the Stratford theatre stating his name was read off for the sum of \$750.00. Not being present he lost the bank reward which brought disappointment to himself and wife.

Conductor James D. Pilepek lost his identity and left the rank of single cussedness and entered into the more serene and blissful wedded life. James took to himself a wife September 8. We all wish you success; congratulations are now in order.

Motorman George Sieja, one of Archer's new additions, reports the arrival of a son born September 23, who answers to the name of Wayne Sieja.

Dusty.

Blue Island

Motorman William McEvoy was presented with a 13 pound boy September 27.

Operator Albert French is also the father of a fine baby boy born last month.

Conductor Frank Schwartz recently became the father of a 11½ pound boy. Motorman Nick Semenchuk has a new 7 pound baby girl in his home. Congratulations and best wishes are extended to all the proud new parents.

Assistant Superintendent T. H. Eigelbach returned from an enjoyable vacation. He attended the Texas Centennial, visited the Hollywood movie studios and caught a few brief glimpses of Canada.

Receiver John Quaid returned from a vacation spent in Mexico, Texas and Wisconsin. He reports a wonderful time.

Conductor Steve Wapon, who was injured by an automobile while on duty September 10, is convalescing and we

WHOPPERS!



N. W. Kennedy

hope to have him back on the job in the near future.

We extend a cordial welcome to the new men and wish them success in their new jobs: Conductors Robert Curran, Bernard Lukes, Joseph Kissane, Robert Talbot, James Maloney, Peter Berg, Arthur Poklenkowski and Motormen John Harper, George Pinta, Eugene Schuett and John Hardy.

C. P. Starr.

Lawndale

During the recent heavy rain, Conductor Michael (Poppy) Hanley was at Diamond Lake overnight. It rained very hard and in the morning his Oldsmobile was sunk in the mud up to the bumpers. A truck was called from town. After quite some time the truck was also imbedded. Poppy, with the aid of his friend, Tom Loftus, of North Avenue depot, attached ropes to the bumper and with a large heave and grunt pulled the car on dry land. The truck-owner stood in amazement and wondered about his truck. Poppy and Tom got busy with their ropes and with an extra large grunt, pulled the truck to solid ground. The original charge was \$1 for a passenger car, but for a truck the amount was doubled, which as yet has not been collected. The truck driver has been in a faint for the past two weeks. Call Hanley-Loftus, for towing by hand.

Conductor Albert Smith returned from Oklahoma, reporting a pleasant trip.

Conductor Frank Boucek returned from Denver, reporting a wonderful trip, excepting the heavy snow.

Motorman David Whalen announces the birth of an 8 pound boy.

Sympathy is extended to Motorman William Powell and Conductor William Engelman in the loss of mother and mother-in-law, respectively; Motorman William Denk in the loss of father; Motorman Albert Block in the loss of his mother; Motorman Charles Kolode in the loss of his sister.

Welcome is extended to the following new men: Conductors William Klecka, Anthony Zientek, Stanley Warrington, Motormen Theodore Martin, William Denk, Matthew Halligan, Fred Haase and Harry Miller Jr.

Lincoln

Conductor Henry Richards, who recently came to this station from Noble Street, took a two weeks' vacation to spend on a honeymoon. He was married on Wednesday, September 2, to pretty Helen Joslyn.

Conductor Jack Michie thought he was putting it over on the boys, but they found out about his marriage which took place on Tuesday, September 8. Congratulations to both newlyweds.

Five of our conductors are going to be good hand ball players as just now they practice very regularly at the Town Hall station. These future champions are Tom Kane, Patty Keane, Elmer Hite, Pat Kavanagh and Mike Harrity. Keep up the practice boys, the exercise is good for you and it's lots of fun.

Motorman Frank Hosp, who underwent an operation for gall stones, died very suddenly on Saturday, September 19. He was buried Tuesday, September 22, from Waldner's Fun-

eral Home to St. Joseph's Cemetery. Our sympathy is extended to the family.

Henry Spethman.

Devon

William Brooks of Devon depot doesn't expect you to take his word when relating a fish story, he's submitting photographic proof of its authenticity. This catch consisting of 51 wall eyed and northern pike, was made in 4 hours from "Big Winnie" Lake, about 250 miles north in Minnesota. Mr. Brooks, however, shared honors with his son, daughter-in-law and two grandchildren in this achievement.

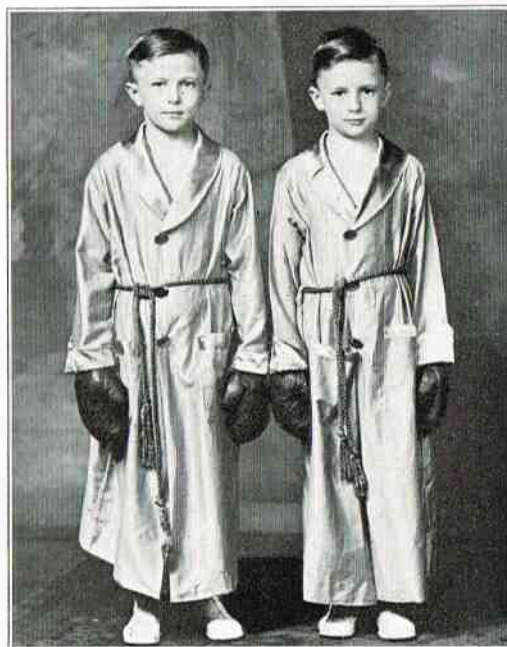


Wm. Brooks

The following trainmen who are off sick, and who would be appreciative of a visit during their convalescence are: Motormen Charley Wolfe, Jacob Wildert, Charles Holtberg, Otto Hildebrandt, Charles Long, M. J. Snyder, M. Flick, F. Gessner and L. Farber. Conductors Ed Heraty, C. McKiel, M. Sheridan, C. W. Hitchins and C. Brasmer. We wish them all a speedy recovery.

We regretfully announce the death of Conductor Patrick J. Devaney, who passed away on September 17, at 8:45 A. M. The funeral mass was read from St. Margaret Mary's church, and burial was at Mt. Carmel cemetery on September 21. To the members of his family we extend our condolence in their bereavement, which his many co-workers share.

John W. Binder.



Harold and Elmer, Jr., Sons of Motorman Elmer Hausler of Limits, Who Put on Boxing Exhibitions.

COMMUNITY FUND OF CHICAGO, INC.

CONWAY BUILDING, 111 WEST WASHINGTON STREET
CHICAGO
TELEPHONE ANDOVER 1756

September 12, 1936.

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Mr. C. H. Allen, Comptroller,
Chicago Surface Lines,
234 South Clark Street,
Chicago, Illinois.

Dear Mr. Allen:

We are in receipt of check for \$10,387.25, covering the sixth payment on the subscription of officers and employees of the Chicago Surface Lines to the Community Fund.

We note that this payment represents an over-subscription of your original estimate and brings the total of your subscriptions to \$62,733.21.

We are grateful to the officers and employees of the Chicago Surface Lines for their continued generous support and, if it were feasible to do so, we should like to write a personal note of acknowledgment to each of the contributors in your company. Since that is hardly practicable, we shall appreciate it very much if you will have copies of this letter posted on your bulletin board where all contributors may see it.

Sincerely,

Philip D. Armour
Chairman

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