

Surface Service

• MAGAZINE •

VOLUME 14

OCTOBER 1937

NUMBER 7



BURNSIDE'S PRIZE WINNING GARDEN



POINTING THE WAY TO ACCIDENT PREVENTION

These timely tips of the National Safety Council show some ways in which Chicago Surface Lines trainmen can reduce an accident record that has shown a tendency to increase in several classifications during 1937.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 14

OCTOBER, 1937

No. 7

Discuss Operating Problems

Hall and Pasche Confer with Men in a Series of Friendly Meetings

Stepping out of the executive role, W. A. Hall and William Pasche are leading a series of friendly, man-to-man discussions on the operating problems of the Chicago Surface Lines in visits to every station on the system.

In an appearance before the transportation men of Devon depot recently, Superintendent of Transportation Hall termed the get-togethers as being essentially a meeting of trainmen, both he and Supervisor of Accident Prevention Pasche having filled such positions in other years.

"Our jobs with the Chicago Surface Lines," said Mr. Hall, "constitute our 'stake', our life work and our capital. We have as much or more interest in this business than any or all of the stockholders. Their interests, for the most part, are in several baskets, our interests are concentrated in one. For that reason it is up to us all to protect our investments, our jobs, if you will, by giving our best."

Meeting Value Emphasized

Pointing to the good accomplished by previous meetings of this type which have been held annually with the exception of 1936, Mr. Hall addressed a large portion of his remarks to the new trainmen.

The constantly increasing cost of doing business was referred to and it was pointed out that courtesy and accident prevention could do much to cut such costs. Careful operation, assuring a safe smooth ride, courtesy and thoughtfulness for the comfort of passengers, personal appearance and general all-around efficiency were named as factors that can and will produce an increase in business.

"The winter season and its increased op-

erating difficulties," said Mr. Hall, "will bring out the best in 99 men out of 100. That one man will drag the street looking for a switch in order to dump his passengers so that he can get into the barn on schedule time, or he'll turn grumpy and discourteous because he is carrying a few more passengers than he really should. That man may, and frequently does, undo the good work of the other 99 competent men."

"Mean Little Trick"

Running ahead of time was termed "a mean little trick" practiced by some motormen in an effort to avoid work and throwing an extra burden on his follower. Mr. Hall termed this an admission of weakness—"In other words, you're not as good as the man behind you."

Particular attention was called to the danger of skidding as the season approaches when many of the rails will be covered with wet leaves. Skidding on wet leaves, according to reports, is like sliding on greased lightning.

In briefly mentioning railroad grade crossings, Mr. Hall emphatically called for a "play safe" program where there was the slightest margin of doubt. In all other instances trainmen were again reminded that they should approach crossings at a speed sufficient to carry them clear in case of any slip such as a loss of power or trolley pole. Panics often arise if a car stalls on a railroad crossing even though there may be no train in sight, he said.

Low Speed Advocated

Extreme vigilance was urged in approaching all switches of every type, river



William Pasche



W. A. Hall

bridges and subways with center piers. Small, unseen objects in the groove of a rail may cause a serious derailment that will throw a crowded car into a center pier. Minimum speeds were advocated in all approaches.

Pointing to a decline in the number of quick starting accidents Mr. Hall asked that motormen try to further better the record. Conductors can best serve the accident prevention record by looking out for boarding passengers before giving the starting signal, he said.

Then dwelling briefly on the value of personal appearance, Mr. Hall warned against such trouble-producing factors as abuse of credit, loan sharks and drinking and gambling.

The discussion of accidents and means to prevent them was led by Mr. Pasche. In another story in this issue his remarks are directed to trainmen in much the same man-to-man fashion that he employed at the various depot meetings.

FORSYTHE HONORED

Wins Maintenance Award for New Idea

For developing an improved and less expensive method of removing steel trolley poles from concrete foundations, Stanley D.



S. D. Forsythe

Forsythe, assistant electrical engineer, won a second prize award from *Transit Journal* in a maintenance contest sponsored by that magazine. Mr. Forsythe was presented with a check for twenty dollars at the annual convention of the American Transit Association, held recently at White Sulphur Springs, West Virginia.

Forsythe modestly maintains that much of the credit for the successful idea must be given his co-workers in the department, but the fact remains that he alone invented the new pole-pulling process. Though numerous entries were sent the magazine by electrical men, Forsythe's was the only one acceptable for a prize.

The new pole-pulling method is described as being similar "to pulling a cork out of a bottle." The equipment consists of a two-piece high-strength cast-steel clamp holding in an inverted conical position four "slips" with matching conical sides and serrated curved surfaces next to the pole. The casting has four rugged inverted cups at 90 degree spacing into which fit the heads of four 35-ton journal jacks.

A four man gang, one to a jack, is able to set up equipment, loosen the pole and move on at the rate of about three poles per hour, leaving the loosened pole for a following crew to lower. The entire equipment weighs approximately 600 pounds and is readily moved in a two-wheeled concrete buggy.



New pole-pulling method

The use of the new equipment has eliminated pneumatic hammers, chisel bars, sledges and similar tools from this job with their attendant inconveniences and accidents. Aside from the increased operating speed, costs have been cut two-thirds. The new tools are now standard equipment with each construction truck.

BOWLERS OPEN SEASON

Sixteen Teams Seek Title Now Held by North Avenue

The tail end of the baseball season has just been reached and the major football games are still in the offing, but a determined group of bowlers have started their competition for the sixth annual trophy in the Street Car Men's Bowling League.

Sixteen teams, two more than last year, went swinging into action at the league opening September 21. And each team will offer plenty of competition to the North Avenue Regulars who took the last title.

The league is made of four teams from North Avenue, two from 69th Street, Kedzie and 77th Street and one team each from Cottage Grove, Noble, Division, Devon, Lincoln and Limits.

Guiding officers of the bowling league are President William Reichhold, Kedzie; first vice-president George Grassel, 77th; second vice-president George Karnik, Cottage Grove; third vice-president George Johnson, Noble; Secretary Edwin ("Tacks") DeLave and treasurer William Taber, Division 241.

Bowling starts at 9 P. M. every Tuesday at the Carmen's Hall, Ashland and Van Buren.

DEATH CALLS VETERAN

Edward Felske, foreman of the car wiremen at the West Shops, died at his home, 262 East Second street, Elmhurst, Illinois, on October 5.

Mr. Felske entered the employ of the West Chicago Street Railway on March 1, 1889, and had continuous employment since that date, covering a period of over 48½ years. Mr. Felske was a loyal and faithful employe, beloved by all of the employes and fellow workers with whom he came in contact.

Mr. Felske is survived by his daughter, Mrs. Helen Bartells, and three grandchildren.

Dinner Honors Gardeners

Prize Winners Given Awards—Motion Pictures in Color
Recreate Beauty

Gardeners who built beauty into Chicago Surface Lines properties throughout the city were honored at the annual dinner tendered them at the Palmer House on Wednesday evening, October 13. There, recreated for them by the magic of color photography, they saw their own gardens and the beauties produced by their friendly competitors. At the end of the evening trophies were awarded the prize winners in each of five classifications.

V. E. Thelin, purchasing agent and chairman of the Garden Committee, opened the program following the dinner with an address of welcome in which he complimented the gardeners for the fine work accomplished in beautifying their respective stations. In every instance, he said, the men had done much to add to the attractiveness of the neighborhoods and were entitled to take a civic and personal pride in jobs well done.

In a general vein Mr. Thelin relayed some of the suggestions of the Garden Committee for next year's contest. At that time a special effort will be made to make the gardens more accessible to the public view as well as more attractive, if possible.

Gardens Shown at Best

Of particular interest to the men were the color-motion pictures of the Surface Lines gardens taken by Supervisor of Public Relations H. O. Crews, also a member of the Garden Committee. These pictures, all taken when the gardens were at their best, were made even more interesting this year by inclusion of the men responsible for the various gardens.

A short talk accompanied by illustrated slides gave further evidence that gardeners like to "talk shop." Many left with new ideas for next year's gardens after hearing James H. Burdett, advertising manager of Vaughan's Seed Store, speak on "Spring Gardens."

The beauties of the lands away from home were well presented in a series of color motion pictures taken by Willis Helfrich of the Accident Investigation Department. Mr. Helfrich's pictures were taken on an extensive tour of the West last summer.

Prize Winners Listed

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 flower beds, borders and grass plots)—First prize, Burnside; second prize, Noble.

In this instance the Committee noted that the Burnside garden contained 164 varieties of flowers and made special mention of ruffled petunias, cannas, salpiglossis and alyssum. The formal garden at Noble also received high praise.

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

Particular mention was accorded Seventy-seventh for unusual improvement over the previous year.

Judges Ponder Decision

Group Three (Carhouses whose possibilities are restricted to window boxes and beautifying parking strips)—First prize, Blue Island; second prize, Archer. An additional inspection trip was made by the Committee before a decision was made in this classification.

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

The Garden Committee report credited Halsted and 39th with "making an attractive showing with a border of petunias, balsam and cosmos." Improvement was noted for Vincennes and 80th and for Archer and Cicero.

Group Five (Particular excellence in growing any certain variety of flower)—This special prize was given Devon depot where the best showing on the system was made for petunias in boxes as a result of development from the home-grown variety. Devon also boasted a good showing of cannas and asters as well as generally improved vines and shrubs.

Honor Guests

Guests of honor from the Shops and Equipment Department gardeners included Ben Phillips, general foreman, Fred W. Meyers and Felix Wenslow, Cottage Grove; Rudolph F. Nebelsiek and Thomas Cannon, Burnside; Joseph H. Gamen and Anton Arendt, 77th Street; John Keane and Thomas Cusack, 69th Street; Ralph W. Short and Joseph Emmett Caulfield, Archer; Harry H. Keller and James Guy, Lawndale; Emil P. Kuehfuss and Sigurd



From additional prize winners in the Garden Contest came these views of, left to right, Devon's ivy-covered wall, 77th's garden and the Madison-Austin loop.

Brath, Blue Island; Charles W. Simpson and Michael Cahill, Kedzie; John F. Gillen and William Hoey, North Avenue; William H. Krueger and Thomas Hoey, Armitage.

List Continued

John S. Schwartz and Frank Stoll, Division; Walter W. Goddard and Ignatz Kajpust, Elston; David Striker and Stilianos Krifos, Noble; Allan C. M. Bollinger and Daniel Shea, Lincoln; George Chamberlin and Lawrence Gawlik, Limits; Ernest H. Phillips and William John Gothan of Devon.

Engineering Department gardeners included H. W. Busch, Building Department, Thomas Blakely and David Ferguson, Utility Department and F. J. Koza, Charles Ruzich, Antonio Criscione, Herman Menconi and John Leahy of the Track Department.

VERSATILITY MARKS LUDMANN

Author, Sculptor and Linguist in CSL Ranks

You can't very well picture Oscar Ludmann with only a typewriter and limited magazine space available. Mr. Ludmann isn't that kind of a man; he's done too much, lived too full a life and is far too interesting. As a matter of fact Ludmann needed a whole book to tell his own story and wrote one titled "Step-Child of the Rhine." The book was a huge success from the publisher's standpoint. He sold innumerable copies and it was selected by the Book of The Month Club, but Mr. Ludmann netted very little.

Ludmann, an investigator for the Accident Investigation Department, was born in Alsace Lorraine and his life has been almost as stormy as that of his country. At various times Ludmann was under both German and French authorities.

Of an artistic nature, Ludmann picked up more than the rudiments of sculpturing at Hull House where he was a close friend of Jane Addams. Now his work is so highly prized that he gets fancy prices for the small pieces he is able to turn out during idle hours of a very busy life.

He met Mrs. Ludmann when that lady, a Wellesley graduate, was running a girls' camp in the Vosges mountains of France. Ludmann says she is a New England Quaker and he "had to run after her a bit" before they were

married. Of that union have come two of the nicest youngsters you ever met. They are Ludmann's "only religion—only belief" and you know he means that when he speaks of Jacques, 2½, and Jeanne, 7.

Partly for them and for all other children Ludmann wrote a book for children which your own youngsters would undoubtedly like. It's titled "Hansi, The Stork" and is a best-seller.

Mr. Ludmann's talents aren't confined by any means. He frequently writes articles for the *Christian Century* magazine, has lectured on International Relations at Northwestern University and the Peace Foundation, is a mechanical engineer, speaks three languages and is able to translate at least six others. He's hob-nobbed enough with Professor Robert M. Lovett so that that distinguished gentleman wrote an introduction to his book.

Ludmann now makes drawings for court presentation in accident cases and has tracked down missing witnesses long after the task had been given up as hopeless. He is going to Lewis Institute to get a degree that the World War ruined. His original degree was lost when his German university was destroyed and all records lost in the war.

Now he is looking for the day when he'll have enough time to play with his youngsters as he'd like and to write and mold. He'd just as soon leave Chicago, although he appreciates the Surface Lines. He's been all over the world and he says there is no place where he has ever been as hot or cold as in Chicago.

OBITUARY

Deaths on the System from September 1, 1937 to September 30, 1937

Transportation—Division 1, Cottage Grove: Augustus G. Roy, employed July 8, 1886, died September 12, 1937.

Division 2, Burnside: John N. Fish, employed April 29, 1912, died September 28, 1937.

Division 5, Archer: Gustav Kenitz, employed January 5, 1911, died September 8, 1937; John Francis Porzel, employed May 7, 1895, died September 29, 1937.

Division 6, Lawndale-Blue Island: Henry J. Fehling, employed September 5, 1908, died September 22, 1937; Roger McGrath, employed June 7, 1918, died September 2, 1937; Lawrence Ryan, employed December 1, 1898, died September 13, 1937.

Division 8, North: Martin Hennelly, employed May 5, 1905, died September 18, 1937.

Division 9, Division: Dominick Byrne, employed May 9, 1910, died September 30, 1937.

Division 11, Lincoln: John Jacob Kuebler, employed February 12, 1921, died September 10, 1937; Edward C. Mulvihill, employed November 22, 1898, died September 19, 1937.

Shops and Equipment—Division 7, Kedzie: John T. McHugh, employed May 10, 1910, died September 28, 1937.

Division 12, Devon-Limits: Fred Nelson, employed November 26, 1925, died September 28, 1937.

West Shops: Henry William Figge, employed January 7, 1920, died September 28, 1937; Mathav Hudetz, employed June 20, 1923, died September 4, 1937.

Track—Cornelius Doherty, employed October 10, 1921, died September 26, 1937.



Mr. Ludmann works before the admiring eyes of Jacques, left, and Jeanne.

Increase in Complaints

Passengers Write of Discourtesies of Trainmen—More Commendations, Too

A rising tide of complaints that has characterized the system for some months was not abated when the figures for September, 1937 were recorded. A comparison of that month for 1936 and 1937 reveals an increase of 70. There were 448 complaints registered in September, 1936 and 518 for the same month this year.

Chief reason for the rise was found in the discourtesy classification in which there was a 25 per cent increase. Transfer complaints including those mis-punched and those issued to "L" lines showed a 21 per cent increase. Miscellaneous complaints showed a corresponding increase.

A small drop in the number of complaints made by passengers who were passed up was noted as was an even smaller decrease in the number of quick starting complaints.

More Are Praised

It is a poor cloud, however, that has no silver lining, and the number of commendatory letters received this month provides a redeeming feature for the report. In September, 1936, there were 35 commendations. This year there are 43. The difference amounts to an 18 per cent increase.

Extraordinary courtesy seems to be the theme for this month's commendations. Motorman Marinus Cooper, badge No. 12127 of 69th street, was praised and reimbursed by Harold E. Spencer, 1035 E. 60th street, for paying his fare when Spencer discovered he was without change.

Speaking of Conductor Harry I. Boren, badge No. 4970 of 69th street, Mrs. J. T. Wack, of 6631 South Rockwell street, says, "An orchid to Mr. Boren, who is a credit to your organization." Mrs. Wack's son, Robert, left his brief-case on Boren's street-car, and Boren earned the bouquet by turning it in.

Called Streets Clearly

The courtesy and efficiency of Conductor Charles J. Eccardt, badge No. 6178 of Kedzie, won the approval of Mrs. Louise Ellingson, 5467 Haddon avenue, who commented especially upon the way Conductor Eccardt called every street clearly and distinctly, and warned

each alighting passenger.

Conductor Clifford M. Royse, badge No. 5580 of Devon, drew the praise of D. L. Rupp, Suite 1728, 333 North Michigan avenue, for his carefulness to several children who boarded his car, and for extreme consideration shown an aged crippled lady, when he helped her with her crutches and packages when she alighted.

Another example of courtesy to the elderly was commended by Joseph McDonnell, 8140

South May street, who praised Conductor William Mazioka, badge No. 1638 of 69th street, for aiding a "blind and aged old woman" from the car and escorting her across the street. Mr. McDonnell says that any company should be proud to have this gentleman as an employee.

E. Griffin, of Hinkley & Schmitt, Inc., 420 West Ontario street reports that he was saved the inconvenience of reporting late to work when Motorman George A. Ritchie, badge No. 6735 of 69th street, exhibited a bit of super-service by delivering Mr. Griffin at his destination a few minutes ahead of time, although Ritchie's car is a later one than Mr. Griffin usually rides.

Dan M. Nourse, of 654 Woodland Park, an old friend of the Surface Lines, sent

a post card to praise Motorman Henry Seaholm, badge No. 11933 of Devon, who stopped his car quickly enough to avoid running down two "extra smart young men" who tried to cross in front of Seaholm's car.

Corrects Mistake

Conductor Emory A. Hanson, badge No. 9850 of Cottage Grove, earned his commendation from George Jackson, of Butler & Gilmore, at 5240 Harper avenue, when he made his way through a crowded car to correct a discrepancy in a transfer which he had issued.

An anonymous correspondent wrote in to say of Conductor Fritz I. Bjork, badge No. 6020 of Burnside, "Gentlemen are born, not made." When this passenger entered his car, Conductor Bjork assisted her to a seat, and when she was ready to alight, he assisted her to the sidewalk.



I like driving these buses, Gus. I just close my eyes and I can imagine I'm driving my own car.

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H. F. Peck	- - -	Associate Editor

MAN TO MAN

Employees of the Chicago Surface Lines are fortunate to work under practical men who have risen from the ranks and who can draw upon their personal experience in discussing operating problems with their men.

Superintendent of Transportation Hall and Supervisor of Accident Prevention Pasche, who have recently started a series of friendly get-together meetings that will carry them through every station in the system, are not swivel chair executives. They look at things from the point of view of the men as well as from the standpoint of the management.

Neither of the two men use the polished phrases of professional speakers. Once trainmen themselves, they appear before the men with whom they work as friendly counselors, pointing the best way to mutually beneficial results.

Knowing the problems of the men, they make their plea for cooperative efforts in heart to heart talks as one business man talks to another. In the free-flowing discussions that follow each man is given a voice.

The employe relationships of the Chicago Surface Lines will continue on a highly cooperative plane as long as men will have the good sense to discuss their mutual problems as calmly and as dispassionately as they are being discussed in these get-together meetings.

Good sense promotes good business. Co-operation is a necessary corollary to both.

NOW BEAUTY REIGNS

It is a welcome relief these days to come upon a group who still lean to the belief that actions speak louder than words. Such men comprise the Chicago Surface Lines gardeners to whom this issue of SURFACE SERVICE MAGAZINE is dedicated.

It is not improbable that this small group has done more worthwhile good for a changing world than have many more publicized characters. Each in his own way has contributed toward making the city a better, more beautiful place in which to live. Gardening under definite difficulties, they have built beauty into places that were little more than eye-sores prior to the inauguration of the garden contests.

Their task, in most instances, has been a labor of love. These men were never commanded to police their grounds or improve them in any way. They made this work a hobby and, as such, a pleasure. And in working at tasks they have enjoyed they have welcomed the friendly competition with their fellows from other points on the system.

Quietly and without fuss they have added to the Surface Lines reputation as a good neighbor. Though there will be no blare of trumpets to herald them, we doubt that so obvious a device would mean as much to them as the inner satisfaction they must derive from the beauty they have built into this world.

CHECK YOUR INSURANCE POLICY

Have you listed the correct beneficiary? The Insurance Department has settled an unusual number of death claims recently where the beneficiary named died prior to the death of the insured. In such instances there is always an unnecessary expense to your estate and a delay in settlement.

Check your insurance policy and have any necessary changes recorded with the Insurance Department. Change of beneficiary forms are available at all departments.

Suggest Accident Precautions

System Decrease Noted as Fight Opens Against Vehicle Collisions and Alighting Mishaps

By WILLIAM PASCHE
Supervisor of Accident Prevention

An increasing number of vehicle collisions and alighting accidents for the first six months of this year is preventing the cumulative totals from showing marked improvement over the figures for the same period last year.

The figures for the entire system covering all types of accidents reveal a decrease of 2 per cent. Were it not for the two classifications previously mentioned the record would far overshadow the creditable accident prevention mark set last year when there was a decrease of 9.3 per cent.

The record thus far is commendable in itself; it is even more commendable when one considers the constantly increasing street hazards that arise from the greater number of vehicles on the streets. Any decrease, no matter how small, is praiseworthy when compared to the alarming increase in the automobile accidents that are reported in the daily newspapers.

However, there is a definite feeling that the vehicle collisions and the alighting accidents can be materially reduced. During recent meetings held with the trainmen in every depot of the system it has been pointed out that there is a constant need for increased care on the part of motormen, conductors and operators. Possibly the fine accident records of 1936 lulled some of the men into a false sense of security. It should take but a glance at the present records to make it apparent that there can be no breathing spells in the fight to prevent accidents.

Alertness Prescribed

Three types of vehicle collisions demand increased care and attention at present. They are sore spots in an otherwise good record. These types, right angle, straight track and on curve collisions, are largely avoidable if individual care and alertness are exercised to any degree.

The responsibility for each type in any chargeable accident can be easily traced. Straight track collisions, which have increased 25.4 per cent, can be greatly decreased by motormen. In general, straight track accidents occur when motormen are running too close to the vehicle ahead so that they are unable to stop quickly enough to avoid a smash. The rule for running through fogs is equally applicable here. Gauge speed to seeing distance. Be sure you can stop your car in the visible space ahead.

Suggests Simple Precaution

Collisions which take place on curves can be materially reduced if a simple precaution is taken. A quick backward look before starting ahead will help avoid a number of accidents of this type. And in shooting for a

greater reduction the conductors can play a big part. On all two-man cars it is the duty of the conductor to keep an observant watch and warn other vehicles away. Briefly, the prescription can be filled by men who are on their toes every minute. The 33.8 per cent increase in this type of accident allows plenty of leeway for great improvement.

Excepting a few typically "wild" automobile drivers the responsibility for right angle collisions must be placed squarely upon the shoulders of the motormen. Such accidents are even more easily avoidable than the straight track type if motormen exercise reasonable care at intersections. In this instance we are reminded about the old poem which went something like this:

*Here lies the body of John O'Day
Who died contesting the right-of-way.
Now John was right as he sped along,
But he's just as dead as though he'd been
wrong.*

As an illustration of the situation it is only necessary to mention an increase of 15.2 per cent in right angle collisions for the first six months of 1937.

Alighting Accidents Increase

Responsibility for the increase in alighting accidents must be placed on the conductors of the system. In 98 per cent of the cases the alighting accident occurs at the rear end of the street cars, and a large majority of these are easily avoidable. In the main they occur when conductors allow their passengers to drop off moving cars. In other cases they occur outside safety zones as the car moves slowly into the unloading zone and when conductors give the "go-ahead" signal too soon. In rare instances they are chargeable against quick starting operation, but even that is controllable by the conductor.

In these days when we as individuals and as members of a great system are constantly confronted with rising costs the accident problem assumes even greater seriousness. The rising costs of operating the Chicago Surface Lines should be of vital importance to every employe even though he may have no qualms about risking his own neck or those of his passengers. The cost of doing business can be materially cut if accidents can be materially reduced. And the past record of the Surface Lines makes it apparent that when business is good individuals have never failed to get their share.

Called Individual Problem

One of the major responsibilities of any public utility is to give the public service. Correspondingly there is an unwritten law that utilities set a public example with high safety standards. The safety standards have been set



Mr. Hall receives from Mr. Pasche a Chicago Safety Council plaque awarded for improvement in the Interfleet Contest during the first six months of 1937.

by city, state and Surface Lines officials and are known to every trainman. The responsibility for accidents is placed directly on the trainmen. Then, as accident prevention is an individual problem, it becomes necessary for each man to be constantly alert for reducing the tremendous toll that accidents inevitably take.

EMPLOYEES RELIEF FUND

September, 1937

The Surface Lines Employees Relief Committee held four sessions during the month, at which there were 25 applications considered. Of this number there were 18 approved for weekly assistance, and one emergency case on which the Committee extended immediate relief.

Checks totalling \$20,050.00 were distributed. This sum, together with distributions since December 1930, heretofore reported, makes a total of \$1,020,939.08 paid to Chicago Surface Lines employees to date.

The Surface Lines Employees Relief Committee, in addition to the above disbursements to employees, paid a total of \$120,000.00 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, \$1,140,939.08.

Surface Lines employees 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 \$253,591.09 (the final installment having recently been made to Community Fund on the 1937 pledge) which brings the grand total relief expended to date, to \$1,394,530.17.

KEEPING 'EM ROLLING

Lawndale Spurts to Lead as Others Slump During September

From a sixth place ranking in August Lawndale spurted to first place in the keep 'em rolling figures for September with an average of 15,124 miles per pull-in, an increase that betters the previous month's records by 88.2 per cent. It was the most spectacular showing of recent months.

In the meantime 77th, last month's leader, headed in the opposite direction and kept tumbling until stopped at eighth place in the standings, a decrease of 29 per cent.

Division slightly bettered its average with a record of 11,102 miles per pull-in, a 9.5 per cent increase, and retained second place honors.

Next to Lawndale's splendid mark Cottage Grove showed the largest percentage increase, 31.1, and climbed from eleventh place to sixth.

Although other stations showed improvement in some instances, Armitage was the only one to move up in the listings, moving from ninth to seventh place.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Dec.
1.	Lawndale	9	15,124	88.2
2.	Division	10	11,102	9.5
3.	Archer	1	9,855	7.8
4.	Devon	2	8,743	10.8*
5.	Burnside	2	8,020	7.2
6.	Cottage Grove	3	7,968	31.1
7.	Armitage	5	7,664	22.9
8.	77th	—	7,484	29.0*
9.	69th	—	7,061	5.8
10.	Elston	4	6,860	12.4
11.	Limits	7	6,757	18.6*
12.	Kedzie	—	6,037	1.0
13.	North	—	5,215	5.0*
14.	Lincoln	3	5,068	.6*
15.	Blue Island	1	4,604	20.7*
16.	Noble	2	4,335	8.6*

*Denotes decrease.

Carhouse records for the past six months:

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

Teacher: "Who can tell me what the former ruler of Russia was called?"

Class: "Czar."

Teacher: "Correct, and what was his wife called?"

Class: "Czarina."

Teacher: "Correct, and what were the Czar's children called?"

A pause, and then a small timid voice piped up: "Czardines."

POLITENESS REWARDED

Fogarty Wins Over Competition for Tribune Award

Conductor Michael Fogarty, badge No. 7772 of Kedzie, is \$5 richer for a recent display of courtesy, but he had to be exceptionally thoughtful for his fellow conductors offered tough competition during a courtesy campaign of the Chicago *Tribune*.

A reporter for that paper rode some 20 different lines during the rush hours and only one conductor was found who at any time displayed what even verged on rudeness. And that rudeness, the reporter said, came just when said conductor was about to receive the award of the day. At that, the conductor was merely cautioning a passenger about swinging off a moving car. Had his warning been a bit more politely phrased he might have had the prize and Conductor Fogarty's courtesy might have passed unnoticed except by his passengers.



Michael Fogarty

Though confronted with many exasperating situations Conductor Fogarty was credited with being more than capable of handling them all politely. He suggested one lady deposit a heavy package and seat herself before paying a fare and also directed special attention to a passenger desiring to alight at Ashland avenue.

The climax to Fogarty's thoughtfulness came when, westbound, a patron asked how soon the car would arrive at State street. Hurriedly explaining that the car would never reach that point, he punched an emergency transfer, flagged an eastbound car to a stop and helped her off with a cautioning word.

When the passenger reached the eastbound car she found it had stopped, not for a traffic light, but in response to the signal of the thoughtful Mr. Fogarty.

Fogarty is married and has three children. He has been working for the Surface Lines for 20 years and he frequently is commended in fan mail from grateful passengers.

FEMININE FAN

Cubs Don't Lack Support While Sophie's on Deck

You fellows who've spent time at the radio lately as the World and the City series were being played may think you are great baseball fans. The chances are you can't hold a candle to Mrs. Sophie Danielson for enthusiasm.

Sophie's heart lies with the Cubs and when they lose she suffers. And that is no figure of speech. Her appetite goes and the world is a dark and dreary place when her favorites are nosed out.

Mrs. Danielson doesn't take her vacation from the Accounting Department in the sum-

mer time. She waits until the Series roll around and then she follows her favorites. She spent one entire night in line for tickets at Detroit when the Cubs last played in the World Series. In 1931 she saw every game in Chicago and those in New York, too. For her 1937 vacation Mrs. Danielson journeyed to St. Louis to see the closing series there and then watched all the City series games.

All the clerks in the stations know Mrs. Danielson for she has been checking night receipts for some 15 years. She always has a moment to chat with the north side boys if they are Cub fans.

The Cubs like her, too, and she knows them all personally. You ought to see how seriously Mrs. Danielson takes her baseball and the Cubs. If you want to locate her you can count on finding her back of the Cubs dugout any Saturday, Sunday or holiday the Wrigley team is in town. This information all came second hand from Mrs. Danielson's associates. We couldn't reach her—she was out at the ball game!

ROUNDING UP WITNESSES

Burnside Jumps to Top Again With Fine 4.38 Average

After being among the also-rans for two months Burnside station regained supremacy as the leader in rounding up witnesses. Superintendent Duffy's men compiled a very creditable 4.38 average to displace Lawndale-Blue Island which led the list for two successive months prior to the August compilations.

Lawndale-Blue Island slipped fractionally from 3.88 to 3.69 in a drop to second place.

The third and fourth ranking stations, Cottage Grove and Archer retained those spots, as did most of the stations. Oddly enough, even the system average remained stationary at 3.35.

Kedzie showed an improvement that moved them into fifth place, up from seventh. Sixty-ninth dropped a notch to seventh place and Lincoln showed some improvement in climbing from the cellar to tenth place. Armitage-Division wound up at the end of the listings for August.

Detailed standings follow:

	Aug.	July	June	May
1. Burnside	4.38	3.81(2)	3.52(5)	4.10(1)
2. Lawn-Blue Isl. . .	3.69	3.88(1)	3.82(1)	3.71(2)
3. Cottage Grove ..	3.68	3.80(3)	3.64(4)	3.38(8)
4. Archer	3.63	3.75(4)	3.75(2)	3.70(3)
5. Kedzie	3.57	3.22(7)	3.69(3)	3.66(4)
6. 77th Street	3.55	3.46(5)	3.48(7)	3.55(6)
7. 69th Street	3.46	3.38(6)	3.31(8)	3.40(7)
8. Elston-Noble .. .	3.11	3.19(8)	3.51(6)	3.20(9)
9. North Avenue ..	3.03	3.18(9)	3.23(9)	3.00(11)
10. Lincoln	3.02	2.48(12)	2.76(11)	3.61(5)
11. Limits-Devon ..	2.95	3.05(11)	3.21(10)	3.19(10)
12. Armitage-Div. . .	2.75	3.11(10)	2.60(12)	2.72(12)
Average for System .	3.35	3.35	3.41	3.30

Pat was sick in a hospital ward with bronchitis. The doctor inquired:

"Do you raise anything when you cough?"

Pat look puzzled, but shook his head. The doctor passed on down the ward. On his return Pat beckoned to him and said:

"Doctor, I've been thinking, and ivery time I coughs I raise me left leg."

WRITING BUG BITES

Motorman Tork Had Varied Newspaper Career

Motorman Otto S. Tork ceased to pound a typewriter and took to pounding the gong when he joined the Cottage Grove depot of the Chicago Surface Lines in January, 1936, but he couldn't rid himself of the writing bug which had gotten into his veins while working as a reporter on several Chicago newspapers. About the only cure for his case seems to be to have him knock out yarns for the *SURFACE SERVICE MAGAZINE* and accordingly future issues will see some of his work in print again.



Otto S. Tork

Tork began his newspaper experience on the *Chicago Journal of Commerce* as a copy-boy, which is the beginning of most of the newspapermen of today. He soon was advanced to reporting. He joined the financial department staff of the old *Chicago Evening Post* in 1930 and was with that paper when it passed out of existence in 1932. During his stay on the *Post* he wrote financial news articles and also covered ball games during the season.

Later, he became associated with the financial news department of the *Chicago Daily News* where he wrote stories and aided in making up the financial pages.

Departments and Divisions

Accounting

Our sympathy is extended to Arthur Johnson whose father passed away on Wednesday, September 22.

Congratulations and much happiness is our sincere wish for Miss Leora Murray of the trip sheet analysis division and Harry Miller who were married on Saturday, September 25. Miss Murray was the recipient of an electric roaster from her many friends.

Candy was distributed by and greetings extended to John J. Beatty of the mileage division on Saturday, September 25, the occasion being his birthday.

Returning home after a pleasant motor trip through the south, visiting Mammoth Cave, Kentucky and the Great Smoky Mountains, National Park, Tennessee, Mrs. Eleanor Carlberg returned to work perfectly satisfied with her vacation.

Traveling by automobile in company with relatives touring the state of Illinois, Miss Mabel Magnuson of the pay roll division mentions a pleasant time had by all on her vaca-

tion. Oh yes, and never a puncture during the trip.

New Orleans, Louisiana, was selected this year by Miss Margaret Duber of the pay roll division as her vacation spot. She has a lovely trip to remember.

Miss Mildred Prange of the trip sheet analysis division was guest of honor at a luncheon given by her friends on Saturday afternoon, October 2. Miss Prange was presented with a chest of silverware as a wedding gift.

Thomas F. Coan

Electrical

Mr. and Mrs. Arthur Sandberg are the proud parents of a 7 pound baby boy. Arthur is working in our electrolysis division. His cigars were enjoyed by all.

Frank Roper, superintendent of the line department, spends his spare time keeping up with time. Frank's hobby is overhauling ancient as well as modern time clocks—some past time!

Pat Quigley of Grand and Leavitt was missed from his desk for at least two weeks. His absence was caused by a severe case of sciatica. We all were glad to see him back on the job again and hope that he will improve steadily.

Harold Brown of Van Buren sub-station and his two brothers spent their vacation together at Havana, Cuba. Their beautiful boat trip was spoiled by that unpleasant feeling. All the brothers declared that the boat ride reminded them of their cradle days but for one thing. Guess.

Samuel Gecan, operator at Van Buren sub-station, spent an extended vacation in California, studying, we believe, ways of improving his present dahlia plants. This is Sam's hobby. Best wishes to you for bigger and better dahlias.

Edward Sheridan, a grand old timer, chief operator at Crawford and Milwaukee sub-station since May 27, 1915 has resigned. Ed started with the old Consolidated Traction company, November 11, 1895 and had 41 years, 9 months and 21 days of service with the electrical department. Edward plans to spend the remainder of his years on his fruit orchard in Florida. Best wishes to you Ed for many years to come.

Willard Cramer, grandson of William Jones, superintendent of sub-stations, better known as "Tiny" is a sophomore at University of Illinois and one of the star football players with Coach Zupke.

Billy

Legal and Accident Investigation

Mr. and Mrs. Otto Geiger added a boy to their family on August 22, when Jimmie Joseph Geiger, 8 pounds, 2 ounces, arrived at the Lutheran Memorial hospital.

Mr. and Mrs. Leigh H. Hunt exactly one month later, September 22, welcomed the arrival of Leigh Hale Hunt, Jr., 6½ pounds. In about a year they will both have to remove all fragile objects from the lower levels in their respective homes.

Edward Weingartner still thinks there is a Santa Claus and that two can live as cheaply as one, so on September 11 he walked down the aisle of St. Anthony's church with Eleanor Rosemary Bartholmey. Later he walked out with Mrs. Eleanor Rosemary Weingartner. Best wishes, Eddie!

Members of this department can only express their sincere sympathy to Alonzo E. Oldfield for the loss of his wife, Mrs. Kathryn Schriver Oldfield, who died on September 19 after an illness of several months duration. Mrs. Oldfield was the State Regent of the D. A. R. and the Woman's Auxiliary of the G. A. R. in Jackson, Michigan, and also active in civic matters after the removal of the family to Chicago. Three daughters survive her, Mrs. Mildred Coffman, Mrs. Helen Templeman, and Miss Lucille Oldfield. Services were held at the chapel at 6222 Broadway on September 22.

Schedule and Traffic

Two good men were lost from the ranks of the bachelors in this department, leaving but two or three eligibles, so the young ladies have to hurry.

Robert Boal and Mildred Kelly were married on September 4, at 4:00 P. M., at the First Methodist Episcopal chapel in Evanston. A reception followed at Glenna Hall, with a honeymoon at Pittsburgh, Pennsylvania.

Andrew DeGrazia and Dina Alonzo were also married on September 4, at 2:30 P. M., at St. Williams Church, Sayre and Wrightwood avenue. The reception followed at National Hall, with a honeymoon at Minocqua, Wisconsin.

Congratulations to Mr. and Mrs. Boal and Mr. and Mrs. DeGrazia.

Fred Excell spent his vacation at the Spanish American War Veteran's National Encampment at Columbus, Ohio. Since his return the dentist started work on Fred, and now he drinks milk and soup. He even has to forego the pleasure of his pipe, but cigarettes seem to fill the bill.

The stork again visited this department on September 9, making his fourth visit to Mr. and Mrs. William Devereux, when Marilyn Patricia arrived at Lewis Memorial Hospital. Congratulations to Bill and Mrs. Devereux.

Max Kipping spent part of his vacation at Davenport, Iowa, visiting relatives and attending the wedding of his niece.

E. J. Lukes, a former traffic checker, entered train service on September 1.

George Weidenfeller

Shops and Equipment

South Shops: Vacation Notes: Howard Alton, office, E. J. Rooks, motor repair department, James Canavan and Theodore Wahlberg, car repair department, went seeing this and that in dear old "Chi"; A. C. Lindquist, office, was up on the farm in Michigan; J. F. Gasser, car repair department, visited in Ohio; S. A. Keyser, car repair department, went visiting out in Iowa.

To the following employees we extend sincere sympathy in the recent loss of their loved ones—Byron Washburn, car repair department, whose mother passed away on September 30; Robert Tracy, truck department, whose sister passed away on September 19 and to James Sommer, motor repair department, whose father passed away on September 29.

To Hattie Landeck, printing department, who was recently married, we offer all best wishes for a bright and happy future, and our hearty congratulations to the happy bridegroom.

Burnside: On September 23, Mrs. Florence Nebelsiek, beloved wife of Foreman Rudy F. Nebelsiek, succumbed after a long illness. Funeral services, attended by many friends and co-workers, were held on September 27 from Zion Lutheran church, 113th street and Edbrooke avenue. Interment was at Fairmount cemetery. To the bereaved husband and two children, we wish to express our deep and heartfelt sympathy in their hour of sorrow.

Archer: Grand Announcement: Henceforth it is "Grampa" Short. Congratulations "Grampa" and the best of everything to the baby.

Joseph Gallowitch, repairman, we understand is doing the "Proud Papa Strut". Congratulations to mother and dad and best wishes for baby.

Elsie S. Frank

West Shops: Probably the last of the vacation notes—Caroline Johnson, Michigan; Ed Hess, Long Lake, Illinois; John Landeck, the Dells and Washington, D. C. (incidentally, Mr. Landeck played his first game of golf during his stay in Washington); Louis Pluta and Melvin Tepper vacationed in Chicago.

It is with regret that we report the deaths of Henry Figge, Matthew Hudetz, and Edward Felske of the West Shops; John McHugh of Kedzie; and F. Nelson of Devon. We offer our sympathy to the families and friends in their bereavement.

Lillian Hultquist

Around the Car Stations

Cottage Grove

On Tuesday, October 5, we were honored by having Mr. Hall, Mr. Pasche and Mr. O'Connell at this depot to conduct Accident Prevention and Operating meetings. These able executives gave us a world of good advice and it is up to us to profit from same.

Congratulations to Starter M. J. Hickey and Clerk Charles Pfeifer who announce the arrival of baby girls and to Conductor A. J. Hinton who now has a son and heir, Albert Jr., born August 22.

During the recent pick some of the younger men were enviously watching the old timers picking choice day runs and one of them remarked how lucky they were to be able to pick such runs. One of the old timers turned to the younger man and said, "Son, I will gladly give you my seniority if you will give me your youth," which proves that we can't have everything.

Mr. Meyers, our genial barn foreman, came upon one of his men at the back of the barn a few days ago and the man had a trolley rope in his hand. Mr. Meyers asked what he was doing and his man said, "Well, Mr. Meyers, I don't know if we have lost a car or found a trolley rope." The mystery is not yet solved.

Welcome to the new men now at Cottage Grove depot—any old timer will be glad to give you a helping hand.

Atkinson

Seventy-seventh

The South section supremacy in softball carried on this year when Blue Island beat Armitage in the final game of the series on September 26, and Archer nosed out North Avenue for second place. Before we relegate this sport to the hot stove league for the winter, we wish to pay our respects to the champions—a fine, scrapping team worthy of the honors they have won.

Motorman George Liebers' idea of sport is horse-shoe pitching—big time horse-shoe pitching with the State Club around 74th and Wabash and we are inclined to believe he's got something there.

Motorman J. G. Grobel and party are going up to Lilly lake to try and catch the big ones that got away from them last year. Let's hope they have better luck than Conductor Harold Erickson and party who just came back from Northern Wisconsin. He claims the fish must have all been to school since last May because they weren't biting worth a nickel.

The comment of Motorman Tom Brown in the *Daily Times* about intelligent women was refreshing, don't you think?

At Southport the other day a lady hurriedly inquired if it wasn't Newport. Conductor A. J. Jensen assured her it wasn't Newport but Southport, whereupon a gentleman slowly rose after everyone had alighted and the car was ready to start, and said, "Well, if this really is Southport and not Newport, I'll be getting off, please."

Clerk Elmer Gobeille's family celebrated the arrival of a brand new baby boy.

Conductor H. P. Braun was recently married to the daughter of former conductor and supervisor Harry Gleason, who is now broadcasting for the police department.

Operator John J. O'Connor retires this year as president of 77th's L & A Club, a post he has held for the past three years. Many notable improvements have been made in the clubroom under his jurisdiction and many interesting activities have been carried on during his tenure in office. He did much to promote the welfare of the organization and added immeasurably to the high standard it now holds. The Club as a whole extends him a hearty vote of thanks for his unselfish services.

Our obituary this month is a blank—death has, as it were, taken a holiday—and we're glad of it.

Walter F. Story

Archer

Our sincere sympathy is extended to Motorman Otto A. Ahmer on the death of his daughter who died September 27, after being confined to her bed for several months.

Motorman Walter Lumley recently purchased a new Chrysler sedan. We hope you and your family will have much pleasure with it.

It is with regret that we report the death of Motorman J. F. Porzel who met with an accident and died September 29 at Saint Anthony's hospital. Funeral services were from Saint Agnes Church, and interment at Mount Carmel cemetery, October 2. Mr. Porzel was one of Archer's old timers, having a seniority dating from May 7, 1895. He was well liked

by his fellow workmen. Our sympathy is extended to his bereaved family.

Another stork story, Conductor M. L. Mulconrey is again the proud daddy of another son who arrived August 18. He always wears a smile, but you should see him now that he is the father of nine children. Congratulations are now in order.

Conductor Peter Corridon took a furlough to visit his people in Ireland. Here's wishing him a pleasant voyage, and a safe return.

Motorman Gus Kenitz passed away September 8, after a long illness. His memory will live long with us. Gus was a friend to everyone. The boys of Archer extend their heartfelt sympathy to his family.

Conductor George Klatt reports the arrival of George, Jr., born September 27. Father and son are doing nicely.

Motorman M. S. Biggis died October 3, after a few hours illness. Mike had many friends and was well liked. Services were from St. Joseph's church, October 7. To his family we extend our sincere sympathy.

Dusty

Lawndale

Conductor Thomas Johnson returned from Glacier Park, reporting a splendid vacation.

Conductor William Engelmann returned from a 3,000 mile trip through Canada.

Conductor James Hester returned from Cleveland, reporting a pleasant trip and a slight cold.

Motorman Patrick Farrell, veteran fisherman, made a second trip to his secret lake, but the fish were gone on a vacation this time.

Motorman George Bring returned from Crane Lake, Minnesota, with some big pike, which your correspondent saw.

Motorman Herman Schenk sends a card from Mammoth Cave, stating he has had a fine time.

Motorman John J. O'Brien sends a card from Antioch, where he is idling the hours away.

Henry Ehrich sends a card from Albert City, Iowa, stating he has had the time of his life.

Conductor Joseph Czech sends a card from Traverse City, Michigan, stating that all he got out of his vacation was a broken fender.

We have just received a card, postmarked "Middle Atlantic", signed Maurice Scanlon and wife.

Conductor John Halvey spent his vacation between Diamond and Crystal Lakes, just loafing when he wasn't driving between the two.

Prize story of the month: The conductor who claimed a dog bit him, so he could be excused from making an extra trip on Sunday.

Sympathy is extended to Motorman Harry Christman, who lost his wife in an accident while touring through Mississippi on his vacation.

Sympathy is also extended to Motorman Edward Laughlin in the loss of his sister.

Do you know that:

Earl Thul has a miniature railroad as a hobby?

Barney Wendt builds model airplanes?

James Truhler builds model boats?

Patrick Farrell builds fishing poles?

Otto Vlach collects stamps?

Charles Karschnik

Blue Island

Our sympathy is extended to the family of Motorman Joseph Halter who passed away recently after a long illness; also to the family of Conductor Lawrence Ryan who passed away September 13 after only three days' illness.

Motorman Joseph Soukup is the proud granddad of an 8½ pound girl, born September 11. Congratulations.

We welcome all the new trainmen and wish them success in their new jobs.

C. P. Starr

Kedzie

Mr. Johnson, our Assistant Division Superintendent, received an unexpected visit from his brother who lives in Oregon. Neither had seen each other for a period of 46 years. They had a very enjoyable time together after such a long separation.

Conductor Michael Fogarty's award for politeness from the Chicago *Daily Tribune* reporter was not entirely unexpected, proving an old axiom that politeness does pay.

We have two teams entered in the bowling league this year, each hoping to top the league. William Reichhold is captain of No. 1 team and Nick Bernard of the 2nd team. Here is hoping, boys.

Ex-Conductor and Receiver James Cassells paid us a visit, his first since leaving us two years ago. Cassells is now located on a farm near South Bend, Indiana.

Conductor Robert Kramer, son of Supervisor John Kramer, recently married Miss Adeline Kral. The wedding took place Saturday, September 25. After the church ceremony an elaborate reception for 175 friends and relatives was held in the Odd Fellows Hall at 26th and Karlov avenue. Here is wishing you and yours all the luck and success in the world.

Matrimony has claimed two other new trainmen, Conductor R. Nearing and Motorman Edmund Broderick. We wish you both success and happiness.

Clinton Sonders

Lincoln

Mr. Hays, our Superintendent, left on September 20 for an airplane trip to California and Mexico. We hope he enjoyed the trip and returns safely.

Conductor A. Kelsey spent a two weeks vacation at his cottage in Eagle Lake, Manor, Wisconsin. While there he had a visit from Motorman O. Gabel and E. Coash and their families, who stopped over returning from the Dells.

Conductor Jim J. Nelson is getting to be a regular visitor at the Navy Pier. Perhaps he intends to spend his entire vacation there, as he has found it to be a very interesting place of amusement.

Conductor John J. Kuebler, who had been sick since April, passed away on Monday, September 13.

Motorman Edward C. Mulvihill, who was with the company many years, passed away Sunday, September 19. Mr. Mulvihill finished his day's work on Saturday and died very suddenly. Services were held on Wednesday from Lain's chapel and St. Gregory's church.

Sincere sympathy is extended to both families in their hours of sadness.

The following names are those of the boys playing on our bowling team, which is being sponsored by Dr. Friedman of 5036 Broadway: A. Ploch, E. Larson, R. Murray, H. Schmidt and J. Schmoeller. We are wishing them good luck and success during the season.

Henry Spethman

Devon

Congratulations are in order for Bus Operator Walter Steinbeiss who became the proud father of a baby boy, Walter, Jr., born at Grant hospital on September 21. He weighed 8 pounds 14 ounces.

Conductor P. Deasey during a recent sojourn spent at fishing at Little Owl Lake, Wisconsin, was rewarded after hours of struggle with one of the prize catches of the season—a 35 pound muskie.

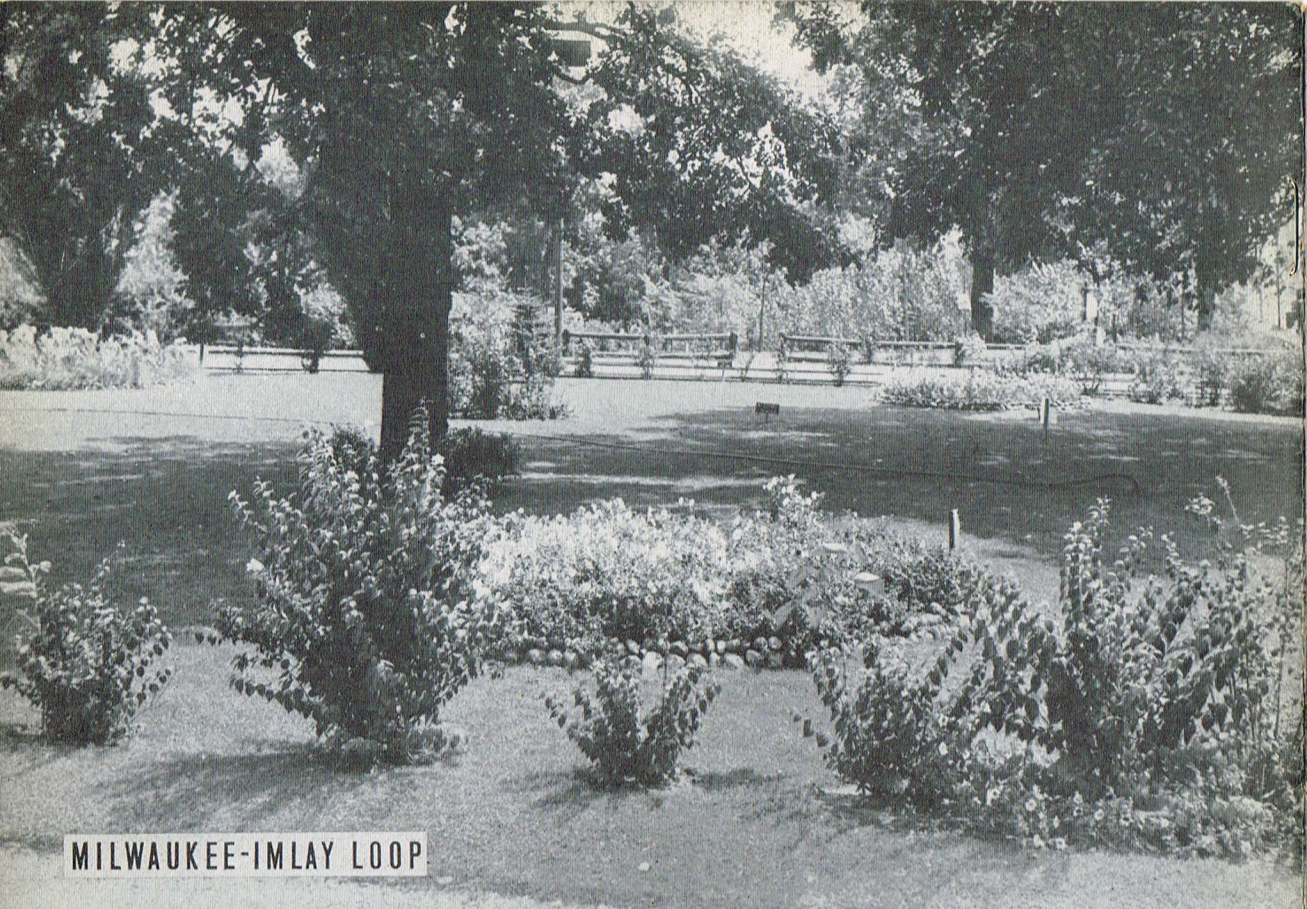
Conductor Herman Pahlkes, who recently visited former Motorman Jim Borgstrom at his 80 acre farm in Clinton, Illinois, describes his trip as being most enjoyable. His host's farm and log cabin home with pine interior is set in a clump of ravines further enhanced with a natural spring water supply and an abundant crop of turkey red winter wheat. It must be a permanent pleasure to Jim Borgstrom who sends his regards to all the boys.

We regretfully announce the death of Fred Nelson, a veteran employe, who passed away September 28. To the members of his family we express our heartfelt condolence.

John W. Binder



Best vacation picture of the year is this shot of Motorman and Mrs. Henry Shoemaker of North Avenue made during a visit to their native Holland.



MILWAUKEE-IMLAY LOOP



NOBLE GARDEN