

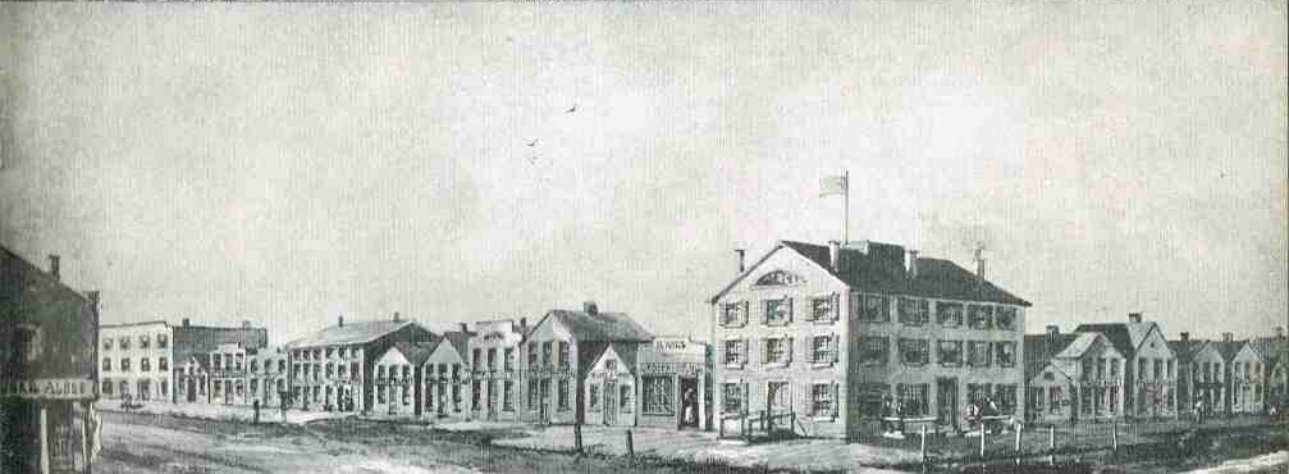
Surface Service

• MAGAZINE •

VOLUME 13

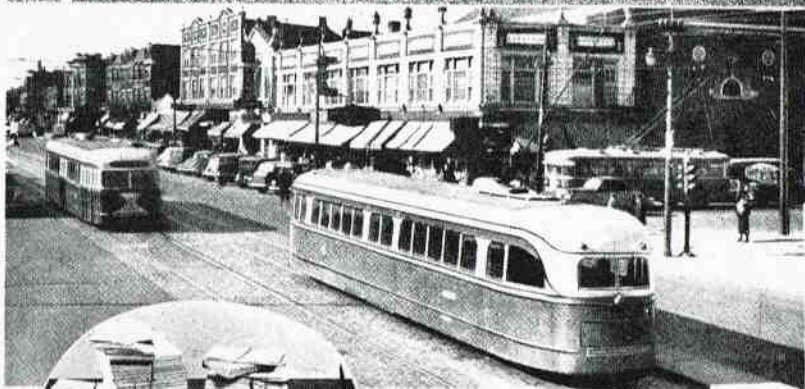
MARCH 1937

NUMBER 12



A HUNDRED YEARS
LAKE AND DEARBORN STREETS WHEN CHICAGO
WAS INCORPORATED ON MARCH 4, 1837
AND THE WAY THIS SECTION OF THE CITY LOOKS TODAY

*"The absence of noise is
Positively Thrilling"*



**WHAT PASSENGERS
THINK OF THE
NEW CARS**

The new car is really the Zephyr of all our city transportation facilities.—Dr. P. A. Wlodkowski.

Much better than buses. Just about tops in any kind of transportation. Congratulations on your step forward with the march of time.—E. W. Friberg.

It is the greatest development in local transportation to date.—D. D. Frankon.

Unsurpassed for comfort.—J. C. Kerr.

You have changed street car travel from an ordeal to a New Deal and transformed an industry into an art.—Benjamin A. Polzin.

The new street cars far surpass other modes of transportation in the city.—M. Crumbaker.

Like riding in a fine automobile.—P. I. Grimes.

The Chicago Surface Lines is to be congratulated on this marvelous contribution to modern transportation.—Edward Andersen.

Far ahead of buses of any kind.—H. J. Wilbur.

It's the latest type of transportation for this modern day and age.—Miss Mae D. Czopek.

It literally floats along the rails.—C. Katz.

They make you feel as though you are riding a train instead of a street car.—Mrs. J. Coburn.

I thoroughly enjoy the swift, smooth, noiseless ride.—Paul Kantrowitz.

A remarkable improvement. Thank you.—Walter Jankus.

The smoothest riding and the slickest piece of moving machinery on wheels.—Chester Hiller.

Madison street transportation is on dress parade.

The last of the 83 new streamlined street cars has arrived. Between the loop and the west city limits there is a constant flow of service provided by these modern rail vehicles.

The enthusiastic reception of the new cars has exceeded all expectations. Several thousand passengers have taken the trouble to write in and say that for comfort, efficiency, and quietness the new streamliners provide better service than any car or bus on which they ever have ridden.

Their quick get-away, the almost total absence of noise, the comfortable seats, modern lighting, heating and ventilation, and their smooth but rapid braking, have proved beyond question the advantages of modern rail operation where large numbers of people must be carried in a short space of time.

Madison street was chosen for a demonstration of the new models because it runs from the city limits to the central business district and is typical from a business and residential standpoint.

The popularity of the 1937 model streamlined cars is already established and it is the hope of the management that conditions will permit the installation of many more of them on other lines in the near future.



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 13

MARCH, 1937

No. 12

A Decade of Progress

Foreword to Annual Report Discusses C. S. L. Over Ten Year Period

In the foreword to his annual report to the Board of Operation for the fiscal year ended January 31, President Richardson tells of the remarkable progress made by the Chicago Surface Lines since the expiration of the ordinance period in 1927 and the beginning of operation under temporary city permits extending the provisions of the ordinances.

The report for the fiscal year shows an increase of 7.16 per cent in riding and of 6.31 per cent in gross earnings. A total of 720,301,899 revenue passengers were carried during the 12 months, an increase of 48,154,848. On Surface Lines buses a total of 59,777,000 riders, including transfers, were carried. This is in excess of the total number of passengers carried by the Chicago Motor Coach system.

There was a decrease of 9.3 per cent in the number of reported accidents during the year.

Millions for Improvements

In the discussion of the decade during which the properties have been operated under temporary extensions of the 1907 ordinances, more than \$114,000,000 has been expended to keep track and equipment in good operating condition and to provide extensions of service, Mr. Richardson explains. A total of 408 miles of track have been reconstructed and renewed, 185 new cars and 197 buses have been purchased, 35 miles of track extension have been built, and 110 miles of bus routes have been installed.

In addition, approximately \$54,000,000 has been paid out in public benefits, including \$8,120,000 paid into the City Traction Fund, \$7,385,000 paid for street cleaning and snow removal, \$9,915,000 for pavement and maintenance of pavement and \$28,157,000 for local and state taxes.

Place in Local Field

"As to the present position of the Chicago Surface Lines," Mr. Richardson says in the foreword, "it is of interest to note that it is carrying more than 78 per cent of the entire number of revenue passengers carried by the three principal local transportation agencies in Chicago and 74 per cent of all of the revenue passengers carried by the eight local transportation lines in the Chicago urban and suburban area. It is also interesting to note that of all these eight local transportation agencies, the Chicago Surface Lines has made the best recovery from the depression, having returned to 80 per cent of the traffic handled in its peak year, while others range from 72 per cent to only 54 per cent of their best years.

"As compared with this Surface Lines recovery to 80 per cent of its peak year (1929), the business of the Chicago Rapid Transit Company now is 66 per cent of its peak year (1926), and that of the Chicago Motor Coach Company is 72 per cent of its peak year (1929). The transit industry of the United States, including street cars and buses, is now carrying 75 per cent of the total business carried in the peak year (1926).

"The steam railroads of the country reached their high mark in passenger traffic in 1920 and continued downward for thirteen consecutive years. They are now carrying only 39 per cent of their highest annual total.

Greater Share of Business

"As to the relative rider appeal of three local transportation systems of Chicago, it is significant that at the beginning of the decade under discussion, the Chicago Surface Lines was carrying 75.55 per cent of the total transportation load, the Rapid Transit Company a little over 19 per cent, and the Chicago Motor Coach Company 5 per cent, whereas today the Surface Lines has increased its share of the total to more than 78 per cent, while the Rapid Transit Company is carrying approximately 16 per cent and the Motor Coach Company is still carrying but about 5 per cent.

"These figures have an added significance in view of the widespread propaganda to the effect that motor buses are supplanting street cars.

"In this connection, it may be well to cite the New York situation, because it is most frequently mentioned as an example of the alleged decadence of street cars and the ascendancy of the bus. It should be stated, however, that there is little similarity between the local transportation problems of Chicago and New York.

"The latest available data show that 64 per cent of the local transportation passengers in Greater New York are carried by rapid transit lines, 21 per cent by street cars, and only 15 per cent by buses.

"In the Borough of Manhattan, which has a density of population of about 85,000 per square mile as compared with 16,000 in Chicago, 70 per cent of the riders use rapid transit. Street cars and buses are used for relatively short distances. The Fifth Avenue Coach Company, the oldest major bus operation in the country, has had an almost continuous decrease in business since 1925 and is now carrying only about 53 per cent of the number of passengers carried in that peak year. The proportionate number of passengers using buses in this borough has

increased, however, due to the substitution of buses for street cars on lines purchased by bus interests. Nevertheless, about 70,000,000 passengers are still being carried by street cars of the Third Avenue system, which built 100 new cars last year.

Brooklyn Favors Street Cars

"In the borough of Brooklyn, which has a population 37 per cent greater than that of Manhattan, 80 per cent of all surface passengers are carried by street cars, and street railway operation is being extended and improved. Last year 100 new streamlined cars were added to the service and it is the intention of the operating management to order several hundred more this year.

"It must be evident, therefore, that sweeping statements that street cars are disappearing from New York have been exaggerated, to say the least.

"In this connection, also, the estimated riding figures for 1936 in cities of over 500,000 population are interesting. Out of an estimated total of 7,899,600,000 local transportation passengers in these cities during the year, 6,714,000,000, or 85 per cent, were carried by rail vehicles and only 1,185,600,000 by buses.

"New streamlined street cars have been purchased by the street railway systems in Chicago, Brooklyn, Pittsburgh, Los Angeles, Baltimore, Washington, San Diego and other large cities, indicating the conviction of the transportation companies in those cities that rail operation still has a definite place in large city service.

Place of Bus Recognized

"There is no intention to disparage the value of the bus in local transportation, or to imply that it will not have a greater use than it has today. The Chicago Surface Lines early recognized its possibilities for use in its proper place and at the beginning of this decade put into service the first of the metropolitan type of gasoline buses which eliminated the long hood in front for the engine. Since that time this type has become standard in city service. In 1930, the Surface Lines began the installation of trolley buses and now has the largest trolley bus system on the continent. More riders, revenue and on transfers, were carried on Surface Lines buses last year than were carried by the entire Chicago Motor Coach system.

"The management is convinced, however, that rail vehicles are essential on lines where large numbers of passengers must be carried in a short space of time. Experience with the new streamlined cars on Madison street has confirmed its belief that modern rail equipment compares favorably with modern automotive equipment in rider appeal, economy of street space, and economy of operation.

Looking to the Future

"In the thirty years of operation under the provisions of the 1907 ordinances, the Surface Lines properties have maintained a high standard of local transportation service. Facilities have been extended to meet the growing needs of the city, which has gained 70 per cent in population in this period, and Surface Lines routes now are available within three blocks of 98 per cent of the people. Notwithstanding uncertainty as to the future, the efficiency of the properties has not been permitted to deteriorate.

"The companies approach reorganization and negotiations for a new ordinance in splendid operating condition, and with ample reserves to meet current obligations and provide for extensive renewals.

"It is the hope of all that out of the pending negotiations will come a speedy settlement which will permit a consolidated and strengthened corporate ownership to carry out a long range program of improvement and modernization of local transportation service in Chicago."

OBITUARY

Deaths on the System From February 1, 1937, to February 28, 1937

Transportation—Division 1, Cottage Grove: Hubert Fiedler, employed March 12, 1909, died February 15, 1937; Patrick J. McKeigue, employed February 20, 1923, died February 2, 1937; John H. Pickin, employed November 4, 1899, died February 2, 1937.

Division 4, Sixty-ninth: Andrew Benson, employed March 16, 1909, died February 8, 1937; John Shortell, employed May 1, 1923, died February 21, 1937.

Division 5, Archer: James J. Hurley, employed November 9, 1936, died February 5, 1937.

Division 8, North Avenue: John Fitzgibbons, employed April 10, 1906, died February 14, 1937.

Division 9, Armitage-Division: Henry Vroman, employed February 25, 1905, died February 7, 1937.

Division 10, Elston-Noble: Philips T. Meske, employed August 23, 1923, died February 24, 1937.

Division 11, Lincoln: William B. Akerberg, employed May 7, 1914, died February 20, 1937; Peter P. Schornack, employed March 12, 1926, died February 24, 1937.

Division 12, Devon-Limits: Harry Kunz, employed June 6, 1922, died February 24, 1937; Powers Marsh, employed January 8, 1912, died February 21, 1937; Robert W. Simpson, employed March 4, 1899, died February 22, 1937.

Building—Thomas Heffernan, employed June 15, 1902, died February 26, 1937.

Shops and Equipment—Division 7, Kedzie: George Kumbler, employed September 1, 1910, died February 24, 1937.

West Shops: Joseph Simko, employed January 3, 1923, died February 28, 1937; Charles Simkus, employed October 4, 1928, died February 6, 1937.

Track—Peter Wukovitch, employed May 12, 1907, died February 3, 1937.

NEW BUSES ORDERED

Orders have recently been placed with the American Car and Foundry company and the Twin Coach company for 22 new buses to augment Chicago Surface Lines service.

Seventeen trolley buses costing approximately \$12,500 each have been ordered from the American Car and Foundry company. They will seat 40 passengers and will be powered by one motor.

Five gasoline buses of the Twin Coach type, seating 32 passengers and costing approximately \$9,500 each are ordered. The latter will be the first engine-in-rear type to be used by the Chicago Surface Lines. Delivery will probably not be made before 90 days have elapsed.

Lake Front Tracks Go

Service Discontinued on Part of Line from Chicago Avenue to Pier

The long controversy over the removal of the lake front tracks from Chicago avenue to Navy Pier is ended.

Service over this part of the Chicago avenue line was discontinued today (March 15), and the tracks will be removed as rapidly as possible. Chicago avenue cars now turn back at Chicago avenue and Lake Shore Drive. The abandonment of the tracks destroyed the loop terminal at Navy Pier and necessitated the switching back of cars in the street.

"It is our opinion," President Richardson said in announcing that the tracks would be removed, "that the switching back of cars at this point will create serious interference with traffic and will be dangerous for street car riders. As Chicago avenue affords one of the few opportunities for automobiles to enter or leave the proposed outer drive, there will be a constant flow of automotive traffic at this point. During the summer months, when thousands will go to the lake front by street car, the situation is likely to become very serious.

New Loop Needed

"This could be obviated by the construction of a new loop, but so far no location for such a loop has been suggested where frontage easements can be secured.

"In view of the Chicago Park board's contention, however, that unless the lake front tracks are removed immediately the work of completing the outer drive will be delayed, we decided not to appeal from the ruling of the Illinois Commerce Commission and to comply with the order at once."

The extension of the Chicago avenue line along the lake front to Navy Pier was built in 1921 at the request of the city in order to provide adequate service to the pier.

First Petition Filed

In 1924 the commissioners of Lincoln park filed a petition with the Illinois Commerce Commission demanding the removal of the tracks on the ground that they were on park property and did not serve a useful purpose. The Commission went into the matter thoroughly and heard testimony from scores of street car riders who insisted that the tracks were necessary for the accommodation of the riding public. In 1926, at the conclusion of the hearings, the Commission held that the tracks served a purpose of convenience and necessity and dismissed the park board's petition.

The park commissioners asked for a rehearing, but did not press the matter until 1930, when new hearings were begun. These hearings lasted for two years and in 1932 the Commission again held that the tracks were necessary for public convenience and again denied the petition, ruling that the tracks should be relocated so as not to interfere with the construction of the outer drive.

In February, 1936, a new petition for the removal of the tracks was filed by the Chicago Park District and it was on this petition that the Commission finally issued the order under which the tracks are now being removed.

SIMPSON MOURNED

Death Takes Popular Assistant Division Superintendent

Robert W. Simpson, 57, assistant superintendent of the Devon and Limits car stations for a number of years, died at St. Joseph's hospital of pneumonia, February 22.



R. W. Simpson

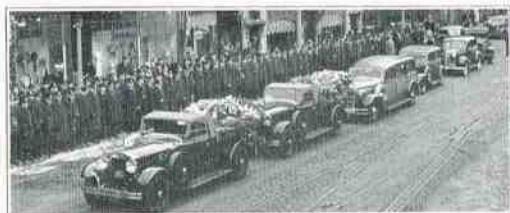
Mr. Simpson, Bob to innumerable friends and employees, had been connected with the street car system since March 4, 1899, when he began working as a conductor on the cable car lines out of the Limits station. When the horse car lines north of Diversey avenue were electrified, he transferred to Devon depot and operated a trolley car. On March 10, 1913, he became a traveling supervisor, his principal duty being to instruct new men.

He was appointed assistant division superintendent in 1925.

Bob Simpson was widely and favorably known throughout the Chicago Surface Lines and the north side on which he made his home. He was active in civic and improvement associations and a most popular member of the Speaker's Bureau, to which he gave yeoman service.

Numerous friends thronged Bentley's chapel, 2701 North Clark street, on February 25, when funeral services were held. Supervisors Joseph Mathley, Frank Tutlewski, Joseph Hubberts, Richard Waldron, Leonard Penny and William Calderwood acted as pall bearers. Interment was at Rosehill cemetery.

Mr. Simpson is survived by his widow and three children, Flora, Robert, Jr., and Jane.



Hundreds of friends and co-workers pause to pay silent tribute to the remains of R. W. Simpson

ROOM FOR IMPROVEMENT

Complaints Analyzed for Trainmen's Information

Having read and answered about 20,000 letters of criticism, suggestion or commendation addressed to the Chicago Surface Lines in the past few years, Joseph V. Sullivan, executive assistant, is in a position to comment on the outstanding faults of train service employees. Mr. Sullivan assumes that when some 7,000 persons each year take the trouble to write or telephone of grievances there must be many more offenses of similar nature which are not brought to the attention of the management.

Taking a total of 5,100 reports of a more serious nature, this would mean, Mr. Sullivan believes, that one out of every 247,000 riders makes known his complaint.

"Of course these letters and telephone reports give only one side of the story," he says. "The management does not take it for granted that each complaint is true, but each one is followed up by the department heads who can usually determine if the employe was at fault. The complaint is answered at once and assurance given that any necessary corrective measures will be taken.

"The great proportion of reports are for discourtesy, and while this sometimes is provoked by the passenger, it does seem that many of our employes should mend their ways. A successful storekeeper would not answer back as some of our employes are reported as doing. Almost as large a number of complaints are based on transfer troubles, due often to a misunderstanding on the part of the passenger, but quite frequently caused by the mispunching of transfers. Still another group of patrons complain that when requesting a blue transfer and offering to pay the extra three cents they are told to wait until all others are served. This should not be.

"Nearly 1,300 complaints are made in a year about failure to stop for intending passengers. The management knows that there are occasions following a delay in service when the first car should not stop. However, some of the reports indicate that there have been no delays and that the offending motormen do not have a loaded car. 'Quick starting' is the basis for other complaints and the motormen who are careless in this regard must know that they may cause accidents as well as discomfort to passengers.

"This is the time of year when train service employes should be more than usually careful. People are naturally more irritable in inclement weather, and a special effort should be made to serve them.

"We are not unmindful that nearly 600 letters of commendation are mixed in with a year's correspondence. Conductors and motormen whose behavior inspires letters of praise are a credit to our organization.

"We are always hopeful," Mr. Sullivan concluded, "that the day will come when such commendatory reports will outnumber those which criticize our employes."

RED CROSS SAYS "THANKS"

The voluntary contribution of Chicago Surface Lines employes recently turned over to the American Red Cross to aid flood sufferers throughout the Ohio-Mississippi river territory resulted in a grateful letter of appreciation addressed to President Richardson by James T. Nicholson, manager of the Chicago chapter.

The letter, self-explanatory, follows:

"We are pleased to enclose our official receipt for the contributions amounting to \$15,376.00 of the employes of the Chicago Surface Lines for the Red Cross Flood Relief Fund.

"Will you be so kind as to extend our very real gratitude to all who participated in the magnificent response to the appeal of the Red Cross. It is most encouraging to have the employes of the Chicago Surface Lines standing shoulder to shoulder with us meeting the needs created by the most serious disaster in the Nation's history."

KEEPING 'EM ROLLING

Division Spurts to First Place for February Honors

Spurting from fifth place in the keep 'em rolling figures last month, Division took first honors in the compilation of the February figures. In their upward dash they displaced such top notchers as Archer and Armitage by averaging 7,250 miles per pull-in, an increase of 11.1 per cent over January records.

Sixty-ninth took second place honors by climbing two notches. The station's average was 7,090 miles per pull-in, up 6.7 per cent over the previous month.

Lawndale managed to retain third place although their record slumped 9.7 per cent.

The greatest drop on the system was that recorded by Armitage which lost 47.9 per cent from their second place ranking in last month's figures. Kedzie slumped from ninth to eleventh place with a percentage decrease of 28.4.

Detailed standings follow:

Rank	Carhouse	Zero Days	Mileage per Pull-in	Pct. Inc. or Dec.
1	Division	5	7,250	11.1
2	69th	..	7,090	6.7
3	Lawndale	1	6,152	9.7*
4	Archer	..	6,095	29.4*
5	Devon	1	5,602	13.2*
6	Limits	2	5,304	13.2
7	Cottage Grove	..	5,043	16.8*
8	77th	..	4,800	15.5*
9	Burnside	..	4,718	.04*
10	Elston	2	4,265	3.1*
11	Kedzie	..	3,981	28.4*
12	North	..	3,980	9.5*
13	Armitage	2	3,748	47.9*
14	Lincoln	1	3,672	8.5
15	Noble	3	5,538	29.9*
16	Blue Island	..	2,423	6.6*

*Indicates decrease.

Carhouse records for the past six months:

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

Half Century of Service

Joshua Burgee Looks Back Over Long Career—Has Wide Acquaintance

Among the 16,500 employes of the Chicago Surface Lines there are many interesting personalities, but Joshua Burgee is unique. No one has a more intimate knowledge of the Surface Lines properties, from first hand information gleaned during more than 51 years of service, and few men in the city have such a wide acquaintance among public officials and political organizations.

Josh—everybody calls him that—worked his way up from the ranks because he had a flair for politics and a knack of making and keeping friends. He doesn't like publicity and so you will not find his name in big print in the pages of Surface Lines history, but he has helped to make a lot of that history.

Out on the south side you will find, if you care to look it up, that many of the lines are where they are because Josh got the frontage consents for them and many a hard fought battle for the extension of service was won because of his genius for making friends in high places.

Came in 1885

Mr. Burgee's first connection with street car operation in Chicago was in 1885, as a conductor on a horse car on Wentworth avenue, running between 39th street and Jackson boulevard. He came here from Baltimore, where his father was engaged in the mercantile business. Changing industrial conditions had made

the business unprofitable, and Josh decided to move to Chicago and get a fresh start. The conductor job appealed to him because it offered a steady income. After a short time he transferred to the State street line, serving as conductor on a cable car operating between 39th and Madison streets. Later the cable line was extended farther south and Mr. Burgee was made assistant division superintendent.

Handled World's Fair Crowds

He was serving in that capacity when the World's Fair opened in 1893 and he tells some startling stories about the handling of Fair crowds.

"On Chicago day it was impossible to provide enough service to carry all who wanted to ride," he said. "I worked as a conductor myself that day because we needed every available man. The people piled all over

the cars—on top, on the sides and everywhere. On one trip I collected 96 fares from people riding on the roofs of the grip car and trailer.

"I worked that day until 11 o'clock at night trying to get the people home."

Recalls Robbery

Another of Mr. Burgee's vivid memories is the car barn robbery at the old car house at 61st and State streets, where he was serving as assistant division superintendent, on the night of August 30, 1903.

"I went home about 11 o'clock," he explained. "As I went out of the car house I told Francis Stewart, son of the division superintendent, that he had better go home. He was working nights as clerk and going to school in the day time.

"Just after I got home, the telephone rang and I was told that robbers had held the place up, had killed young Stewart and Motorman J. B. Johnson and wounded W. B. Edman, paymaster. I hurried back to the depot and found that the robbers had escaped with the night's receipts. The three bandits, Harvey Van Dine, Peter Neidermeyer and Gustav Marx, were afterwards caught and hanged."

Held Many Positions

In his long career, Mr. Burgee, in addition to his service on the cars, has worked

as time inspector, similar to the present position of supervisor; as assistant division superintendent, head of the school of instruction, division superintendent, and assistant superintendent of transportation, the position he now holds. For a short time he was general manager of the Calumet and South Chicago properties after they were taken over by the Chicago City Railway company.

He has represented the Surface Lines for many years before the city council and previously spent some time in Springfield, representing Surface Lines interests before the legislature.

A year after Mr. Burgee came to Chicago he returned to Baltimore and married his boyhood sweetheart.

"I owe everything to my wife," he says. "During all these fifty years she has been a true partner in everything I have done."



Joshua Burgee

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H. O. Crews - - - - - Editor

H. F. Peck - - - Assistant Editor

TEAMWORK

In the concluding paragraph of the annual report of the Chicago Surface Lines, just released, President Richardson says:

In concluding this report, I want to pay tribute to my associates in the management and to the entire personnel for their unflinching loyalty and whole-hearted support in meeting the problems encountered in the operation of these properties. To provide transportation for two million passengers daily and to maintain the operating efficiency of this large system requires not only a high degree of technical skill, but an unflinching esprit de corps as well. In both of these respects the organization of the Chicago Surface Lines is unexcelled.

The essentiality of teamwork is fully recognized by President Richardson. No matter how good the equipment used in local transportation may be, the service is only as good as the men who operate it make it.

Like a large machine in which every cog must perform its special function in relation to every other part of the machine, each man must do his part efficiently in co-operation with all others in the organization.

NO SMALL CHALLENGE

The old laws of supply and demand do not always hold true.

The supply of service can never equal the overwhelming demand for it.

Human nature, being what it is, invariably upsets most preconceived no-

tions. So human nature, particularly in this country, will always demand more service than can be supplied. That is as it should be. It is an incalculable force in what is known as "progress."

The very demand for service brings out the best in some men. They know that little things loom large in the public eye and they constantly strive harder to please by little services. Others, overwhelmed by a constantly increasing demand for service, break under the strain and can only vent their futility by numerous discourtesies to patrons who have come to accept good service as their just due.

The constantly increasing demand for service may be discouraging to some, but if a man has mettle the challenge will bring it out.

GRIN AND BEAR IT

A certain day will come along,
When everything you do is wrong,
The traffic lights will all turn red,
Some passenger might bump his head,
So just be careful on that day,
Because your jinx is out to play.

When the people all seem slow,
And you're tempted to "let go",
It seems the car is standing still,
Each lady has a dollar bill,
There's one thing sure you know is true,
It's not the customer, but you.

Autos block you every turn,
They think that you've got time to burn.
Everyone you see looks mad,
The car runs slow; the rail is bad.
The time's too short; the trip's too long,
What was that you said was wrong?

You'll find your chin is on the ground,
When that old jinx day comes around.
If things look dark from way down there,
Just get your chin up in the air,
And see how much a grin will do,
To help you chase that old hoodoo.

If things are easy every day,
You get to think they'll stay that way,
And when the jinx disturbs your peace,
You're unprepared to meet the beast.
Have handy, then, a healthy grin,
'Twill help you bear your sufferin'.

—Motorman W. F. Story, 77th.

"My friend," said the physician, "you are suffering from a chronic complaint."
"Sh-h-h, Doc, she's in the next room."

Complaints Hit Downgrade

February Figures Show Notable Decrease—Commendations Slightly Up

The comparatively mild weather of February, 1937, resulted in almost 300 fewer complaints than those recorded for the same month of 1936 which was featured by extreme temperatures. A total of 649 complaints were received during February, 1937, as against 925 for February, 1936.

The monthly figures, however, do not coincide well with the figures on complaints listed for the fiscal year which ended January 31. During the fiscal year just ended a total of 6,844 complaints were received as against only 6,163 during the previous fiscal period.

Discourtesy, as evidenced by the February figures, continued to be a major cause for complaint as 124 protests were received. Commendations dropped slightly, only 54 being recorded as against 59 a year ago.

In the commendatory letters received, however, there were many who praised trainmen for unusual courtesies, smooth operation and the other essentials of good service.

Conductor Michael Hart, badge No. 1388 of Kedzie, was praised and rewarded for returning the purse of Harriet A. Bielawski, 3917 West 14th street.

Courtesy Draws Praise

Courteously directing an out of town patron to her destination, Motorman Melvin A. Galloway, badge No. 2461 of Division, earned the praise of Mrs. W. Adams of Milwaukee, Wisconsin. Mrs. Adams also complimented Motorman Galloway for smooth operation.

Burnside employees in general and Conductor William H. Jackson, badge No. 1032, in particular, won the approval of Blair L. Gilbert, 11135 South Irving avenue. He commented upon the many courtesies extended him when he recovered his wife's purse

which Conductor Jackson had turned in.

No Thanks Necessary

"That's part of my job," said Conductor John E. Hammerton, badge No. 1642 of Kedzie, when praised for his work. And, said Mrs. L. Bregman, 1923 South Kedzie avenue, in complimenting him, "He worked as though he was the owner of the Chicago Surface Lines and was rendering each and every passenger his very best personal service."

George B. Flint, 704 Woods Building, rode with Motorman William E. Moody, badge No. 2439 of Cottage Grove, and commented on the smooth ride and Motorman Moody's skilled manipulation of the controls. "He evidently takes pride in his work," said Mr. Flint, "for he certainly does a good job."

A long letter from E. D. Borg, 2147 Cullom avenue, praised Conductor Peter S. Josephitis, Jr., badge No. 3660 of Cottage Grove, for numerous courtesies. Mr. Borg was insistent that his letter be brought to the attention of Conductor Josephitis.

Passengers rarely fail to approve of trainmen who help them with bundles and extend courtesies to aged patrons. The assisting hand of Conductor John J. Janisch, badge No. 3964 of Noble, was noticed and praised by Mrs. R. F. Schneider of 5839 North Markham avenue.

Presence of mind and coolness in an emergency as shown by Motorman Gilbert D. Raymond, badge No. 2809 of 77th, drew praise from John J. Deneen, 6312 North Paulina street. Mr. Deneen credits Motorman Raymond with averting what might have proved to be a serious accident.

Mrs. John Cane, 1113 South Mozart street, credits Conductor Roy A. Mendleman, badge No. 4228 of Division, with saving the life of her husband after a heart attack felled him. Mrs. Cane relates that she formerly had little or nothing to do with the Surface Lines but is so thankful for the kindness of Conductor Mendleman that she will "endeavor to be of service to your company at any time you may find yourself in need of public help."

Kindness Welcomed

"His kindness was a welcome relief after the usual bell clanging, 'all aboard,' 'watch your step,' variety one usually gets," said Margaret E. Ryan, 7903 Kingston avenue, in praising Conductor Harry C. Cross, badge No. 10056. Her letter also complimented Motorman Frank McKeon, badge No. 4139, for courtesy and smooth operation. Both men are from the Cottage Grove station.

Calling streets properly is a practice too often neglected. Evidence that it is thoroughly appreciated is contained in a letter from Mrs. M. J. Welling, 2257 Fullerton avenue. Her praise was for Conductor Keefer McIntyre, badge No. 8472 of Cottage Grove.

C. L. Houlihan, 139 West Harrison street, Oak Park, was a passenger on one of the new Madison street cars. He noticed how capably Conductor Thomas O'Mahoney, badge No. 4596 of Kedzie, handled the surging crowd and still was able to give courteous and polite answers to all who requested details about the new cars and also called streets and gave directions.



Wait Appreciated

Evidence that a momentary wait for passengers is always appreciated was contained in the letter of Mrs. W. A. Sheffert, 9842 Drexel avenue. She wrote to commend Motorman Jonathan Todd, badge No. 10657 of Cottage Grove, for halting his car for a lady and a small boy who were running to board.

"The day was saved," for Mrs. Patrick Kisanec, 620 South Washtenaw street, when Conductor William J. Morris, badge No. 8552 of Kedzie, cheerfully told her, "Now don't you worry, I'll pay your fare and the next time you ride my car you can pay me back." Mrs. Kisanec was most appreciative of Morris' courtesy and repaid him.

The graciousness of Conductor William Quigg, badge No. 3622 of 77th, made a deep impression on Mrs. N. Bogan, 7958 South Wabash avenue, and she praised him highly for his efficiency and politeness.

Operator Arthur E. Crawford, badge No. 4754 of Burnside, drew a word of praise for his activities in switching cars to avert a serious tie-up. His superior, Acting Superintendent R. T. Duffy, delivered the commendation.

Politeness Wins Patron

A constant rider, Mrs. J. J. Huston, 4427 Greenview avenue, was greatly impressed with Conductor Jerry P. Gleason, badge No. 13622 of 77th, for the fine way in which he called all the streets and gave directions.

Courtesy and politeness bring in many commendations from grateful passengers. It was those traits as shown by Conductor Raymond C. Jankowski, badge No. 1760 of Archer, which prompted E. Butler, 220 West 61st Place, to write of Jankowski's qualifications.

ROUNDING UP WITNESSES

Burnside Retains Lead as System Averages Continue Decrease

System averages for rounding up witnesses continued their downward trend during January. The top ranking Burnside crew maintained its fine record by heading the list for the fourth successive month.

Cottage Grove made a big play for honors and rose from a ninth place rating into the runner-up's position with an average of 3.69. Last month's second placers, 77th, tumbled to sixth.

Lawndale-Blue Island which ranked third in the previous reports with 3.64, wound up in eighth place with a 3.38 average.

The system average of 3.37 was slightly off from the 3.40 of December and even further from the 3.46 average of November.

Detailed standings follow:

	Jan.	Dec.	Nov.	Oct.
1. Burnside	4.11	4.56(1)	4.54(1)	4.61(1)
2. Cottage Grove	3.69	3.15(9)	3.35(8)	3.35(7)
3. Kedzie	3.62	3.62(4)	3.14(10)	3.31(8)
4. Archer	3.61	3.60(5)	3.84(3)	3.46(5)
5. 69th Street	3.60	3.52(6)	3.42(7)	3.74(3)
6. 77th Street	3.57	3.78(2)	3.57(5)	3.36(6)
7. Elston-Noble	3.40	3.40(7)	3.93(2)	3.75(2)
8. Lawndale-Blue Isl.	3.38	3.64(3)	3.82(4)	3.53(4)
9. Limits-Devon	3.17	3.00(11)	3.01(11)	3.00(10)
10. North Avenue	3.09	3.24(8)	3.29(9)	3.28(9)
11. Lincoln	2.65	2.79(12)	3.49(6)	2.95(11)
12. Armitage-Div.	2.62	3.03(10)	2.87(12)	2.11(12)
Aver. for System	3.37	3.40	3.46	3.30

SUCCEEDS R. W. SIMPSON

Joseph C. Mathley Becomes Assistant Division Superintendent



Joseph Mathley

To fill the vacancy caused by the death of Robert W. Simpson, Joseph C. Mathley has been appointed assistant division superintendent of the Limits and Devon division.

Mr. Mathley began his service with the Surface Lines as conductor at Blue Island in 1912. He transferred to Limits in 1914 and was appointed supervisor in 1924.

EMPLOYEES RELIEF FUND

February, 1937

The Surface Lines Employees Relief Committee held four sessions during the month, at which 16 applications were considered. Of this number there were 12 approved for weekly relief.

Checks totalling \$15,168 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$900,618.58 paid to Chicago Surface Lines employees to date.

The Surface Lines Employees Relief Committee, in addition to the above disbursements to employes, paid a total of \$120,000 to the Joint Emergency Relief Association during the period from November, 1931, up to and including October, 1932, making the total expenditures by the Committee to date \$1,020,618.58.

Surface Lines employes have also contributed to the Emergency Welfare and Community Funds, over and above the disbursements handled by the Surface Lines Employees Relief Committee, a total of \$182,553.75, which brings the grand total relief expended to date to \$1,203,172.33.

WEDDING BELLS RING

Popular Surface Lines Couple Choose Married Life

Two popular Surface Lines personalities were united at the marriage of Miss Emma Stuart Miller, accounting department, and Merville V. Morton, treasury department, which took place at 4:30 P. M., Saturday, February 20.

The ceremony was held at the parsonage at 334 South Grove avenue, Oak Park, with the Rev. William McCarrell officiating. Miss Miller was attended by Miss Mabel Olson and Mr. Morton by George Maercker. A wedding dinner was served at the Maercker farm in Du Page county and the bridal couple spent the week-end at the Hotel Baker in St. Charles.

Miss Miller was given a beautiful chest of silver by her friends in the accounting department. Mr. Morton was given a mix-master and a toast-master and hospitality set by his associates.

The Morton's are now at home at 3416 Wenhonah avenue, Berwyn.

New Names on Veterans' List

Honor Roll Grows as More Men Attain Service Records of 40 Years or More

Twenty-two new names have been added to the Veterans' Honor Roll comprised of Chicago Surface Lines employees who have been in service 40 years or more. The total is now 487 as compared with 465 on January 31, 1936.

Daniel F. Mackey of the financial department continues to head the list as the oldest employe in point of service. He began his street car career in 1872 and has thus been in service for 64 years. L. G. Van Horn of the same department started his work in 1874 and is the second oldest employe in point of service.

Third place on the Honor Roll goes to Frank Bouland of the engineering department.

Division Superintendent Edward L. Maguire heads the huge transportation department as the oldest active employe in service. From a seniority standpoint O. A. Ohlson leads the list but he has been incapacitated for several years.

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

FINANCIAL DEPARTMENT

Mackey, D. F.1872	Plowright, E. G.1889
Van Horn, L. G.1874	Ball, E. W.1891
Lundblad, Albert1881	Bergholtz, Fred1891
Cook, C. E.1887	Morton, M. V.1891
Beatty, J. J.1889	Jacobson, August1895

ELECTRICAL DEPARTMENT

Donegan, Michael ...1879	Griffin, P. J.1893
Nelson, P. A.1887	Van Norden, A.1894
Jones, J. W.1892	Schwertfeger, C. L.1895
Rowe, Frank1892	Sebraska, William ...1895
Stiglich, John1892	Sheridan, Edward ...1895

ENGINEERING DEPARTMENT

Bouland, Frank1879	Harrington, William 1890
Mercier, George1881	Polich, John1890
Urry, William H.1881	Smith, Edward1890
Brinker, Fred1883	Mitchell, Andrew1891
Stiglich, Frank1884	Nelson, Matt1891
O'Connell, Michael ...1885	Sepich, J. L.1891
O'Donnell, William ...1885	Dillon, Dennis1892
Cox, Matthew1886	Chambers, C. C.1893
Doyle, Patrick1886	Milos, Jacob1893
Gibson, Charles1886	Nelson, T. A.1893
McQuinn, Michael ...1887	Bostrom, J. F.1894
Milos, John1887	Grassick, J. D.1894
Osmundson, John ...1888	Casey, John1895
Dunn, James1889	Peterson, Ole1895
Long, James P.1889	Birney, Joseph1896
Blakely, T. J.1890	Dorich, Lawrence ...1896
	Peterson, F. F.1896

EXECUTIVE DEPARTMENT

Triplitt, C. J.1893	Vaughan, Mary1895
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LEGAL AND ACCIDENT INVESTIGATION

Rood, Charles1881	Schaf, F. J.1892
Wilson, Andrew J. ...1890	Henderson, W. J.1893
Guilliams, C. W.1892	Vong, Gust1893

SCHEDULES AND TRAFFIC DEPARTMENT

Lohse, G. F.1893	
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SHOPS AND EQUIPMENT

Anderson, John1882	Flynn, Bernard1892
Carlson, Frank1882	O'Shea, William1892
Hansen, Hakon1882	Peterson, A. A.1892
Quinn, Thomas1882	Chamberlin, George ...1893
Martin, Fred1884	Colson, E. A.1893
Polkoske, Matt1885	Conrad, Louis1893
Guy, James1886	Meyer, S. C.1893
Kaufmann, Jacob1886	Oschartz, Bernard ...1893
Lund, August1886	Goering, W. A.1894
LaPierre, Elmer1887	Grassick, J. D.1894
Regan, Martin1888	Hahn, Christ1894
Felske, Edward1889	Bolton, J. L.1895
Olson, Charles1889	Boshold, A. J.1895
Rowley, John1889	Gaida, Herman1895
Anderson, Edwin1890	Nelson, Fred1895
Danielson, Albert ...1890	Abel, F. W.1896
Jespersen, Hans1890	Forty, Joseph1896
Minter, Fred1891	Milewski, Adam1896
Meyers, F. W.1891	McMahon, John1896

TRANSPORTATION DEPARTMENT

Ohlson, O. A.1879	Linden, Joseph1888
Maguire, Edward L. 1880	Nelson, Nels1888
King, Thomas1881	Pohlman, W. M.1888
Keller, William1881	Powell, Walter1888
McLaughlin, Michael 1881	Rotchford, J. S.1888
Moriarty, John1881	Shaw, John1888
Curtis, Caleb1882	Smith, John H.1888
Foley, Patrick H.1882	Bosnak, Sam1889
McCann, Patrick1882	Brennan, John1889
Brown, Arthur E.1883	Broderick, Patrick ...1889
Johnson, John1883	Covert, R. A.1889
Kennedy, Terrence ...1883	Crowley, Dennis1889
Zimmerman, George ...1883	Dougherty, J.1889
Hennessy, Michael ...1884	Durkin, Thomas1889
Horrigan, James J. ...1884	Enright, Dennis1889
McCarthy, James T. ...1884	Fleming, Jeffery1889
Barthold, Otto1885	Grady, John1889
Burgee, Joshua1885	Hutchings, Richard ...1889
Cronin, Benjamin1885	Krygsman, Harry1889
Enerson, John B.1885	Longtin, Samuel1889
Fuller, Varion J.1885	Luehr, Fred1889
Kerigan, Mathew J. ...1885	Noble, Walter1889
Kriete, Joseph1885	Olson, August1889
McGinty, Peter1885	Ray, Michael1889
Murphy, Patrick1885	Roville, Fred1889
Rogers, George L.1885	Rump, William1889
Smith, Thomas1885	Scanlon, Garrett J. ...1889
Sorenson, Sam1885	Sheridan, James1889
Storey, W. J.1885	Walsh, Patrick1889
Watson, William1885	Andraesen, Fred1890
Watson, William1885	Benson, August1890
Zeches, Peter1885	Briese, Gustav1890
Baumhardt, H.1886	Carney, John1890
Boos, C.1886	Collins, William1890
Eichhorn, H.1886	Craig, James1890
Hansen, Max1886	Dahlen, Gustaf W. ...1890
Hennessy, David1886	Delea, John1890
McComb, James1886	Downey, Martin1890
O'Brien, Michael ...1886	Doyle, John J.1890
Roy, Augustine1886	Hellmers, W. J.1890
Smith, Nigh L.1886	Johnson, Olaf1890
Coleman, Patrick1887	Lane, James1890
Croat, Michael M.1887	Lantz, Edward M. ...1890
Eilert, H.1887	Lawrence, Martin ...1890
Jenkins, R. M.1887	Lynk, Edwin J.1890
Lake, William1887	Lysaght, Patrick1890
Lyster, George1887	Mackian, Frank1890
Matthews, Lee M.1887	McDowell, C. N.1890
Milos, Michael1887	McGuinness, Peter ...1890
Nelson, Peter1887	McKiel, C. H.1890
Quinn, M. B.1887	Moloney, William J. ...1890
Reynolds, Patrick ...1887	Roder, John1890
Tabor, W. L.1887	Schreiber, Fred1890
Abern, E. W.1888	Shultz, Henry C.1890
Berg, William1888	Sebastian, Nicholas ...1890
Bradley, Patrick1888	Snyder, W. H.1890
Cadogan, A. R.1888	Storm, Fred1890
Fossum, Henry1888	Strobeck, C. A.1890
Freid, A.1888	Suhr, Herman1890
Goodinson, W. H. ...1888	Sutherland, James N. 1890
Griffin, James1888	Walsh, Maurice1890
Handley, John P.1888	Allen, Edward1891
Keester, J. H.1888	Burchill, John1891

1891

Calder, James	1891
Christensen, K. E.	1891
Gerard, Eli S.	1891
Gloede, Albert H.	1891
Hankins, Edward H.	1891
Hinkle, Fred	1891
Hunt, Timothy	1891
Jones, Wilber S.	1891
Kavanaugh, Thomas	1891
Kehoe, James	1891
Kinney, Edwin L.	1891
Kleppin, John F.	1891
Knospe, W. H.	1891
Larson, Gustav	1891
Locke, Louis	1891
Madsen, A.	1891
McCurdy, James	1891
McMahon, John M.	1891
Montgomery, James	1891
Moore, Myron F.	1891
O'Connell, James	1891
Ohlsen, Peter	1891
Pearson, Charles	1891
Quinlan, William	1891
Remers, C. O.	1891
Waters, Patrick F.	1891
Williamson, August	1891

1892

Armstrong, George	1892
Bartholomey, Harry	1892
Bowles, D. F.	1892
Brittain, Harry S.	1892
Callaghan, John	1892
Campbell, T.	1892
Cassidy, Thomas	1892
Channon, Bernard	1892
Chutts, John W.	1892
Cody, William M.	1892
Durain, Sylvester	1892
Flanders, Frederick	1892
Henderson, Charles	1892
Johnson, Gust	1892
Kirkwood, E. R.	1892
Koth, Godfrey	1892
Krygsman, John	1892
Kuntz, Fred E.	1892
LaSalle, Leon I.	1892
Lavelle, Patrick	1892
Longquist, Carl O.	1892
McCutcheon, James	1892
Meany, Patrick	1892
Moppett, T. H. W.	1892
Mulcahy, Eugene	1892
Neitzel, Herman	1892
Olson, John	1892
Pauley, Henry	1892
Purdon, Henry	1892
Reid, David J.	1892
Reed, James W.	1892
Reimers, Louis	1892
Roll, Bernard O.	1892
Ross, Andrew	1892
Ryder, Edward	1892
Schmidt, Henry	1892
Sherman, James	1892
Simon, John	1892
Sims, George	1892
Snider, John	1892
Sorenson, Soren	1892
Vincent, W. G.	1892
Vornkahl, H. C.	1892
Whitney, William	1892

1893

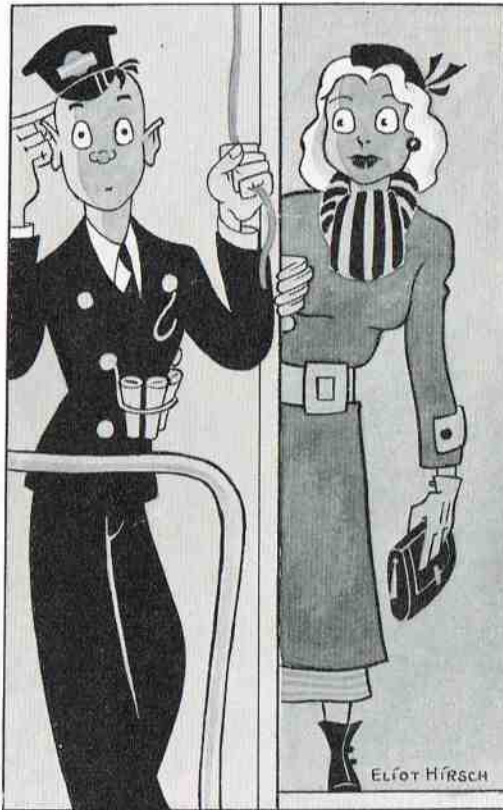
Aye, Alexander	1893
Besette, W. A.	1893
Boyer, C. M.	1893
Broderon, Fred	1893
Callard, C. H.	1893
Carroll, John C.	1893
Copithorn, John D.	1893
Corrigan, Thomas	1893
Cotton, Leslie E.	1893
Cronin, John A.	1893
Cunningham, Hugh	1893
Curran, Patrick	1893
Davis, Thomas J.	1893
Dewick, Charles B.	1893
Dole, Henry D.	1893
Doolan, John	1893
Duggan, Martin	1893
Dunkle, John	1893
Erickson, Fred	1893
Fuchs, James	1893
Geller, Martin	1893
Gildea, Daniel	1893
Gleason, William	1893
Gorskys, John	1893
Graham, Alexander R.	1893
Grant, Charles R.	1893
Grice, Isaac	1893

Haggerty, Patrick	1893
Halvorsen, Andrew	1893
Hanson, Adolph	1893
Hartman, Gus A.	1893
Hays, R. L.	1893
Hempey, Elmer E.	1893
Heron, John	1893
Jones, W. T.	1893
Kemp, Harry M.	1893
Kleidon, John	1893
Knecker, W. H.	1893
Larson, Ben	1893
Larson, Swan	1893
Lester, William	1893
Levighn, Charles	1893

Edman, J. L.	1894
Gilligan, Michael	1894
Greene, P. A.	1894
Kennedy, James	1894
Martin, Gerald	1894
McCaulley, J. P.	1894
McCormick, M. F.	1894
Michaels, William	1894
Mix, Gus	1894
Noonan, John	1894
O'Connor, Jeremiah	1894
Rasmussen, J. S.	1894
Reichel, G. J.	1894
Shank, L. R.	1894
Strauss, J. P.	1894

Davis, H. E.	1895
Durr, Patrick	1895
Durst, Fred	1895
Ewers, W. T.	1895
Fanning, John	1895
Fichtler, Joseph	1895
Fitzel, P. W.	1895
Ford, John J.	1895
fahn, Paul R.	1895
Hartel, G. R.	1895
Hayes, F. W.	1895
Hoelken, G. N.	1895
Johnson, J. M.	1895
Kane, Patrick	1895
Kastner, C. H.	1895
Kehoe, James	1895
Klemz, Charles	1895
Krueger, Fred	1895
Lavinsky, Alexander	1895
Lemker, Charles	1895
Little, Oscar L.	1895
Lockwood, R. E.	1895
McAniff, T. F.	1895
McCourt, James	1895
Meersman, August	1895
Moran, P. J.	1895
Murray, John	1895
Panto, Archie	1895
Peterson, Alfred	1895
Porzel, John F.	1895
Pritchard, John	1895
Ptacek, Frank J.	1895
Pulaski, Gustav	1895
Radke, D. E.	1895
Roach, William	1895
Simon, John	1895
Sinkler, James	1895
Skehan, Martin J.	1895
Spethman, Henry	1895
Spivey, H. T.	1895
Sturm, John	1895
Tobin, John T.	1895
Venzke, Herman	1895
Vesey, W. A.	1895
Wall, Joseph R.	1895

TROLLEY SPARKS



Will you please signal the motorman to slow down? I'm much too early for my appointment.

Lundberg, Henry	1893
Martin, W. J.	1893
McCarthy, Florence	1893
McCarthy, Thomas	1893
Naylor, Harry C.	1893
Noonan, James	1893
O'Brien, Terrence	1893
Pearson, John	1893
Prellberg, George	1893
Roeser, J. M.	1893
Ross, Orrin N.	1893
Routzong, G. A.	1893
Sexton, Patrick	1893
Sutton, John R.	1893
Taylor, Frank H.	1893
Walsh, Richard	1893
Walton, R. T.	1893
Weber, Michael	1893
Webster, Silas A.	1893
Welvaert, Jacob	1893
Zinkan, William	1893

1894

Blume, Henry	1894
Bordwell, B. A.	1894
Borne, James E.	1894
Buller, H. O.	1894
Durr, Henry	1894

Ure, John	1894
Wisniewski, Michael	1894

1895

Alstad, August	1895
Anderson, H. A.	1895
Anderson, Axel	1895
Aubrey, O. J.	1895
Balder, J. A.	1895
Balkiewicz, Peter	1895
Barbour, S. L.	1895
Bell, Thomas	1895
Bossi, J. H.	1895
Briner, W. H.	1895
Burr, James	1895
Corbet, W. S.	1895
Czirlanis, Anton	1895
Dahlen, Gust	1895
Danielson, Ferdinand	1895

1896

Awbrey, C. L.	1896
Bell George	1896
Bening, F. J.	1896
Berg, Fred	1896
Brady, T. W.	1896
Broderius, Fred	1896
Broughton, W. S.	1896
Byfield, William	1896
Carroll, W. H.	1896
Colegrove, Rawson O.	1896
Dahl, Otto	1896
Daly, Daniel	1896
Dee, Michael J.	1896
Gleeson, M. C.	1896
Greenan, Thomas	1896
Greenwald, John	1896
Hamm, John	1896
Haggert, John J.	1896
Hastie, Thomas	1896
Heilbuth, Fred	1896
Johnson, Frank N.	1896
Johnson, Peter A.	1896
Kleim, John	1896
Koehler, Herman	1896
Larson, Peter H.	1896
Loyce Frederick	1896
Mavis, August H.	1896
Moe, Alic	1896
Mueller, John G.	1896
Nash, Thomas	1896
Palmer, Frank E.	1896
Peske, Albert H.	1896
Porter, W. H.	1896
Radiger, A. L.	1896
Roney, John D.	1896
Scanlon, Martin	1896
Schroeder, M. L.	1896
Sibert, Herman	1896
Sliter, Darwin A.	1896
Summers, M. F.	1896
Swallow, E. A.	1896
Thompson, Charles	1896
Viland, A. R.	1896
White, Frank	1896

1897

McDonough, Henry	1897
Walker, George W.	1897

Conductor—"Did you get home all right last night, sir?"

Passenger—"Of course; why do you ask?"

Conductor—"Well, when you got up and gave the lady your seat last night, you were the only two in the car."

A CITY—100 YEARS

Jubilee Celebrations Will Mark Chicago's Progress

That noise you heard March 4 signalized the first hundred years of Chicago's official life as a city. And if the powers that be have their way about it all you'll find the Charter Jubilee ceremonies approaching the splendor of the Century of Progress which made the world Chicago-conscious.

Back in that dim distant day when William B. Ogden was elected as the first mayor of Chicago, (population 4,170), there were none who dreamed of such modern miracles as the fleet, streamlined street cars nor of trolley buses or of the many forms of transportation that have contributed so much to the city's growth and progress.

The problems of that day and age were a bit too complex for such fancy day dreams. Historical records show that the city's first corporate debt was for \$60 for draining the slough in State street so that it would be passable for vehicles!

The celebrations of 1937, however, won't be too concerned with those by-gone trials. Blatantly boasting its bigness the city will do its celebrating in the modern manner.

Plans call for Easter Sunday sunrise services to be held in Soldier Field and Hollywood celebrities are to lend an air to the Easter parade. Later on a Jubilee dance championship is planned as is an aviation tournament. Flower and music festivals will vie with a Horse Show, a "Carnival of the Lakes," and a military tournament. Topping it all off in early September a dramatized historical pageant will run for several weeks with its theme—"Forward Chicago—March On, America!"

The countless numbers who will swarm to this robust city will no doubt bring complete vindication to Stephen A. Douglas, who dared to assert: "There are children already born who will live to see Chicago with 50,000 population!" For his presumptuousness he was roundly booed as a real estate agent trying to incite a land boom for his clients!

CHECK-UP ON CHECKS

Pay-by-Check Method Saves Money for Employes

During the last 10 fiscal years the employes of the Chicago Surface Lines have been paid a total of \$288,676,643.74 and only two minor losses have been reported during that period.

These figures were recently made public by Auditor W. H. Kennedy in staff meeting. Approximately 10 years ago the Surface Lines discontinued paying employes by cash and the check payment system was inaugurated. Since that time more than 5,000,000 pay checks have been issued.

Although there was some antagonism to the checks when the system was first introduced the savings effected has greatly benefited employes. In the "pre-check" days pay envelopes were often lost and in such cases, obviously, the Surface Lines could not be held responsible. The pay envelopes, too, were relatively easy for pick-pockets to reach.

In the 10 years during which wages and salaries have been paid through checks there are only two instances recorded where employes have suffered any monetary loss. In both cases checks had been indorsed and then lost.

TRIALS OF A TRAINMAN

Flood Keeps All Hands Busy On Cincinnati Railways

Chicago Surface Lines trainmen whose "flood" experience has been confined to isolated underpasses haven't seen anything yet. Their Cincinnati fellows have it all over them and that fact is graphically brought out in a recent brochure published by the Cincinnati Street Railway.

One of the most striking photographs shows one of the car stations filled with cars. The cars, believe it or not, were filled with water as the flood levels rose until the water was but a few feet short of completely covering the cars. The station was built above the 1884 record flood stage, but it had nine feet of water in it on January 26!

In some instances, as trainmen did their best to maintain service, the flood cut off the street cars before they were able to reach their stations. As a result they were marooned, high but far from dry, where the flood waters struck them.

The foreword to the souvenir booklet contains a message of wholehearted praise and admiration for the untiring efforts of the personnel written by President Walter L. Draper.

AS WE SEE IT

By E. K.

We were on a new streamlined street car on Madison street Tuesday when a large truck crashed into its rear. Both car and truck were going at a fairly fast rate of speed, the impact was sudden and with force, but the new car stood the test. Beyond some shattered windows and a mashed in appearance of the rear end of the car, no damage was done and no one apparently hurt except one woman whose back was wrenched.

We are convinced that if the old type of car had been in the crash a more serious story would have made unpleasant reading. We certainly take off our hats to the new type car—it "can take it" and what is more, absorb enough shocks, due to bumpers and other devices, to make it fairly easy for the passengers. The writer was close to the rear of the car and yet can truthfully say that less of a jolt was felt than in a previous occurrence of this sort where the vehicles were traveling at a slower rate of speed and where the truck was not nearly so heavy.—Reprinted from the *Northtown Economist*.

Lucky Seattle!

They want street cars to stay on the tracks in Seattle and so the cars are going to remain there. And a large part of the voting populace are mighty happy about it all.

A proposal to replace the street cars with trackless trolleys was decisively defeated in that city, March 9.

Departments and Divisions

Electrical

Julius Boisaic, foreman of the maintenance electricians, on his arrival to visit his daughter at Bement, Illinois, became seriously ill and had to be taken to the hospital in Decatur, Illinois. Several of his fellow workers made the trip to Decatur to visit Julius. The latest report is that he is doing fine and he wishes to express his appreciation for the visits of his friends. We all wish him a speedy recovery.

Hubert Thornton of the line department has recently undergone an operation, but is reported as now convalescing. To him we also wish a speedy recovery.

Paul Onivus, after spending several weeks in the hospital, is now back at work at the Crawford avenue sub-station.

Floran Zanstowski is back to work after several weeks of confinement resulting from a serious accident while at work. We were all glad to see him back on the job again.

Billy.

Engineering

We are all glad to see Miss M. Korosy back on the job fully recovered from her recent illness.

Charles Kuehl, chauffeur at Grand and Leavitt, is now proclaiming Berwyn as the "City Beautiful" since the arrival on February 10 of a son, David, in the Berwyn hospital.

N. R. Alexander and C. H. Gremley were overheard discussing the merits of their pedigreed canines, a Boston bull versus a Cocker spaniel. It was mostly "bull"; no offense intended for Alex's spaniel.

Frank Peterson, chauffeur at Grand and Leavitt, took a trip to California where he will visit relatives whom he has not seen for many years.

Schedule and Traffic

Evan E. Olmstead has returned to this department after working several months in other departments.

The sympathy of the department is extended to Mrs. Bertha Slutsky, whose father passed away March 2.

The stork sent Norman Johnson a very nice Valentine, when Paul Allen arrived at Jackson Park hospital on February 14. Mrs. Johnson and Paul Allen are doing fine. Congratulations.

The stork made a second trip to this department when he delivered a baby boy at St. Bernard's hospital on March 2, for Edward A. Reilly. Mrs. Reilly and Kenneth Edward are doing fine. Congratulations.

Robert Sedlack examines all pennies he receives in change, hoping there might be another \$2.50 dollar gold piece among them. William Devereux, who is saving pennies, says they always pick out the \$2.50 dollar gold pieces before they give him the change.

It is not necessary to go to Colorado for new silver dollars; just see D. M. Flynn.

George Weidenfeller

Shops and Equipment

South Shops: Robert Adair was one of the many amateur radio operators who aided authorities in the recent flood crisis. Adair, through his station W9RRX, intercepted the appeal of Evansville, Indiana, police and managed to translate their message to the Illinois State Police. He also handled many other messages from his Midlothian station and received newspaper publicity in connection with his good work.

Cottage Grove: We are glad to have James Kussell and Timothy Casey back with the boys after having been on our sick list.

Burnside: We wish to express our deepest sympathy to Dennis Murphy in the recent loss of his beloved mother.

Frederick Kulovitz has finally parted with his Pontiac and is now sporting a new 1937 Oldsmobile.

77th Street: John Jobaris, who is recovering from an illness, would appreciate a visit from the boys.

Anyone interested in the science of reading the mind by voice pulsations should see Leo Keane who is conducting a series of experiments along this line.

Just why is it that Frank Fisher always passes up the first car on the way home to board the second one?

Elsie S. Frank.

West Shops: During the past month, three of our employes passed away: Joseph Simko and Charles Simkus of the West Shops, and George Kumbler of Kedzie. We wish to offer our sympathy to the families and friends in their bereavement.

Lillian Hultquist.

Around the Car Stations

Cottage Grove

On Saturday, February 20, Conductor J. A. Kalchbrenner took the oath and gave up all the privileges of a single man by wedding the girl of his dreams. Mr. and Mrs. are now living in their spacious five room apartment. Best wishes, Joe.

Conductor J. Swann is gaining a wide reputation as the best "swan diver" in the depot. The boys gather around to see him make the famous dive in order to make his relief on time after eating dinner.

It won't be long now before the Cottage Grove ball team will be out there striving for first place. We hope to make a good showing this year and therefore practice must begin in the near future. Anyone wishing to play ball should see Jack O'Connor.

Motorman E. J. McLaughlin has a new nickname. Everybody calls him "London" (six days in a fog.)

Percy Atkinson received a letter the other day from Washington, D. C., thanking him for his efforts in helping this country toward prosperity. It is reported that on Valentine's day

all the candy stores increased their sales forces while the Western Union doubled their delivery service, to accommodate Percy in sending his gifts to the girl friends.

Charles Eitel

Seventy-Seventh

If you haven't been up in the club room recently, you'll be surprised at the change that has been made there during the last six months. New equipment and new ornamental touches have transfigured it from just another club room into one of distinction. Members might soon be assuming the title of "Clubman." If it came to that we might hear Conductor George Kobar saying to Conductor George Mandernack, "Isn't it charming! Let us play at billiards." While, on the other hand, old-timers might scratch their heads forlornly and exclaim, "Shades of Lou Miller! What's happened to this place."

Seventy-seventh is going to have another golf tournament this year—now affectionately referred to as the "Third Annual Classic of the Fairway." Golfers and near-golfers will be flocking to take their chance at the prizes awarded on the basis of scores intricately and mercifully adjusted by a blind handicap. Last year the turn-out was large enough to practically monopolize the entire No. 2 course at Cog Hill. Cameramen Ed Delasky and Herb Johnson covered the tournament in great shape and probably will again this year. One particular shot they missed, however, was that of Conductor G. J. Michnick on a drive; any drive. It's a sight to behold. Hope they get that shot this year.

Of course, not all our members are golfers. Some are hunters or fishermen or both, like Conductor Vic Bellanger. The other day he had a yen to do some fish-pole sittin' somewhere, but he needed some worms first. When he found out he would have to go through four feet of frost to get them, he decided to go hunting instead. Someone stopped that by telling him it was out of season. So, the last we heard, he was just going out for a plain, ordinary hike; but it is believed he's going in training for the golf tournament.

Condolence is extended to the following men on deaths in their families: Conductor A. Piker, his brother; Motorman G. Hart, his brother; Motorman G. A. Liebers, his daughter; Conductor Louis Wehrle, his father, and Conductor J. M. Pierson, his father.

W. F. Story

Lawndale

Conductor Henry DeOlivera just returned from a winter vacation spent in Florida. Why go to Florida, since Chicago has stream-lined winters?

Everyone notices the big smile in the train-room again since Conductor John Holly returned from a two-month illness.

Sympathy is extended to the following trainmen: Conductor Wilfred Franzen, in the loss of his mother; Conductor John Mitchell, in the loss of his brother, and Conductor John Ford, in the loss of his sister.

C. F. Karschnik

Lincoln

Our clerk, Thomas Cooke, was married on St. Valentine's day to a charming Miss Roit.

They spent their honeymoon at Lake Geneva. Congratulations and good luck to the happy couple.

A son weighing 7 pounds was born January 4 to Conductor and Mrs. Earl Lynch, and a baby girl weighing 8 pounds to Conductor and Mrs. Barney Studinske. Best wishes to both families.

The mother of head Receiver Christie passed away February 10 from pneumonia. Sympathy is extended to the family.

Supervisor William Akerberg, who met with an auto accident on Saturday, February 20, died later from his injuries at the Columbus hospital. Mr. Akerberg started with the company May 7, 1914, as a conductor and took up his duties as a supervisor on November 15, 1920. He leaves a widow, a son and daughter, to whom our sympathy is extended.

Motorman Peter P. Schornack passed away very suddenly Wednesday, February 24, due to pneumonia. Pete will be remembered as the star pitcher with the Lincoln baseball team. Through his good pitching the Lincoln station won several trophies. His sudden passing was a great shock to his many friends. He had been with the company nearly 11 years and was one of the most likeable men in the station with his quiet way and ever ready smiles. He was buried Saturday, February 27, from St. Josephat's church. Sympathy is extended to his widow and son.

Henry Spethman

Devon

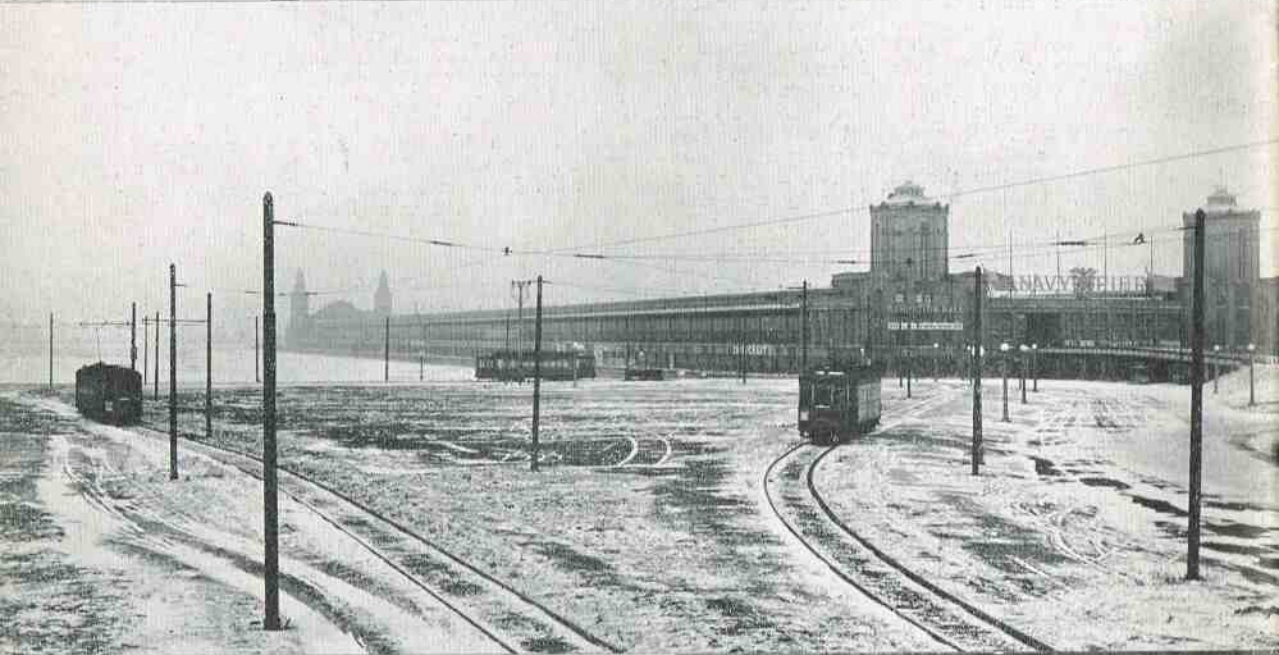
The sudden passing of our beloved Assistant Superintendent R. W. Simpson on February 22, is indeed an irreparable loss to the Surface Lines as a whole, but one that is more poignantly felt by those of us who had daily contact with him. His characteristic self effacement, his open-mindedness, and charitable consideration of his subordinates, marked him as a man of quality and refinement and made him beloved by all. The splendid attendance at his last rites was a mute manifestation of the esteem that was his. R. W. Simpson is gone, but his memory shall always be our inspiration.

We regretfully announce the death of Motorman Peter Marsh, who passed away Sunday, February 21. Interment was at St. Joseph cemetery, Wednesday, February 24 at 2 p. m. To the members of his family we extend our deepest sympathy.

We all hope to see Receiver August Peterson back on the job in the near future, after an extended illness. The following trainmen who are off sick and who would be appreciative of a visit during their convalescence are: Conductors A. Peterson, J. McCurdy, W. Pohlman, S. Downey, A. Johnson, T. McDonald, C. Groh, J. Tyrrell and G. Rose; Motormen, J. Dazlonski, C. Moran, C. Wolfe, J. Strauss, F. Faulkner, L. Lacey, J. Johnson, W. Wallace and W. Pettinger. We wish them all a speedy recovery.

Rumors have it that Conductor James Jedlicka is contemplating an alienation of affection suit against one Chu Kie. However, we believe his chances of collection are slim despite his complaint that his wife's affection has waned since Chu Kie's invasion of the heretofore happy Jedlicka household. You see Chu Kie is only a Pekingese dog.

John W. Binder



LAKE FRONT TRACKS MUST GO

Section of Chicago Avenue line to be removed. Top—Line from Chicago Avenue to Navy Pier. Center—Chicago Avenue loop at the Pier. Bottom—New eastern terminal at Chicago Avenue and Lake Shore Drive.