

Surface Service

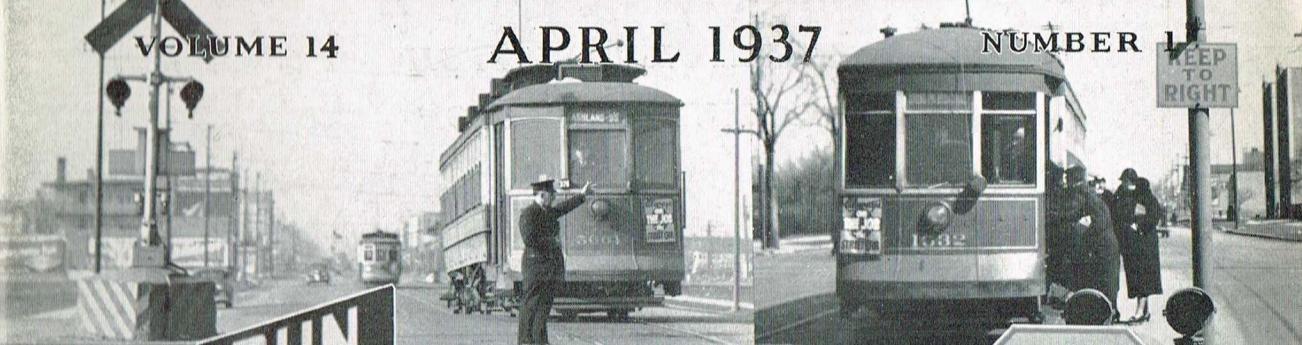
• MAGAZINE •

VOLUME 14

APRIL 1937

NUMBER 1

KEEP
TO
RIGHT

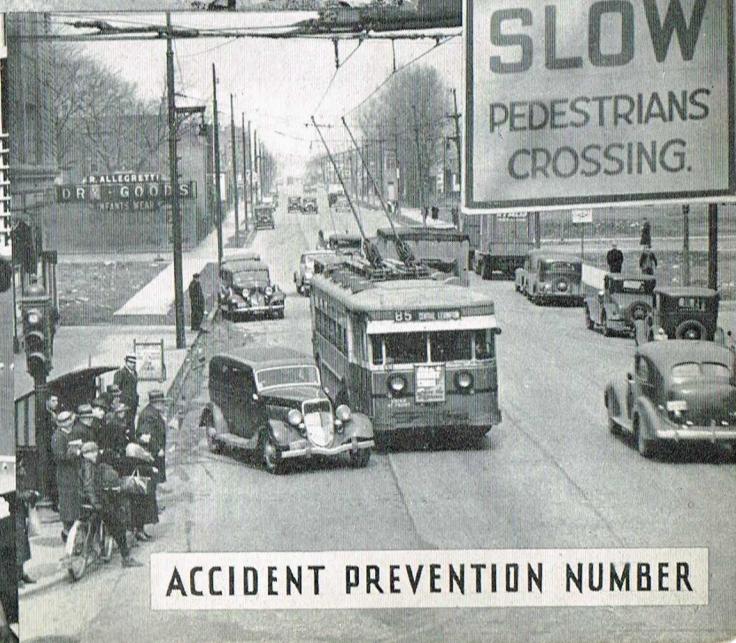


RUN
SLOW



STOP
THRU-ST

• DRIVE •
SLOW
PEDESTRIANS
CROSSING.



ACCIDENT PREVENTION NUMBER

**CONGRATULATIONS FROM
PRESIDENT RICHARDSON**

To Chicago Surface Lines Employes:

The operating force of the Chicago Surface Lines is to be congratulated on the showing it made in accident prevention during the past fiscal year.

There were more automotive vehicles in the streets in this period than ever before in the history of Chicago. The number of car and bus miles operated and passengers carried was larger than in the previous year.

Notwithstanding these facts, reports for the year show a decrease of more than 9 per cent in accidents.

The 5,043 trainmen who had no chargeable accident during the twelve months are especially to be commended.

Prevention of accidents is of inestimable benefit to all—both the general public and the employes. It has an important economic bearing on the net earnings of the properties, of course, but its greatest interest to me is from the humanitarian standpoint. Every life that is saved, every person who avoids serious injury because of greater care on the part of Surface Lines trainmen is of far greater value to the community than any mere saving of money for damages.

The streets are crowded with high-speed vehicles, many of them operated by inexperienced or unfit drivers. It is all the more essential that the trained men who operate Surface Lines equipment exercise the highest degree of caution.

G. A. RICHARDSON,

President.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 14

APRIL, 1937

No. 1

Accidents Reduced

Accident Prevention Records Make Fine Showing—
5,043 Trainmen Honored

By WILLIAM PASCHE

Supervisor of Accident Prevention

Increasing care on the part of Chicago Surface Lines conductors and motormen resulted in a decrease of 9.3 per cent in the number of accidents during the fiscal year ending January 1, 1937.

Coupled with this record, a total of 5,043 trainmen can proudly exhibit cards testifying that they had no chargeable accident during that period. Of that number there are 704 who have not had a chargeable accident during the last 10 consecutive years in which the records have been kept in their present form. In the latter group there are 91 motormen who have avoided chargeable accidents for 10 years.

Of the total number of no-accident trainmen, 3,103 have had no chargeable accident for 2 years, 2,428 for 3 years, 1,999 for 4 years, 1,729 for 5 years, 1,518 for 6 years, 1,393 for 7 years, 1,176 for 8 years and 944 for 9 years.

Street Hazards Increase

The record stands out as even more commendable in view of the constantly increasing street hazards caused by unprecedented automobile registrations which put a total of 523,254 vehicles on Chicago's streets. That figure is 68,562 larger than during 1935 and represents an increase of 15.07 per cent.

That trainmen have been able to cope so well with this traffic maze day in and day out is significant in itself. To compile so remarkable a safety record in the face of such congestion demonstrates again that the street car is the safest place in the streets.

Due to its size and the fact that it is constantly in the public eye, the train force is most conspicuous in its accident prevention work. Other departments of the Chicago Surface Lines have, however, made commendable records.

West Shops Honored

The Chicago Safety Council again honored the Shops and Equipment Department when the West Shops won the Safety Council's Interplant Lost-time Accident Contest for the 6-months' period which ended June 30, 1936.

The Track and Roadway Department record was marred in two instances through no fault of that department's determined campaign to prevent accidents. One fatality was recorded

when a drunken motorist crashed through several barriers to run down a track worker. One eye was lost by an employe working without the safety goggles with which he had been provided. The safety goggles again proved their worth when six were smashed without injuries to eyes.

The 9.3 per cent decrease in the number of accidents referred to earlier indicates great improvement throughout the system. Particularly gratifying to the management was the decrease noted in three classifications—alighting, boarding and fall-in-car accidents. A marked decrease of 24 per cent in fall-in-car accidents gives ample proof of smoother operation on the part of many motormen. Boarding accidents, usually avoidable when conductors look out before giving the go-ahead bells, declined 21.7 per cent, indicating that this type of accident too, can be brought under control. Similarly, the decline of 17.5 per cent noted in the alighting classification was a commendable achievement. Miscellaneous accidents were cut 18.9 per cent.

More Car Collisions

In view of the striking decrease in these classifications it was surprising to note a slight increase in the number of car collisions.

In other classifications the records of 1936 will bear improvement. There was an increase of 38.5 per cent in the number brushed off cars and a 10.1 per cent increase in the number of vehicle collisions.

In the analysis of the vehicle collisions it is apparent that the greatest number occur with vehicles traveling in the same direction, indicating that motormen would be wise to keep a wary eye upon each passing car. Second in total number were the accidents that occurred by collisions at right angles. Third in the list of accident provoking types is the number caused by the rear of the street car or bus being struck by the vehicles following.

Other accident types which helped to boost the vehicle collision figures were: vehicles struck by car or bus rounding a curve, 10 per cent increase; standing vehicles, a 38.5 per cent increase, and straight track vehicle collisions which increased 47.8 per cent.

Autoists Run Wild

Breaking down the causes for the alighting accidents in which there was the noted decrease of 17.5 per cent, there was an increase of 40 per cent in the number of persons struck by autos while alighting. That classification was the only one to show an increase in the breakdown of causes and may be attributed in a large measure to increasing carelessness on the part of automobilists.

Boarding accidents still offer a chance for a further decrease. Of the listed accidents there was a 12.1 per cent increase in the number of persons caught in car doors. A 3.8 per cent increase was apparent in the number of persons struck by automobiles while boarding, indicating a total disregard of laws which are supposed to halt automobiles behind street cars which have come to a stop.

Rough Operation a Factor

As usual, most of the fall-in-car accidents can be attributed to rough operation. This is further borne out by the figures which show that the largest number occur from jerky starts, and next from sudden stops. Accidents for other reasons are negligible in number.

Car collisions occur in greatest number on a straight track, there being an increase of 10.5 per cent in 1936 when compared to 1935. Right angle collisions also showed an increase of 12.5 per cent.

Thus the record stands. It is wholly admirable in many instances. In other cases there is great room for improvement. The greatest factor in accident prevention lies with each individual's ability to do his part in avoiding them. Chicago Surface Lines employees have demonstrated by their actions that they are doing their part in the war against accidents.

TRAFFIC SOLUTION EASY

Strike Reveals Congestion Caused by Cruising Taxicabs

Chicago took a look at its traction problem during the last month and found it inextricably tied up with cruising taxicabs. As warfare raged between the two major cab companies and their striking employees, pedestrians and vehicular travel found traffic moving speedily and without confusion while Yellow and Checker cabs lay idle in their garages.

City officials and others interested in the easy flow of traffic made various tests. They timed automobiles from one point in the loop to another, took pictures showing how cruising cabs impede both vehicular and pedestrian traffic and then took refuge in the hope that the City Council would adopt and enforce some regulatory measures to alleviate the congestion of the downtown districts.

The picture on the back page of this issue of SURFACE SERVICE MAGAZINE graphically depicts the traffic conditions at Clark and Jackson while the cabs were off the streets and how congested they became when the cabs resumed the cruising tactics after the strike settlement.

OBITUARY

Deaths on the System From March 1, 1937, to March 31, 1937

Transportation—Division 1, Cottage Grove: George Prellberg, employed April 14, 1893, died March 6, 1937; Orville K. Tucker, employed August 28, 1918, died March 4, 1937.

Division 2, Burnside: Edward H. Altemeier, employed March 10, 1899, died March 22, 1937; Charles E. Burrier, employed March 28, 1929, died March 26, 1937; David J. Gibbons, employed July 29, 1910, died March 12, 1937.

Division 3, Seventy-seventh: Benjamin Inthout, employed March 17, 1926, died March 17, 1937; Peter McArdle, employed May 11, 1926, died March 14, 1937.

Division 6, Lawndale-Blue Island: Patrick Healion, employed November 13, 1909, died March 10, 1937; Charles Meyer, employed October 3, 1906, died March 18, 1937.

Division 8, North Avenue: Bernard Gillies, employed February 6, 1900, died March 4, 1937.

Division 9, Division: Henry G. Halverson, employed August 27, 1906, died March 31, 1937.

Division 10, Elston-Noble: James Joseph Killeen, employed June 24, 1905, died March 14, 1937; George William Walker, employed January 28, 1897, died March 17, 1937.

Division 11, Lincoln: Richard Cain, employed July 24, 1905, died March 17, 1937; Joseph Kriete, employed October 15, 1885, died March 27, 1937; James B. O'Hara, employed July 1, 1904, died March 10, 1937; Albert H. Piske, employed April 25, 1896, died March 19, 1937.

Division 12, Devon-Limits: John Simon, employed November 15, 1895, died March 22, 1937.

General Office—Carlos E. Cook, employed April 9, 1887, died March 27, 1937.

Electrical—Julius E. Boisacq, employed July 1, 1897, died March 29, 1937; Frank Tyrakoski, employed September 6, 1902, died March 13, 1937.

Shops and Equipment—Division 3, Seventy-seventh: John Callahan, employed October 26, 1929, died March 12, 1937.

Division 6, Lawndale-Blue Island: Adam Mlewski, employed March 7, 1902, died March 5, 1937.

West Shops: Fred Paulus, employed December 19, 1916, died March 24, 1937.

Track—Joseph Moslo, employed April 24, 1929, died March 17, 1937.

Employes Benefit

A recent re-check of the Insurance department census cards showed a total of 16,769 Chicago Surface Lines employes in service as of January 31, 1937. Of this total 16,151 have completed their required three months of service and are covered by life insurance. Accident and health insurance is carried on the 14,864 employes who have been employed for the required period of one year.

The Japanese have a curious custom of taking off their shoes before entering a house. The same custom is observed by married men in this country, but only after midnight.

Death Calls F. M. Hamilton

**Supervisor of Insurance and Purchases Dies Suddenly—
Other Officials Pass**

The sudden death of Frederick M. Hamilton, supervisor of insurance and purchases, Friday night, April 2, was a great shock to the Surface Lines organization.

He was at his office all day Friday and went to his home, 205 Abingdon avenue, Kenilworth, at the usual time Friday evening. On arriving at home he complained of being very tired and early in the evening he began to suffer some discomfort, which he attributed to indigestion. A physician was called who, after examining him, advised him to go to the hospital the next day for observation.

About 10 o'clock he suddenly collapsed and died in a few minutes, before the physician could be called back.

Mr. Hamilton was widely known throughout the local transportation industry.

Many Important Posts

He was born in Grafton, West Virginia, October 15, 1875. After completing his education there he went to New York for a short time and later was connected with a large steel corporation in Pittsburgh. In 1908 he went to Seattle, Washington, as traffic manager of the Alaska-Yukon-Pacific Exposition, serving in that capacity two years. He then took a position with the Puget Sound Transportation Light and Power Company at Seattle, serving that company until 1919 in the various positions of purchasing agent, claim agent, and assistant to the general superintendent of transportation.

He resigned this latter position to go to Philadelphia where he became assistant to the vice president of the Philadelphia Rapid Transit Company, remaining there until he came to Chicago in 1923.

Organized Insurance Plan

As supervisor of insurance and purchases Mr. Hamilton had one of the most responsible positions in the Surface Lines organization. He had supervision over all purchases and the writing of all insurance. Under his direction the plan for the group insurance of all employees was worked out, resulting in the distribution of a total of \$3,482,646 to employees in life, health and disability insurance from February 1, 1928, to January 31, 1937. A total of \$16,151,000 in life insurance is now in force, the premiums being paid by the Surface Lines.

He also was chairman of the Surface Lines Employees Relief Committee, which has administered the funds for relief contributed by employees during the depression.

Always of an artistic temperament, Mr. Hamilton several years ago initiated a movement for the beautification of buildings and grounds of the properties, and he had served as chairman of the Garden Committee since its organization in 1928. This movement resulted in great activity at the various car stations and loop terminals in planting flowers and attending lawns, which have drawn praise from thou-



F. M. Hamilton

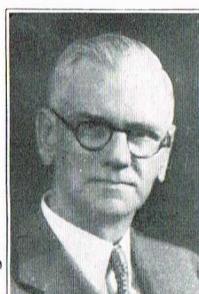
sands of people residing in various communities throughout the city.

Funeral services were held at the First Congregational church in Wilmette at 2:30 P. M. Monday, April 5, and interment was made in Memorial Park cemetery west of Wilmette.

Mr. Hamilton is survived by his wife, Mrs. Daisy Glenn Hamilton, and two daughters, Misses Louise and Jane.

E. H. Altemeier Dies

The death of Division Superintendent Edward H. Altemeier occurred after many months of illness, on March 22.



E. H. Altemeier

Mr. Altemeier had been connected with the street car system since March 10, 1899, when he began working as a motorman on the cable cars operating out of the depot at 39th and Wabash. He was the motorman of the first trolley car that inaugurated service on Cottage Grove avenue from 39th street to the loop. He served five years as a supervisor at the Archer avenue depot and was then transferred to the Burnside depot. He was appointed division superintendent on July 1, 1924.

Funeral services for Mr. Altemeier were conducted from Starr's chapel, 851 East 75th street,

at 2 P. M. Wednesday, March 24. Interment was at Cedar Park.

Mr. Altemeier was widely known throughout the south side where he was active in civic and improvement organizations.

He is survived by his wife and a daughter, Mrs. Mildred McElroy.

Death of C. E. Cook

Carlos E. Cook, assistant cashier, died March 27, just a few days before he would have completed 50 years of service with the Chicago Surface Lines and constituent companies. He started to work with the North Chicago Street Railroad Company on April 9, 1887, a year before the Clark street cable line was in operation, as an assistant paymaster.



Carlos E. Cook

Successively he worked as a timekeeper on the cable construction jobs, as inspector of cable construction, and as timekeeper of trainmen. On January 1, 1892, he was promoted to the treasury department as cashier of the Chicago Union Traction Company and later as cashier of the Chicago Railways Company.

Mr. Cook became assistant cashier of the Chicago Surface Lines following unification of the companies and held that position at his death. He had been in poor health for several years.

Interment was at Rosehill cemetery, March 30.

Mr. Cook is survived by his wife and a daughter, Roline.

EMPLOYES RELIEF FUND

March, 1937

The Surface Lines Employees Relief Committee held 5 sessions during the month, at which 24 applications were considered. Of this number there were 4 emergency cases on which the Committee approved immediate relief, and 14 cases were approved for weekly relief.

Checks totalling \$19,418 were distributed. This sum, together with distributions since December 1930, heretofore reported, makes a total of \$920,036.58 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 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 \$1,040,036.58.

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 \$182,553.75, which brings the grand total relief expended to date, to \$1,222,590.33.

NEED A HANDY MAN?

Surface Lines Trainmen Adept in Many Occupations

*The time has come, the boss has said
To speak of many things;
Of jobs of old—before things changed,
Of how and where the new boys ranged.*

The "new boys"—the 928 trainmen employed during the year ending January 31, 1937—ranged far and wide according to the records. As a matter of fact the original "jack-of-all-trades" was a narrow minded specialist when compared to the numerous positions formerly held by men who now serve as Chicago Surface Lines trainmen.

Checking the former occupation list of the new men you can locate "the butcher, the baker, the candlestick-maker" and more than 100 other occupations ranging from an aviator to a piano maker and through the alphabetical list to yardmen.

Reviewing the list to see what the men are doing now, you'll find the aviator is now, by some wise Providence, a conductor, so even if the spirit should move him, he would have difficulty "taking off" with a crowded street car to skirt some traffic jam.

There are two former cashiers who are now, appropriately enough, cashing in on the rear end of a street car. Of 14 bank clerks 10 drew assignments on the money end of the job, and a receiving clerk has a similar place.

A preponderance of the former chauffeurs are following their bent for piloting, 145 of 177 being on the front end of the cars.

We don't know just what to make of it, but of the two former embalmers now in service, one was placed as a motorman and the second as a conductor. Fortunately, the accident records prove they won't have to work as a team.

There is also more than poetic justice in the fate that put a former freight handler on the rear platform.

We can only hope that the two former musicians who are now working as conductors drew Kedzie assignments. They would get a big kick out of the musical fare registers that adorn the Madison street streamliners.

In passing it is appropriate to note that three former metal polishers are now pushing controllers back and forth.

You have to hand it to the officials who make the assignments. All the former punch press operators are now punching transfers throughout the system.

"There is a destiny that shapes the ends of man" and the chances are 10 to 1 that Mr. Destiny's name is G. W. Peterson, superintendent of train service employment.

Trolley Wire Renewed

During March and April Superintendent of Transmission F. E. Roper will have supervised the renewal of 34 miles of trolley wire along various stretches on six streets, by order of A. J. Klatte. The expenditure for the trolley wire alone will approximate \$13,600.

Hall Promotes Division Aides

Duffy and Milz Named Division Superintendents— Theis and Goodall Boosted

Four recent promotions made by Superintendent of Transportation W. A. Hall have elevated new men to positions of additional responsibility in the transportation division.

The appointments, approved by President G. A. Richardson, are all effective as of April 1, 1937.

First of the four appointments were those on General Order No. 4-37, dated March 27, in

which Robert T. Duffy was named division superintendent of the Second division vice the late Edward H. Altemeier. John J. Theis was made assistant division superintendent to succeed to the post left vacant by Mr. Duffy's promotion.

In General Order No. 5-37 Lambert Milz was elevated from acting division superintendent to division superintendent of the Ninth division and Willis Goodall was moved

Robert T. Duffy

from acting assistant division superintendent to assistant division superintendent of the Tenth division.

Robert T. Duffy is Chicago-born and Chicago-educated. He started working for the Chicago Surface Lines on February 17, 1919 as a conductor and three years later was appointed a traveling instructing conductor.

On January 1, 1925 Duffy was assigned to the Central District as a supervisor and served in that capacity until November 1, 1934 when he was named assistant division superintendent at the Burnside station. He was appointed acting division superintendent January 1, 1936.

He has one son, Robert, Jr., now a student at the Armour Institute of Technology.

Division Superintendent Duffy lives with his family at 9402 Vernon avenue. Into a busy life he manages to do some fine work as a member of the Speaker's Bureau.

Theis Now Assistant

John J. Theis who now serves as assistant division superintendent at Burnside is another Chicagoan both by birth and by inclination. He entered service as a motorman February 15, 1916 and was appointed as a supervisor on May 16, 1921.

Theis spent 18 months in the Army and was in New York on the brink of sailing "over there" when the World War ended. For a time he was a member of the Woodlawn Post of the American Legion. He is married and is the proud father of one boy, John



John J. Theis

14. With his numerous responsibilities Theis doesn't have much free time at his disposal. When he does, however, the chances are good that you can find him working at his gardening, which beautifies his home at 9424 South Park avenue.

Promotes Good Will

Many a civic and improvement association in the northwest section of the city can testify to the worth of Lambert Milz. He has earned their respect and good will during the many years he has served the residents of the Armitage-Division territory.

Mr. Milz entered service as a motorman working out of the Armitage depot on July 1, 1912 and when 1924 rolled around he was working as an instructor and traveling motorman. On April 16, 1927 he was named assistant division superintendent.

Milz is a native of Chicago and was educated at Logan and Schurz schools. He lives with three-fourths of his family at 4223 Roscoe street. Elmer, the oldest, is married and has his own home, but Milz is both proud and happy to have his two youngest still in the family fold. Raymond, 14, and Mary Helen, just turned 3½, are his major hobbies.

"The kids," says Milz, "are three of the best. Outside of working hours I don't have time for anything but them." Mr. Milz is another valuable member of the Speaker's Bureau and much of the good will the Chicago Surface Lines enjoys is attributable to him.



Lambert Milz

"Small Town Boy Makes Good"

Assistant Division Superintendent Willis Goodall is the only man of the four who can't be called strictly a Chicagoan. He was born in Redfield, South Dakota, but has made his home in this vicinity for many years. Goodall entered Surface Lines ranks as a motorman on October 28, 1919. He was appointed to the supervisory force in 1925 and several years later an injury incapacitated him for his duties. Upon his later recovery he was again made a supervisor in May, 1934. He was named acting assistant division superintendent on August 10, 1936.



Willis Goodall

Mr. Goodall served with the Army tank corps during the World War. He is married and lives at 6420 Dakin street.

SURFACE SERVICE MAGAZINE

Published Monthly by
Chicago Surface Lines
 231 South La Salle St.
CHICAGO

Volume 14 **April, 1937** **No. 1**

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

A PERSONAL CLEANUP

Throughout Chicago an extensive publicity campaign is being conducted by civic and improvement associations toward a "Save The Lawns" movement. On other fronts innumerable citizens are giving their time and efforts to a "Spring Clean-up" campaign.

All in all, both movements are worth while. Their obvious values, however, would be immeasurably enhanced if they were directed to individuals.

Why not a personal overhauling? Houses get their annual cleanings, the family automobile gets a wash and a polish, and new spring clothes are taken for granted in almost every household.

But too little attention is paid to the inner man. Old habits, too often bad, are now ready for the junk pile. Carelessness might well be discarded in favor of a new coat of alertness and care. Gruffness and gross discourtesies could well be glossed over and replaced by a spirit of helpfulness and a brand new smile.

It is hard to bring big publicity guns to bear in such a campaign. But who can doubt its worth?

PREVENTION PRAISE

Last year's accident-prevention record bears out the contentions of this magazine and of safety experts that accidents can be avoided and prevented. If such were not the case, a decreased number of accidents would be oddly at variance with the ever increasing number of vehicles on the

streets. As more and more thoughtless and irresponsible drivers are loosed each year, an increasing responsibility is placed on the shoulders of the men in the Transportation Department.

Here, ultimately, comes the test of a man's worth. If he can keep his head when all about him are losing theirs—he is a man in all that the term implies. He will observe the common courtesies of the highways as advocated by George G. Traver, Manager of the Chicago Safety Council, in his article in this issue. He will avoid rough operation as he would a plague, knowing its dangers to all concerned.

He will check carefully at each stop lest his "go ahead" signal be given prematurely, with its consequent hazards. His cautioning words to passengers will do much to prevent boarding and alighting accidents.

Chicago Surface Lines trainmen will do all these things and more. They will, as their records show, be ever on the alert to see that no lives are sacrificed on the altar of carelessness.

ROUNDING UP WITNESSES

Averages Continue Downward Trend— Burnside Retains Lead

Although averages for the system in rounding up witnesses continued a slump that has characterized them since last fall, Burnside has continued to make an exceptional record to lead the list with an average of 4.52 in the February ratings. This marks the fifth consecutive month that Burnside has been in first place.

One of the biggest upward jumps was that recorded by Lawndale-Blue Island which moved from eighth place into the runner-up position. The Lawndale-Blue Island figures rose from 3.38 to 3.80.

Detailed standings follow:

	Feb.	Jan.	Dec.	Nov.
1 Burnside	4.52	4.11(1)	4.56(1)	4.54(1)
2 Lawn-Blue Isl.	3.80	3.38(8)	3.64(3)	3.82(4)
3 Kedzie	3.69	3.62(3)	3.62(4)	3.14(10)
4 69th Street	3.62	3.60(5)	3.52(6)	3.42(7)
5 Cottage Grove	3.60	3.69(2)	3.15(9)	3.35(8)
6 77th Street	3.59	3.57(6)	3.78(2)	3.57(5)
7 Archer	3.58	3.61(4)	3.60(5)	3.84(3)
8 Elston-Noble	3.56	3.40(7)	3.40(7)	3.93(2)
9 North Avenue	2.93	3.09(10)	3.24(8)	3.29(9)
10 Lincoln	2.90	2.65(11)	2.79(12)	3.49(6)
11 Armitage-Div.	2.49	2.62(12)	3.03(10)	2.87(12)
12 Limits-Devon	2.47	3.17(9)	3.00(11)	3.01(11)
Aver. for System.....				
	3.35	3.37	3.40	3.46

Courtesies Bring Reward

All Classifications of Complaint List
Show Definite Drop

For the first time in many months the efficient and courteous trainmen of the Chicago Surface Lines have compiled a record in which every classification of the complaint list shows a definite drop from the same figures recorded for March, 1936.

Fewer complaints were made during March, 1937 than during March, 1936 for discourteous treatment, for passing up, for quick starting and throughout the list. As a result, the comparison between this period and that of a year ago shows a decline of 98 complaints, 627 being recorded in 1936 as against 529 for March, 1937.

In only one respect does the March comparison suffer with that of a year ago. Only 40 commendations were received, ten less than the number received during March, 1936.

Faults Mar Service

An analysis of the complaints reveals that the same bugaboos arise each month to mar perfected service. Outstanding in the complaints, as usual, are those for discourtesy, for passing up and for quick starting. Together, those classifications account for 66 per cent of the total number of complaints received.

But, as Nathan Todd, 4430 Sheridan Road, says, "Let there be flowers for the living . . ." It was with that phrase that Mr. Todd opened his letter of praise for the very commendable actions of Conductor Gordon W. Schneider, badge No. 4530 of North Avenue, whom he termed "a wonderful conductor in all respects."

Conductor William I. Fisher, badge No. 1506 of Cottage Grove, drew the attention and praise of Dan M. Mourse, 654 East Woodland Park, for the courtesy he showed an elderly cripple by aiding her to board and alight with a minimum of hardship.

Similar actions on the part of Motorman Leonard O. Sommerfeld, badge No. 2451 of Cottage Grove, drew a commendatory letter from Mrs. E. T. Putt, 6046 Ingleside avenue.

Gets "Cigar Money"

Conductor Alvin G. Wanegar, badge No. 4908 of Devon, has an extra \$2 "for cigars" and the feminine members of his family can get a

liberal discount on a suit, dress or coat for his honesty. The rewards were made by Miss Pearl Henri, 1042 Bryn Mawr avenue, who was overjoyed to recover her purse.

Mrs. William Cerf, 1513 Olive avenue, was impressed by the courtesy Conductor Eugene H. Hamilton, badge No. 6990 of 77th, showed to a blind passenger and wrote to commend him as a gracious gentleman.

"I resolved then and there to send my compliments to the system for having so fine a gentleman," wrote Mrs. S. Petersen, 2346 North Kenneth avenue, in congratulating Conductor Clifford O. Drew, badge No. 5046 of Lincoln, for meritorious conduct.

One of Devon's outstanding crews drew the praise of James J. Maguire, Chicago Association of Commerce, 1 North La Salle. The courtesy and pleasant actions of Motorman John C. Werdell, badge No. 7687, and Conductor Charles W. Beach, badge No. 4460, were those commended.

Wait Is Appreciated

Further evidence that a momentary wait for approaching passengers is appreciated was found in the letter of Miss Anne McDonough, 2443 West 35th street. She praised Operator John F. Harris, badge No. 9347 of Cottage Grove, for that trait as well as for other commendable qualities.

The honesty of Conductor Robert Lundy, badge No. 9336 of Burnside, netted him a small reward and the praise of Miss Agnes Pendell, 6117 Woodlawn avenue, whose purse was returned.

All the comforts of home were extended to Irving Eisenberg, 134 North La Salle street, by Conductor Michael Hanley, badge No. 14010 of Lawndale. Conductor Hanley learned Mr. Eisenberg had failed to secure a morning paper. Several minutes later he had secured portions of each of the morning papers and had tendered them to Mr. Eisenberg. "Little actions of this type," said the latter, "make the world a very pleasant place to live in."

Sells Patron by Service

The actions of Conductor Henry A. Gliwa, badge No. 14162 of Kedzie, plus the beauty and

TROLLEY SPARKS



One and a half, please!

serviceability of the new Madison street cars "sold" James J. Mertz, Loyola University, on the Chicago Surface Lines as he related in his letter.

Conductor John J. Kearns, badge No. 11256 of Division, loaned Mrs. J. Monyok, 6108 South Artesian avenue, a quarter and found his actions praised and his trust repaid.

Two letters were received from J. Silverstein, 1536 South Kildare avenue, in praise of Conductor Emil Vlach, badge No. 9124 of Blue Island.

From M. A. Nathan, Albion, Illinois, who "has traveled about the country for a number of years," came words of appreciation for the fine conduct of Conductor William F. Loftus, badge No. 14324 of Devon.

"One of a Grateful Public" wrote to praise Conductor John W. Maloney, badge No. 9952 of 77th, for his courtesy in reminding him upon arrival at his destination.

KEEPING 'EM ROLLING

Sixty-ninth Assumes Lead in March Figures

Sixty-ninth street depot moved into the lead in the March keep 'em rolling figures with an average of 11,042 miles per pull-in, an increase of 55.7 per cent over the previous month.

Following in second place was the February leader, Division, which compiled a record of 10,328 miles per pull-in, an increase of 42.5.

A heartening indication of increasingly good service is found in the March keep 'em rolling figures. Every depot, for the first time in months, showed a substantial increased mileage per pull-in.

For the most part the stations retained their respective rankings, although Archer dropped from fourth to sixth place and 77th climbed from eighth to fifth.

Individual records follow:

Rank	Carhouse	Zero Days	Mile, per Pull-in	Pct. Increase
1	69th	3	11,042	55.7
2	Division	8	10,328	42.5
3	Lawndale	3	8,788	59.1
4	Devon	2	8,262	47.5
5	77th	—	7,699	60.4
6	Archer	—	6,838	12.2
7	Cottage Grove	2	6,381	26.5
8	Burnside	—	6,359	34.8
9	Elston	2	5,619	31.7
10	Limits	3	5,601	5.6
11	Armitage	1	5,439	45.1
12	North	—	5,169	29.9
13	Kedzie	—	4,925	23.7
14	Noble	—	4,304	21.7
15	Lincoln	3	4,199	14.4
16	Blue Island	1	3,769	55.6

Carhouse records for the past six months:

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

BILLY GETS A BOOST

Well Known Employe Promoted to Electrical Foreman

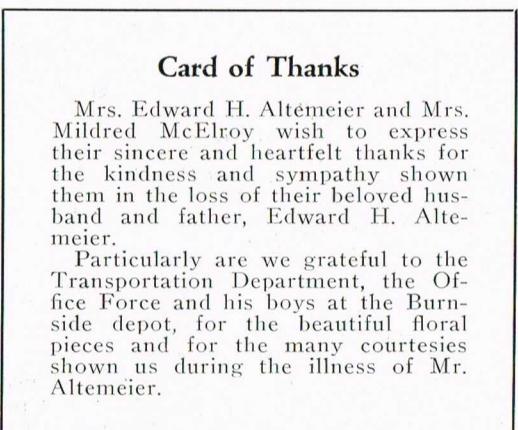
William Schenck, a good-will emissary of the Chicago Surface Lines who has appeared before almost a million patrons, has just been named general foreman of electricians by Electrical Engineer A. J. Klatte. His appointment was effective April 1.

Back in boyhood days Billy Schenck was, by his own words, a "west side loafer" who used to watch the men at work in the old Rockwell street powerhouse. Years later he installed the rotary converter at Western and Washington, which put the old steam house out of business.

In the early days Billy had his pet peeve, as who doesn't? His was one of the first electric clocks in the city which formerly decorated the tower of the building at Clark and Division. It didn't matter what task Schenck might be engaged in nor in what part of the city, when the clock didn't work a hurry-up call was sent for Billy.

For some 10 years Schenck has made motion picture showings for the Public Relations department and during that time he estimates that he has come into contact with close to 1,000,000 Surface Lines patrons. Other highlights in his time included a period when he was in charge of the Charles T. Yerkes Electric Fountain in Lincoln Park and the 4 months he spent installing electrical fixtures in the home of former president John M. Roach off the gulf coast of Florida. His service dates from March 10, 1903.

Mr. Schenck is the father of Billy, Jr., a would be electrical engineer who will enter the University of Illinois next fall, and Eleanor, a Girl Scout Director at Champaign, Illinois. The family now resides at 1955 Bal-moral avenue.



Card of Thanks

Mrs. Edward H. Altemeier and Mrs. Mildred McElroy wish to express their sincere and heartfelt thanks for the kindness and sympathy shown them in the loss of their beloved husband and father, Edward H. Altemeier.

Particularly are we grateful to the Transportation Department, the Office Force and his boys at the Burnside depot, for the beautiful floral pieces and for the many courtesies shown us during the illness of Mr. Altemeier.

Cut Accident Toll!

Safety Expert Points to Need for Courtesy on the Highways

By GEORGE G. TRAVER

Manager, Greater Chicago Safety Council

Automobile deaths and injuries on the streets and highways of the United States reached a new high point during the year 1936, despite the wide increase in public interest in this greatest of all peacetime economic and social problems.

While it is true that there was a very substantial increase in gasoline consumption and automobile registrations throughout the country during the past year, which indicates a much larger volume of traffic and consequent increase in exposure and hazards of driving, still, the continued increase in deaths and injuries indicates that the war against accidents has only begun and that greater effort than ever before must be directed against this unnecessary waste of life and limb.

The accident experience within the City of Chicago in 1936 was slightly better than that in the surrounding county, the state of Illinois, and the nation as a whole. During 1936, 797 persons were killed on our streets, an increase of only six deaths over the previous year, but the number of injuries showed a very substantial increase.

The first three months of 1937 in Chicago and throughout the nation indicate that the number of deaths and injuries this year will far exceed those of 1936, unless a striking improvement is made during the remaining nine months of the year.

Causes Analyzed

In analyzing the causes of the accidents which result in this annual slaughter of the innocent, we find many due to excessive speed, the attempt to mix alcohol and gasoline, faulty equipment, unfavorable road conditions, and other physical factors.

In the last analysis, however, probably a majority of the accidents which occur on our streets and highways are due to a lack of common COURTESY.

It is a strange commentary on human nature that so many of us will take on an entirely different personality when we sit behind the wheel of our car. Men and women who are considerate and thoughtful of others in the ordinary relationships of life seem to be transformed into thoughtless and inconsiderate human beings when they step into their cars.



George G. Traver

We would not think of crowding into a doorway ahead of anyone else in entering a building, and yet we will attempt to beat the stop light, cut in and out of traffic, beat another car to an intersection and commit many similar rude and thoughtless acts which endanger the lives of others, as well as ourselves when we are operating our cars.

Courtesies Disregarded

The street cars which are operated on our busy streets constitute an important part of the traffic flow. The motorman is constantly confronted with the actions of inconsiderate and thoughtless drivers who completely disregard the dictates of common COURTESY.

The temptation to give the other fellow a dose of his own medicine is ever present.

However, the greatest hope of improving the operating conditions on the streets depends upon every individual who operates a vehicle of any type—whether an automobile, a truck or a street car—observing the same courtesy and thoughtfulness of the rights, safety and comfort of others that he would in his relationships with his family, his friends or in the everyday contacts of life.

The practice of thoughtfulness, self-control and courtesy in operating vehicles on the streets of Chicago can do more to cut down our annual toll of accidents, deaths and injuries than any other program that can be developed.

JOYRIDE OF A COMIC

A new version of "crime doesn't pay" cropped up in the divorce court of Superior Judge John C. Lewe this month when Mrs. Grace Kramer was granted \$20 weekly alimony as well as \$1,000 attorneys' fees pending a hearing of her divorce suit against Peter Kramer.

Back on April 5, 1936 one Peter Kramer, with a companion, stole a street car from Archer depot only to desert it a block later when the trolley pole left the wire. Apprehended, Kramer was fined \$100 and, when unable to pay, committed to the Bridewell.

Mrs. Kramer didn't think that very funny. (Peter is assumed to have harbored the same sentiments while he languished in jail.) But the escapade tickled mightily the friends of Mrs. Kramer who were wont to remark in her hearing, "I see your husband doesn't believe in waiting for his street cars."

Judge Lewe didn't think it too comical either. That is why he granted Mrs. Kramer alimony with the intimation that the impending divorce suit would meet with few obstacles.

SAX AS OTHERS SEE HIM

David Sax, Kedzie, Gives a Reporter a Good Story

By AL ROSE

Something certainly should be done about Conductor No. 7478 on the Madison street line.

Either the company should fire him at once for making the rest of the service look so bad—or give him a diamond-studded medal (no less) for being the most courteous and helpful conductor on any street car line any place.

To begin with it was raining as his car entered the Loop at 1:10 p. m. yesterday, and nobody feels particularly happy on a rainy day, except maybe a cab driver.

We got on at Wells street with lots to think about, the city's transportation problem being in the mess it is, and didn't recall until later that Conductor No. 7478 had said "Thank you" when we deposited the exact fare in his hand.

We noticed him for the first time 50 feet later when he said in a pleasant baritone voice that could be heard clearly from one end of the car to the other:

"LaSalle street . . . keep your seats, please, until the car stops . . . the city hall is one block north."

That last made us look up, rather surprised, to say the least. We wondered if the man had drunk something besides coffee for lunch. But he was obviously cold sober and smiling behind his glasses as he looked over his passengers in the manner of a shepherd watching his sheep.

(If this sounds impossible so far and we seem to be rhapsodizing unduly, attribute it to the shock and stop reading because there's more of the same stuff coming.)

The next is true, so help me. A rather stout, elderly woman started to get up and dropped her umbrella. The conductor left his post at

the middle of the car immediately and went to her side, saying:

"Let me pick it up, lady, I'm much younger."

He no sooner accomplished this and let a few passengers off at LaSalle street than he noticed a mother having difficulty getting two children aboard at the front of the car. Down the aisle he went, took the children by their hands as the mother boosted them



from behind and led them to seats.

"There you are," he said. "Mama will be right with you."

By this time everybody in the car was smiling at him. The man seemed to be enjoying his job immensely.

At the next corner he sang out:

"Clark street . . . change for Wentworth line," and to the passengers leaving, "careful as you step down, it's wet and slippery outside."

We'll bet anything that everybody on that car told this story about Conductor No. 7478 at the dinner table last night. It's the kind of thing that strikes you pleasantly and sticks . . . in Chicago. Something you sort of like to pass along to others as one of your most unusual experiences.

—Reprinted from the *CHICAGO DAILY TIMES*, April 2, 1937.



PREVENTION BY PICTURES

Flagman Draws Major Accident Causes—Is Self Taught

Along with 5,043 trainmen who haven't had a chargeable accident during the past year we are introducing Flagman Clarence R. Danhour, of Burnside, who doesn't have to wade through an accident listing to spot the major causes of accidents.

Danhour started making accident prevention his hobby some years back when he entered the Surface Lines ranks in 1925. As long as he was on the extra list Danhour had time to picture the accidents that happened.

After 5 years of train service Danhour became ill and during his period of convalescence he kept at his hobby and improved his drawings by self discipline and practice.

Now working as a flagman, Danhour has an even better chance to shine as an accident prevention specialist. What better place than the Accident Prevention Issue could be chosen to exhibit his drawings of two accident prevention posters?

BURN OLD CARS

Those dusky clouds that hang low over the vicinity of 77th and Vincennes don't herald the approach of a dust storm from the western plains.

They arise from one of the city's bigger bonfires in which 153 of the oldest street cars belonging to the Chicago Surface Lines are being burned in compliance with terms of the 1907 ordinances. Those ordinances provide that when new cars are purchased an equivalent value in old cars must be disposed of and written off the companies' property accounts.

The streamlined 1937 model street cars now operating on Madison street cost \$1,250,000. The cost of the new units is equalled by the value of the 153 old models.

Trucks, motors and glass are removed from the old cars and they are then saturated with oil and ignited. The remaining metal is sold for scrap.

Departments and Divisions

Accounting

Our sympathy is extended to Edward J. Mark of the book-keeping division, whose mother passed away on Sunday, March 14.

Best wishes for a happy birthday were extended to John Schwitz of the ledger room on Wednesday, March 31.

Congratulations and much happiness is our sincere wish for Miss Roberta Frederickson of the pay roll division and Edward Danforth, who were married at 5 P. M. on Saturday, March 27.

Recently Miss Sarine Davis of the trip sheet analysis division sang and danced over the air during an amateur hour on station W. C. F. L.

Best wishes were extended to Miss Eugenia Ziembra of the pay roll division from her friends on the occasion of her recent birthday.

Thomas F. Coan

Electrical

Julius Boisacq, an employe for nearly 39 years, died March 29 at the home of his daughter, Mrs. Marie Hardin of Bement, Illinois. Julius had been suffering from heart trouble for the past several weeks. He was well-liked by his fellow-workers, which was manifested at his funeral service held April 1, at St. Philomeno church where high mass was said. Burial was in St. Boniface cemetery. Deepest sympathy is extended to Mrs. Marie Hardin and family and to Louis Boisacq of Illinois sub-station in the loss of their father and brother.

Superintendent Frank Roper met with an accident while supervising some work, which caused injuries to his lower limbs and confined him to his home for a few weeks. He has now returned to his usual duties. Glad to have him back again.

Peter A. Nelson, bonding foreman in the line department, an employe since 1887, returned to work after being off several weeks because of illness, but is again confined to his home. Best wishes are extended for a speedy recovery.

Engineering

Billy

R. J. Rumatz purchased a home on the south side, and invitations to the "house warming" party are in the mail. We understand that Rudy is planning on raising chickens. How about it, Rudy?

Messrs. Ruzich, Howell, and Rehling held an Armour Tech reunion at the Gold Coast bowling alleys in a friendly bowling match. After scores were added, it was agreed to challenge the track department stenographic division.

The utility department welcomes Art Fortmann, who takes the place of Tom Foley, recently transferred to the department of accident investigation.

We extend our sympathy to Martin and Edward Nolan in the loss of their mother, and to John Barrett in the loss of his sister.

Schedule and Traffic

The sympathy of the department is extended to L. M. Traiser in the death of his father on March 8, at New Richmond, Wisconsin.

The moving bug has been biting again. G. R. Bryan, J. S. Franzen, R. M. Sedlack and L. C. Dutton will move on May 1. We also thought that W. P. Devereux would do likewise, but on St. Patrick's day W. P. had a change of heart.

Joseph DeGrazia is now breaking in a new Plymouth sedan.

G. R. Bryan has been camping almost anywhere since scarlet fever has been keeping his home quarantined.

Lee Gilbert and Esther O'Brien were on the sick list for a few days, but the Easter bunny pepped them up and we now see them back at work.

Shops and Equipment

Einar Lovgren, Jr., has left the West Shops office to take up new duties with another company. We wish him happiness and success.

A former member of the West Shops office, Frank Norton, (now at Limits) remembered his old associates with candy and cigars last month in honor of his very young daughter, Mary Elizabeth, born March 9, weighing almost 7 pounds.

Inspector Josef Bolec is quite elated over the arrival of his first grandchild, Lillian Mary Tovac. He joyfully passed out cigars to celebrate the occasion.

During the past month, Fred Paulus of the West Shops and Adam Milewski of Lawndale passed away. Our sympathy is extended to the families and friends of these men.

Lillian Hultquist

Around the Car Stations

Burnside

All members of Burnside depot mourn the passing of Division Superintendent E. H. Altemeier on March 22, and extend sympathy to Mrs. Altemeier and Mrs. Mildred McElroy, his daughter.

Relief Receiver Joseph P. Ryan is the proud father of a baby boy. Joe says he already is showing talent as a Receiver. Congratulations to Mother and Daddy.

Clerk Harry Swanson is planning on a fishing trip in the near future. Harry expects to catch a pail of lute fish, a pail of herring and a box of hard tack.

The boys of the Burnside depot express their sympathy to Operator Joseph P. Carney, who lost his father on March 4.

William D. Frank

Seventy-seventh

It won't be long until Seventy-seventh will be out defending its softball championship. The competition this year promises to be longer and hotter than ever. Only the fittest will survive. Seeking to contribute something to the cause, Conductor Art Felz has opened a conditioning class to try to whip the boys into

shape. So far, there has been very little whipping going on. Art says, "I not only can't get the horses to drink, I can't even get them to come to the trough." It is hoped the response to Art's efforts will soon show improvement. After all, you can't win a championship on cream puffs.

Supervisor E. C. Tocci has entered the ranks of the forum speakers. He spoke last at the American Legion Post No. 123 and will lecture next in Hammond before members of Thirty Council, Knights of Columbus. His subjects deal with the pressing problems of the day, and we venture the opinion his lectures are well worth hearing.

In lodge affairs, Conductor W. J. Casey, past post commander of the Veterans of Foreign Wars, is progressing on a large scale. It is understood that he has become a candidate for national commander of that worthy organization. His friends at the depot wish him luck.

It is gratifying to see Seventy-seventh place one man, C. G. Fridel, on the bowling team that will compete in the Illinois Bowling Association tournament this month, and as a whole, to see the team place second in the Division 241 league. North Avenue, traditional rival in sports, this time took first place, but after the last fall softball series when Seventy-seventh nosed them out, we are not surprised they figured one nosing in a year was enough.

Sympathy is extended to the following men on deaths in their families: Conductor J. W. Cassidy, his father; Conductor J. E. Donahue No. 1, his wife; Conductor E. G. Burns, his baby; Motorman E. J. Edgecomb, his wife; Conductor O. O. Campbell, his mother; Motorman P. McHugh, his brother, and to the families of Motorman B. Inhout and Operator C. E. Burrier.

Conductor J. W. O'Shaughnessy was presented with a 9½ pound baby boy on Good Friday morning. Congratulations are extended to the family.

W. F. Story

Archer

Conductor J. Kocher reports the arrival of a baby girl at his home. Arline Marie made her appearance March 23 and John is very happy over the event.

Conductor Cyril T. Harris was called upon to part with his father who died March 23 after a short illness. Our deepest and sincere sympathy is extended at this time.

Wedding bells rang out for Conductor Joseph J. Barbaro on April 11. Congratulations to you on this happy event.

Conductor Dennis Enright, the oldest active conductor of the Fifth division, signed off sick on February 28. He is now convalescing at home. Here's wishing him a speedy recovery.

Conductor C. O. Mealer is now promenading around the train room with a smile of pride, the result of a 10-pound baby boy who made his way into the Mealer home March 3. Congratulations are extended.

Our sincere sympathy is extended to Conductor A. F. Krueger who buried his mother and father during March.

We regret the passing of Bus Operator C. E. Burier who died March 27 and was buried in Evergreen cemetery March 29.

While Archer depot is the loser of two good

men, we are glad that Conductor J. A. Wright and Motorman S. F. Samuels have been called to represent the City of Chicago Police Department. We feel sure such men as these are a credit to our city and are qualified for the position.

The wife of Motorman James Rak died Sunday, March 14, after a short illness. The boys of Archer extend to the family their sympathy in this bereavement.

Sympathy is extended to Motorman Roy O. Lyman on the death of his father on March 12.

The mother of Conductor Tommy J. Green passed away March 25, at the age of 86. The boys extend deepest sympathy to him at this time.

Conductor Joe English, a bachelor for many years, decided to show the boys that there is a better way of living. He is married now, having signed a life contract Saturday, March 13. A very elaborate dinner was served after the ceremony which many of the boys attended. The honeymoon was spent in Windsor, Ontario, Canada. Congratulations are extended to the couple.

Dusty

Lawndale

Conductor James McNulty extends thanks to Conductors Samuel Berry and Julius Jackiewicz, for rendering taxi service during the recent strike by assisting in the removal of his injured mother from the hospital when his own car became stalled.

Conductor Thomas Sullivan, No. 2, announces the arrival of a 9-pound boy.

Sympathy is extended to the following trainmen: Conductor Edwin Burns, in the loss of his wife; Motorman Timothy McAuliffe, in the loss of his sister; and Joseph McVey, in the loss of his mother.

A welcome is extended to the following new men: Motormen William Schram and Ferdinand Marek.

C. F. Karschnik

Blue Island

Sympathy is extended to the families of the following trainmen: Conductor Patrick Healion, who passed away at the Edward Hines Hospital March 10 after several months of illness; Motorman Charles Meyer, who passed away at his home March 18 after a long illness; and Ex-Conductor James Downs, who passed away suddenly on March 25.

Sympathy is also extended to the following and their families in their recent bereavements: Conductor Joseph Klimas, in the loss of his wife; Adolph Gach, in the loss of his sister; Fred Reifsteck, in the loss of his sister; John Collins, in the loss of his brother; Steve Barton, the loss of his mother; and Motorman Mike Wisniewski, the loss of his sister.

Conductor Elmer Neumann is the proud daddy of a 9-pound boy presented to him on March 24. Congratulations and good luck to mother and son.

The reason for the big smile on Conductor John Smutny's face nowadays is that he is grandpa to an 8-pound granddaughter.

Relief Clerk Charles Batterson invited his good friend Relief Clerk George Singer for a corned beef supper a few weeks ago. George said the next time he is invited by Batterson he will bring his own corned beef.

Motorman Max Grubbe just loves home made Bohemian rye bread with caraway seeds and is working on an invention to crush the seeds so that they will not get in his teeth.

Now that the softball season is on its way, Manager John (Sparky) Vujtech would like all those interested to come out to the games.

C. P. Starr

Kedzie

Our clerk, Robert Almeroth, rather shyly informed us the other day that he celebrated St. Patrick's day by getting married. We rather expected this for on his day off, rain or shine, Bob would go to the country. Here's wishing him and Mrs. Almeroth all the luck in the world and may their future be full of happiness.

Two new faces in our ranks are Supervisor William Herbert and Clerk Thomas Cooke. We wish them success in their new positions.

The day after Easter, which was inspection day, found our men on dress parade and looking the part.

Conductor Dan Musker returned home after spending a month's vacation in the sunny south around Miami, Florida. When we were freezing he was enjoying a sun bath.

Conductor "Bud" Fischer has been taking boxing lessons, and to put in the finishing touches he attended the Golden Gloves fights.

The manager of Kedzie's softball team, Robert Naesens, is looking over the new trainees in hopes of finding new material for a first-class team this year.

Conductor Thomas F. Walsh has turned out to be some tenor singer. Keep it up, Thomas, and some day you may be a Caruso.(?)

Motorman H. Andrews reports the arrival of an 8½-pound baby boy, born March 6. Congratulations.

Clinton Sonders

Division

The depot sends best wishes for a speedy recovery to the wife of Conductor Russell Stromsta, who has undergone an operation, and to the father of Motorman Edward Bach, who is convalescing nicely after his recent heart attack.

Spring fever weather is prevailing hereabouts so some of the boys are getting new cars. Those who have the latest in streamliners are Conductor William Lynam and Motorman Frank Chaney. Motorman Ed Strand can't decide whether or not to sell or trade his "De Soto."

Motorman "Nigger" Morris was a very surprised man for two days in a row. One day he found a large sign on his car "For Sale—or will trade for pair of old boots" and about 25 people were around the car. The next day he found a street lantern fixed underneath the car and it took him 45 minutes to take it off. It was all in fun but we hated to see him work so hard at taking it all off. Why doesn't he see Andy Cooley about it?

Members of this depot indulge in gymnas-tics every Tuesday night. Those who don't know about it may get information from Conductor Frank Bischoff or Motorman Frank Chaney.

Zephyr

Lincoln

The individual championship (iron-sights) rifle match sponsored by the Daily News at the Navy Pier during the recent Sport Show, was won by Conductor Jens Nielsen.

In this match there were over 200 cool-nerved riflemen to offer Nielsen some competition, and after the smoke was cleared Nielsen was declared the winner, firing the only perfect score in this match, to be awarded the championship trophy. As a member of the Harold A. Taylor Post No. 47 American Legion team, Nielsen participated for the General Abel Davis Trophy in a state-wide rifle contest. His team won first place, while he attained high individual honors. Being an expert rifle and pistol shot, Nielsen can shoot as well as Henry Ford makes automobiles. If you ask him if he can shoot the eye out of a fly at 100 paces, he will probably ask, "Which eye?" and mean it.

Congratulations to Conductor and Mrs. Harvey L. Wilcox on the birth of a baby girl born March 8.

Motorman Richard Cain, who had been with the company for a long time, passed away Saturday, March 20, after a long illness. He was buried from Our Lady of Mercy church to All Saints cemetery. Motorman Albert Piske, also an old-timer, passed away on Monday, March 22. He had been sick quite some time. He was buried from Schlerfs chapel to Graceland cemetery. Sincere sympathy is extended to both families.

Henry Spethman

Devon

Congratulations are extended to Conductor Hugh Roth, who became the proud father of a 9 pound baby girl known as Sandra Harriet, born at the Lutheran Deaconess hospital March 18, 1937.

An artistic scene of fountain and garden, which makes one mindful of old-world beauty, is in reality the back yard of Biagio Kirkyrlik, our night watchman. Although Mr. Kirkyrlik is not a direct descendant of Cellini or Da Vinci, he hails from their land, which is noted for its many famous creative sons of art and beauty.

Aspirants for our 1937 baseball team (and there should be many, considering last year's enviable record) should see Manager Buhlmann, or leave their names with the clerk.

The following men who are off sick and who would be appreciative of a visit during their convalescence are: Conductors William Pohlmann, A. Wagner, E. Olson, W. Johnson, N. Strass, J. Kenny and J. McCurdy; Motormen E. Faulkner, E. Diesing, J. Jablonski, W. Pittinger, C. Wolfe and F. Lacek.

John W. Binder



Jens Nielsen

No-Accident Honor Roll

See Article on Page 3

DIVISION No. 1—COTTAGE GROVE ONE YEAR MEN

Conductors

Name	Badge	Name	Badge	Name	Badge	Name	Badge	Name	Badge
Karnik, G. O.	272	Reeder, C. J.	1470	Peterson, J.	4272	Funk, D. R.	7220	Quant, R. H.	10682
Lofftus, H. E.	568	Fisher, W. I.	1506	McCune, J. P.	4294	O'Neill, J. J.	8326	Custer, W. E.	10876
Buergermeier, J. P.	798	Kaminsky, G. L.	1516	Harrington, H. W.	4298	Williams, M. A.	8372	Kuhnlien, A. J.	11754
Schuble, A. A.	978	Schober, H. G.	1994	Miller, E. S.	4300	Herndon, C. R.	8380	Gray, W.	11876
Davis, R.	1180	Johnson, I. C.	2314	O'Connell, H. A.	4656	McReynolds, J.	8880	Marron, P. E.	11952
Shober, H. L.	1202	Kane, P. No. 1	2692	Schluck, E. C.	4740	Walsh, P. J.	9028	Robinson, W. E.	12194
Drake, F.	1208	Rodenbeck, E. E.	2740	Quigley, W. D.	5526	Hooper, F.	9242	Bowen, W. H.	12376
Buchanan, R. F.	1238	McNichols, T. J.	2962	McGrath, E. A.	5762	No. 1	9360	Barsalow, J. N.	12948
Mahoney, D.	1250	Loos, W. E.	3324	O'Neill, N.	5950	Brown, M. H.	13364	Kotbra, W.	13364
Hill, D.	1306	Anderson, A.	3646	Spencer, R. T.	6256	No. 4	9566	Balmis, J. L.	13696
Elliott, G.	1340	Woods, C.	3986	Macaskill, M.	6360	Robinson, J.	9588	Olson, C. E.	13734
Jones, I. H.	1370	Fitterer, F. E.	4034	Fitzpatrick, T.	6594	Kennedy, H. W.	9904	Quackenbush, H. C.	14202
Martin, O.	1416	Cuddy, F. G.	4160	King, L. T.	6664	Finnerty, M. F.	10066	Saunders, R. H.	14396
Waters, P. F.		Robinson, W. J.	4240	Bobus, J. J.	6782	White, R. E.	10280		
No. 1	1420	Godvin, M.	7014	Godwin, M.	7014	Lind, H. M.	10388		

Motormen

Dunkle, J.	307	Kirby, J.	1569	Peterson, C. B., No. 2	5097	Johnson, E. C., No. 2	7417	Fitts, M. S.	10597
Keane, P. J.		Peterson, C.		Galvin, P.		Martin, P. K.	7529	Stephens, H. J.	10787
No. 1	415	No. 1	1579	No. 1	5181	Sands, A. M.	7693	McShane, P. E.	10987
Bowles, G. H.	877	Kane, J., No. 3	1601	Van Coverden, W.	5277	Philbin, R. J.	7835	Olson, H. W.	11409
Walsh, J. B.	999	Williams, E.	1641	Ryan, L.	5985	Norton, T. G.	8273	Welin, E.	11449
Bergstrom, C. A.	1187	Johnson, W. M.	2001	Decker, J.	2367	Baldwin, C.	6099	Falk, G. E.	11465
McMahon, T. F.	1269			Hoff, C. N.	2497	Czeleski, J.	6331	Rye, W. W.	11903
Chappell, A.	1279			Hull, F.	2579	Blaney, J. I.	6531	Grady, P.	12173
Magorian, P.	1315			Meyers, A.	2789	Cavanaugh,		Sullivan, F. M.	12227
Tarr, F.	1359			Dousan, F.	4453	W. T.	10263	Foley, H. D.	12241
Loyce, F.	1421			Knight, E. W.	5009	Johnston, A.	10375	Thompson,	
Burke, J., No. 1	1567					Botham, A. T.	10549	W. M.	12251
								Evans, J. T.	12423

TWO YEAR MEN

Conductors

Hopkins, T.	350	Gilson, F. G., No. 4	2538	Sheehy, W. F.	7352	Mallon, J. J.	9510	Moriarty, W.	11510
McKeon, M.	368			Sherman, F.	8130	Alford, R. G.	9954	Ronschke, F. W.	11714
Broad, J.	1264			Mulqueeny, J. L.	8456	Hjortsvang, A. V.	10306	Eckel, W.	12906
Smith, H., No. 2	2226			Durkin, T. F.	8840	Reynolds, P. J.	10316	Beren, A.	14388

Motormen

Gronert, W.	1285	Erb, J. M.	2249	Libke, W. F.	3033	McLaughlin,		Payne, J. H.	11025
McGrath, H.	1443	Suhr, J.	2761	Busch, J. C.	3955	E. J.	9807	Brennan, P., No. 2	11611
Wilkinson, P. P.	1655	Noonan, T.	2813	Colledge, W. T.	6505	Markby, J.	10855	Hubert, P. J.	13511

THREE YEAR MEN

Conductors

Connelly, J. J.	1326	Murphy, T.	3020	Noonan, T. J.	7016	Hurlocker, S. E.	10592	Elser, R. C.	12006
Mullen, J. T.	2002	Birmingham, J.	3448	Rees, E. S.	8604	Stevens, A. L.	10620	Whiteford, T. J.	12868
Ludwig, J.	2218	Hartman, H. P.	5814	Hannon, R.	10514	Grasz, P.	11680		

Motormen

Keane, J., No. 2	825	McHugh, P.	1353	Malone, M. P.	3455	Prazsky, A. J.	5367	Swanson, E.	10541
Thom, W.	847	Corrigan, T.	2751	Kunde, A. H.	3825	Mitchell, W.	7405	Jordan, W. M.	12567

FOUR YEAR MEN

Conductors

Randle, C. A.	216	Bliss, A. P.	5828	Hayes, P.	9382	Waters, P. J.		Grundy, H. G.	12902
Moore, E. T.	4048	Popp, J. J.	7596	Benbow, A.	11006	No. 2	11260		

Motormen

Reid, M.	10543	Kaufman, A. H.	13207
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FIVE YEAR MEN

Conductors

Weihofen, H.	1902	Bauer, C. J.	4226	Clemmons, C.	4426	Cross, H. C.	10056
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Motormen

Name	Badge	Name	Badge	Name	Badge	Name	Badge	Name	Badge
Doherty, T.	1227	Denash, P. R.	1271	Heinrich, A. H.	5425	Shulky, H. F.	10179		

SIX YEAR MEN**Conductors**

Jones, W. S.	1178	Schultz, W. O.	2834	Grant, L. R.	4204	Sorenson, A. W.,		Fleming, C. R.	4822
Cook, J. G.,		Hirzseifen,	4110	Kinney, E. L.	4332	No. 2	4808	Riley, F. B.	8830
No. 2	1226							McKeon, J.	13222

SEVEN YEAR MEN**Conductors**

Nelson, J.	250	Gorman, J. P.	2738	Durkin, D. A.	4476	Collings, S. B.	9354	Buergermeier,	
Werner, W. J.	2152	McCahey, P.	2876	Northoff, N. J.	5688	Enos, T. J.	9440	W.	9666
Filan, L. D.	2346	Connelly, R. J.	3644	Carroll, J. C.	7222			Kuhnlien, J.	11396

Motormen

Kenny, P.	1627	Daly, T., No. 2	12321	Woods, E. L.	12383
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EIGHT YEAR MEN**Conductors**

Lundberg, H.	1194	Hovmoller,		Lane, J.	2212	Andersohn, H.		Steen, W. A.	6962
Hemmergren,		A. P.	1656	Barry, R. J.	2782	A., No. 1	4142	Sproll, A. W.	11216
A.	1278	Bird, R.	1804	Kelly, J. R.	3880	Dudley, H. M.	4150	Heffernan, E. J.	11330
Stenzel, W. T.	1634							Morris, M. J.	13410

Motormen

Cannon, J.	1455	Haynes, G. H.	3945	Hoffman, G. A.	4271	Thiele, P. H.	12371
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NINE YEAR MEN**Conductors**

Costello, J. F.	174	Minning, A. H.	1558	Flanagan, R. J.	4236	Klingrnagen,		McGeever, P.	10274
Hickey, C. J.	634	Russell, W.	4004	Prindle, C. V.	5714	H. F.	7320	Markham, J. H.	11564
Tollstadius,		Sorenson, A. F.				Ammerall, W.		Layton, R. G.	12560
C. P.	1414	No. 1	4072			E. J.	10238		

Motormen

Robinson, R.	1561	Morris, D. F.	10797
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TEN YEAR MEN**Conductors**

Horrigan, J. J.	252	Cook, J. R.,		Shea, F.	2570	Kehoe, J.	4056	O'Neill, D.	6496
Jensen, W.	486	No. 4,	1236	Murray, J.	2716	Sliter, D.	4070	Batzer, R. J.	8192
McDonnell, J. F.	862	Bramier, F. W.	1262	Ricker, T. M.	2914	Miskell, J. P.	4156	Prather, L. W.	9084
Fuchs, J.	1060	Hirsch, M.	1280	Hockenberry,		McGoldrick, P.	4218	Condron, J. B.	9454
Sternberger, R.	1088	Wenham, J.	1334	J. A.	3152	Brown, J. E.	4376	Zigament, T. J.	10932
Dwyer, J. J.	1100	Stenzel, H.	1402	Haggerty, P.	3168	Gilmour, C. R.	5080	Dinaline, F.	12150
Spivey, H. T.	1130	Brennan, J. E.	1474	Seefeldt, A. O.	3382	Berryhill, C. D.	5110	Walsh, W. J.	12400
Bolan, T.	1152	Potenberg, E. F.	1650	Ruebensam,		Fish, H. M.	5422	Fogarty, T. P.	14160
Lovett, J.	1186	Hewitt, H. W.	1814	H. H.	4044	Zboril, A.	5754	Callaway, B. F.	14426
		Barsalow, E. H.	2000	Phillips, J. J.	4050	Dwyer, S.	6202		

Motormen

Berg, W.	1035	Bowden, W. H.	2401	Schweinfurth, L.	5617	Gustaveson, G.	10753	Sissner, A.	13063
McGrath, M.	1585	Donnelly, M.	4113	Hanley, W. J.	10183	Kelly, L. J.	12123		

DIVISION No. 2—BURNSIDE**ONE YEAR MEN****Conductors**

Simpson, W. E.	330	Dicke, C.	714	Sawyer, V. L.	3794	Flaherty, P. W.	7552	Underwood,	
Brand, A. L.	412	McGarvey, L.	718	Crawford, A. E.	4754	Hammond, C. E.	9670	R. H.	10986
Lydon, M. J.	522	Swenson, S.	2300	Kreutzer, A. A.	5934	Hynes, T. W.	9832	Bowring, A. C.	11232
Swanson, H.	624	Lull, R. L.	2996	Barber, W.	5986	Brunod, D. F.	9982	Reynolds, F.	12494
Millbauer, F. G.	662	Fenstermacher,		Frank, E. L.	6476	Butler, E. J.	10312	Hulthen, V.	13422
Peterson, F.	686	E	3328						

Motormen

White, W. E.	541	Dolan, J.	713	Hawking, E.	7073	Ferguson, G. E.	10291	Postelanczyk,	
Iseminger, F.	575	Theil, R. C.	747	Smith, O.	7439	Rosenkilde, G.	10479	A.	12435
Johnson, A.		Sweeney, W. C.	771	Appel, T. C.	9539	Olson, A. J.	11359	Hayman, S. J.	13105
No. 1	581	Bohan, J. D.	797	Robinson,		Keefer, R. C.	11523	McCartan, P. F.	13149
Hansen, I. W.	629	Kane, J.	1309	D. L.	10051	Taylor, C.	11531	McLaughlin, P.	13291
Wolff, H. P.	643	Bell, E. O.	3709			Hynes, M. E.	13331	Hynes, M. E.	13331

TWO YEAR MEN**Conductors**

Name	Badge	Name	Badge	Name	Badge	Name	Badge	Name	Badge
Schilling, W.	1552	Reynolds, M. J.	4066	Sendzikowski,		Thornton, R. B.	6296	Jones, M. E.	13258
Kropfel, V. J.	3084	Memsen, C. E.	4118	C.	4938	Knight, R. J.	11930	Enderlin, W. C.	13330

Motormen

Magnuson, N.	591	Donovan, J.	789	Heidekrueger,		Hennelly, M.	7553	Kelly, M.	12431
Looram, P.	639	A.	6033			Fritsche, E. W.	9009		

THREE YEAR MEN**Conductors**

Patterson, W.	560	Pallagi, S. J.	742	Stephens, R. J.	9178	Ferguson, A.		Cullen, C. J.	10794
Foliard, M.	706	Landzaat, J.	6102			No. 1	10082	Benline, C. J.	12888

Motormen

Moe, O. P.	543	Costello, T.	1523	O'Brien, J. A.	3415	Gorman, E. P.	9115	Blummer, L.	10819
Heinz, W.	723	Scally, T. J.	1661	Hibma, S.	8591	Kean, J. F.	10377		

FOUR YEAR MEN**Conductors**

Barron, J. A.	4584	Schieve, J. E.	6946	Mulcahy, M.	10418	Payne, G. R.	12482	Thieben, E.	12576
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Motormen

Peterson, A., No. 2	737	Egan, J.	7047	Conway, T.	9579	Bardwell, H. F.	11475
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FIVE YEAR MEN**Conductors**

Reibly, J. W.	558	Olson, F. E.	3842	Swift, E. J.	4436	Day, N. C.	10672	Campion, R. J.	11858
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Motormen

Daly, J., No. 3	163	Reyelte, N. C.	1283	Patno, A.	3605	O'Hara, J.	4059	King, J.	5603
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SIX YEAR MEN**Conductors**

Olson, A., No. 1	590	Hanson, H. W.	9286	Schromm,					
				F. W.					10506

Motormen

Schultz, W. C.	283	Pries, L. F.	709
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SEVEN YEAR MEN**Conductors**

Mayer, N. D.	1472	Ferguson, A., No. 2	2230	Keane, M. T.	2868	McGoldrick, C.	5382	Brennan, H. F.	10768
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Motormen

Drasky, D.	661	McMahon, E. F.	2253	Cunningham, F.	3705	Wynn, E.	4613	Markette, R.	4949
Mathias, J.	1981								

EIGHT YEAR MEN**Conductors**

Jacobsen, J.	288	Higgins, W. J.	5522	McGovern, J. S.	8868	Bagrowski, S.	11702	Matheson, D. T.	13616
Berg, F.	528	Ryskamp, R.	5544	Carson, D.	9230	Redmond, J. A.	13196		

Motormen

Noonan, P.	621	Conlon, J. J.	3479	Dignan, P. J.	7937	Kokos, M.	11581	Last, O. A.	12411
Haglund, S.	795	Fitzgerald, M.	4049						

NINE YEAR MEN**Conductors**

Gasaway, A.	612	McGuire, M.	880	Fennessey, J.	4182	Lundy, R. H.	9336	Porter, I. W.	12844
Anderson, O.	642	Heisterberg, C.	2626	Leahy, T.	4942	Benson, C. H.	9488	Lally, J. N.	13050
Barnes, W. J.	650	Schmidt, J. G.	2992	Miller, J. B.	8564				

FOUR YEAR MEN

Conductors

Name	Badge	Name	Badge	Name	Badge	Name	Badge	Name	Badge
Graham, J. L.	258	Devlin, J. J.	1778	Foertsch, G. J.	4948	Malquist, R. A.	9372	Priscal, E.	11870
Lynch, J., No. 2	1246	Wizieck, F.	1894	Miller, H. B.	6092	McGuire, H. J.	10300	Williams, C. H.	12756
Wetzel, H. A.	1296	Flynn, P. J.	2144	Siefried, M.	7476	Gillespie, J. P.	10772	Protea, F. W.	14080
Johnson, W. P.	1520	Gleason, W.	3026	Sasek, A.	9202				

Motormen

Quinlan, C.	199	Weber, P. E.	2225	Noonan, J.		Oelschlegel,		Schmeicher,	
Driscoll, J. A.	1413	Hederman, J.	2807	No. 2	3303	F. L.	8545	H. J.	9659
Cheshire, A. M.	1481	McNicholas,		O'Connell, M.,		Jones, W. R.	8987	Jordan, J.,	
McCarthy, J. J., No. 1	1751	T. J.	2843	No. 2	3379	McDonald, L.		No. 2	10425
				Berry, J.	3921	H. J.	9033	Watt, R. W.	10463

FIVE YEAR MEN

Conductors

Buckley, J.	652	Funk, H. F.	3858	Segars, L. E.	7612	McGuire, J. E.	11460	Fournier, W. J.	12370
Brichta, L.	1478	Brueck, F.	5734	Naughton, J. P.	9906	Alm, E. C.	11928	Link, J. J.	12842
Plattner, F. P.	3036	Grant, C. R.	5830	Johnson, A. V.	10144	Bruin, J. J.	12350	Raebig, F. C.	13444
Toale, O.	3138	Granum, C. G.	7442						

Motormen

Murray, J.	491	Claussen, C. J.	1647	O'Connor, D.	9147	Slama, J. A.	13205	Pearson, A. G.	13477
Benson, A.	1087	Brennan, T.	4193	Daoust, O. J.	11029				

SIX YEAR MEN

Conductors

Machalz, F. J.	570	Cunningham, J. J.	3210	Deuser, A.	5896	Gibbons, R.	6696	Grabianocki, F.	10006
Hallinan, F. W.	1308	Jones, B. B.	4490	Dawson, T. J.	6504	Domke, M.	7526	Conwell, J. E.	12706

Motormen

Holm, H. L. 3241

SEVEN YEAR MEN

Conductors

Hester, P. J.	2808	Clough, S. H.	4750	Phillips, E. E.	7876	Hueston, T.	9628	Callaghan, T. J.	12282
Burzlaff, W. C.	3614	Allen, E. L.	5516	Jackson, W. J.		Leaverton, A. L.	10516		
Lousein, S. B.	3956	Nash, T. A.	6408	No. 3	7922				

Motormen

Marsh, F. M.	599	Jeffers, W. F.	3337	Edmonson, C. B.	7097	Duffy, R.	7639	Kasper, W. A.	10795
Boyle, M.	2117	Berzek, W. H.	5723						

EIGHT YEAR MEN

Conductors

Stewart, D. J.	2254	Berg, A. W.	2602	Shaddon, J. J.	3734	Pfrommer, J. J.	5562	Keppler, F. P.	8914
Swanson, C. W.	2278	Hammond, O. E.	2906	Wilkie, F. H.	5072			Clancy, H. T.	9148
Borchardt, C.	2394					Reed, A. I.	6410	Brennan, J. J.	11190

Motormen

Lynn, W.	613	Finnegan, R. J.	1699	Egan, E.	3249	Wagner, P. A.	8075	Regan, F. T.	11023
McGuire, P., No. 2	787	Maza, M. C.	2409	Holmes, S. E.	3671	Anders, O. H.	10785	Bell, T., No. 2	12015
		Brennan, O. F.	3125	Fahey, J.	7285				

NINE YEAR MEN

Conductors

Grady, J. C.	1464	Durchanek, J. J.	2348	Trafkan, J.	3292	Hillgoth, G. J.	4848	O'Shea, T. J.	8124
Kill, F. A.	1602	Sandquist, J. H.	2590	Leonard, C. J.	3508	Kehoe, J. F.	5884	Nolan, M.	10002
Owens, J. E.	1898	Bailey, F. J.	2862	Olson, O. C.		Porter, W. H.	6016	Cerney, P. J.	11008
Woltman, W.	2258	Locke, M. J.	3116	No. 1	3838	Lux, F. E.	6094	Greene, J.	11990
				Gill, O. F.	3940				

Motormen

Jurgenson, H.	225	Trede, C.	2337	Erlhoff, J.	3087	Volk, J. G.	3181	Roche, D.	3883
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FOUR YEAR MEN

Conductors

Name	Badge	Name	Badge	Name	Badge	Name	Badge	Name	Badge
Grubbe, O. M.....	1058	McNicholas, P. J.....	3106	Heller, C. E.....	3672	Dewick, C. B.....	8328	Kubas, A.....	10010
Turgeon, E.....	1720	Fitzsimmons, J. E.....	3422	Spraul, Wm. P.....	3726	Hanrahan, A. J.....	8392	Frank, F. H.....	12662
Rogers, M. J.....	2980			Beisel, A. P.....	4262	Lewandowski, M.	6902	Weber, C. E.....	14064

Motormen

Miller, H.....	2857	Vasel, P. K.....	3513	Huski, John.....	8995	Hanlon, Jas.	9399	Boyle, J. J.....	13151
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FIVE YEAR MEN

Conductors

Lynch, M.....13204

Motormen

Wenk, C. H.....	2581	Kearney, Wm....	3821	Thatcher, Fred..	8723	Ulmer, A. A.....	11117	Nowski, A. J.....	12485
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SIX YEAR MEN

Conductors

Prestine, H. C... 1524	Rudolph, E. W... 3532	Lasky, P. J.....	7688	Schott, L.....	8854	Loftus, J. H.....	11368
Beery, T. S..... 2758							

SEVEN YEAR MEN

Conductors

Coughlin, T. J., No. 1..... 1576	Thomas, D. J..... 1982	Vlk, J. J..... 2870	Dowmont, C..... 5308	Daley, F. F..... 7420
	Stehl, J. R..... 2142	Fick, J. H..... 3648	Scanlon, P. J..... 6544	Baker, A. J..... 11350

Motormen

Wolff, Rd..... 1595	Kostanick, A.	2003	McGarry, H.....	3179
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EIGHT YEAR MEN

Conductors

Otto, A. W..... 2148	Murray, J. J., No. 1..... 3626	Brinker, H. L..... 5576	Neylon, M. J..... 10308	McConnell, C. A..... 11176
Ryder, J. P..... 2566		Gallagher, A. F..... 6192	Mucynski, F. T..... 10342	
Mooney, J. F..... 3574	Crannon, R. J..... 5052	Lang, F. E..... 1304		Maher, W. T.... 11822

Motormen

Fernett, V. J..... 1391	Wensloff, P..... 3693	Sauersopf, J..... 7333	Naughton, J. J..... 10729	Jonaitis, S. A..... 12529
Schultz, C. A.... 3879	Pelton, S. J..... 4619			

NINE YEAR MEN

Conductors

Mulrooney, L..... 3702	Murphy, J. J., No. 2	Burke, T., No. 3 7224	Zimbrich, F. C..... 8254	Bielski, F. B..... 11772
Larson, Fred..... 3792	4914	Klikunas, J. C..... 7494	Bennis, J. P..... 11126	

Motormen

Lawick, B. G..... 5953	O'Cara, T. F..... 10323
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TEN YEAR MEN

Conductors

McMillen, W. F..... 170	Blake, J. A..... 2188	Corinthern, W. M.	Kuhn, H. D..... 5442	Tavorski, T. 9444
Kahrer, C. F..... 998	Flanders, Ed..... 2530	Daugh, W. C..... 2574	Folay, M. E..... 5752	Kenny, T. T..... 9436
Arundel, Wm..... 1072		Innes, Alex..... 3544	Walsh, F. No. 1..... 5940	Prentice, John.... 9812
Wesenberg, F.... 1098		Tauman, J. F..... 2636	Powers, C. I..... 6736	Kreith, G. J..... 10026
Pedigan, J. A.... 1328		Powers, Jas. M..... 2742	Lynch, Ed..... 3564	Falsey, J. P..... 10618
Petraz, A. C..... 1454		Conway, F. J..... 2804	Barth, W. T..... 6762	Strunk, F..... 10702
Swientkowski, J.	Englisch, E. W.... 2964	Benken, R. 3910	Bessette, A. L..... 7042	
..... 1480	Flock, F. L..... 3224		Calhoun, Geo. 7498	Kostha, H. F.... 11540
Welch, Jas. M.... 1484	Burandt, P. G.... 3326	Fennedy, J. D..... 4076	Neckler, F. M.... 8216	Fox, F. No. 2.... 12196
Grubner, Wm.... 1652	Neitsol, H. 3454	Isaacson, J. S.... 4338	Murray, F. E.... 8360	Gallagher, J. J.... 13030
Fleming, Wm. J.... 1968	Masterson, J. H.... 3510	Fanlon, James.... 4792	Filiatreau, L. 9408	Pence, E. 13718
		Fahey, W. J.... 5240		

Motormen

Romkoske, P. 3729	Flynn, P. 9101	Stuewe, C. A..... 10159
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Motormen

Name	Badge	Name	Badge	Name	Badge	Name	Badge	Name	Badge
Greishaber, H...	1375	Kobes, J.	4393	Misar, J.	5355	Arbeigo, J.	5431	Winkleman, H...	5513
Haller, M.	2583	Fliss, W.	5081						

THREE YEAR MEN**Conductors**

Gellert, A.	2480	Valenta, R.	3176	Barbour, S.	7182	Mussared, L.	8650	Sullivan, M.	10760
Naughton, J.	2700	Palkoska, J.	4336	Mikota, J.	8134	Dolan, T.	10412	Schmitt, A.	11092
Nails, M.	2888	Hayes, C.	6638						

Motormen

Schaefer, C.	1435
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FOUR YEAR MEN**Conductors**

Henahan, M.	7684	Lawler, P.	9236	Healion, P.	10220	Horek, J.	12636	Brehel, F.	12986
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Motormen

Tanca, P.	1001	Doomis, L.	11251	McKay, A.	11407	Kuhlo, C.	11767	Knopf, J.	13201
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FIVE YEAR MEN**Conductors**

Gach, A.	2892	Holdych, J.	7622	Andrews, V.	8182	Klimas, J.	10928	Hoglund, C.	12444
Carlson, C.	4016								

SIX YEAR MEN**Conductors**

Cross, N.	9060	Kalal, G.	10314	Marose, M.	11940	Ruane, C.	12280
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Motormen

Cavanaugh, J., No. 2	6743
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SEVEN YEAR MEN**Conductors**

Rampage, W.	3184	Tetrick, J.	7836	Brouse, J.	11526	Karlo, J.	14134	Dominiak, S.	14448
Smutny, J.	4244	Piper, A.	8654	Sides, G.	13110				

EIGHT YEAR MEN**Conductors**

Ringl, F.	4068	Johnson, C.	9972	Kouba, J.	10180	Miller, P.	11160	Petas, S.	13726
Koutny, E.	7214	O'Toole, P.	10130						

Motormen

Pontarelli, H.	6399
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NINE YEAR MEN**Conductors**

Schoenfield, F.	732	Olsen, R.	4818	Stark, N.	6314	Lindensmith, J.	12954	Rogalinski, C.	13284
Paszternak, C.	3738	Fiala, J.	5678	Wandry, H.	8862	Schwartz, F.	12982	Brehel, J.	13982
Schroeder, B.	4500								

Motormen

Marvin, J.	6171	Kukulka, L.	6357
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TEN YEAR MEN**Conductors**

Leanau, J.	388	Sholdice, J.	4980	Collins, J.	6756	Venzke, H.	7570	Clinnin, J.	10878
O'Neill, E.	400	Bethke, H.	5948	Wilson, W.	7344	Vlach, E.	9124	Buehring, H.	11632
Cudahy, C.	920	Murphy, W.	6138	Linden, J.	7484	Camer, P.	9328	Hodel, J.	11778
Nails, C.	2664	Szarat, J.	6148	Williamson, A.	7488	Gielow, F.	9926	Chvatal, E.	14246
Fish, C.	3018								

Motormen

Morley, M.	1783	Miderski, J.	4533	Creighton, W.	9121	Kostakis, A.	11837
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THREE YEAR MEN

Conductors

Name Krueger, P.	Badge 302	Name Golombiewski, L.	Badge 2158	Name Wegener, L.	Badge 3966	Name Fortman, G.	Badge 6010	Name Bejrowski, S.	Badge 11340	Name Lund, H.	Badge 11504
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Motormen

Gunderson, O.	1423	Mootz, N.	7425	Engenfeldt, C.	7601	Coppersmith, L.	9409	Flintz, O.	12455
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Bus Operators

Barcal, J.	4155	Harte, J.	6558	Bukowski, J.	10659	Offerman, W.	11570
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FOUR YEAR MEN

Conductors

Larson, C.	2638	Anderson, H., No. 1	5618	Wegner, W.	5848	Wenzel, F.	8116	Koziarz, H.	11496
Mors, E.	3706			Shilvock, B.	7786	Anderson, A., No. 2	9514		

Motormen

Cosman, L.	2105
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FIVE YEAR MEN

Conductors

Harrison, R.	3960	Anderson, A., No. 1	5594	Weber, E.	5598	Lenz, O.	5674	McDermott, P.	6604
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Motormen

Harding, S.	6195	Liss, J.	8515	Eulberg, F.	11227
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SIX YEAR MEN

Conductors

Latham, S.	4790			Versema, R.	10668
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SEVEN YEAR MEN

Conductors

Reimsdyk, R.	3990	Hennelly, R.	5406	Wichman, G.	12770
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Motormen

Seelenbinder, P.	389
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EIGHT YEAR MEN

Conductors

Hintze, E.	5142
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Motormen

Bender, J.	4549	Lockwood, R.	5259	Poltrock, W.	7789
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NINE YEAR MEN

Conductors

McManmon, J.	1550	Wegner, O.	3840	Cumberland, E.	6062	Miller, E.	6362
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Motormen

Plotz, L.	5167			Kemer, A.	5191
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TEN YEAR MEN

Conductors

Norcott, C.	586	Sander, W.	5416	Gabel, O.	5626	McNellis, J.	7194	Jacobsen, F.	9826
Sladek, O.	752	Korman, T.	5548	Kalas, J.	5636	Benson, B.	7978	Toman, G.	11356
Barth, H.	1708	Rickwald, R.	5568	Cupsky, I.	5644	Eckman, J.	No. 1	Schultz, L.	11550
Rich, E.	4026	Olson, J.	5588	Fischer, R.	5684		8166	Wirth, H.	13570
Peterson, A., No. 1	4806	Walker, G.	5592	Svenson, C.	5702	Torgersen, H.	8902	Erickson, H.	14572
		Dever, T.	5614	Potempa, F.	6108	Coleman, M.	9138		

Motormen

Quetshke, L.	4293			Hegarty, P.	8669
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FIVE YEAR MEN

Conductors

Name	Badge	Name	Badge	Name	Badge	Name	Badge	Name	Badge
Boelke, O.	4588	Hansen, S.	10022	Harwood, E.	10134	Burke, H. J.	11352	Elie, A.	13476
Toale, J.	6286								

Motormen

Holderness, W.	6275	Bronke, F.	10243	Coughlin, P.	12591
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SIX YEAR MEN

Conductors

Lauermann, J.	9726
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Motormen

Peterson, M.	5885	Langerock, J.	8977	Adams, F.	13159
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SEVEN YEAR MEN

Conductors

Tenney, J.	6634	Anton, N.	8334	Broberg, F.	11324
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Motormen

Hite, E.	7987	Miles, M.	8553	Dinschel, N.	8913	Schlenkert, A.	11985
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EIGHT YEAR MEN

Conductors

Gaughan, T.	674	Brunnelli, J.	5344	Cooney, J.	6672	Collins, J. W.,		Moriarity, J.	12294
Love, T.	1188	Mainock, H.	6046	Newton, C.	6976	No. 2	8578	Hammerlund,	
Faul, G.	4636	Olsen, W.	6600	Bieschke, F.	7430	Rockwell, J.	9108	C.	12406
Bailey, G.	5242								

Motormen

Rich, L.	5867	Franks, C.	5971
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NINE YEAR MEN

Conductors

Burke, J.,		Richards, M.	2902	Mink, W.	3428	Naughton, J.	8872	Everts, J. B.	13530
No. 1	2510	Killen, P.	3088	Reinhart, J.	3666	Schatz, L.	12718		

Motormen

Gliffe, A.	10285
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TEN YEAR MEN

Conductors

Ternandt, W.	2096	Rocklitz, F.	5408	Dillson, T.	6368	McHugh, T.	7252	Deering, A.	9234
McFadden, P.	2678	Metzger, I.	5792	Beeman, W.	6400	Klein, J., No. 1	7426	Gloss, P.	9820
Johnston, D.	2680	Collins, J.,		McGarry, J.	6406	Scanlon, A.	7516	Kolb, G.	10690
Peterson, L.	3400	No. 1	6030	McManus, J.	6618	Berry, P.	7700	Greenfield, T.	10766
Nielsen, J.	3456	Corcoran, E.	6074	Fissneck, N.	6704	May, G.	7944	Anderson, J.	10970
Granahan, A.	3772	Keane, P.	6268	McFadden, M.	6716	Althalter, C.	7950	Harrity, M.	11358
Wingblade, A.	5058	Callard, C.	6270	Bartos, W.	6866	Nelson, O.	8040	Mertens, F.	12306
Feldhahn, N.	5078	McDowell, C.	6274	Oswald, C.	6918	Spitznagel, J.	8644	Maddock, F.	13160
Smith, F.	5320	Lyons, C.	6350						

Motormen

Schnell, F.	4895	McCaffrey, C.	5655	Flanders, F.	5897	Weber, H.	6483	Cain, R.	8017
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DIVISION No. 12—LIMITS

ONE YEAR MEN

Conductors

Kupezyk, J.	1116	Ericson, C. G.	3356	Schauer, F.	6206	Josephson, J.	7816	Nolan, E. P.	10882
Skow, G.	1134	Donovan, C.	3498	Kane, W.	7118	Leahy, T.	7902	Gass, G. O.	10976
Elder, J.	1670	Duprey, F.	3480	Potratz, O.	7134	Morton, R.	7998	Nordstrom, O.	11094
Bickelhaup, L. J.	2412	Keegan, W.	3938	Clark, J.	7156	Malmin, E.	8212	Gorske, V.	11264
Gartner, J.	2614	Merker, G.	4348	Murphy, G.	7414	Holtz, H.	9088	Ritter, C. E.	11514
Ecker, A.	2794	Oliver, A.	4432	Conroy, P.	7464	Fick, C.	9208	Zelinko, J.	14418
Swolsak, P.	3342	Schaffer, A.	4664	Hundrieser, C.	7662	Wallace, J.	9676	Sepke, A.	14570
			4928						



Clark Street Looking North
from Jackson Boulevard



TAXICABS AND LOOP TRAFFIC
A View of the Streets During the Cab Strike
and After the Striking Drivers Returned to
Work