

Surface Service

• MAGAZINE •

VOLUME 14

MAY, 1937

NUMBER 2

KIMBALL AVE.

FOSTER AVE.

AERIAL PHOTO MAP SHOWING
LOCATION OF FOSTER-
KIMBALL BUS EXTENSIONS

CHICAGO AERIAL SURVEY CO.



MAYOR EDWARD J. KELLY
CUTS RIBBON OPENING
87th STREET CAR LINE
CONNECTING LINK

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 14

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No. 2

Order Foster-Kimball Buses

City Council Grants Permission to End Public's Long Campaign for Service

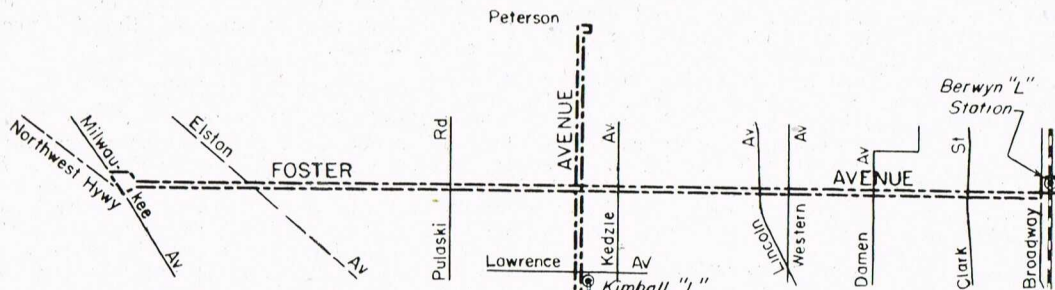
Action of the City Council on May 5 in passing the ordinance for the installation of Surface Lines buses on Foster and Kimball avenues brought to an end the long controversy over service on these streets. The 33 buses necessary for the two extensions have been ordered and delivery is expected within two months.

The new lines will operate on Foster avenue from Milwaukee avenue to Broadway and on Kimball avenue from Logan Square to Peterson avenue. The trolley bus line now operating on Kimball avenue from Lawrence avenue to Peterson avenue will be discontinued for the through gasoline bus service on this street.

The east terminal of the Foster avenue line will be operated on Broadway to Berwyn, on Berwyn to North Winthrop, on North Winthrop back to Foster and thence west. The

prepare specifications and advertise for bids for the purchase of the City buses, but Attorneys Charles V. Falkenberg and Charles L. Barrett, representing the Foster-Kimball Transportation Association, raised a question as to the legality of the action. They held that under the law the City had no right either to purchase buses or to install transportation service without first submitting an ordinance to a vote of the entire electorate of the City. Mayor Edward J. Kelly referred this question to the Legal Department of the City and a meeting of the Local Transportation Committee of the City Council was called for the morning of May 5.

At this meeting the Mayor appeared before the committee and presented a statement in which he stated that there was some doubt as to the legality of the proposal to have the City purchase buses for the two streets. He



MAP SHOWING FOSTER-KIMBALL SURFACE LINES BUS EXTENSIONS AND INTERSECTING LINES

west terminal will loop back on North Lovejoy, West Gettysburg, Milwaukee avenue and Foster avenue. Walking transfers will be accepted to and from Northwest highway buses.

At the south terminal of the Kimball avenue line the buses will loop back on Wrightwood around Logan Square, north on Milwaukee avenue to Kimball and thence north. The present terminal of the trolley bus line at Kimball and Peterson avenues will be used as the north terminal of the new service.

Decision Came Suddenly

The end of the long campaign waged by the people along Foster and Kimball avenues for the installation of this service came suddenly after the City Council had taken steps toward the purchase of buses by the City for municipal service on these streets. The Department of Public Works had been instructed to

asked the Council to reconsider its previous order for the purchase of buses by the City and added:

"Rather than keep transportation from the people, it is my recommendation that you pass an ordinance granting permission to operate the buses to a transportation company, so that the 100,000 persons who are inconvenienced by lack of transportation can be accommodated."

Ordinance Passed

The Committee immediately acted upon his suggestion and by unanimous vote recommended the passage of the Surface Lines ordinance.



Alderman James R. Quinn (right) presides at meeting of local transportation committee which passed Foster-Kimball bus ordinance as Mayor Kelly looks on.

And two hours later, at a meeting of the City Council, it was unanimously passed and was immediately signed by Mayor Kelly.

The effort of the people in this district to secure Surface Lines service began with the filing of a petition before the Illinois Commerce Commission in September, 1934. Shortly afterwards the Chicago Rapid Transit Company secured the passage of an ordinance by the City Council providing that Rapid Transit buses should be installed on these two streets if and when the company obtained a certificate of convenience and necessity from the Illinois Commerce Commission. The Rapid Transit Company immediately filed a petition with the Commerce Commission for authority to operate the buses and this was followed by a petition from the Chicago Motor Coach Company, also seeking authority for the installation of motor coaches on these streets.

Action by Commission

Hearings on all these petitions continued over several months, and the case was finally taken under advisement in the spring of 1935. All of the principal civic and community organizations in the affected area and a large number of individuals appeared before the Commission by petition or as witnesses urging the necessity for service, and the overwhelming majority of them demanded Surface Lines buses because they would provide service at 7 cents with free transfers to all of the intersecting surface lines.

No action was taken by the Commerce Commission until March 31, 1936, when an order was handed down directing the Chicago Surface Lines to install the service as soon as the necessary authority could be obtained from the City and from the federal court. On April 20 following, on petition of the receivers for the Chicago Railways Company, Judge Wilkerson of the federal court granted authority for the purchase of 33 gasoline buses at an estimated cost of \$300,000, contingent upon

proper authority being obtained from the City.

Delay in City Council

Attorneys for the Chicago Surface Lines immediately drafted an ordinance and submitted it to the City Council. No action was taken on this ordinance, although numerous hearings were held at which representatives of civic organizations and other groups of citizens demanded its passage.

In September, 1936, notwithstanding the opposition of the aldermen in the affected territory, the Local Transportation Committee reported out an ordinance giving the Rapid Transit Company authority to operate on the two streets. This was called for passage in the City Council on September 9. The galleries were filled with people from the Foster-Kimball district who demanded the defeat of the ordinance, contending that they would best be served by Surface Lines buses.

After a prolonged battle on the floor of the Council the ordinance was defeated by failure to secure the required number of votes. Following this action the Committee on Local Transportation again resumed occasional hearings on the matter and numerous trips to the City Hall were made by officials of the Foster-Kimball Transportation Association and others demanding that the Committee report out favorably the Surface Lines ordinance.

On April 13 last, the Local Transportation Committee again deferred action on the Surface Lines ordinance for 10 days and Alderman James B. Bowler stated that the City might provide buses itself. Following this action the Council gave authority for the purchase of City buses.

This was the situation when the Committee re-convened on May 5, rescinded the order for the purchase of City buses and recommended the passage of the Surface Lines ordinance.

Buses Being Built

The Purchasing Department of the Surface Lines began making preparations for the purchase of the 33 buses in the spring of 1936 after the action by the Commerce Commission and the federal court. Specifications were prepared and inquiries were sent out at that time. Last December bids were obtained from a number of manufacturers who agreed to hold their bids open until February 1.

After the final passage of the ordinance, the low bidders agreed to stand on their original bids, thus making it possible to begin the construction of the new equipment at once. It had been previously estimated that at least 3 months would be required for the completion of the order, but it is now believed that the buses can be delivered sometime about July 1.

'WAY BACK WHEN

Harvey T. Woodruff, conductor of The Wake ("Help! Help!") recently ran the following item in his column credited to Frank J. Shillin:

"Do you remember 'way back when the Chicago Surface Lines was repainting its cars from green to red in 1923, and only green cars were used during the week and red cars on Sundays?"

Divide Two Departments

Storm Heads Insurance as Youngest Major Executive — Thelin in Charge of Purchasing

By an executive order of President Guy A. Richardson, the insurance and purchasing departments headed by the late Frederick M. Hamilton have been separated and the two new department heads elevated to executive staff positions.

Howard B. Storm, formerly an assistant purchasing agent, was named superintendent of the Insurance Department, effective May 1, and Victor E. Thelin continues as head of the Purchasing Department, reporting directly to Mr. Richardson.

Only 35 years old, Mr. Storm takes his position as the youngest major executive of the Chicago Surface Lines operating staff.

He graduated from Purdue University in June, 1924, with a degree in electrical engineering. During his undergraduate days he was a member of Phi Kappa Psi fraternity, over which he presided in his senior year.

Began as Student Engineer

Mr. Storm began his career as one of a group of student engineers placed in training by the Surface Lines in June, 1924. His first job was as a motorman working out of the 69th street depot and he served in that capacity for five months after which period he spent 99 days as a clerk and receiver at Burnside. Shifted from the Transportation Department he next spent two months in the Utility Department, before he was assigned to electrical work. In this connection he worked at several sub-stations and had underground, overhead and electrolysis experience before his next move sent him to the Shops and Equipment Department. For several months he repaired cars in the Cottage Grove station and followed that work by serving as a car inspector for a time.

On October 1, 1924, Mr. Storm was offered a three months' course as a student engineer-clerk. In 1928 he was named chief clerk of the Purchasing Department and several years



Howard B. Storm

later was also named an assistant purchasing agent.

Mr. Storm was born in Chrisman, Illinois, on October 26, 1902. He married Miss Sarah Lavina Fellers, also a Chrisman resident, at Urbana on July 3, 1926. He lives with his wife and two children, Helen Louise, 8, and John Howard, 6, in Western Springs.

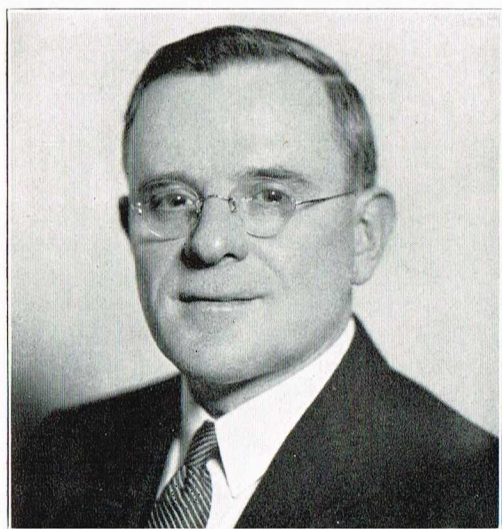
Thelin Has New Responsibilities

In his new status the duties of Mr. Thelin will be unchanged but he assumes increased responsibilities. Responsibilities, however, won't bother too much a man who has directed purchases involving almost \$60,000,000 since 1925.

Mr. Thelin entered the Surface Lines ranks in 1907, when he resigned his position with the Commonwealth Edison Company to join the Chicago City Railway forces as a testing engineer. In 1911 he was promoted to assistant to Harvey B. Fleming, chief engineer of that company at the time and who now holds a similar position with the Surface Lines. Following unification, Mr. Thelin was made engineer of tests under the late J. Z. Murphy.

Holds Sub-Station Patent

Outstanding among Mr. Thelin's engineering accomplishments is the development of a simplified automatic sub-station. He invented and holds a patent on simplified sub-station operation. One of these stations now furnishes



Victor E. Thelin

power to the Hammond, Whiting and East Chicago Railway company.

Mr. Thelin's personal interests now center around his home in North Austin and his family. He has one daughter, Myrtle, who is now in her junior year at the University of Illinois.

Mr. Thelin is a member of the Western Society of Engineers.

KEEPING 'EM ROLLING

Lawndale Regains Lead in April Compilations

Lawndale depot regained the lead in the keep 'em rolling figures for April with an average of 12,391 miles per pull-in, an increase of 41 per cent over the previous month.

For the second successive month Division wound up in second place with an average of 7,900 miles per pull-in, a decrease of 23.5 per cent over much better figures recorded in March.

While every station showed a heartening increased mileage per pull-in in March, only four were able to show increased figures in the April compilations. The four were Lawndale, North Avenue, Limits and Noble.

North Avenue made the biggest gain, 42.1 per cent, which sent that station into third place in their climb from twelfth. Limits moved from tenth to seventh.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Dec.
1	Lawndale	7	12,391	41.0
2	Division	4	7,900	23.5*
3	North	—	7,343	42.1
4	Devon	1	7,205	12.8*
5	69th	1	6,461	41.5*
6	Archer	—	6,434	5.9*
7	Limits	5	6,322	12.9
8	Cottage Grove	—	5,849	8.3*
9	77th	—	5,487	28.7*
10	Elston	5	5,411	3.7*
11	Armitage	—	5,248	3.5*
12	Burnside	—	4,906	22.8*
13	Noble	1	4,440	3.2
14	Kedzie	—	4,110	16.5*
15	Blue Island	1	3,610	4.2*
16	Lincoln	1	3,603	14.2*

*Denotes Decrease.

Carhouse records for the past six months:

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

Eyes Right!

When eye examinations were completed on December 24, 1936, Dr. G. R. Curl had tested the eyesight of 11,662 employes having to do with the operations of street cars and buses, according to the annual report of Superintendent of Transportation W. A. Hall.

SOFTBALL MANAGER KILLED

Sullivan Led 77th to Last Title

Conductor William J. Sullivan died April 12, three hours after he had been struck and fatally injured by an automobile at 69th and Wentworth.



W. J. Sullivan

Coming from his home town, Streator, Illinois, Sullivan entered the Surface Line service 15 years ago and during these years developed an enviable record. He was the recipient of a "no accident" card for ten consecutive years, served on the Board of Directors of 77th L & A Club five years, and was always a willing and dependable employe and a cheerful, likable, trainman.

He endeared himself most to the hearts of 77th's sport fans last year when he managed the softball team to its first championship. Conceded only a slight chance to finish on top when the season opened, Sullivan brought his team through to win all of its twelve league games and to take two out of three of the play-off series. His enthusiasm for the sport was boundless; he was an inspiration to the team and to his fellow-workers. His absence will be keenly felt.

EMPLOYES RELIEF FUND

April, 1937

The Surface Lines Employees Relief Committee held four sessions during the month, at which there were 21 cases considered. Of this number there was one emergency case on which the Committee approved immediate relief, and 11 cases were approved for weekly relief.

Checks totalling \$15,282 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$935,318.58 paid to Chicago Surface Lines employes to date.

The Surface Lines Employees Relief Committee, in addition to the above disbursements to employes, paid a total of \$120,000 to the Joint Emergency Relief Association during the period from November, 1931, up to and including October, 1932, making the total expenditures by the Committee to date \$1,055,318.58.

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 \$194,364.40, which brings the grand total relief expended to date, to \$1,249,682.98.

Mayor Opens 87th Street

Cuts Ribbon as Chicago Surface Lines Inaugurates New Service on the South Side

Mayor Edward J. Kelly, cheered by 10,000 street car enthusiasts, cut a ribbon on May Day officially opening the 87th street link extension from Ingleside to Stony Island avenue.

As the foremost leaders in a long fight to provide a subway under the railroad tracks just east of Ingleside and finally to get City Council approval for the link street car extension, Aldermen William A. Rowan and Michael F. Mulcahy, whose wards will be most benefited, acted as co-chairmen of the celebration and the parade which followed the ribbon-cutting. Aldermen Thomas J. Daley, John F. Healy, Arthur G. Lindell and John E. Egan, who threw their support to the fight, were also prominent at the ceremonies.

Provides Direct Line

The 87th street car line, by providing the first direct east and west line across Stony Island avenue south of 79th street, will effect a closer tie-up between the industries in South Chicago and the residential areas in Gresham, Avalon Park and Chatham Fields, according to George Tormoehlen, secretary of the South Chicago Business Men's Association.

"This improvement will mean convenient transportation for everyone living east and west of Stony Island avenue to the trade school which will be built at 87th and Anthony avenue. All of the 40,000 workers in South Chicago industries who live to the west will benefit."

Colorful Parade

The parade was one of the most colorful pageants of transportation which residents of that vicinity have enjoyed for some time. It marked the first formal appearance of the 1937 streamlined models in South Chicago. First in the transportation pageant was the old horse car, which was followed by an early electric car, a flat car with one band, two later model electric cars, a late model Chicago Surface Lines gasoline bus, two later electric cars and then another flat car with a band that heralded the triumphal approach of two glistening streamlined street cars. All equipment was filled by South Chicagoans fortunate enough to have invitations to ride.

Organizations which advocated the construction of the line and which took part in the celebration included the South Chicago Chamber of Commerce, the South Chicago Business Men's Association, the South Deering Improvement Association, the Grand Crossing Improvement Association, the Chesterfield Community Council, the Trades

and Labor Assembly and various other civic and improvement groups in the district.

Cars Operate from 77th

Cars for the line will now be operated out of the 77th street depot under the direction of Division Superintendent W. A. Bessette. Approximately 15 runs were considered necessary to accommodate the traffic when service commenced on Monday, May 3. The cars will average an eight minute headway for 20 hours of the day. There will be no service necessary on the line between 1 A. M. and 5 A. M. Additional cars will be provided if traffic warrants it.

Much of the credit for the successful celebration must be given to George Hedges of the South Chicago Chamber of Commerce and Spencer Johnson of the Chesterfield Commercial Club, who acted as co-chairmen and marshals of the parade committee which included Division Superintendent Robert T. Duffy of Burnside, Edward T. Griesel, Dan Martino and Fred Groth.

Heads Finance Committee

Carl Shannon headed the finance committee assisted by Charles P. Thompson, Victor L. Schlaeger, Edward Weinberg, William Gibson and Peter DeHaan. This group raised the money used for decorating much of the South Chicago area through which the parade traveled and for the buffet luncheon later served at the South Chicago Y. M. C. A.

John V. Hanberg acted as chairman of the reception committee which included August Greene, Mrs. Inga L. Duggan, Mrs. Theodore Owens and Mrs. Guy Hill.

Robert Worden, publisher of the *Daily Calumet*, headed a select committee which extended invitations to the various functions.

FIRST CONDUCTOR WRITES

In connection with the recent 87th street link extension opening the Editor has received a note from the conductor of the first car that ever ran on the Stony Island-South Chicago avenue portion of that line.

He is Robert W. Glasson, 4203 South Francisco avenue, who worked 23 of his 25 years with the system between Burnside and Hammond car stations. Mr. Glasson is now a W.P.A. watchman.

"Did you hear that Conductor Jones was dispossessed while working a few weeks ago?"

"How can a man be dispossessed on a street car?"

"Well, some slicker got on, and took his quarters."

SURFACE SERVICE MAGAZINE

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

MORE SERVICE

In this issue of SURFACE SERVICE MAGAZINE there are articles on two important additions to Surface Lines service—the completion of the 87th street connecting link and the passage of an ordinance for the installation of buses on Foster and Kimball avenues.

The gap in the 87th street line, due to the fact that the street had not been opened, was a great inconvenience to the people using this line. The Foster-Kimball service has long been needed.

These extensions will add some 20 single-way miles of bus routes to the 110 miles installed since the Surface Lines went into receivership and began operating on day to day extensions of the 1907 ordinances, and will increase the new track mileage constructed during the same period to 36.5 miles.

In these 10 years more than \$114,000,000 has been spent to keep track and equipment in good operating condition and to provide extensions of service.

This is a practical demonstration of the fact that the Chicago Surface Lines management recognizes its obligation to serve the people and has always stood willing and ready to improve its service, even when operating under temporary extensions of its franchise.

NO TIME TO TAKE IT EASY

Pride in the fact that the Chicago Surface Lines carries nearly 80 per cent of the local transportation load and is going strong is a natural feeling on the

part of the operating force. But whenever any organization gets the idea that it "has the world by the tail" it has taken its first step towards disaster.

Local transportation is a highly competitive business. The riding public pay for service and they want what they pay for. In providing that service, there is no time for pause to preen ourselves on how good we are.

The necessity for hard, relentless service-selling was never greater than it is right now. As new franchise negotiations proceed and the public becomes increasingly transportation minded, it is to the best interest of everyone engaged in this business to study how to improve in efficiency in doing his daily work. In the face of wide-spread propaganda against street cars, proper operation of rail vehicles is an effective argument.

Above all, courtesy to passengers is essential.

Because the Chicago Surface Lines is the predominating factor in local transportation, there is no excuse for us to rest on our oars. The high standing the system has today is attributable to the thousands of loyal salesmen who have sold Chicago on the service throughout the years.

The Surface Lines will retain its present importance only as long as it provides a service which meets with public approval.

MEET CASEY JONES

It's not the proper thing to do and if it hadn't taken place earlier and been reported in a metropolitan newspaper, we wouldn't even bring the matter up.

Thus with a word of warning to conductors against permitting panhandling in the cars, an interesting item may be reprinted to solve the curiosity of numerous trainmen. It was reported by June Provines in "Front Views and Profiles" and follows:

"Should you board a south side street car and see an old white-haired colored man carrying a worn concertina, a live hen sitting on his battered old hat and a rooster on his shoulder, it's Casey Jones with his performing chickens.

"The other day he boarded a southbound State street car, walked to the front, put his pets on the floor and began to play a tune for them to dance to. When no coins were forthcoming from his fellow passengers he stopped playing, and getting off at 63rd street he was last seen boarding a westbound car. The hen's name is Beautiful Lady; the rooster's Golden Boy."

"Grand Old Man"

Radio Debut Reveals Highlights of Maguire's

57 Service Years

"This man's name is Edward Louis Maguire, and he comes very close to answering a description of Father Dearborn, that kindly old gentleman who is to Chicago what Papa Knickerbocker is to New York."

In that manner did Jack Odell herald the radio debut of Division Superintendent E. L. Maguire on May 2, over station WAAF. And if you were listening in that Sunday morning you heard something of the saga of Chicago with which the oldest active employe in the transportation department must be closely identified. "Mac," as he's familiarly known, grew up with Chicago. Mac and the history of the Chicago Surface Lines are almost inseparable.

But don't get an idea that E. L. Maguire is an old man. He may be 78 and have 57 years of faithful service behind him, but he'll really never be old to those who know him. Bob McKinney delights in telling the story of a few years back when he drove to Mac's summer home and upon arriving at 8 A. M. found Mac had been up for hours preparing a fried chicken breakfast to welcome his guests.

White Sox Fan

Others will marvel at the baseball memory of Maguire. Name any major leaguer, past or present, and Mac will tell you where he came from, his fielding average and what he hit. Then he'll trace that same player from team to team and from league to league and the dope he will give you would stand scrutiny on any sporting page in the country. His hat is always off to the White Sox. He might study the records of other teams but his heart is only for the South Side representatives. In the early days he'll have you know that he and Charley Comiskey were school mates.

Mac holds a unique place in the hearts of the men who know him and have worked with him. They tell the story of several years ago when he suffered a minor illness. A doctor told him at that time that a walk might do him good. To carry out the doctor's order Maguire took a street car to the Lawndale station and then walked to the loop by way of Ogden avenue. That was quite a walk but Mac made sure he was getting the

prescribed exercise by walking home by way of Madison street!

Along about that same period Maguire was told to limit himself to one cup of coffee per day. He did just that. But he went shopping and came home with the biggest cup you ever saw!

Entered Service in 1880

E. L. Maguire spent his earliest days in the parental home which stood on the site of the La Salle street railroad station. Later they moved to the "country," the territory that is now near Archer and Halsted streets. He first started working at 16 when he operated a punch press in a tin can shop. When he was 20, Maguire joined the train service as a conductor and his service dates from 1880.

Seven years ago on April 13, 1930, company officials headed by President Guy A. Richardson honored Mr. Maguire at a ceremony celebrating his 50th anniversary in the service. A fine gold watch was presented him at that time. Seven years of equally faithful service have followed since that day and Mac goes on, hale and hearty as ever.

Time wasn't so important in the old days. Mac likes to recount how he would halt his car along the way while tardy workers locked the

doors and donned their coats before boarding. He likes to tell, too, of the lusty John L. Sullivan, "Parson" Davies, Charley Comiskey and others who ranged these parts when Chicago was rough and ready and young.

Hero of Fire

Records of the system carry Maguire's name as a hero of a serious fire that raged through the electrical section of the Blue Island depot on March 13, 1904. Mac's reticent about that, though. He says he only closed a steel door which saved part of the depot. He also pulled out several of the repairmen who had been overcome by smoke. Although he discounts his part in the fire, Maguire got several bad burns and his lungs were so scorched that he was off duty for three months recovering his health.

He always has been of an inventive turn.



Edward Louis Maguire

It was at Maguire's suggestion that the shear and wing were placed on the drag snow plow. He was also the first man to suggest the brush with the hose attachment for washing cars, as well as other inventions for increasing efficiency.

Gives Word Picture

There's a lot more in the story of Maguire than no pen can capture. That part you have to learn through intimate association with the "grand old man." Radio Announcer Jack Odell, however, sums it all up with this word picture:

"Mr. Maguire would be a perfect example of growing old gracefully except for the fact that to all appearances, he has not yet started to age. His hair and mustache are snow white, but his face is ruddy and his eyes are blue and bright. He stands his full five feet, six inches, and walks with the vigorous swing of a man of 25 or 30 . . . and at 78 he holds down a real, man-sized job. He was appointed to his present position of division superintendent in 1920, and he carries on today, the oldest active man in the transportation service, in charge of transportation in his Lawndale-Blue Island division."

WANT GARDEN PICTURES

Magazine Will Feature Beauties of Employees' Homes

The June issue of SURFACE SERVICE MAGAZINE will feature, if possible, a page of pictures of exceptional lawns, gardens and landscaping around the homes of employees.

Several years ago the homes of various employees were featured in pictures. This planned page differs in that it will be concerned only with the beauty of landscaping and flower beds or with unusually productive gardens. As an advance tip, it might be mentioned that gardeners will have to do a good job to outstrip the efforts of Joshua Burgee, assistant superintendent of transportation, whose cultivated acres are even now showing what the baseball players call "mid-season form."

Emphasis stresses the fact that these pictures are for individual efforts and have no connection with the annual Garden Contest in which the car stations compete. Their day will come later.

Many of the employees have, however, started cultivating their lawns and the lawns of the stations in response to the "Save the Lawns" campaign sponsored by the Chicago Park District. Posters throughout the city plead that you "Save This Lawn for Summer." Executive Assistant J. V. Sullivan is a member of the Industrial Committee backing the movement.

All photographs must be clear prints and must carry full information with a return address of the sender. They should be addressed to SURFACE SERVICE MAGAZINE, Room 1424, 231 South La Salle street.

OBITUARY

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

Transportation—Division 1, Cottage Grove: James F. Hiebel, employed October 2, 1906, died April 10, 1937.

Division 2, Burnside: James P. Mangan, employed December 6, 1907, died April 15, 1937.

Division 3, Seventy-seventh: Michael Grady, employed July 7, 1917, died April 21, 1937; Patrick Harkins, employed June 2, 1906, died April 6, 1937; William Joseph Sullivan, employed October 31, 1922, died April 11, 1937; Edward A. White, employed November 24, 1928, died April 20, 1937.

Division 7, Kedzie: Earl C. Allen, employed October 20, 1925, died April 12, 1937; Edward J. Lauerma, employed July 27, 1907, died April 1, 1937; Fred Wohlenhaus, employed April 19, 1904, died April 22, 1937.

Division 8, North: Stanley Stonis, employed December 27, 1933, died April 7, 1937.

Division 9, Armitage-Division: Herman F. Beyer, employed July 6, 1912, died April 17, 1937; William W. Boyd, employed December 30, 1899, died April 6, 1937; John M. Crawford, employed August 8, 1903, died April 4, 1937; John Schaefer, employed August 22, 1908, died April 26, 1937.

Division 12, Devon-Limits: Charles Koch, employed April 1, 1907, died April 25, 1937; Maurice J. O'Brien, employed May 11, 1919, died April 18, 1937.

General Office—Purchasing and Insurance Department: Frederick M. Hamilton, employed June 1, 1923, died April 2, 1937.

Shops and Equipment—Division 2, Burnside: Michael Nicholas, employed January 29, 1923, died April 26, 1937.

Division 3, Seventy-seventh: William J. Lamont, employed November 23, 1923, died April 17, 1937.

Division 6, Blue Island-Lawndale: Grigorios Telios, employed February 13, 1926, died April 14, 1937.

South Shops: Ralph F. MacFarlane, employed August 23, 1918, died April 23, 1937.

West Shops: Herman Krieger, employed December 9, 1905, died April 2, 1937.

PLEA TO ASSOCIATES

(Second Edition)

Oh, once we talked of presses thirst
And asked that notes come in the First

Now we appeal to station pride
(With no intention to deride)

Please send in every bit of news
About the boss—and all the crews.

We'll write the stuff on transportation
But you should have some presentation.

Your station's good—that we all know
But car house notes make all the show.

Proclaim yourself the depot's scribe
And all the doings—YOU describe.

—Ye Editor.

Pin Title to North Avenue

Regulars Capture Bowling Honors—69th Team Second

North Avenue depot, long known as top-notch contenders in any athletic competition, turned up with a new championship following the final bowling series of the season. The new title holders, known as the North Avenue Regulars, wound up their attack on the pins with a record of 68 games won and 31 lost.

Captained by Edwin "Tacks" DeLave who gathered a well rounded outfit, the North Avenue men led the league almost from the start. In compiling their wins they showed the value of steady going, for none of the high games were credited to their attacks. Al Johnson topped the list for the North Avenue team with a 179 average and a high game of 231. He was closely followed by Captain DeLave who averaged 173 in 90 games and whose high game was 226. John Malone of the winning team rolled consistently at 172 and his high 255 enabled him to take third place honors in the season's high-score game listing. Andrew Nelson averaged 168 with a 214 for his high game score. The small spread between the averages illustrates the well balanced attack of the championship Regulars.

Turn Heat On

The 69th team led by John Spoo almost burned up the alleys when they bowled their last matches. The team held honors for the high single game when as a team they totaled 997. That record was blasted overboard in their last minute drive when they toppled 1008 pins.



John Malone

Captain Spoo led his team with an average of 179 and the fourth high single game of the season, a 252. The rest of the 69th street attack was carried by David Kinna-
mon with a 177 average and 246 for his high game and Milton Eifert with a 169 average and 231 for high game.

The winning attack of the North Avenue Regulars marks their efforts with success after having failed in their title quest during the last four years. In their first season the team finished second. In the next they had to be content with third place when they ended two games behind two teams entered from the 77th street car station. Last year the Regulars finished in a tie with North Avenue No. 2 but were given second place due to a higher per game average though even on a won and lost basis.

Glonke High Scorer

Neither of the winning teams, however, were able to claim the high game scorer as their own. That honor went to Armitage

depot when George Glonke turned in a sparkling 279 to take high single game honors for the season. Glonke's season average was equally creditable, a 178.

The high total for three games was made by the Board Members who toppled 2,834 pins. North Avenue Regulars took second place when they displaced 2,811 pins.



George Glonke

Highest average of the season was that compiled by Rudolph Mikulic of Limits who rolled on the Board Members team. He compiled a 182 average with a high game of 236.

The Street Car Men's Bowling League of Division 241 comprised 14 teams. North Avenue had four representatives entered, three teams carried 77th's banner and Kedzie was represented by two teams.

Other entrants were from Armitage, Cottage Grove, Archer and 69th street. The Board Members represented various depots.

McNamara Comes Through

There's a compilation of what the boys did in the season just past. They are all, however, doffing their hats to Dan McNamara, vice-president of Division 241 for the second highest individual score of the season. Mr. McNamara rolled a fancy 275.



John Spoo

Officers of the league which has just concluded its most successful season are: William Reichold of Kedzie, president; George Grassel of 77th, first vice-president; Albert Strohmeyer of Noble, second vice-president; George Karnik of Cottage Grove, third vice-president; "Tacks" DeLave of North Avenue, secretary, and William Tabor of Division 241, treasurer.

A chorus girl may not understand politics, but she can sure put a motion before the house.

WHAT "GOOD OLD DAYS"?

Here's a Sample of the Past— How'dya Like It?

P. N. Simmons and J. G. Nattinger of the Accident and Legal departments sent in the following rules which are reprinted as a picture of "Way Back When".

"The following rules will be put in force at once:

"Store must be opened promptly at 6 A. M. and remain open until 9 P. M. the year around.

"Store must be swept; counters, base shelves, and show cases dusted. Lamps trimmed, filled, and chimneys cleaned; pens made; doors and windows opened; a pail of water, and a scuttle of coal must be brought in by each clerk, before breakfast if there is time to do so, and attend to customers who call.

"Store must not be opened on the Sabbath Day unless absolutely necessary and then only for a very few minutes.

"Any employe who is in the habit of smoking Spanish cigars, getting shaved at a barber shop, going to dances and other such places of amusement, will most surely give his employer reason to be suspicious of his integrity and all around honesty.

"Each employe must pay not less than \$5.00 per year to the church and must attend Sunday School every Sunday.

"Men employes are given one evening a week for courting purposes and two if they go to prayer meeting regularly.

"After 14 hours of work in the store, the leisure time must be spent in reading good literature."

(These rules were issued in 1854 and were quoted in the 1937 rule book of a leading department store.)

PLAN SPECTACULAR HORSE SHOW

Charter Jubilee Event to Open Great Summer Program

Horse fanciers and enthusiasts will join in opening the Chicago Charter Jubilee events in impressive style with a Jubilee Horse Show. This parade of sparkling horsemanship will be staged at Soldier Field, June 9 to 13.

Two of the most prominent of American horsemen will aim for new standards of showmanship when C. Groverman Ellis and Captain Edwin Y. Argo, U. S. A., in charge of the show, present the first of the events calculated to fittingly observe the 100 years of Chicago's incorporation as a city.

Mr. Ellis has won a national reputation through his handling of the South Shore Country Club horse shows and as a judge at leading competitions throughout the country.

Captain Argo, at present detailed as instructor to the 124th Field Artillery, I. N. G.,

rode with the American forces in both the 1928 and 1932 Olympic games. In the latter year he captained the equestrian unit, winning the three-day jumping contest, and was later elected captain of the all-round equestrian championship team.

A total of \$30,000 in prize money is expected to attract the country's greatest riders. The Royal Canadian Dragoons, Chicago's own Black Horse Troop, the Lancers of the 122nd Field Artillery and the "Monkey Riders" of the 14th United States Cavalry are only a few of the great riding units already scheduled to compete.

ROUNDING UP WITNESSES

Burnside Keeps Top Ranking in March Figures

The March figures for rounding up witnesses continue to be dominated by the exceptional record of the Burnside group of Superintendent Robert T. Duffy. Of the twelve divisions of the system, the Burnside station has been the only one to top 4.00 for many months. The 4.41 compiled by that depot for the March ratings keeps them in the lead for the sixth consecutive month.

Archer pulled a surprise in the March figures when the station's average held up well enough to displace several whose averages slumped. Archer jumped from seventh place into second in compiling a 3.57.

The Lawndale-Blue Island stations dropped slightly from second place to fourth in the standings.

The system average was a trifle better, up from 3.35 to 3.39.

Detailed standings follow:

	Mar.	Feb.	Jan.	Dec.
1 Burnside	4.41	4.52(1)	4.11(1)	4.56(1)
2 Archer	3.57	3.58(7)	3.61(4)	3.60(5)
3 Kedzie	3.56	3.69(3)	3.62(3)	3.62(4)
4 Lawn-Blue Isl.....	3.55	3.80(2)	3.38(8)	3.64(3)
5 69th Street	3.42	3.62(4)	3.60(5)	3.52(6)
6 77th Street	3.40	3.59(6)	3.57(6)	3.78(2)
7 Cottage Grove	3.26	3.60(5)	3.69(2)	3.15(9)
8 Lincoln	3.16	2.90(10)	2.65(11)	2.79(12)
9 North Avenue.....	3.05	2.93(9)	3.09(10)	3.24(8)
10 Elston-Noble	3.04	3.56(8)	3.40(7)	3.40(7)
11 Limits-Devon	2.85	2.47(12)	3.17(9)	3.00(11)
12 Armitage-Div.	2.46	2.49(11)	2.62(12)	3.03(10)
Aver. for System.....	3.39	3.35	3.37	3.40

CONDUCTOR RECOVERING

The office of the magazine has recently received a letter from Conductor James Sands of 77th street who has been on sick leave and recuperating in Denver, Colorado, during the past five months.

Judging from a snap-shot which Mr. Sands enclosed he is well on his way to recovery. It is not used here because it did not lend itself to successful reproduction.

In his letter Conductor Sands thanks his many friends at 77th street, 69th street, Kedzie and Mr. Blakely's department for all their cards and letters of encouragement. His thanks were also extended to Superintendent W. A. Hall and Daniel McNamara, vice-president of Division 241.

Complaints on Upgrade

Passing-Up Draws Patrons' Ire—Commendation Drop Noted

After several successive months which saw the courtesy records improve on each occasion the April figures went into a tailspin to mar the record of the year to date. In the April tabulations 609 complaints are recorded as against 545 complaints for the same month of 1936. At the same time the commendations dropped from 43 in April, 1936, to 39 in April, 1937.

Among the major evils to arouse the would-be passengers' ire were the 111 instances in which trainmen were reported for passing up patrons. That number compares very poorly with the 88 objections filed during April last year. Passing up accounted for 18.3 per cent of all the complaints.

Discourtesy Ranks High

The complaints for discourteous treatment, however, retain top ranking due to the 152 complaints that poured into Surface Lines offices. Discourtesy was objected to in exactly one case out of every four reported.

Trainmen still have difficulty punching transfers correctly if the complaints be justified. Exactly 100 patrons found cause to complain due to transfer difficulties.

Notwithstanding the decline in commendations there were numerous instances of courtesy for which the trainmen deserve high praise.

One of the most gratifying commendations was that received from Harry Birch, Inland Picture Service, 1118 South Michigan avenue. Mr. Birch will be remembered by many as the gentleman who directed the action in the "Meet the Public" picture prepared for the trainmen several years ago. He also filmed the current picture, "Streamlines," and others released by the Public Relations department. With his experience Mr. Birch is in a position to know the best type trainman. Thus Motorman Castro H. Dahmer, badge No. 11637 of 77th, can derive additional gratification from Mr. Birch's commendation which termed him the "best he has ever seen. He is a fine example of what we have been trying to promote in our talks and pictures," he said.

Described Streets Well

Mrs. John L. Pfaff, 4632 Lake Park avenue, wrote also with high praise for Conductor John Lane, badge No. 2212 of Cottage Grove. Conductor Lane called every place of interest adjacent to the street corner as his car proceeded on its south bound trip. "Seventh street, Blackstone and Stevens hotel," "Ninth street, Standard Oil Building," and numerous

other streets were called distinctly and described.

The value of calling streets conscientiously was well illustrated in the letter of Miss Marion LaGrotta, 5402 East View Park. Miss LaGrotta was apartment hunting in unfamiliar territory on the north side and found that her task was immeasurably lightened by the manner in which Conductor George L. Lenartz, badge No. 6812 of Devon, guided her by calling the various intersections. "Such an employee," she said, "is a decided asset to your company and makes the public more anxious to patronize your service."

Mr. and Mrs. L. Johnston of Grand Rapids, Michigan, were mixed in their travels but found their difficulties straightened out by the tact and courtesy of Conductor Anthoni L. Gloppe, badge No. 3440 of Division.

Kedzie Men Praised

The management was particularly gratified to note more commendations than usual for the men at Kedzie depot. As Superintendent W. A. Hall pointed out in a recent letter to the men of that station, Kedzie is on dress parade with their new streamlined cars. Patrons, Mr. Hall stressed, will expect exceptional service and courtesy in keeping with the new cars.

Conductor August A. Andresen, badge No. 10474 of Kedzie, drew praise from Mrs. M. Fojut, 2458 South Kedzie avenue, who credits his alertness with saving the life of a man who attempted to flip a moving street car.

Motorman Fred Witt, badge No. 6079 and Conductor David Sax, badge No. 7478, both of Kedzie, were among the men cited for unusual courtesies in connection with their work.

Pays Fare, Is Repaid

Max I. Heldman, 330 South Franklin street, wrote at length to praise Conductor Harry G. Schorber, badge No. 1994 of Cottage Grove, for allowing him to ride when he was unable to cash Heldman's bill. Mr. Heldman repaid the trust.

The patience and the courteous manner of Conductor Theodore J. LaPorte, badge No. 5196 of Lawndale, so impressed Louis B. Cella, 116 South Ridgeland, Oak Park, that he complimented him on his admirable actions.

Miss Pearl Solomon, 7406½ Cottage Grove avenue, found herself stranded in the Loop without car fare, but was saved by the trust of Conductor George M. Young, badge No. 318 of Burnside, who paid her fare. She wrote to repay and praise him.



Departments and Divisions

Accounting

Harding's at The Fair was the meeting place of the various members of the pay roll division who gathered for a celebration of wedding, birthday and farewell parties on Saturday, April 10.

The honored guests were Mrs. Roberta Danforth who was presented with a lovely wedding gift, Misses Eugenia Ziemba and Virginia Richardson were remembered with farewell gifts, and they celebrated the birthdays of Mrs. Eleanor Carlberg, Misses Dorothy Fisher and Ione Melbye. Miss Mildred Montgomery acted as Mistress of Ceremonies and led the group in a clever arrangement of original songs.

Best wishes for happy birthdays were extended to Mrs. Anna Lowe and Mrs. Claire Koch from their many friends on Saturday, April 17.

Miss Ann Kerruish of the comptometer division was guest of honor at a bon voyage luncheon given by her friends at noon on Thursday, April 22, at Thornberry Hall.

Thomas F. Coan

Schedule and Traffic

A wound by Cupid's arrow may not show outwardly and maybe the boys do not say anything about it, but when a pile of groceries, etc. are on your desk when you return from lunch, there must be a leak somewhere. Ask Robert Boal about this.

Glen Crump, who has been on the sick list for the past five weeks, is back to work again. Glad to have you with us again, Glen.

Erven J. Guy spent the last week of April visiting relatives in St. Louis.

Mrs. Esther O'Brien is ushering in the month of May at home with a case of measles. It is hoped she will have a speedy recovery.

George Weidenfeller

Legal and Accident Investigation

Mr. and Mrs. Robert L. Manville announce the arrival of Nancy Lee Manville on April 26. The young lady and mother are enjoying each other's company, but Robert has not taken his daughter out for a walk as yet.

James Heckman, who was hospitalized after the wreck of the elevated railroad train at Granville avenue, has returned to work, having made a remarkable recovery from very serious injuries.

Thomas F. Murphy, who was seriously injured by an automobile the day before Mr. Heckman sustained his injuries, made us a call recently, and he says he will be back soon. Mr. Murphy was laid up at St. Luke's hospital for an even 100 days and is more than satisfied with results, considering the nature of his injuries.

J. G. N.

Shops and Equipment

West Shops: We recently had a visit from our old friend, George Turton, who was formerly employed at the West Shops as assistant foreman in the paint shop. Mr. Turton resigned 11 years ago and has been living in England since that time. He now intends to reside with his son, whose home is in Los Angeles. Mr. Turton, at the age of 87, is enjoying good health, and we hope to have him visit us again next year.

During the month two of our employes passed away; George Telios (Blue Island) and Herman Krieger (West Shops). We wish to extend our sympathy to the bereaved families and friends.

Lillian Hultquist

South Shops: The Grim Reaper continues his steady march having taken several good friends and co-workers from our midst recently. Ralph F. Macfarlane, motor repair department, passed away on April 24. Mr. Macfarlane had returned from a long illness when he was stricken with appendicitis which caused his death. William Raber, watchman, passed away on May 5, after a short illness. To the bereaved families and relatives we wish to express our deep and sincere sympathy in their sad loss.

We extend sympathy to Jennie Jankovich and Helen Schlack, printing department, upon the death of their beloved mother; to Stanley Godos, car repair department, upon the loss of his wife, and to William Loesser, blacksmith department, upon the death of his wife.

Cottage Grove: Our deepest sympathy is extended to Mrs. Charles Winzenholler and family in the loss of her father.

The boys at the Grove wish to express their sincere sympathy to the family of William Lamont who recently passed away.

Burnside: Michael Nicholas, car placer, passed away suddenly while at work on April 26. We extend sincere sympathy to his family and relatives in their bereavement.

77th Street: To the bereaved relatives of John Callahan, car cleaner, who passed away on March 12, after a very long illness we offer our deep sympathy.

The employes at 77th street mourn the passing of William Lamont. Although a new comer here, Bill, in a short time became a fast friend to the men at this carhouse. We extend our heartfelt sympathy to his bereaved family.

John Adint, bus department, recently announced the arrival of a lovely 10-pound baby girl. Congratulations!

69th Street: After a long illness Joseph Ditchie has returned to work looking well and feeling fine. Glad to have you back with us, Joe.

Al Jones and Louis Little are looking for candidates for their indoor team. Only experienced men wanted.

Archer: Dan Mahoney, car placer, was presented by Doc. Stork with an 8-pound baby girl on April 19. Congratulations to Dad with best wishes for mother and baby. Where are the cigars, Dan?

Elsie S. Frank

Around the Car Stations

Cottage Grove

Well, the bowling season has drawn to a close and we wish to congratulate the members of the Cottage Grove bowling team for the fine showing they made and the wonderful sportsmanship they displayed. It is also worthy of note to relate that all the members of the team showed up for every game.

The men in charge of the softball team from this depot promise that they will have the best team ever formed at Cottage Grove. Several new faces will be seen in the line up, and with the team in new uniforms it is up to us all to give them our support so that the team will win the Surface Lines title.

Several of the trainmen are on the sick list and a visit from some of the boys would be appreciated. Tom Corrigan, P. Magorian, Ed Cornock, Tom Bolan and R. Davis would like some callers—get addresses from the clerk.

We have quite a number of new men at the depot and we extend a welcome to them. If they are not clear on any point we are sure that any old timer will be glad to help them out.

Chief Atkinson

Seventy-Seventh

The third annual classic of the fairway takes place next month. Glen Eagles has been tentatively chosen as the gathering grounds for all golfing addicts. This is 77th's big sport promotion and it is hoped all hands will generously support it. The best way you can do that is to come out and do your stuff. The

prizes are attractive and plentiful and anybody can win.

The stork has brought baby boys to the families of Conductor J. G. Keating, Motorman H. W. Timmons, Motorman P. M. Kuhl and Conductor R. Lindholm.

Sympathy is extended to the following men on death in their families: Motorman T. Brown, his sister; Conductor H. F. Barry, his mother, and to the families of Motorman Patrick Harkins and Motorman M. Grady.

W. F. Story

Lawndale

On Sunday morning, May 2, Division Superintendent E. L. Maguire, gave a broadcast over Station WAAF, Chicago, about transportation, from the horse-car times to the present streamliners. All who heard the broadcast commented especially on all the old-time characters whom Mr. Maguire contacted during his early life.

Mrs. Gust Oak, wife of the late Conductor Gust Oak, expresses thanks to Conductor Patrick Hester, and Motormen Jack Cherry, Andrew McGreal and Williams Denk, as volunteer blood donors in Mr. Oak's fatal illness.

Sympathy is extended to Motorman Michael McGuire, in the loss of his wife.

C. F. Karschnik

Lincoln

Conductor and Mrs. John O. Nelson are the parents of a baby girl weighing 8 pounds born March 6, at Swedish Covenant hospital.

Conductor and Mrs. R. J. Birk are the parents of a baby girl weighing 8 pounds and 3 ounces born March 18, at the Columbus hospital, and Motorman and Mrs. C. Drew are the parents of a baby girl weighing 7½ pounds born April 14, at the Swedish Covenant hospital.

Congratulations to all these happy parents and best wishes to the three little baby girls.

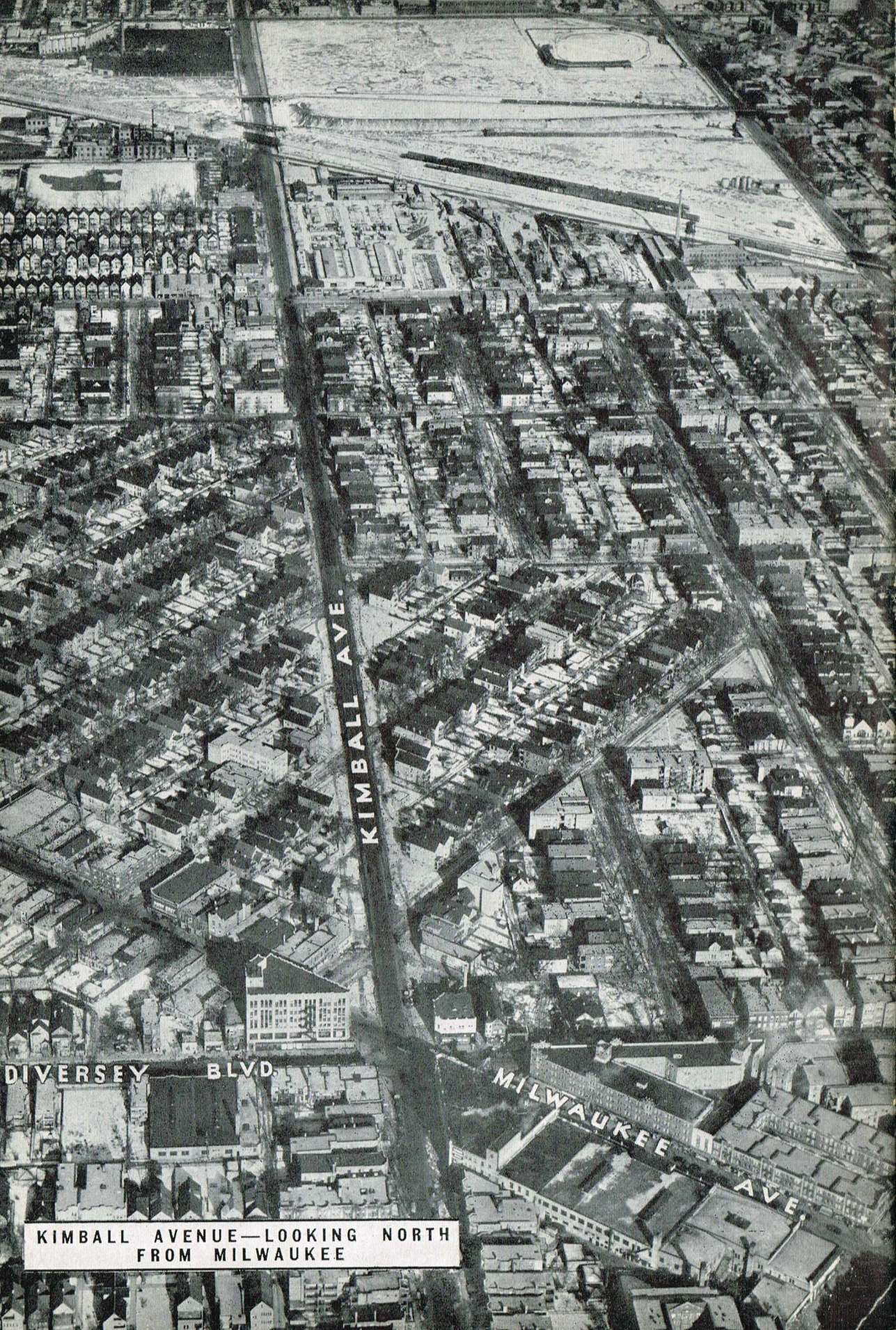
Henry Spethman



HERE THEY ARE—THE BOWLING LEADERS

If you had a penny for every pin these men toppled during the season just ended you could sneer at John D. The champion North Avenue Regulars on your left are, left to right in the front row: John Malone, Al Johnson and Elmer Shattuck. In the rear stand Harry Anderson, substitute for the absent Captain "Tacks" DeLave, and Andrew Nelson.

The 69th street team which wound up in second place includes, in the front row from left to right, Laboria David, Captain John Spoo, and David Kinnamon. In the rear are Edward Klee and Milton Eifert.



KIMBALL AVE.

MILWAUKEE AVE.

DIVERSEY BLVD.

KIMBALL AVENUE—LOOKING NORTH FROM MILWAUKEE