

Surface Service

• MAGAZINE •

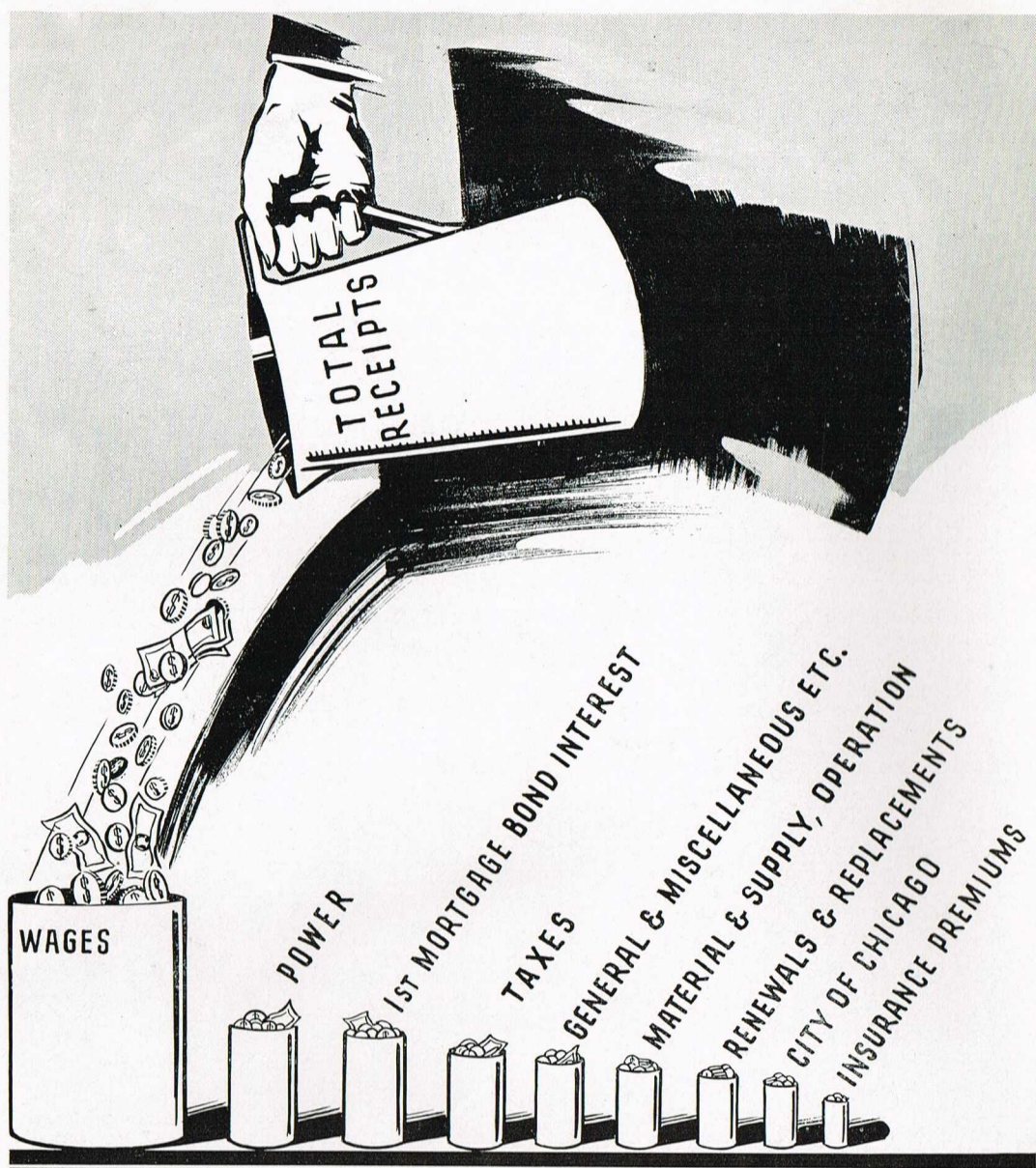
VOLUME 14

MARCH 1938

NUMBER 12



THE VETERANS' HONOR ROLL ISSUE



WORKERS GET MORE THAN HALF OF TOTAL RECEIPTS

In the 11 years since the Surface Lines receivership began, total receipts have amounted to \$589,044,500. More than half of this amount, or \$322,524,500, has been paid out in wages. Premiums on employees life and disability insurance totaled \$5,183,500 more.

Other expenditures included: Power purchased, \$55,445,800; first mortgage bond interest, \$48,036,500; taxes, \$37,096,500; general and miscellaneous, including fire insurance premiums, personal injury and property damage, and other items, \$26,666,200; materials and supplies, \$24,357,100; renewals and replacements, \$19,873,000; and to the City of Chicago under ordinance provisions, \$14,735,300. The expenditure of these huge sums, practically all of which went back into circulation in Chicago, meant much to the prosperity of this city.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 14

MARCH, 1938

No. 12

Shows 11-Year Record

**Nearly \$600,000,000 Earned by C S L in Period—
Labor Gets More Than Half**

Startling figures on the magnitude of the business of the Chicago Surface Lines since the beginning of receivership proceedings in the Federal Court on December 15, 1926, are contained in the foreword to the annual Surface Lines report just released for publication. These figures show that nearly \$600,000,000 has been earned and disbursed by the Surface Lines during this period. Of this amount, much more than half has been paid out in wages to employees.

"In many respects the receivership of this, the world's largest street car system, is unique—particularly in the successful and progressive development of the properties while under Court control," the foreword states. "In the receivership period—from December 15, 1926, to January 31, 1938—a total of \$589,044,500 has been earned and disbursed by the Chicago Surface Lines.

"New equipment has been purchased, extensions to service and facilities have been installed, and properties, including track and paving, have been reconstructed or renewed at a cost of \$54,000,000. New equipment includes 185 new passenger cars purchased at a cost of \$3,163,298; 152 trolley buses costing \$2,838,459, and 125 gas motor buses costing \$1,105,122. The extensions of service include 36.45 miles of track and 140.68 miles of bus routes, of which 55.20 are trolley bus and 85.48 are gas bus lines.

Labor Gets Big Share

"The major portion of this huge sum of nearly \$600,000,000 has gone back immediately into circulation in Chicago.

"For wages alone, there has been disbursed \$322,524,500. In taxes \$37,096,523 has been paid out, and in addition to its portion of these taxes the City of Chicago has received as its share of receipts and as payment for street cleaning and snow removal, \$14,735,342."

It is pointed out that of the total receipts and expenditures during this period only \$37,692,100 remained as a balance. The foreword further states:

"Of this amount \$20,938,900 was used as a partial payment upon the principal of first mortgage bonds of the companies, and \$11,560,400 went for capital additions and betterments, leaving a final balance of but \$5,192,800.

In Difficult Period

"This remarkable record was made in a period which included years of the world's worst economic depression. During this time the Chicago Surface Lines reached the peak of its business in 1929, suffered a severe reduction in business along with other concerns in the middle of the depression, and has now

recovered to within twenty per cent of its peak year—a much better recovery than most other transportation systems of the country have made.

"The achievements of these properties under adverse conditions and uncertainty as to their future legal status are indications of what can be accomplished for the benefit of both the owners and the general public with an appropriate ordinance under which there could be refunding of the long overdue bonded indebtedness which matured in 1927."

Net Less Last Year

The report for the year ended January 31, 1938, shows that while gross earnings were slightly higher than they were in the previous year, there is a decrease of 36.73 per cent in residue receipts or net earnings. This is due to an increase of a little more than \$3,000,000 in operating expenses, resulting principally from increased wage rates and social security taxes.

In commenting upon the 83 Madison street cars which have been operated a total of 3,350,386 miles, that showing was termed "even more satisfactory than was anticipated." Despite the handicap of parking and traffic conditions on the street, speed on the line has been increased about 10 per cent and the riding increase is about 12 per cent over the rest of the system.

Seventeen trolley buses and sixty-three gasoline buses were purchased during the year to bring the total number of buses owned to 277. The 152 trolley buses constitute the second largest trolley bus fleet in the country, and combined with the gas buses, they carry a greater number of passengers than the entire Chicago Motor Company.

Expresses Appreciation

In the conclusion of the annual report President Richardson says:

"Attention has been called in the Foreword of this report to the record made by the Surface Lines during eleven years of operation under temporary extensions of the 1907 ordinances and without assurance as to the future. The fiscal year just closed has shown no lessening of the efforts, even under adverse conditions, to improve and maintain the system in a high state of efficiency. This record could not have been made without the intelligent and loyal co-operation of my associates and all employees in this organization.

"In closing, I wish to express earnest appreciation of the splendid esprit de corps which to an unusual degree has long characterized those engaged in the operation of these properties."

FIRE HITS LAWNDALE

First Car Barn Fire Since 1921 Causes \$100,000 Damage

Fire early February 13 at the Lawndale street car depot, 3925 West Cermak Road, completely destroyed 11 street cars and 2 snow plows and badly damaged 3 other cars. Estimates placed the loss at something over \$100,000. It was the first car barn fire on the Chicago Surface Lines since 1921.

The fire is thought to have started in a repair pit under one of the cars in bay 6, about 12:10 A. M. It was discovered by John Gas, a repairman, who immediately turned in an alarm and summoned help to move the cars out of



E. R. Melby

the bay.

Motorman E. R. Melby and Conductor H. W. Hagstrom, who had just completed their day's work, responded to the alarm and with Gas they managed to take nine cars out before the heat of the blaze drove them from their rescue efforts.

Firemen, fearful the blaze would spread to other sections of the one-story fireproof brick and concrete building, sounded a 2-11 alarm. The fireproof construction of the building and the use of steel fire doors, kept the blaze from spreading to the other bays. The fireproof walls hardly showed the effects of the conflagration.

Street car service in Cermak Road and Ogden Avenue was halted for more than an hour as several hundred spectators watched firemen bring the blaze under control. Numerous company officials rushed to the scene as soon as the alarm had reached them.

The cause of the fire has not yet been determined.



H. W. Hagstrom

Joseph Walsh, employed October 19, 1915, died February 4, 1938.

Division 4, Sixty-ninth: John Schmitt, employed February 1, 1907, died February 11, 1938.

Division 5, Archer: James D. Fennessy, employed March 15, 1912, died February 23, 1938; Michael D. Griffin, employed December 7, 1927, died February 23, 1938; Stanley A. Jonaitis, employed December 10, 1926, died February 10, 1938; John F. Martin, employed April 22, 1911, died February 9, 1938.

Division 6, Blue Island-Lawndale: Michael McGuire, employed June 5, 1908, died February 8, 1938.

Division 7, Kedzie: Joseph E. Griffin, employed January 11, 1917, died February 22, 1938.

Division 8, North: Adolph F. Mix, employed August 2, 1904, died February 13, 1938.

Division 10, Elston-Noble: George A. Giles, employed March 9, 1908, died February 20, 1938; Michael Gilligan, employed November 2, 1894, died February 26, 1938; Fred John Meyer, employed July 30, 1904, died February 8, 1938.

Division 11, Lincoln: James Roubinek, employed July 1, 1907, died February 1, 1938.

General Office—Louis Ciucci, employed August 1, 1909, died February 6, 1938.

Electrical—John P. Pierson, employed April 14, 1914, died February 19, 1938.

Material and Supply—Adolph Geiger, employed July 17, 1923, died February 3, 1938.

Shops and Equipment—Division 4, Sixty-ninth: Joseph Ditchie, employed May 1, 1904, died February 21, 1938.

Division 7, Kedzie: Cornelius C. Collins, employed January 21, 1903, died February 3, 1938.

Division 10, Elston-Noble: George Ed Pratt, employed January 30, 1922, died February 14, 1938.

West Shops: Albert Boenning, employed March 3, 1919, died February 5, 1938; John A. Josephson, employed January 22, 1919, died February 18, 1938.

Utility—William J. Doherty, employed May 1, 1915, died February 7, 1938.

Track—Timothy Driscoll, employed "some-time in 1906," died February 18, 1938.

OBITUARY

Deaths on the System from February 1, 1938, to February 28, 1938

Transportation—Division 1, Cottage Grove: Darwin A. Sliter, employed April 26, 1896, died February 24, 1938.

Division 2, Burnside: Walter E. White, employed November 28, 1910, died February 12, 1938.

Division 3, Seventy-seventh: Charles H. Blumm, employed December 17, 1906, died February 18, 1938; Michael Corcoran, employed January 24, 1917, died February 28, 1938; Gerhard Deverman, employed June 11, 1926, died February 19, 1938; Ovid D. Moses, employed January 21, 1907, died February 27, 1938; John

"Names Make News—" But Aren't Too True

Many towns throughout the United States failed to live up to their names in the recent cold wave, according to a news note in *The Kablegram*. Hell (Michigan) continued to be frozen up, and Paradise (Missouri) shivered in subzero weather.

Hell's Kitchen (Ohio) reported 10 below zero. Heaters (West Virginia) experienced 12 below zero. Satan's Kingdom (Connecticut) had 25 below zero. Coldwater (Kansas) enjoyed warm weather. Devil's Lake (North Dakota) continued its satanic inconsistency with a report of 20 below zero. Cool (Iowa) was getting warmer, the temperature rising from 15 below zero to 10 below.

Seeks Traction Answer

Walter A. Shaw Attacks Problem As Court Adviser

A new effort is being made to work out a traction settlement plan, following failure of the interested parties to agree in negotiations which covered a large part of last year.

On February 18, Judge James H. Wilkerson instructed Walter A. Shaw, adviser to the court, to set up an organization and proceed to negotiate with the Chicago Surface Lines, the Chicago Rapid Transit Company, the Chicago Motor Coach Company, and the City, and report back to the court on a plan and suggestion for an ordinance for the consolidation or unification of the properties.

Mr. Shaw, who is recognized as an able local transportation engineer, immediately conferred with Phillip J. Harrington, representing the Mayor, Guy A. Richardson, representing the Surface Lines, William J. Lynch, representing the Elevated, and J. A. Ritchie, representing the Motor Coach Company, in regard to a proper organization to carry on these negotiations.

Engineering Group Named

He later announced that the work would begin at once. An engineering committee consisting of Bert H. Peck, chairman, appointed by Mr. Shaw, Evan J. McIlraith, staff engineer of the Surface Lines, and Colonel E. J. Blair, of the Rapid Transit Company, was appointed. Charles E. DeLeuw and Peter J. Boesen of Mr. Harrington's staff will be available to join this engineering group in any of its studies. Mr. Ritchie of the Motor Coach Company has stated that he will name an engineer for the same purpose.

In the consideration of accounting procedure, a group consisting of William M. Hammond, chairman, appointed by Mr. Shaw, C. H. Allen of the Surface Lines, and Charles E. Thompson of the Rapid Transit Company, will work with the engineering group.

May Consult Others

It is understood that these groups will have the right to call upon and make use of such members of the engineering organizations of the companies involved as may be feasible and necessary. The two groups have gone to work in earnest and Mr. Shaw expects to make a preliminary report to Judge Wilkerson on April 5.

"It is the understanding," Mr. Shaw stated, "that each member of these groups will approach the problem with an open mind, considering what would be to the best interests of a single company operating, under one management, the facilities of all three systems. In other words, that in the discharge of these duties the individual members exercise sound judgment based upon experience. The results of each assigned investigation will be embodied in a report made jointly by Messrs. Peck, McIlraith and Blair. In the event that an agreement cannot be reached, each of these members will be asked to submit a separate report."

Highly Qualified Engineer

Mr. Shaw is a former member of the Illinois Utilities Commission—now the Illinois Com-

merce Commission—and a former City representative on the Board of Supervising Engineers of the Surface Lines. In addition, he has engaged in several separate studies of traction questions, both for the Elevated and Surface Lines. He is therefore highly qualified for the important work to which he has been assigned by Judge Wilkerson.

In the foreword to the Surface Lines annual report, which has just been released, there is a review of attempts to solve the traction problem since the Surface Lines went under receivership. This review is as follows:

For Eleven Years

"The receivership began on December 15, 1926, when the Chicago Railways Company passed into the hands of the Court just prior to the maturity of its bonded indebtedness, coincident with the end of the twenty-year ordinance period on February 1, 1927. Since that time the Board of Operation of the Chicago Surface Lines has functioned subject to the authority and under the control of the Federal Court in receivership proceedings pursuant to various day-to-day ordinance permits, the latest of which expires on April 30, 1938.

"In these proceedings Judge James H. Wilkerson has always been earnestly insistent that some method must be devised to bring the proceedings to a close as soon as possible through securing a City ordinance grant, in the words of Judge Wilkerson, 'in terms which are not confiscatory and which are fair both to the public and these utilities.'

Unified Operation

"The drafting of an ordinance for the complete unification of ownership and operation of the Surface Lines properties alone would present no serious difficulty. These properties are in excellent condition, and have ample reserve funds to undertake a major program of modernization and improvement.

"It has been insisted on the part of the City, however, that this opportunity should be utilized for the consolidation or unification of all of the local transportation systems in the city under one management, and this has greatly complicated the problem because of the various interests involved.

"While previous annual reports have described, from year to year, the efforts made to bring to an end the receivership proceedings, it may be well here to summarize these efforts.

The 1930 Ordinance

"Soon after the beginning of receivership proceedings, Judge Wilkerson appointed a Citizens' Traction Settlement Committee, to co-operate with the City and the Companies in working out a comprehensive plan, including State and City legislation, to secure unified operation of the surface and elevated properties under a single ownership. The necessary enabling laws were secured from the Illinois General Assembly and an ordinance was passed by the City Council in 1930 and was approved by

a vote of the people. Under the terms of this ordinance the City, in the first ten-year period, was to contribute \$100,000,000 for the construction of subways and the new company was to provide \$200,000,000 of new money for extensions and improvements.

"The first reorganization plan, drafted to make possible the acceptance of this ordinance, could not be carried out because of changed economic conditions, and efforts were being made to secure agreement on an amended plan in 1934 when the ordinance lapsed because of refusal of the City Council longer to extend the date of acceptance.

Company Reorganization

"Separate reorganization committees for the Elevated and Surface Lines properties were thereafter appointed by Judge Wilkerson. A Reorganization Plan was worked out by the Surface Lines Committee, which was agreed to by a large majority of the security holders and is pending in Court for final decision which will be made whenever negotiations have definitely demonstrated whether there can be obtained a City ordinance consistent with the Plan.

"In November, 1936, Judge Wilkerson instructed proponents of the Surface Lines Reorganization Plan to begin negotiations with the City for a new ordinance, and these negotiations were started on December 15 of that year. On May 27, 1937, definite suggestions for an ordinance for the Surface Lines were submitted to the City.

"The suggestions proposed, among other things, the expenditure of available funds for immediate extensions and improvements and the acquisition of the properties of the Chicago Motor Coach Company. Willingness also was expressed to agree to appropriate provisions for equipment and operation of City-owned subways and for eventual acquisition of the whole or part of the properties of the Elevated railroads if demanded by the City after suitable City-owned subways are provided, such acquisition to be at such price and upon such terms as may be agreed upon by the transportation companies and approved by the City and the Commerce Commission.

"No action was taken on these proposals.

Mayor Kelly's Plan

"On November 22, 1937, Mayor Edward J. Kelly transmitted to the City Council Committee on Local Transportation and filed in the Federal Court a report of the City's Engineers entitled, 'A Comprehensive Local Transportation Plan for the City of Chicago.' This Plan was first publicly outlined in principle by the Mayor on January 26, 1937.

"Following a hearing in the Federal Court on December 14, a committee was appointed representing the Surface Lines, the Elevated properties, the Mayor of the City, and the Chicago Motor Coach Company, to conduct preliminary negotiations concerning the proposed Plan and unification of all of the properties. On the same date Judge Wilkerson designated Walter A. Shaw as adviser to the Court under instructions to consult with the parties to the negotiations when requested by them to do so.

"This Committee was unable to arrive at an understanding, and soon after the close of the fiscal year Mr. Shaw made a report to the Court submitting recommendations, which all

parties accepted, for procedure in the formulation of a plan and ordinance for consolidation or unification of all three local transportation agencies. A report of progress is to be made to the Court by Mr. Shaw on April 5.

"Thus the matter stands today, and it is the hope of all concerned that out of this new attempt may come a solution of the problem."

SEEKS NEW BOWLING HONORS

Pins Topple When Lellinger Gets Going

If you're one of the many bowling enthusiasts who pack the Coliseum to watch the contestants in the American Bowling Congress, you are advised to keep your eye peeled for Julius Lellinger of the Chicago Surface Lines legal department.



Julius Lellinger

Jules has been a bowler for 40 years and ranks right up with the topnotchers. He is captain and anchor man of the Birk Brothers team, to which he has belonged for 20 years, and is also one of the North End Traveling League Aces now competing in the Bowling Congress.

Lellinger started bowling when only 10 years old, and during the years he has won a number of titles. He was a member of the World's Championship bowling team of 1917 at Grand Rapids, Michigan.

He won the all-events Illinois state championship in 1916 and in 1937 he was a member of the team which copped the two-man title in the state meet. He was a member of the two-man teams which won the city title in 1924 and the Chicago city championship in both 1917 and 1925. To sum up all the other honors he's won you'd have to pour over the 33 medals and trophies that he has won in his bowling career.

Born January 21, 1888, in Chicago, Jules is one of the local veterans in the alleys. He was one of the organizers of the North End League, and from that year to 1928 acted as secretary.

For the current season Lellinger has a 202 average in the North End League and tops the Randolph League with a 207 average. His high game is 290 and his best series 783.

Check the final scores when all the shooting is over at the Coliseum. If you don't find Lellinger among the individual winners, the chances are that he'll turn out to be a mainstay of some top-ranking team. This is his 27th appearance in the American Bowling Congress, so he won't be bothered by stage fright.

Politeness Pays Dividends

Complaints Drop As Fewer Passengers Are Passed Up—
World-Traveler Calls CSL System Best

Picking up passengers pays—in more ways than one, as a survey of the courtesy record for February discloses.

In the complaint comparison between February, 1938 and the same month a year ago there was a total decrease of 14 complaints. Had it not been for 20 fewer criticisms for passing up than were received a year ago, the complaint list would show an increase instead of the welcome decrease.

Thus the practice of picking up intending passenger netted both good will and sorely needed revenue.

There were a total of 488 complaints received during February, 1938 as against 502 during the same month last year. As usual, discourteous treatment drew the majority of protests.

Commendation records showed a slight slump from 54 a year ago to 51 in February, 1938.

But if there were fewer commendations they were none the less sincere in praise of trainmen and the system in general.

"I described fully the wonderful transportation of the Chicago Surface Lines everywhere I went", said Mrs. James Carbray, 3423 West Jackson boulevard, who recently returned from a six month's tour of England and Scotland.

"I found the street cars there are not to be compared with your beautiful streamlined cars on which we have such comfort, speed and service."

Mrs. Carbray's letter also carried specific praise for Conductor Edwin Langel, badge No. 3420 of Kedzie.

Kindness Praised

Equally complimentary was the message of Hugh Donaldson, public relations supervisor of the Illinois Commerce Commission, who praised Conductor Joseph P. J. Ryan, badge No. 9368 of Burnside, for his kindness to a crippled old lady whom he helped to alight and reach the curb in safety.

"I wish that all conductors would do this," said R. N. Lloyd, 4409 North Ashland avenue, in praising the manner in which Conductor Frank G. Hendricks, badge No. 9460 of Devon, called all streets distinctly. "This is a very great comfort and relief. We could rest quietly,

trustingly and hear from minute to minute where we were and just when we were approaching our street."

Conductor Michael McKeon, badge No. 368 of Cottage Grove, drew praise from A. L. H. Darragh, 4710 Woodlawn avenue, for courteous helpfulness to several bundle-laden passengers. He was also commended for the careful manner in which he looked out for intending passengers before giving the signal to go ahead.

"If each motorman was as cautious as this motorman was, we feel our efforts to promote safety on the streets in our community would be well repaid." That praise, directed to Motorman Edward J. Edgecomb, badge No. 809 of 77th, was relayed from the East Hamilton Park Home Owners Association by President M. Fenneman, 7323 Lafayette avenue, to compliment him on safety measures which had been noted by members of the Association.

Repay Fare

The consideration accorded J. A. Beig, 2857 Milwaukee avenue, by Conductor John J. Tobin, Sr., badge No. 992 of Kedzie, who advanced a fare, was greatly appreciated. Mr. Beig not only complimented

Conductor Tobin but also repaid the fare.

Motorman George F. Brichacek, badge No. 1895 of Lawndale, held his car momentarily to await intending passengers and drew praise from R. Johnson, 2511 South Millard avenue.

Considerate attentiveness to all passengers was noted by E. W. Williams, 3548 North Halsted street, who wrote to praise the crew composed of Motorman William E. Shea, badge No. 107, and Conductor Harold J. Hubers, badge No. 2632, both of Limits depot.

"I sincerely appreciate this man's courtesy", said LaVerne Wilson, 625½ Arlington Place, in returning to Conductor Edward B. Hutten, badge No. 3108 of Lincoln, the fare which he had advanced.

A similar sentiment was expressed in a letter from Miss Friede Petzold, 2714 North Marshfield avenue, in returning a fare which had been advanced her by Conductor Frank A. Burd, Jr., badge No. 3272 of 77th.

TROLLEY SPARKS



ELIOT HIRSCH

"Look folks, I'm not trying to spoil your fun. But, "kid party" or no "kid party" you still have to pay full fare!"

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.
CHICAGO

Volume 14 March, 1938 No. 12

H. O. Crews Editor
H. F. Peck Associate Editor

THE VETERANS

A name and a date—in 6 point type—bring momentary recognition in this issue to the 490 men and one woman who have served the Chicago Surface Lines or predecessor companies 40 years or more.

Each name on that list is more worthy of notice than most of the names that are headlined in the daily papers. Those who devote a life-time to the service of one organization deserve a more prominent place in the news of the day for they have done the extraordinary thing.

Theirs has been the every-day service which counts so much. It is upon such loyalty, honesty and diligence that companies, cities, states and nations grow great. These men have made a far more lasting contribution to the world than many others who have flashed brilliantly—but briefly—across the current news pages.

For forty, fifty, sixty years and more these honored veterans have worked to compile what is truly a distinguished service record.

NO BED OF ROSES

We Americans, somehow or other, have cultivated a notion that the “boss” or the man at the top of any organization is a fellow who really has easy sledding through life.

That belief has been encouraged by the publication of the salaries of big business men throughout the country. The catch in it is that the huge and numerous taxes these men pay are rarely mentioned.

The truth is, few of us can conceive of the pressures, the numerous responsibilities and the tribulations which are heaped on every major executive. It might be wise when somebody tells you “how easy the boss has things” to remind him of this pertinent comment we found tucked away the other day:

“Work faithfully for 8 hours a day and don’t worry. Then, in time, you may become boss and work 16 hours a day and have all the worry.”

The idea isn’t to kill off all ambition. But, if you’re at the bottom of the heap and feeling mighty sorry for yourself it might cheer you to reflect that the fellow at the top doesn’t spend 24 hours a day on a bed of roses.

KEEPING 'EM ROLLING

Division Retains First Place As All Averages Increase

Division depot retained first place in the keep 'em rolling figures for February with an average of 13,362 miles per pull-in, an increase of 66.3 per cent over the 8,033 mile average made the previous month.

For the first time in many months all the depots showed an increase over the previous month's figures, though the rankings remained relatively stable.

Notable gains were recorded by numerous stations. Of these, Limits moved from eleventh to seventh place in the standings by showing an increase of 51.2 per cent and Noble showed a round 50 per cent increase.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc.
1.	Division	9	13,362	66.3
2.	77th	—	9,097	29.6
3.	Devon	1	8,678	22.7
4.	Cottage Grove	2	7,846	34.5
5.	Lawndale	6	7,745	11.0
6.	Archer	—	7,174	16.1
7.	Limits	5	7,092	51.2
8.	Burnside	6	6,997	20.6
9.	North	—	6,934	38.1
10.	Kedzie	—	6,808	26.2
11.	Noble	3	6,640	50.0
12.	69th	—	6,544	3.5
13.	Armitage	3	5,180	20.2
14.	Elston	1	4,475	27.3
15.	Blue Island	2	3,426	19.0
16.	Lincoln	3	3,324	1.4

Carhouse records for the past six months:

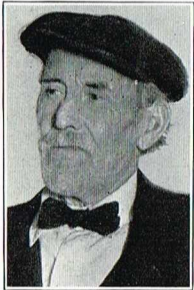
Carhouse	Feb.	Jan.	Dec.	Nov.	Oct.	Sept.
Division	1	1	2	2	1	2
77th	2	3	9	4	5	8
Devon	3	2	5	6	6	4
Cottage Grove	4	7	6	5	3	6
Lawndale	5	4	1	1	7	1
Archer	6	6	3	3	4	3
Limits	7	11	10	12	13	11
Burnside	8	8	11	9	2	5
North	9	10	13	8	12	13
Kedzie	10	9	8	10	10	12
Noble	11	12	12	14	14	16
69th	12	5	4	11	8	9
Armitage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

Service Veterans Honored

More Men Attain Service Records of 40 Years or More—

Mackey and Van Horn Head List

Though Death made heavy inroads in the Veterans' Honor Roll of men who have been in service for 40 years or more, there were enough new names added to the list so that the total of 491 marks a new high point. That figure is four greater than the 487 names which comprised the list last year.



D. F. Mackey

Daniel F. Mackey, Financial Department, continues to lead the list as the oldest employe in point of service. He began his street car career in 1872 and has thus been in service for 65 years.

Closely following Mackey in point of service is L. G. Van Horn, also of the Financial Department, who started his work in 1874. From a standpoint of active service Mr. Van Horn rates at the top of the list, and he is as bright and chipper as any of the younger men who report daily at the South Shops.

Frank Bouland of the Engineering Department retains his place as the third oldest employe in point of service.

Division Superintendent E. L. Maguire is the oldest active employe of the Transportation Department, although O. A. Ohlson, off sick for several years, leads that department from a seniority standpoint. Motorman John Moriarty of 77th is the oldest active trainman on the list. As such, Moriarty was chosen as a front cover subject as he gave a bit of friendly advice to Motorman William J. O'Hara, one of the youngest and most recently hired men at 77th.



L. G. Van Horn

The annual report of the Chicago Surface Lines shows that aside from the Veterans listed below, there are 520 employes who have from 35 to 45 years' continuous service. Other groupings show 1,233 who have served from 30 to 35 years, 1,456 of from 25 to 30 years' service and a grand total of 3,700 employes who have continuous service of more than 25 years.

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

FINANCIAL DEPARTMENT

Mackey, D. F.	1872	Plowright, E. G.	1889
Van Horn, L. G.	1874	Ball, E. W.	1891
Lundblad, Albert	1881	Morton, M. V.	1891
Beatty, J. J.	1889	Jacobson, August	1895
Byrne, H. K.	1897		

ELECTRICAL DEPARTMENT

Donegan, Michael	1879	Griffin, P. J.	1893
Jones, J. W.	1892	Van Norden, A.	1894
Rowe, Frank	1892	Schwertfeger, C. L.	1895
Stiglich, John	1892	Sebraska, William	1895
Ohman, Oscar	1897		

ENGINEERING DEPARTMENT

Bouland, Frank	1879	Harrington, William	1890
Mercier, George	1881	Smith, Edward	1890
Urry, William H.	1881	Mitchell, Andrew	1891
Brinker, Fred	1883	Nelson, Matt	1891
Stiglich, Frank	1884	Sepich, J. L.	1891
O'Connell, Michael	1885	Dillon, Dennis	1892
O'Donnell, William	1885	Chambers, C. C.	1893
Cox, Matthew	1886	Milos, Jacob	1893
Doyle, Patrick	1886	Nelson, T. A.	1893
Gibson, Charles	1886	Bostrom, J. F.	1894
McQuinn, Michael	1887	Casey, John	1895
Milos, John	1887	Peterson, Ole	1895
Osmondson, John	1888	Birney, Joseph	1896
Dunn, James	1889	Dorich, Lawrence	1896
Long, James P.	1889	Peterson, F. F.	1896
Blakely, T. J.	1890	Giancola, E.	1897
Koskovich, S.	1897		

EXECUTIVE DEPARTMENT

Triplitt, C. J.	1893	Vaughan, Mary	1895
Morgan, E. H.	1897		

LEGAL AND ACCIDENT INVESTIGATION

Rood, Charles	1881	Henderson, W. J.	1893
Wilson, Andrew J.	1890	Vong, Gust	1893
Guilliams, C. W.	1892	Holton, W. O.	1897
Schaf, F. J.	1892	Stenning, C. E.	1897

SCHEDULES AND TRAFFIC DEPARTMENT

Lohse, G. F.	1893		
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SHOPS AND EQUIPMENT

Anderson, John	1882	O'Shea, William	1892
Carlson, Frank	1882	Peterson, A. A.	1892
Hansen, Hakon	1882	Chamberlin, George	1893
Quinn, Thomas	1882	Colson, E. A.	1893
Martin, Fred	1884	Conrad, Louis	1893
Polkoske, Matt	1885	Meyer, S. C.	1893
Guy, James	1886	Oschatz, Bernard	1893
Kaufmann, Jacob	1886	Goering, W. A.	1894
Lund, August	1886	Grassick, J. D.	1894
LaPierre, Elmer	1887	Hahn, Christ	1894
Olson, Charles	1889	Bolton, J. L.	1895
Rowley, John	1889	Boshold, A. J.	1895
Anderson, Edwin	1890	Gaida, Herman	1895
Jespersen, Hans	1890	Abel, F. W.	1896
Minter, Fred	1891	Forty, Joseph	1896
Meyers, F. W.	1891	McMahon, John	1896
Flynn, Bernard	1892	Farrow, William	1896
Keyser, Samuel	1897		

TRANSPORTATION DEPARTMENT

Ohlson, O. A.	1879	Murphy, Patrick	1885
Maguire, Edward L.	1880	Rogers, George L.	1885
McLaughlin, Michael	1881	Smith, Thomas	1885
Moriarty, John	1881	Sorenson, Sam	1885
Foley, Patrick	1882	Storey, W. J.	1885
McCann, Patrick	1882	Watson, William	1885
Brown, Arthur E.	1883	Watson, William J.	1885
Johnson, John	1883	Zeches, Peter	1885
Kennedy, Terrence	1883	Baumhardt, H.	1886
Zimmerman, George	1883	Boos, C.	1886
Hennessy, Michael	1884	Hansen, Max	1886
Horrigan, James J.	1884	Hennessy, David	1886
McCarthy, James T.	1884	McComb, James	1886
Barthold, Otto	1885	O'Brien, Michael	1886
Burgee, Joshua	1885	Smith, Nigh L.	1886
Cronin, Benjamin	1885	Coleman, Patrick	1887
Enerson, John B.	1885	Croat, Michael M.	1887
Fuller, Varion J.	1885	Eichhorn, H. H.	1887
Kerigan, Mathew J.	1885	Eilert, Herman	1887
McGinty, Peter	1885	Jenkins, R. M.	1887

Lyster, George.....	1887	Pearson, Charles.....	1891	Walton, R. T.....	1893	Tobin, John T.....	1895
Matthews, Lee M.....	1887	Quinlan, William.....	1891	Weber, Michael.....	1893	Venzke, Herman.....	1895
Miles, Michael.....	1887	Remer, C. O.....	1891	Webster, Silas A.....	1893	Vesey, W. A.....	1895
Nelson, Peter.....	1887	Waters, Patrick F.....	1891	Welvaert, Jacob.....	1893	Wall, Joseph R.....	1895
Quinn, M. B.....	1887	Williamson, August.....	1891	Whitney, William.....	1893		1896
Reynolds, Patrick.....	1887		1892	Zinkan, William.....	1893	Awbrey, C. L.....	1896
Tabor, W. L.....	1887	Bartholomy, Harry.....	1892		1894	Bell, George.....	1896
Ahern, E. W.....	1888	Block, Fred G.....	1892	Bordwell, A. R.....	1894	Bening, F. J.....	1896
Berg, William.....	1888	Bowles, D. F.....	1892	Borne, James E.....	1894	Berg, Fred.....	1896
Bradley, Patrick.....	1888	Brittain, Harry S.....	1892	Buller, H. O.....	1894	Broderius, Fred.....	1896
Cadogan, A. E.....	1888	Callahan, John.....	1892	Durr, Henry.....	1894	Broughton, W. S.....	1896
Fossum, Henry.....	1888	Campbell, Thaddeus.....	1892	Edman, J. L.....	1894	Byfield, William.....	1896
Freid, A.....	1888	Cassidy, Thomas.....	1892	Gilligan, Michael.....	1894	Colegrove, Rawson O.....	1896
Goodinson, W. H.....	1888	Cloonan, Bernard.....	1892	Greene, P. A.....	1894	Dahl, Otto.....	1896
Griffin, James.....	1888	Clutts, John W.....	1892	Kennedy, James.....	1894	Daly, Daniel.....	1896
Handley, John P.....	1888	Cody, William H.....	1892	Martin, Gerald.....	1894	Gleeson, M. C.....	1896
Keester, J. H.....	1888	Dunn, Sylvester.....	1892	McCauley, John.....	1894	Greenan, Thomas.....	1896
Linden, Joseph.....	1888	Flanders, Frederick.....	1892	McCormick, M. F.....	1894	Greenwald, John.....	1896
Nelson, Nels.....	1888	Henderson, Charles.....	1892	Michaelis, William.....	1894	Haggert, John J.....	1896
Pohlman, W. M.....	1888	Johnson, Gust.....	1892	Mix, Gus.....	1894	Hastie, Thomas.....	1896
Powell, Walter.....	1888	Kirkwood, E. R.....	1892	O'Connor, Jeremiah.....	1894	Heilbuth, Fred.....	1896
Rotchford, J. S.....	1888	Koth, Godfrey.....	1892	Rasmussen, J. S.....	1894	Johnson, Frank N.....	1896
Shaw, John.....	1888	Krygsman, John.....	1892	Reichel, G. J.....	1894	Kleim, John.....	1896
Smith, John H.....	1888	Kuntz, Fred E.....	1892	Shank, L. R.....	1894	Koehler, Herman.....	1896
Bosnak, Sam.....	1889	LaSalle, Leon I.....	1892	Strauss, J. P.....	1894	Larson, Peter H.....	1896
Brennan, John.....	1889	Lavelle, Patrick.....	1892	Ure, John.....	1894	Loyce, Frederick.....	1896
Broderick, Patrick.....	1889	Longquist, Carl O.....	1892	Wisniewski, Michael.....	1894	Mavis, August H.....	1896
Crowley, Dennis.....	1889	McCutcheon, James.....	1892		1895	Moe, Ole P.....	1896
Dougherty, James.....	1889	Moppett, T. H. W.....	1892	Alstad, August.....	1895	Mueller, John G.....	1896
Durkin, Thomas.....	1889	Neitzel, Herman.....	1892	Anderson, Axel.....	1895	Nash, Thomas.....	1896
Enright, Dennis.....	1889	Olson, John.....	1892	Aubrey, O. J.....	1895	Palmer, Frank E.....	1896
Fleming, Jeffery.....	1889	Pauley, Henry.....	1892	Balder, J. A.....	1895	Porter, W. H.....	1896
Grady, John.....	1889	Purdon, Henry.....	1892	Balkiewicz, Peter.....	1895	Radiger, A. L.....	1896
Hutchings, Richard.....	1889	Reed, James W.....	1892	Barbour, S. L.....	1895	Roney, John D.....	1896
King, Thomas.....	1889	Reid, David J.....	1892	Bell, Thomas.....	1895	Scanlon, Martin.....	1896
Longtin, Samuel.....	1889	Reimers, Louis.....	1892	Bossi, J. H.....	1895	Schroeder, M. L.....	1896
Luehr, Fred.....	1889	Roll, Bernard O.....	1892	Briner, W. H.....	1895	Siebert, Herman.....	1896
Noble, Walter.....	1889	Ross, Andrew.....	1892	Burr, James.....	1895	Sliter, Darwin A.....	1896
Olson, August.....	1889	Ryder, Edward.....	1892	Corbet, W. S.....	1895	Summers, M. F.....	1896
Ray, Michael.....	1889	Sherman, James.....	1892	Czirlanis, Anton.....	1895	Swallow, E. A.....	1896
Roville, Fred.....	1889	Simon, John.....	1892	Danielson, Ferdinand.....	1895	Thompson, Charles.....	1896
Rump, William.....	1889	Sims, George.....	1892	Davis, H. E.....	1895	Viland, A. R.....	1896
Scanlon, Garrett T.....	1889	Snider, John.....	1892	Durr, Patrick.....	1895	White, Frank.....	1896
Sheridan, James.....	1889	Vornkahl, H. C.....	1892	Durst, Fred.....	1895		1897
Walsh, Patrick.....	1889		1893	Ewers, W. T.....	1895	Bolan, Thomas.....	1897
Andersen, Fred.....	1890	Aye, Alexander.....	1893	Fanning, John.....	1895	Boomgarn, Alfred H.....	1897
Benson, August.....	1890	Bessette, W. A.....	1893	Fichter, Joseph.....	1895	Burkhart, Adolph.....	1897
Briese, Gustav.....	1890	Boyer, C. M.....	1893	Fitzel, P. W.....	1895	Falsburt, George J.....	1897
Carney, John.....	1890	Broderon, Fred.....	1893	Ford, John J.....	1895	Footo, Frank M.....	1897
Collins, William.....	1890	Callard, C. H.....	1893	Hahn, Paul R.....	1895	Golden, Thomas.....	1897
Craig, James.....	1890	Carroll, John C.....	1893	Hartle, G. R.....	1895	Helming, Philip.....	1897
Dahlen, Gustaf W.....	1890	Copithorn, John D.....	1893	Hayes, F. W.....	1895	Henen, Joseph.....	1897
Delea, John.....	1890	Corrigan, Thomas.....	1893	Hoellen, G. N.....	1895	Hickey, David.....	1897
Downey, Martin.....	1890	Cotton, Leslie E.....	1893	Johnson, J. M.....	1895	Hight, William.....	1897
Doyle, John J.....	1890	Cronin, John A.....	1893	Kane, Patrick.....	1895	Jacobson, Ever.....	1897
Hellmers, W. J.....	1890	Cunningham, Hugh.....	1893	Kehoe, James.....	1895	Linden, William.....	1897
Johnson, Olaf.....	1890	Curran, Patrick.....	1893	Klemz, Charles.....	1895	Lynch, Joseph.....	1897
Lane, James.....	1890	Davis, Thomas J.....	1893	Krueger, Fred.....	1895	Manthie, William T.....	1897
Lantz, Edward M.....	1890	Dewick, Charles B.....	1893	Lemker, Charles.....	1895	McDonough, Henry.....	1897
Lawrence, Martin.....	1890	Dole, Henry D.....	1893	Levinisky, Alexander.....	1895	Meyer, Charles.....	1897
Lynek, Edwin J.....	1890	Doolan, John.....	1893	Lockwood, R. E.....	1895	Meyer, Edward J.....	1897
Lysaght, Patrick.....	1890	Duggan, Martin.....	1893	Mahoney, James.....	1895	Nebels, Nick.....	1897
Mackian, Frank.....	1890	Dunkle, John.....	1893	McAuliffe, T. F.....	1895	Nelson, Charles.....	1897
Maloney, W. J.....	1890	Erickson, Fred.....	1893	McCourt, James.....	1895	Pearson, Olaf M.....	1897
McDowell, C. N.....	1890	Fuchs, James.....	1893	Meersman, August.....	1895	Rasmussen, Samuel.....	1897
McGuinness, Peter.....	1890	Geller, Martin.....	1893	Moran, P. J.....	1895	Schenk, Joseph H.....	1897
McKiel, C. H.....	1890	Gildea, Daniel.....	1893	Murray, John.....	1895	Schmidt, Leo.....	1897
Roder, John.....	1890	Gleason, William.....	1893	Patno, Archie.....	1895	Stoldt, Louis.....	1897
Schreiber, Fred.....	1890	Goorsky, John.....	1893	Peterson, Alfred.....	1895	Toale, James.....	1897
Schultz, Henry C.....	1890	Graham, Alexander R.....	1893	Pritchard, John.....	1895	Ward, John.....	1897
Sebastian, Nicholas.....	1890	Grant, Charles R.....	1893	Ptacek, Frank J.....	1895	Waters, James.....	1897
Snyder, W. H.....	1890	Grice, Isaac.....	1893	Pulaski, Gustav.....	1895	Woodbury, Arthur L.....	1897
Storm, Fred.....	1890	Haggerty, Patrick.....	1893	Radke, D. E.....	1895		1898
Strobeck, C. A.....	1890	Halvorsen, Andrew.....	1893	Roach, William.....	1895	Connolly, Philip L.....	1898
Suhr, Herman.....	1890	Hanson, Adolph.....	1893	Sinkler, James.....	1895	Crossan, John W.....	1898
Sutherland, James E.....	1890	Hartmann, Gus A.....	1893	Skehan, Martin J.....	1895	Erickson, Charles.....	1898
Walsh, Maurice.....	1890	Hays, R. L.....	1893	Spethman, Henry.....	1895	Harrington, William.....	1898
Allen, Edward.....	1891	Hempy, Elmer E.....	1893	Spivey, H. T.....	1895	Jacobson, John A.....	1898
Burchill, John.....	1891	Jones, William.....	1893	Sturm, John.....	1895	Jenks, James B.....	1898
Calder, James.....	1891	Kemp, Harry M.....	1893				
Christensen, K. E.....	1891	Kleidon, John.....	1893				
Gerard, Eli S.....	1891	Kuecker, W. H.....	1893				
Gloede, Albert H.....	1891	Larson, Ben.....	1893				
Hankins, Edward H.....	1891	Larson, Swan.....	1893				
Hinkle, Fred.....	1891	Lester, William.....	1893				
Hunt, Timothy.....	1891	Lundberg, Henry.....	1893				
Jones, Wilber S.....	1891	Martin, W. J.....	1893				
Kavanaugh, Thomas.....	1891	McCarthy, Florence.....	1893				
Kehoe, James.....	1891	McCourtly, Thomas.....	1893				
Kinney, Edwin L.....	1891	Naylor, Harry C.....	1893				
Kleppin, John F.....	1891	Nonan, James.....	1893				
Knospe, W. H.....	1891	O'Brien, Terrence.....	1893				
Larson, Gustav.....	1891	O'Heron, John.....	1893				
Locke, Louis.....	1891	Pearson, John.....	1893				
Madsen, Adolph.....	1891	Roeser, J. M.....	1893				
McCurdy, James.....	1891	Ross, Orrin N.....	1893				
McMahon, John M.....	1891	Routzong, G. A.....	1893				
Montgomery, James.....	1891	Sutter, John R.....	1893				
Moore, Myron F.....	1891	Taylor, Frank H.....	1893				
O'Connell, James.....	1891	Vincent, W. G.....	1893				
Ohlsen, Peter.....	1891	Walsh, Richard.....	1893				

Some Salesman!

The following incident was reported in "The New Yorker":

"One evening at the rush hour, a girl standing at the corner of 57th Street and Fifth Avenue, hailed a southbound cab. It pulled in ahead of a bus, and as she ran to catch it, she passed the platform of the bus. 'Here, here! Don't be so extravagant,' the Conductor said chidingly, 'We'll have you downtown in no time.' The girl stopped, thought it over, and boarded the bus."

Good salesmanship, that!

FILSKOV TRAPS ROBBER

Long Jail Sentence Looms for Hold-up Man

Benedict Valpo, 20, has had two Grand Jury indictments standing against him since March 3 and the chances are that he will get a sentence that will keep him from robbing street car conductors for a period of from one to 10 years. And if that turns out to be the case you can thank Conductor Lester E. Filskov, badge No. 6208 of Armitage, who was instrumental in the capture.



Lester Filskov

A running account of Valpo's short-lived career of banditry covers the following confessed cases:

Conductor A. F. Therkelson, badge No. 5520 of North avenue, was robbed of \$36.80 at Kostner and Chicago avenues on February 22.

Conductor Clifford Connors, badge No. 1832 of Armitage, was robbed of \$8.75 at Armitage and Grand on February 25.

Some three and a half hours later, on February 26, Conductor Roy Hansen, badge No. 5504 of Division, was robbed of \$14.40 at Western avenue and 40th street.

One hour later, while westbound on Harrison street between Sacramento and Kedzie, Conductor Patrick Lenaghan, badge No. 12008 of Kedzie, found himself looking into a revolver barrel and heard a demand that he surrender his money. Lenaghan, knowing a police officer was on the car, was alert enough to give the emergency signal, three bells. The would-be bandit then jumped from the car and fell, dropping his hat and gun. He hurriedly picked them up and ran east on Harrison street.

That is the point at which the energetic Mr. Filskov enters the story. He and his wife had observed a man park his automobile hurriedly and then board Lenaghan's car.

Shortly afterwards the same man came running east in Harrison street and bumped into Mrs. Filskov, nearly knocking her off her feet. At the same time they heard the motorman of the Harrison street car shout—"Catch that man—he just tried to hold up my conductor."

Filskov ran after the robber threatening to shoot him in the back if he failed to stop while he waved his punch which looked very much like a revolver at night. The bandit momentarily eluded Filskov as a police squad car showed up. Filskov got in with them and they drove west in Van Buren to Kedzie where the capture was made. Filskov identified Valpo to the Marquette police and the identification was later verified by Conductors Therkelson, Connors, Hansen and Lenaghan. Valpo admitted the hold-ups and the attempt at which he was caught, as well as the theft of an automobile.

Robbery with a gun usually carries a penalty of from one to 10 years.

ROUNDING UP WITNESSES

Burnside Moves to First—System Average Unchanged

System averages remained stationary in the rounding up witnesses contest in the figures compiled for January. Burnside moved into the top ranking spot with 4.23, up from the 3.78 that had that station in the third position in December's figures.

Kedzie, which led the list in the December records, slumped off from a 4.12 to 3.48. The second place Lawndale-Blue Island group also dropped to fourth place in the standings.

Archer moved up from fourth to take second place with 3.81.

The system average remained constant at 3.31, off from previous compilations.

Detailed standings follow:

	Jan.	Dec.	Nov.	Oct.
1. Burnside	4.23	3.78(3)	4.84(1)	4.47(1)
2. Archer	3.81	3.69(4)	3.49(6)	3.60(4)
3. 77th	3.61	3.42(6)	3.68(2)	3.91(2)
4. Lawndale-Blue Isl.	3.58	3.89(2)	3.66(3)	3.62(3)
5. Cottage Grove.....	3.49	3.46(5)	3.52(4)	3.48(6)
6. Kedzie	3.48	4.12(1)	3.50(5)	3.53(5)
7. Elston-Noble	3.25	3.34(8)	3.06(11)	3.55(7)
8. Limits-Devon	3.09	3.11(9)	3.08(10)	3.22(8)
9. 69th	3.05	3.40(7)	3.36(7)	3.10(9)
10. Lincoln	3.00	2.81(10)	3.33(8)	2.93(11)
11. North	2.99	2.72(12)	3.12(9)	2.98(10)
12. Armitage-Div.	2.56	2.73(11)	2.68(12)	2.64(12)
Aver. for System.....	3.31	3.31	3.37	3.37

FIFTY HAPPY YEARS

Married 50 Years—In Service Half a Century

There is rather a golden haze to the first few months of 1938 for Foreman John Milos of the Track Department. On January 29 he celebrated his golden wedding anniversary. And the publication of the Veterans' Honor Roll reveals that he also celebrates his golden anniversary with the Chicago Surface Lines.

It was just 54 years ago that Milos and his bride-elect made their separate ways to Chicago from their native Croatia.

Now at their home at 5923 Marshfield avenue, Mr. and Mrs. Milos can look back upon 50 happy years. They said as much on the occasion of their wedding anniversary at which their five daughters and two sons took a prominent part. There were 14 grandchildren on hand, too, and it was easy to see that Mr. and Mrs. Milos take a great deal of pride in them, as well as in their children.



Mr. and Mrs. John Milos

"MAKE 'EM LIKE YOU"

New Picture Illustrates Good and Bad Practices

"Make 'Em Like You", a sound-stereopticon picture written and directed by Supervisor of Public Relations H. O. Crews, is in the midst of its premiere showings at the various depots.

It was first shown at south side depots by Louis Bohlin, chief clerk of the Transportation Department, who reported a favorable reception to the picture which points out the good and bad practices of the trainmen as they are revealed through the actual commendations and complaints received from patrons.

American Transit Association officials who saw the picture during a recent session at the Stevens hotel were enthusiastic in their praise of the courtesy picture.

For the convenience of other employes who are interested in seeing the picture a full schedule of future showings is appended:

Noble.....	Wednesday.....	March 16
Archer.....	Thursday.....	March 17
Kedzie.....	Friday.....	March 18
Division.....	Monday.....	March 21
Armitage.....	Tuesday.....	March 22
Blue Island.....	Wednesday.....	March 23
Elston.....	Thursday.....	March 24

Showings are at 9 A. M., 2:30 P. M. and 7:30 P. M.

IS CANTOR JEALOUS?

Cusack's Eleven Boys Excite Admiration

Michael Cusack, night clerk at Lawndale, knows something of the "power of the press," as do his ten brothers, his father, Thomas, and Mrs. Tessie Cusack, all of 5735 North avenue, since their picture appeared in the Chicago Tribune recently.

First they got a telegram from Eddie Cantor, who is plenty jealous of Mr. and Mrs. Cusack. That came tumbling over the wires from West Hollywood, California. Then the telephone rang for two days or so with calls from friends, strangers, and even food companies. The friends extended congratulations, the strangers verified the story and the picture, and the food companies wondered if they couldn't sign the boys up for testimonials.



The Cusacks—From left to right: James, William, Thomas, Jr., Michael, Mr. and Mrs. Thomas Cusack, Joseph, Martin, John, Patrick, and, foreground, Donald, Raymond and Francis.

The Cusacks think they have an unusual family. They have 11 children, young ones and grown up, and there's nary a daughter among 'em. They're all boys. That's why Cantor is so envious. His wire to Mr. Cusack said:

"After seeing the picture of you and your eleven boys in the Chicago Tribune, I realize what a rank amateur I am. I had to cut the picture and story out of the paper before Ida saw it, because I get the blame for everything that happens around here. Congratulations and lots of luck."

Up to a short time ago when Michael was married all the boys lived in the twelve-room house Mr. Cusack built for his family.

Down the line the eleven Cusack boys are: Michael, 27 years old; Patrick, 25; Thomas, 23; William, 21; James, 20; Martin, 18; John, 16; Joseph, 15; Francis, 9; Raymond, 7, and Donald, 5.

EMPLOYES RELIEF FUND

February, 1938

The Surface Lines Employees Relief Committee received 11 applications for relief during the month of February. After investigations were made 6 of these were approved for weekly assistance, and 1 for temporary assistance. There were 332 active cases on the relief rolls at the end of the month, 18 having been removed by death or other causes.

Including the \$14,760 spent during the month of February, a total of \$1,101,443 has been paid out of the Surface Lines Employees Relief Fund for assistance of employes since the organization of the committee.

HINTS TO GARDENERS

Park District Sponsors Free Lectures Throughout City

Officials of the Chicago Park District have announced a series of popular garden lectures to guide those who want beautiful home grounds or decorative house plants. Admission is free.

Practical demonstrations will add clarity to the talks of the speakers who have been chosen from the landscape and horticultural staff of the Park District.

All lectures will start at 8 P. M. and will be given at the following parks on March 15, 22, 29 and April 5 and 12: Austin Town Hall, Gompers Park, Green Briar Park, Independence Park, Ogden Park and Palmer Park.

WHY 13 IS UNLUCKY

They're still kidding the shop men at Lawndale about the bad luck that is supposed to be attached to 13.

Motorman B. J. Higgins and Conductor George Edwards on Run 113 notified their station they had a disabled car, No. 213, at 7:13 A. M. They expected another car but when they arrived at Pulaski Road they found none so had to pull in the station.

When they arrived there they found the shop men with a car waiting for run No. 213 on the Cermak Road line. Seems there were just too many 13's involved in the whole story. They're wondering if there would have been any more confusion had it all happened on Friday the 13th.

Departments and Divisions

Accounting

Best wishes for a happy birthday were extended to Miss Eugenie Ziemba of the pay roll division by her friends on Saturday, February 26.

The employees of the accounting division were very sorry to hear of the death of Louis J. Ciucci who passed away on Sunday, February 6. We extend heartfelt sympathy and condolence to members of the family.

The many friends of Mrs. Alice Brelig of the voucher division attended a noon hour farewell luncheon on Friday, February 18. Mrs. Brelig was presented with a very practical gift.

On February 7, at the home of Mrs. Mary Priest, where a large number of her associates were present, a dinner was tendered Miss Catherine Reinhardt of the ledger room who left service Saturday, February 12. Miss Reinhardt, who received a very useful gift, was married on Saturday, February 26, to Andrew Haring at St. Pascal's church. To the happy couple we wish all success.

Miss Mildred Vatter of the trip sheet analysis division has made the announcement that she has been married to Maurice Kramer since June 13, 1936. Our very best wishes are extended for a happy married life.

Thomas F. Coan.

Engineering

C. R. Kelly of the track department will desert the ranks of all "Loyal Southsiders," and move to the North Side on May 1. A farewell party should be in order.

Street Opening Inspector Frank Johnson's nose knew how to stop a piece of wood which was headed for his eye while he was doing some chores at his winter lodge.

A speedy recovery is hoped for Jim Dudas, helper on the Madison-Springfield wreck wagon, who is recuperating from a broken leg in the Frances Willard hospital.

G. P. Johnson of the track department, is among the many ardent listeners attending the interesting lectures on various topics, held at the Chicago avenue Y. M. C. A.

Sympathy is extended to William Peschel, utility department chauffeur, in the loss of his mother.

Electrical

Mark Donegan, one of the real old timers in our midst, was traveling to his work at Fill Ave sub-station February 18, when he met with an accident at Lawrence and Lincoln, and was taken to the Swedish Covenant hospital where he still is in very serious condition. Our sincere wishes are extended for a speedy recovery.

Our deepest sympathy is extended to Tony Kovarik in the loss of his father, who met with an accident while on his way to work for the first time after a long seige of illness.

With regret we report the death of John Pierson, emergency lineman at 62nd and Wabash, who after his second visit to the hospital

failed to recover. Our sympathy is extended to the family.

Recently, radio engineers from the Russian government have been in consultation with our own department radio engineer relative to the best methods for the grounding of broadcasting stations. We are wondering if our wizard, Paul E. Murray, is contemplating a position with the Russian government.

Billy.

Schedule and Traffic

The correspondent speaks for the entire department when he expresses the desire that Gus Lohse has a speedy recovery. Although Gus is not completely well yet, we can see that the saying "You can't keep a good man down" surely has some truth in it.

George Fisher seems to be interested in the Golden Gloves bouts at the Stadium, having attended them recently. Should George take a notion to get a few pointers from some of these Golden Glovers, he might make it interesting for some of the local talent.

George Weidenfeller.

Shops and Equipment

South Shops: Jerry Vondras, motor repair department, is now the proud possessor of a lovely collection of valentines. We understand that he was simply deluged with valentines on February 14, by his many admirers.

To the following employees we wish to extend our deep and sincere sympathy upon the recent loss of their loved ones. To Joseph Horvath, car repair department, upon the loss of his wife; Fred Post, printing department, upon the loss of his wife; Richard VanLoo, power house, upon the death of his brother; Julius Normant, car repair department, whose wife passed away, and to Herman Scheuneman, machine department, upon the loss of his daughter.

The boys in the blacksmith shop wish to announce that Tom Pawley holds the checker championship of Nebraska and will be glad to meet any challenger of the Chicago Surface Lines. May the best man win.

A sure sign of spring—Harry Knudsen, pattern maker, has discarded four of the many sweaters he wears while at work during the dear old winter season. He shouldn't discard them so soon—March is not over.

On February 19, Hector McDonald, machine department, became the proud papa of a lovely baby girl, weighing 8½ pounds. Congratulations to Mother and Dad with best wishes for the baby.

77th Street: We extend our deepest sympathy to Joseph Ditchie Jr., upon the loss of his father; to Axel Palm upon the loss of his wife and to William Cook upon the loss of his mother.

The big event of the month, judging by the stories circulated when the boys get together at lunch hour, was the W. C. F. L. Radio Frolics. They are still telling about how Bill Magee came to work the next day with a sprained neck after watching the swingsters from the Swingland Cafe, and how Robert Ferguson drove all the way down to the hall backwards because his car would not operate right side around. Al Green, who rode with Ferguson, reports that he enjoyed the show immensely via his radio loudspeaker.

Congratulations to Frank Pelzman who recently became the proud father of a sweet baby girl.

Robert Taggart and Thomas Cunningham, who are off sick at present, would appreciate a visit from the boys.

69th Street: The boys at 69th Street wish to offer their heartfelt sympathy to the bereaved family and relatives of Joseph Ditchie, Sr., who passed away on February 21, after a long illness.

Elsie S. Frank.

West Shops: Andrew Tyson, clerk in the machine shop, and Sarah Faeli were married the latter part of January, and we wish them every happiness. Wiping dishes these days, Andy?

During last month the following employes passed away: Albert Boenning and John Josephson, West Shops; Cornelius Collins, Kedzie, and George Pratt, Noble. We sympathize with the bereaved families in their loss of a loved member.

Lillian Hultquist.

Around the Car Stations

Cottage Grove

The Surface Lines picture, "Make 'Em Like You," was shown three times at this depot on Friday, March 4, and the showings were well attended. It is certain that we all can benefit by examples shown and if we heed them our work will be much more pleasant.

Motorman Joe Bennett and Conductor Tom Ricker are vacationing in Florida and Cuba and are having a real good time. Joe promises to bring home one of the dashing señoritas that he has met.

Dan Kennedy, Al Jenky and Tom McGrane spent their vacation touring the south and visiting the Mardi Gras. Some class to these boys.

Congratulations to Motorman John Shaw who completed his fifty years' service on January 11.

Conductor A. M. Jacobson and Mrs. Jacobson report the arrival of a baby girl. Mother and baby are doing fine and Conductor Jacobson has completely recovered from the ordeal, but says it sure was a tough time.

Conductor Darwin Sliter passed away after a short illness. In his 42 years of service Darwin made many friends and they will miss him. Boys of Cottage Grove extend sympathy to his relatives.

Sympathy is also extended to Motorman E. F. Kennedy on the loss of his father.

Our bowling teams are still going strong and it looks as if the depot has a very good chance to win first place in the league—come out on Tuesdays and root for them.

Paint up and clean up—Uniform inspection April 4.

Burnside

Atkinson.

"Sprig, Sweet Sprig iz cubig. We kad feel id id the air." We also can see it around the depot. Our Barn Foreman Rudy Nebelsiek

and his gardeners are looking the gardens over, checking things up and planning new layouts. Keep up the good work, Rudy. It is appreciated by everyone.

Motorman Patrick J. Moran and his Conductor Joseph Landzaat received commendation last week in one of our local papers.

Conductor William T. Henderson claims a past reputation as a radio expert. Some one said his classification in the radio field was that of a repairman. Others seem to think that he comes under the category of broadcaster.

Conductor Byron E. Iseminger joined the Polar Bear Club. Last week when Byron was off he decided to go out to his summer cottage on Bear Lake and repair the pier. We cannot say just exactly what occurred, but a few moments later he was seen walking to the shore drenched to the skin.

William D. Frank.

Seventy-seventh

The arrival of a third grandchild in the family of Motorman F. J. Anderson recently gives him two queens and a jack. It won't take much more to have a full house, literally and figuratively speaking.

On the other hand, Conductor Ryder Anderson only has the jacks, a new baby last month making it just a pair.

While Conductor W. D. Armstrong also drew to make a pair, his being queens, we are leaving the argument wide open as to which is better, queens or jacks, although everybody knows queens rate higher.

The trolley spark of the month is that thermometer that Motorman G. W. Ranger bought which acted perfectly normal until he put it in the kitchen where his wife was baking bread and it dropped to two below zero.

The boys are getting their shootin' irons all oiled up for the trap shooting contest to be held next month, and the event has attracted quite an aggregation of gunmen. Wonder what the mystery handicap will be? Maybe a potshot at the game warden's hat.

In the heat of a run one day when the motorman was wondering why he was hauling practically everybody in Chicago, the conductor cautiously approached him with the remark: "Don't look now, but I think that's our leader behind us!"

Condolences to the following on deaths in their families: Conductor J. G. Rauen, his father; Motorman Ben Wagoner, his father; Conductor William Quigg, his wife, and to the families of: Conductor J. J. Walsh, No. 1, Conductor C. H. Blumm, Motorman G. F. Devermann, Motorman O. D. Moses and Motorman Michael Corcoran No. 1.

Walter F. Story.

Archer

Motorman Stanley A. Jonaitis, who met with an accident while on duty, died Thursday, February 10. Funeral services were from Nativity Church, and interment at St. Cashmier cemetery. Our deepest and sincere sympathy is extended to his wife and family.

Motorman Morris Sullivan is again taking his annual bath. He is now on a thirty-day leave of absence enjoying the more pleasant climate of Hot Springs, Arkansas.

Conductor John F. Martin, who had been

on sick leave for several months, died February 9, at his home. Funeral services were from Saint Mary of Perpetual Help church to Resurrection cemetery. John had many friends among his fellow workmen who extend their sympathy to his wife and family.

Motorman M. F. Glynn, who had been confined to the hospital for several weeks, is home again and on the road to recovery.

Conductor C. S. Streysman, who after a short illness took a leave of absence to enjoy the sunshine in Florida, returned a week later much disappointed in the climate.

Motorman M. D. Griffin, after an illness of a few days, died February 23. Michael led a very quiet life and was well known among the trainmen who will miss him. Sincere sympathy is extended to his wife and family.

Conductor M. F. Neylon and Motorman George See have the honor of serving our city on grand jury for four weeks. Both have exercised the privilege granted them.

Division Superintendent Daniel F. Bowles, who has been confined to his home for the past week, is much improved and expects to be back on the job in the very near future.

Conductor James D. Fennessy, another of Archer's old timers, died February 23, after an illness of several months. James had been in the service since March 15, 1912, was well known among his fellow workmen and had many friends. Expressions of sympathy are extended to his wife and family.

Motorman O. Osterberg, who had been in the hospital for several weeks, is back home and on the road to improvement.

Conductor John H. Rau is the proud owner of a new auto. Here's wishing that you and Mrs. Rau will have many pleasant and happy trips to the country.

Dusty.

Lawndale

Conductor Earl Thul enjoyed his vacation at no cost by doing only window-shopping.

Motorman Edward Havlicek spent his vacation in his home town, Stickney, Illinois.

Conductor Walter Shipper went street car riding on his vacation.

Mr. and Mrs. William Denk announce the birth of a 10-pound daughter.

Sympathy is extended to Motorman George Keidel in the loss of his mother.

Conductor James Vernon is to be commended for his alertness in helping to catch a hold-up man. After a robber held up Conductor Leslie Cahill, Vernon's car arrived on the scene. While listening to the description of the robber, he stated he had the same man on his car. A 15 minute crime solution—one crime, one victim, one amateur detective, one man in jail. Nice work, Vernon.

Charles Karschnik.

North Avenue

Gerald Buckley, the old waffle peddler, is now back to work after five months at Hines hospital. Glad to see him up and doing.

Joe Henen is still basking in Florida sunshine. Mike Kenneally is doing the town up red in Hot Springs, and now that Frank Coleman has gone to join him, things will be booming.

Matthew Rauen, off sick for seven months,

passed away on March 5. Deepest sympathy is extended to his bereaved ones.

William Lakofka and Manley Howe both report the arrival of 6½ pound sons. Congratulations! These are the first arrivals reported in this depot in some months.

Still on the sick list—John Lynch, John Ruckstuhl, William St. Louis, Paul Gerharz, Mark Cummings, Tony Lenihan, John Shreeve, Ernest Malo and Jack Burchill. A short visit will be appreciated by these boys.

Chief.

Division

Motorman Stanley Strychalski, Eric Jacobson, Nigh Smith and Edward Kennedy have been on the sick list for some time and a visit to their homes may hasten their recovery.

Sympathy is extended to the family of Conductor Edward Ciecko whose father passed away February 14.

A good supply of witness cards is always on hand in the office. Be sure you have enough cards with you.

Is courtesy becoming a lost art? Think it over.

Chet Johnston.

Elston

Judging from the past issues of SURFACE SERVICE MAGAZINE the space allotted to the individual depots is fast becoming a monthly report of the activities of each barn's Credit Union.

Elston's Clerk-Treasurer Leroy Wegener reports an approximate income of \$200 bi-monthly. He estimates that the average monthly deposit will be \$3 per member. To date there is over \$1,200 out in very excellent loans. We say "excellent" because none of them have ever defaulted in any of their payments. This leaves a reserve fund of 17 per cent to meet any emergencies that may arise.

Motorman Carl Torgerson, president of our local Credit Union, asks that officers of other north side depot credit unions reading this article consider the possibility of a general conference of officers of all Surface Lines Credit Unions.

Operator Walter Cubycheck has brought in some material evidence to support his stories of fishing through the ice. He has a picture of himself taken at his Grass Lake, Illinois, home, showing him removing a good sized fish from the water (or should we say "the ice").

Conductor Bob Hennelly is in the hospital with a broken arm. Last month he had two black eyes. Hope your luck changes soon, Bob.

Motorman Charlie Burns, our Board member of Division No. 241, was seen riding the Dunning State Hospital car out west on Irving Park the other day.

Elston lost three of her old timers this month. They are Motormen George Giles, Fred J. Meyer and Michael Gilligan. Some of the new men here do not know these three men because they have all been on the sick list for some time.

That Saturday morning of the last snow, Superintendent Balfanz' ears welcomed the sound of thunder, because thunder means rain and rain means no more snow. But to his dismay it was only Motorman Scottie Donald's Flint bringing some of the boys to work. When they did get to work it took some time before their ears accustomed themselves to the comparative quiet of a street car barn.

Admiral.



FEBRUARY FIRE AND STORM

Above—Scene in Lawndale station after fire of February 13. Below—Scene in snow storm of February 19.

