

Surface Service

• MAGAZINE •

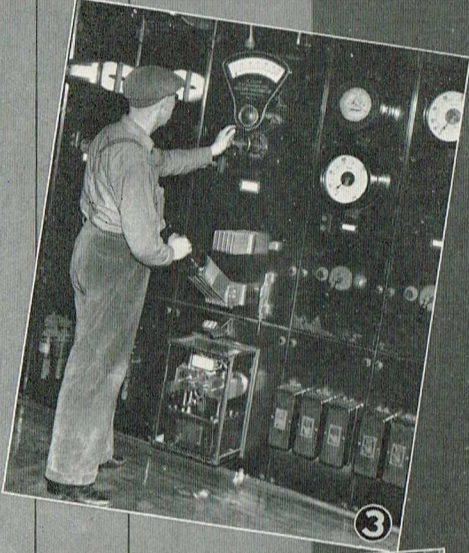
VOLUME 15

MARCH 1939

NUMBER 12



THE VETERANS' HONOR ROLL ISSUE



A DAY IN A SUBSTATION

Here's a glimpse of what goes on behind the scenes at the Illinois street substation. 1—Superintendent J. W. (Billy) Jones checks the day's log with Chief Operator Bill Dorgan. 2—Dorgan closes a starting switch on machine No. 3. 3—The machine is "put on the line" and additional power is made available for the demands of the morning rush-hour traffic. 4—In a quieter moment Dorgan reads the tapes which show energy consumed each hour by the four machines at the station. 5—Batteries, vital to the operation of control equipment, must be checked frequently. 6—Cleanliness is important in every substation. Helper Lawrence Carter polishes equipment behind the big direct current control board.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 15

MARCH, 1939

No. 12

Annual Report Released

Summary of Receivership Period Shows Labor Gets More Than Half of \$635,000,000 Receipts

The annual report of the Chicago Surface Lines just released for publication shows that in the receivership period from December 16, 1926, to January 31, 1939, inclusive, the total pay rolls have taken more than half—\$350,385,500—of the \$635,319,200 receipts. Figures for the fiscal year which closed January 31, 1939, showed that operating wages took \$25,672,072 out of passenger receipts of \$45,731,683.

The report calls attention to the Surface Lines position which, at the end of the fiscal period, "differs in many respects from that of other years," and points to the unusual burdens imposed upon the companies by the social security taxes, the public burdens borne by the companies, and to the 3 per cent of gross revenues which must be set aside as a "City Compensation Fund" and kept intact subject to further order of the Federal Court.

Taxes—Direct and Indirect

"Although the depression has been trying in many respects," the report says, "the past year has imposed additional burdens upon the Surface Lines. Social Security taxes, for example, were \$1,095,311—an increase of 21.6 per cent and, when added to the numerous direct and indirect taxes, the total for the year approximated 18 per cent of every fare collected.

"A public utility such as the Surface Lines cannot discontinue unprofitable routes or make personnel reductions in the manner of private business, but must continue to render service adequate to meet public needs. Thus social security taxes and other financial burdens will continue to take their toll from a relatively stable pay roll.

"Since 1931, the last year in which the city shared in divisible receipts, public benefits imposed by the ordinances have cost the companies over \$26,000,000, of which new paving and maintenance of paving totalled over \$12,500,000. The city has been paid \$2,895,000 for street cleaning and snow removal.

"In this connection it is interesting to note that a recent decision of the State Supreme Court holds that where an ordinance granting a street railway company the privilege of using the streets required the company, as part consideration for such privilege, to lay and maintain pavement in specified portions of the streets: 'The result is the same as if the company paid the consideration in cash and the city used the money to lay and maintain the pavement.'"

Net Less Last Year

The report shows that gross earnings of the Chicago Surface Lines were 7.29 per cent under the previous fiscal period and that there

was a decrease of 30.67 per cent in the residue receipts or net earnings.

Trends which accentuated the decrease in net earnings were explained in a paragraph: "Beginning with the late summer of 1937, traffic started a relative decline coincident with the reduction in employment and the recession in business in Chicago. Loss of Surface Lines traffic was particularly evident on routes serving industrial districts. The rate of decrease grew until it reached almost 10 per cent in July, 1938, compared with the same month in the previous year. After that the percentage of loss began to lessen, but in the entire year there was no month which showed a comparative increase."

In commenting upon the federal and state social security taxes, the report noted that Surface Lines employees under 65 paid \$257,928 for old age benefits. That was at a tax of 1 per cent of each employee's compensation up to \$3,000 per year. On January 1, 1940, that tax will be increased by 50 per cent.

Unemployment compensation taxes paid by the Surface Lines were increased from 2 to 3 per cent of the pay rolls on January 1, 1938—a 50 per cent increase over the previous year—making the Surface Lines burden \$1,095,311 for the fiscal year.

Approve New Cars

Commenting upon the 83 streamlined cars operating on Madison street which have covered a total of 6,630,000 miles, the report said: "Experience to date has confirmed early beliefs that the purchase of new cars would enable the company to successfully meet modern service requirements. Quiet, speedy, streamlined cars should continue to attract an increasing number of riders and the good will such cars engender will be of inestimable importance to the Surface Lines."

Discussing insurance and relief the annual report said:

"The Surface Lines has paid premiums on life, health and disability insurance policies for employes since February 1, 1928, and during the eleven-year period employes or their beneficiaries have received \$4,417,520.

"At the end of the year a total of \$15,785,000 life insurance was in force protecting the beneficiaries of each of the 15,785 employes with \$1,000 policies. Of that number, 15,149 employes were also protected by health and disability insurance policies.

"Since the inauguration of the relief fund plan in December, 1930, contributions by employes have reached a total of \$1,734,983. Of this sum \$1,260,182 has been applied to aid fellow employes suffering from protracted ill-

ness or other physical disability, and \$448,282 has been distributed to responsible outside agencies for general relief."

Praises Loyal Employees

In the conclusion of the annual report President Richardson said:

"This report has called attention to some of the operating difficulties of the Surface Lines under extensions of the 1907 ordinances by temporary permits and, since July 15, by orders of the court. Nevertheless, there has been no lessening of efforts to improve and maintain the system in a high state of efficiency. No such record could have been made without the loyal and intelligent cooperation of my associates and of all the employes in this organization.

"As we enter a new fiscal period events appear to point to consummation of plans for the consolidation of the local transportation systems. A settlement of the traction problem is also indicated in the various contingent provisions which accompanied the subway grant.

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

CONDUCTOR AIRS HOBBIES

Kingsland Makes Radio Appearance Over Local Station

When it comes to conversational ammunition the man with a hobby is never at a loss. If there is doubt as to that, check up with Conductor Milton Kingsland, badge No. 14124 of North Avenue depot. Kingsland is so interested in his hobbies that he "told the world" about them in a recent broadcast over radio station WGES.

Kingsland has the collector's habit (no pun intended just because he's a conductor). About eight years ago he started to collect odd coins and every type of paper match book covers which he could find. Since that time he estimates he has spent at least one hour every day in pursuing his hobbies.

The match book covers often contain historical bits that make them both interesting and educational, Kingsland says. He started to build up a collection of all the baseball players that are featured, but he soon branched out and now he has covers from every state in the union and from Alaska, Canada, Italy, Japan, Sweden, England, Germany, the Hawaiian Islands and the Philippines.

Coin collecting is a hobby that should come natural to all conductors, Kingsland thinks. In his job he comes across many unusual coins and so it is comparatively easy to build up a large collection. He keeps an eye out for the various mint marks. One of his best coins, he thinks, is an 1864 Indian head penny with an "L" on it. He paid 30 cents for it but he wouldn't part with it when he was offered \$3.50 recently.

Conductor Kingsland has been with the Surface Lines since February 28, 1927. He thinks he'll have quite an extensive collection by the time he is eligible for the Veterans' Honor Roll!

DR. LEEMING CELEBRATES

Medical Counsel Observes 80th Birthday

Dr. John Leeming, medical counsel, doesn't know about this little sketch of his activities. It is written as a surprise to commemorate his eightieth birthday, which the good doctor will celebrate on Saint Patrick's day, March 17!

Dr. Leeming was born in Canada in 1859. He graduated from the Royal College of Physicians and Surgeons, London, England, in 1886. The doctor married Margaret E. Sibley in Chicago, July 16, 1890, and shortly after began his long association with street railway properties.

Prior to his street railway connections, Dr. Leeming ranked high in the ranks of surgeons. He gave up his extensive surgical practice to specialize in medico-legal work for the Chicago City Railway. He achieved such stature that he was recognized by railroads, insurance companies and many others as being preeminent in his field. When the various street railway properties were unified Dr. Leeming was appointed chief medical counsel of the Surface Lines.

The main interests of the doctor, according to his intimates, are golfing, billiards and traveling. He has always had a number of interests as his family and his past offices imply.

Dr. Leeming was formerly Professor of Materia-Medica at Northwestern University. He was also vice-president of the American Medical Association and professor of medical jurisprudence at the Kent College of Law. He is a member of the British Medical Society, the American Medical Society of Vienna, Fellow American Medical Association, a member of the Chicago Medical Society and of the Illinois State Medical Society.

At least four of the doctor's five children are expected to wish him "happy birthday" March 17 at his residence in the Palmer House. Among them will be Frank, also a physician; Tom, an attorney, and James and Mason, both electrical engineers. A daughter who resides in Canada is not expected to be present.

THE FRONT COVER

Appropriately enough the front cover of this issue dedicated to veteran employes features the picture of Conductor James J. Horrigan of Cottage Grove, who is the oldest active conductor in service.

Conductor Horrigan started on the horse cars of long ago and has seen just about all the changes in equipment that have taken place from the day he started work with the Chicago City Railways, August 30, 1884, until the present.

Mr. Horrigan celebrated his 78th birthday last February 24, and the statement that he is "still going strong" is borne out by his service record. Rain or shine, winter or summer, Conductor Horrigan never misses a day on Run 15 out of Cottage Grove.

Death Calls H. O. Crews

Distinguished Career of Public Relations Supervisor
Cut Short February 20

The distinguished career of Halbert O. Crews, supervisor of public relations for the Chicago Surface Lines and former public administrator of Cook County, was cut short by death early Monday morning, February 20. His passing, at the age of 59, deprived the Surface Lines of one of its most responsible executives.

Mr. Crews' death was especially shocking to an organization which had received cheering reports of his condition only a few days earlier. When death came he was at his home, 522 Forest avenue, Wilmette.

Halbert Otis Crews was born in Fairfield, Illinois, January 15, 1880. Though handicapped early in life by the death of his parents, he strove diligently for an education and graduated from the high school at Mount Vernon, Illinois. He later spent three years at the University of Illinois. Shortly after leaving the university he entered the newspaper field, in which he maintained an active interest until his death. He learned the newspaper business in the old-fashioned way, advancing through successive steps from printer's devil up to responsible executive positions on several downstate dailies. In reminiscing Mr. Crews liked to recall the early days when he would set his own stories in type.

Held Responsible Positions

Hal Crews' first newspaper experience was gained in Alva, Oklahoma. In the space of three short years he rose to the responsible position of city editor of the Springfield (Illinois) *News*. When the *News* was consolidated with the Springfield *Record* by J. David Stern, well-known eastern publisher, Mr. Crews was made managing editor of the *News-Record*. He remained in that capacity until the paper was sold to the *Illinois State Journal*.

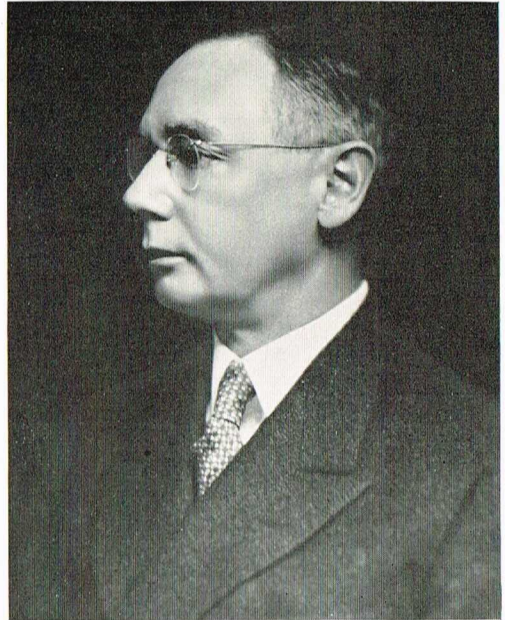
Impaired eyesight made Mr. Crews ineligible for war service so he turned to the Red Cross and the Y. M. C. A. and did publicity work for those organizations throughout the war period. In 1918 he was Director of Publicity for the Illinois Centennial Commission. In 1922 he was secretary of the Committee on Submission of the Illinois Constitutional Convention. As such he directed the publicity favoring the adoption of a new state constitution.

Was Campaign Director

Under Governor Lowden, Mr. Crews was Superintendent of Reports for the Department of Finance. When Mr. Lowden made his bid for the Republican presidential nomination, Mr. Crews acted as his publicity director.

Always a strong Republican, Mr. Crews successfully directed the campaign that placed Governor Louis L. Emmerson in office in 1929. He was named Public Administrator of Cook County by the governor and held that position until succeeded by the present administrator in 1935.

Though long a publicity and advertising man Mr. Crews was, paradoxically, an indi-



Halbert O. Crews

vidual who shrank from the limelight. "Publicity is fine for others," he used to say, "but I don't want it for myself." As a result few newspapers ever quoted H. O. Crews, although he was for years the official spokesman of the Surface Lines. His interests were directed toward results, not toward personal publicity. Thus it was not generally known that he edited the Blue Book of the State of Illinois, normally a responsibility of the secretary of state, between 1916-1928.

Won Advertising Awards

Mr. Crews was engaged by the Chicago Surface Lines on February 1, 1924. At the time of his death he was supervisor of public relations and directed all advertising and publicity activities. He was well-known in advertising circles as the winner of several awards of merit from the Public Utilities Advertising Association for his successful efforts in meeting the somewhat complicated problems of Surface Lines advertising.

Shortly after taking his post with the street car companies, he originated the now popular character, "Uncle Watt Rider," whose comments, given riders through the car cards, were instrumental in building patronage and good will for the Surface Lines for many years.

Mr. Crews was made editor of SURFACE SERVICE MAGAZINE in January, 1935. Those who worked closely with him knew that it was under his editorship that the magazine came of age. Many of his articles and editorials were invaluable in interpreting the Surface

Lines to the employes and to the outside world. His writing was always done with a scrupulous regard for facts and fairness.

Mr. Crews was a member of the Surface Lines Garden Committee and of recent years he had taken color motion pictures of the garden spots on the system to show at the annual banquet. In a sense his camera interests were typical of all his undertakings. His becoming interested in taking pictures was synonymous with his becoming an expert at it. He became professionally adept with cameras for both still and motion pictures.

Formed Speakers' Bureau

The Surface Lines Speakers' Bureau was formed under Mr. Crews and under his careful guidance it grew to be a constructive public relations force with numerous civic and improvement groups throughout the city.

Thousands of Chicagoans were informed of Surface Lines achievements through the program of motion pictures and slide films produced by Mr. Crews. He also was the author of scripts for the slide films shown to trainmen.

Prominent in transit circles and in public affairs, Mr. Crews was a ranking member in American Transit Association publicity activities and was chairman of the general publicity committee of the Chicago Association of Commerce when he died.

He was a 32nd degree Mason and a member of the Shrine. He belonged to the Union League Club, the North Shore Country Club, the old Press Club, and was a former president of the Egyptian Club.

Funeral services were held Wednesday afternoon, February 22, at the First Methodist church of Wilmette. Interment was at Memorial Park.

Mr. Crews is survived by his wife, the former Florence Pierce of Springfield, whom he married in 1936. His first wife died in 1934. He is also survived by one son by his first marriage, Halbert O., Jr., an infant son, Barton Pierce, and a brother, Ray, of Ottawa, Kansas.

IT'S A SMALL WORLD!

"Ham" Operator Tells Hoy of Grandson

This item illustrates what a small world this is and that news travels fast. On February 28 Thomas Hoy, legal investigator, received a telephone communication from a Mr. C. E. Miller, Rogers Park 9833, who is a "ham" short-wave radio operator, asking if Mr. Hoy had a relative in the Philippine Islands by the same name. Mr. Hoy replied that his son, Major Thomas Hoy, is stationed there. He was then advised that short wave station G-217 of Manila had asked that anyone intercepting their message advise Mr. Hoy that Jim, who is one of Mr. Hoy's twin grandsons, was getting along fine. Mr. Hoy had not received word that he was ill, but when he does receive the word, will not have any worries.

Operator Miller advised that Mr. Hoy could give him any message he wanted and that there was a 97 per cent chance that it would be picked up by a Manila station and relayed to Major Hoy.

GOODALL PROMOTED

Named Regional Supervisor February 16

Effective February 16, Willis Goodall was appointed a regional supervisor of the Surface Lines by Superintendent of Transportation

W. A. Hall. The appointment fills a vacancy resulting from the death of the late Lambert Milz.

Goodall entered the Surface Lines ranks as a motorman on October 28, 1919. He was appointed to the supervisory force in 1925 and several years later an injury incapacitated him for his duties. Upon his later recovery he was again made a supervisor in May, 1934. He was named acting assistant division superintendent



Willis Goodall

on August 10, 1936. On April 1, 1937, Goodall was made an assistant division superintendent of the tenth division.

Mr. Goodall was born in Redfield, South Dakota and served with the Army tank corps during the World War. He is married and lives at 6420 Dakin street.

"POME" TO A PATRIARCH

Rhymsters Cheer Billy—Laid Up For Repairs

If there was any doubt but what "Billy" Jones, superintendent of substations, is the "Grand Old Man" of the Electrical Department, it was dispelled during the recent period Billy spent in "dry-dock" while his broken arm healed. When he was returned from the hospital to his home at 1227 North Springfield, the 75-year-old veteran received flowers and presents indicative of the affection which the men at Grand and Leavitt have for him.

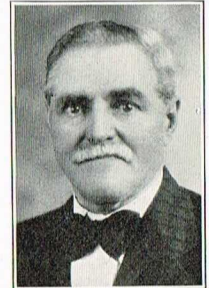
The general office employes of the department sent Billy a dressing gown. Active as he is, he probably won't ever wear that out, so he probably got the greatest kick out of the "pome" which accompanied it:

BILLY wasn't careful
BILLY had no charm
BILLY slipped upon the ice
BILLY broke his arm.

BILLY got a doctor
BILLY sure did sweat
BILLY'S convalescing
BILLY'S arm is set.

BILLY gets no flowers
BILLY gets no booze
BILLY here's a dressing gown
BILLY all for you'se!

The last line is permissible under the most recent rules governing poetic license.



Billy Jones

Sharp Increase In Complaints

Blizzard Seen as Major Cause for Rise—
Commendation Figures Slump

A sharp increase in the number of complaints received for February, 1939, is due, Transportation Department officials say, to the effects of the blizzard which swept the city January 30. Complaints for February totalled 572 as against only 488 for the same month last year. Similarly the commendation figures were not as praiseworthy, dropping from 51 in February, 1938, to 40 for the same month of this year.

For the first time in nine years there was no complaint about rough operation.

The snowstorm which caused many complaints was also the inspiration for numerous commendatory letters. Conductor William Giede, badge No. 1134 of Lincoln, "won the admiration of a full car by his quiet patience and carefulness," according to Miss Elsie Harned, 902 Belden avenue.

Conductor Lowry Johnson, badge No. 3970 of Cottage Grove, was commended for shoveling a path for his street car from 75th to 73rd streets during the blizzard. His work was noted by B. Sparks, 1521 East 75th street, who wrote in his praise.

Appreciated Service

Both Operator Frank Konzal, badge No. 2463 of 69th, and Surface Lines service were given a boost by M. J. Morris, 5931 South Troy street, who wrote: "During the recent blizzard I found your service most convenient." He also mentioned that Operator Konzal helped women with children on four occasions as they tried to board.

The Steele-Wedeles company, 312 North Dearborn street, through H. E. Isberg, expressed their gratitude to Conductor Peter Corridon, badge No. 9258 of Archer, for the return of over one hundred dollars in cash.

Warning Signals Help

The warning signals of Conductor August Bergeson, badge No. 11908 of 77th, were appreciated and commended by Mrs. B. Weber, 5824 South Wells street. Bergeson won a second bouquet from M. M. Williams, 6912 North Ashland avenue, who remarked upon the "kindness, courtesy and cheerfulness" which Bergeson displayed.

Operator Cornelius Crowley, badge No. 966 of 69th, was complimented by John H. Meyer,

5322 South Winchester avenue, both for holding his car for Meyer and for warning his passengers to be careful as they were about to alight.

Holding his car an extra moment in order to allow Mrs. F. Kranz, 4707 North Long avenue, to board brought a commendation for Motorman Frank Zwicker, badge No. 2027 of Armitage.

James O'Brien, Pershing hotel, 64th and Cottage Grove, in writing of Conductor Edward Miller, badge No. 4300 of Cottage Grove, said, "I hope if ever I have anyone working for me, that he will be as good as your conductor."

TROLLEY SPARKS



"If this is a work car, why can't I ride on it?
I'm going to work, ain't I?"

Conductor Karl Immer, badge No. 10886 of Devon, was termed a "real gentleman" by Mrs. William Handy, 935 West Agatite avenue, who praised him for "courtesy, extreme efficiency and alertness."

Lauds Honesty

Mrs. Antoine Edgar, 2937 Vernon avenue, lauded the honesty of Conductor Robert White, badge No. 10280 of Cottage Grove, who returned a purse she had left on the car.

If the wishes of Sol Brin, 1223 North Claremont avenue, count for anything, Motorman William Seamann, badge No. 5415 of Kedzie, will have a "long life full of health and all good things" for going out

of his way to assist Brin with a heavy package. Conductor Paul A. Thavis, badge No. 3266 of Burnside, won the gratitude of Mrs. Henry Hayes, 8048 Luella avenue, when he was able to return an important purse she had lost.

The many little courtesies which Operator James J. Burchanek, badge No. 2348 of 69th, extended his passengers was noted by Elmer Charles Bussert, 6107 Ellis avenue, who complimented him.

Christ Iverson, 3311 Belmont avenue, was lyrical in his praise of courtesies extended him by Conductor Gerald Barker, badge No. 8522 of Limits.

Pleasure to Ride

Declaring it a "pleasure to ride with a conductor like him," Dorothy Hamann, 1301 Addison street, directed her praise to Conductor Elmer A. Malmin, badge No. 8212 of Limits. Operator Arthur F. Kraft, badge No. 7117 of Elston, was commended by Harry Eckstein, 4437 North Magnolia avenue.

SURFACE SERVICE MAGAZINE

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H. F. Peck Associate Editor
R. S. Johnson Feature Editor

HALBERT O. CREWS

For the first time in years there is no type line "H. O. Crews—Editor" to head this issue of SURFACE SERVICE MAGAZINE. He, who brought it to the maturity it now claims, is no more.

Hal Crews was many things to many people, for he was outstanding in every respect. When he died there were none who knew him that did not pay him tribute. Newspapers spoke with editorial praise. Men in public life paused to pay their respects to a man whom they knew as a "square-shooter." Throughout the Surface Lines ranks there was the outspoken conviction that no man can fill his place.

There is much that is inspirational in the story of his life. He started from scratch when he was orphaned at an early age. That was only one of the handicaps he successfully overcame. There were many others in the years that followed. Successively through school at Mount Vernon and later through three years at the University of Illinois he made his way on his own efforts.

It is doubtful that Hal Crews ever sought office. The office, in almost every case, sought him. The Surface Lines did—on his record. In another instance, Mr. Crews did not want to be public administrator of Cook County. The office sought him and he declined it rather than leave the Surface Lines. Only at the earnest insistence of the governor did he accept

the highest office the governor of Illinois has power to give.

The best traits of a good citizen were typified in Halbert O. Crews. Respect, honors and monetary success did not come easily to him. He worked for all he achieved. That he worked honestly, industriously and efficiently will always be to his credit.

LIVE FISH

Experience may be a harsh teacher but those who learn their lessons by experience often learn them best. That statement is made after receiving a recent letter addressed to Superintendent of Transportation W. A. Hall. The letter follows:

"While reading a paper the other day I came across this quotation: 'Live fish swim against the stream; dead ones always go with it.' I believe it is a very good quotation to put on the place cards that are hung in the stations. It is especially for those who constantly lay off, go to the loan sharks and those who play the ponies. I used to do all those things, but it took a hard lesson to wake me up. And wake up I did, but a little late.

"One of your former conductors."

It isn't likely that a man who would write a letter of that sort to a former employer would "wake too late." Maybe he'd be better off if he been aroused earlier but surely he's on the right track now. That is evident when his letter is read.

The letter is reprinted just as it was sent. It will be much easier to learn from it than from experience.

EMPLOYEES RELIEF FUND

February, 1939

The Surface Lines Employes Relief Committee received 16 applications for relief during the month of February. After investigations were made 8 of these were approved for weekly assistance. There were 290 active cases on the relief rolls at the end of the month, 10 having been removed by death or other causes.

Including the \$12,390 spent during the month of February, a total of \$1,272,572 has been paid out of the Surface Lines Employes Relief Fund for assistance of employes since the organization of the committee.

Honor Veterans in Service

List of Employes With Service Records of 40 Years Or More Numbers 506

Though Death made its inroads in the Veterans' Honor Roll of employes who have been in service 40 years or more, there were enough "young fellows" coming up to add 15 new names to the list. The total of 506 employes who have been with the Surface Lines or underlying companies for more than 40 years is a new high mark.

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 66 years.

Closely following Mackey in point of service is L. G. (Gus) Van Horn, also of the Financial Department, who started his work in 1874. On a basis of active service, Mr. Van Horn rates at the top of the list for he reports regularly at his job at the South Shops.

Frank Bouland, Engineering Department, retains his place as the third oldest employe in point of service. Michael Donegan, Electrical Department, takes the fourth place honors.

Stationmaster E. L. Maguire, Blue Island-Lawndale, is the oldest active employe in 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 and James J. Horrigan of Cottage Grove is the oldest active conductor.

The annual report of the Chicago Surface Lines shows that aside from the Veterans' Honor Roll, listed below, there are 502 employes who have from 35 to 40 years continuous service. Other groupings show that 1,273 have served between 30 and 35 years, 1,610 from 25 to 30 years and a grand total of 3,891 employes who have served continuously for 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	Morton, M. V.	1891
Van Horn, L. G.	1874	Jacobson, August.	1895
Beatty, J. J.	1889	Byrne, H. K.	1897
Ball, E. W.	1891	Abbott, William	1898

ELECTRICAL DEPARTMENT

Donegan, Mark	1879	Van Norden, Abraham.	1894
Jones, William	1892	Schwertfeger, Charles.	1895
Rowe, Frank	1892	Sebraska, William	1895
Stiglich, John	1892	Barrett, Daniel	1897
Griffin, Patrick	1893	Ohman, Oscar	1897
White, William	1898		

ENGINEERING DEPARTMENT

Bouland, Frank	1879	Dunn, James	1889
Mercier, George	1881	Blakely, Thomas	1890
Urry, William	1881	Harrington, W. J.	1890
Stiglich, Frank	1884	Smith, Edward	1890
O'Connell, Michael	1885	Mitchell, August	1891
O'Donnell, William	1885	Nelson, Matt	1891
Cox, Matthew	1886	Sepitch, Joseph	1891
*Doyle, Patrick	1886	Dillon, Dennis	1892
Gibson, Charles	1886	Chambers, C. C.	1893
McQuinn, Michael	1887	Milos, Jacob	1893
Milos, John	1887	Nelson, Theodore	1893
Osmundson, John	1888	Bostrom, John	1894

Casey, John	1895	Koskovich, Samuel	1897
Birney, Joseph	1896	Anger, E. W.	1898
Dorich, Larry	1896	Gork, John	1898
Peterson, Frank	1896	Marino, Louis	1898
Giancola, Emil D.	1897	Ruzich, Leo	1898

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, Frank J.	1892	Stenning, C. E.	1897

SCHEDULE AND TRAFFIC DEPARTMENT

Lohse, G. F.	1893		
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SHOPS AND EQUIPMENT

Anderson, John	1882	Colson, Elmer	1893
Carlson, Frank	1882	Conrad, Louis	1893
Hansen, Hakon	1882	Meyer, Simon	1893
Quinn, Thomas	1882	Oschatz, Bernard	1893
Martin, Fred	1884	Goering, William	1894
Polkoske, Matt	1885	Grassick, J. D.	1894
Guy, James	1886	Hahn, Christ	1894
Kaufmann, Jacob	1886	Bolton, J. L.	1895
Lund, August	1886	Boshold, August	1895
LaPierre, Elmer	1887	Gaida, Herman	1895
Olson, Charles	1889	Abel, Frank	1896
Rowley, John	1889	Farrow, William	1896
Anderson, Edwin	1890	Forty, Joseph	1896
*Jespersen, Hans	1890	McMahon, John	1896
Meyers, F. W.	1891	Wolf, Fred	1896
Flynn, Bernard	1892	Keyser, Samuel	1897
O'Shea, William	1892	Bradac, Joseph	1898
Peterson, Albert	1892	Carlson, John	1898
Chamberlin, George	1893	Johnson, Harry	1898
Olsen, Emanuel	1898		

TRANSPORTATION DEPARTMENT

Ohlson, Ola A.	1879	Fossom, Henry	1888
Maguire, Edward L.	1880	Freed, August	1888
Moriarty, John	1881	Goodinson, W. H.	1888
Foley, Patrick H.	1882	Griffin, James	1888
McCann, Patrick	1882	Handley, John P.	1888
Brown, Arthur E.	1883	Keester, James H.	1888
Johnson, John	1883	Linden, Joseph	1888
Kennedy, Terence	1883	Nelson, Nels	1888
Zimmerman, George	1883	Pohlman, W. M.	1888
Hennesy, Michael	1884	Powell, Walter	1888
Horrigan, James J.	1884	Rotchford, James S.	1888
McCarthy, James T.	1884	Shaw, John	1888
*Berthold, Otto	1885	Smith, John H.	1888
Cronin, Benjamin	1885	Bosnak, Sam M.	1889
Enerson, John B.	1885	Brennan, John	1889
Fuller, Varion J.	1885	Broderick, Patrick	1889
McGinity, Peter	1885	Crowley, Dennis	1889
Murphy, Patrick	1885	Dougherty, James	1889
Rogers, George L.	1885	Durkin, Thomas	1889
Smith, Thomas	1885	Enright, Dennis	1889
Sorenson, Sam	1885	Grady, John	1889
Storey, W. J.	1885	Hutchings, Richard	1889
Watson, William	1885	King, Thomas	1889
Watson, William J.	1885	Krygsman, Harry	1889
Zeches, Peter	1885	Longtin, Samuel	1889
Baumhardt, Herbert	1886	Luehr, Fred	1889
Boos, Claude	1886	Noble, Walter H.	1889
Hansen, Max B.	1886	Olson, August	1889
Hennesy, David	1886	Ray, Michael	1889
McComb, James	1886	Roville, Fred	1889
O'Brien, Michael	1886	Rump, William	1889
Smith, Nigh L.	1886	Scanlon, Garrett T.	1889
Coleman, Patrick	1887	Sheridan, James	1889
Croat, Michael M.	1887	Andreassen, Frands	1890
Eichhorn, H. H.	1887	Andersen, Fred	1890
Jenkins, Ralph M.	1887	Benson, August	1890
Lyster, George	1887	Briese, Gustav	1890
Matthews, Lee M.	1887	Carney, John	1890
Miles, Michael	1887	Collins, William	1890
Nelson, Peter	1887	Dahlen, Gustaf W.	1890
Quinn, Michael B.	1887	Delea, John	1890
Reynolds, Patrick	1887	Downey, Martin	1890
Ahern, E. W.	1888	Dovle, John J.	1890
Berg, William	1888	Hellmers, William J.	1890
Bradley, Patrick	1888	Johnson, Olaf	1890
Cadogan, A. E.	1888	Lane, James	1890

Lantz, Edward M.1890
 Lawrence, Martin1890
 Lynk, Edwin J.1890
 Lysaght, Patrick1890
 Mackain, Frank1890
 Maloney, W. J.1890
 McDowell, Charles1890
 McGuinness, Peter1890
 McKeil, Charles H.1890
 Schreiber, Fred1890
 Schultz, Henry C.1890
 Sebastian, Nicholas1890
 Snyder, William H.1890
 Strobeck, Charles A.1890
 Suhr, Herman W.1890
 Sutherland, James E.1890
 Walsh, Maurice1890
 Allen, Edward1891
 Burchill, John1891
 Calder, James1891
 Christensen, K. E.1891
 Gerard, Eli S.1891
 Gloede, Albert H.1891
 Hankins, Edward H.1891
 Hinkle, Fred1891
 Hunt, Timothy1891
 Kavanagh, Thomas1891
 Kehoe, James1891
 Kinney, Edwin L.1891
 Kleppin, John F.1891
 Larson, Gustav1891
 Madsen, Adolph H.1891
 McCurdy, James1891
 McMahon, John M.1891
 Montgomery, James1891
 Moore, Myron F.1891
 O'Connell, James1891
 Ohlsen, Peter1891
 Remer, Charles O.1891
 Waters, Patrick F.1891
 Williamson, August1891

1892

Bartholomey, Harry1892
 Bowles, D. F.1892
 Callahan, John1892
 Campbell, Thaddeus1892
 Cassidy, Thomas1892
 Cloonan, Bernard1892
 Clutts, John W.1892
 Flanders, Frederick1892
 Henderson, Charles E.1892
 Johnson, Gust1892
 Kirkwood, Edward R.1892
 Koth, Godfrey1892
 Krygsman, John1892
 Kuntz, Fred E.1892
 LaSalle, Leon I.1892
 Lavelle, Patrick1892
 Longquist, Carl O.1892
 McCutcheon, James1892
 Moppett, Thomas H.1892
 Neitzel, Herman1892
 Olson, John1892
 Pauley, Henry1892
 Purdon, Henry M.1892
 Reed, James W.1892
 Reid, David J.1892
 Reimers, Louis1892
 Roll, Bernard O.1892
 Ross, Andrew1892
 Ryder, Edward1892
 Sherman, James1892
 Simon, John1892
 Sims, George1892
 Snider, John1892
 Vornkahl, Henry C.1892

1893

Aye, Alexander1893
 Bessette, W. A.1893
 Boyer, C. M.1893
 Broderson, Fred1893
 Callard, C. H.1893
 Carroll, John C.1893
 Copithorn, John D.1893
 Corrigan, Thomas1893
 Cotton, Leslie E.1893
 Cronin, John A.1893
 Cunningham, Hugh1893
 Curran, Patrick1893
 Dewick, Charles B.1893
 Dole, Henry D.1893
 Duggan, Martin1893
 Dunkle, John1893
 Erickson, Fred1893
 Fuchs, James1893
 Geller, Martin1893
 Gildea, Daniel1893
 Gleason, William1893
 Goosky, John1893

Graham, Alexander R.1893
 Grice, Isaac1893
 Haggerty, Patrick1893
 Halversen, Andrew1893
 Hanson, Adolph1893
 Hartmann, Gus A.1893
 Hays, Robert L.1893
 Hempy, Elmer E.1893
 Jones, William F.1893
 Kleidon, John1893
 Larson, Ben1893
 Larson, Swan1893
 Lester, William1893
 Lundberg, Henry1893
 Martin, William J.1893
 McCarthy, Florence M.1893
 McGourty, Thomas1893
 Naylor, Harry C.1893
 Noonan, James1893
 O'Brien, Terrence1893
 O'Heron, John1893
 Pearson, John1893
 Roeser, John M.1893
 Ross, Orrin N.1893
 Rountzoug, G. A.1893
 Sutton, John R.1893
 Taylor, Frank H.1893
 Vincent, William G.1893
 Walton, Robert T.1893
 Weber, Michael1893
 Webster, Silas A.1893
 Welvaret, Jacob1893
 Whitney, William B.1893
 Zinkan, William1893

1894

Bordwell, A. A.1894
 Borne, James E.1894
 Buller, H. O.1894
 Durr, Henry1894
 Edman, James L.1894
 Greene, Perle A.1894
 Kennedy, James1894
 Martin, Gerald1894
 McCauley, John P.1894
 McCormick, M. F.1894
 Michaelis, William1894
 Mix, Gus1894
 O'Connor, Jeremiah1894
 Rasmussen, John S.1894
 Reichel, George J.1894
 Shank, Luther R.1894
 Straus, John1894
 Ure, John1894
 Wisniewski, Michael1894

1895

Alstad, August1895
 Anderson, Axel1895
 Aubry, O. J.1895
 Balder, J. A.1895
 Balkiewicz, Peter1895
 Barbour, S. L.1895
 Bell, Thomas1895
 Bossi, J. H.1895
 Briner, W. H.1895
 Burr, James1895
 Corbet, W. S.1895
 Czirlanis, Anton1895
 Danielson, Ferdinand1895
 Davis, Harry E.1895
 Doolan, John1895
 Durr, Patrick1895
 Durst, Fred1895
 Ewers, William T.1895
 Fanning, John1895
 Fichter, Joseph1895
 Fitzell, Peter W.1895
 Ford, John J.1895
 Hahn, Paul R.1895
 Hartle, Grant R.1895
 Hayes, Fred W.1895
 Hoellen, George N.1895
 Johnson, John M.1895
 Kane, Patrick1895
 Kehoe, James1895
 Klemz, Charles1895
 Krueger, Fred1895
 Lemker, Charles1895
 Levinsky, Alexander1895
 Lockwood, Robert1895
 McAuliffe, Timothy F.1895
 McCourt, James1895
 Meersman, August1895
 Moran, Patrick J.1895
 Murray, John1895
 Patno, Archie1895
 Peterson, Alfred1895
 Pritchard, John1895
 Placke, Frank J.1895
 Pulaski, Gustav1895

Radke, Daniel E.1895
 Roach, William1895
 Sinkler, James1895
 Skehan, Martin J.1895
 Spethman, Henry1895
 Spivey, Harry T.1895
 Sturm, John1895
 Tobin, John T.1895
 Venzke, Herman1895
 Vesey, William A.1895
 Wall, Joseph R.1895

1896

Awbrey, C. L.1896
 Bell, George1896
 Beming, Frederick1896
 Berg, Fred1896
 Broderius, Fred1896
 Broughton, W. S.1896
 Byfield, William1896
 Colegrove, Rawson O.1896
 Dahl, Otto1896
 Daly, Daniel1896
 Gleeson, Michael C.1896
 Greenan, Thomas1896
 Greenwald, John1896
 Haggert, John J.1896
 Hastie, Thomas1896
 Heilbuth, Fred1896
 Johnson, Frank N.1896
 Kleim, John1896
 Koehler, Herman1896
 Larson, Peter H.1896
 Loyce, Frederick1896
 Mavis, August H.1896
 Moe, Ole P.1896
 Nash, Thomas1896
 Palmer, Frank E.1896
 Porter, William H.1896
 Raidiger, Adam L.1896
 Roney, John D.1896
 Scanlon, Martin1896
 Schroeder, Martin L.1896
 Seibert, Herman1896
 Summers, M. F.1896
 Swallow, Ernest A.1896
 Thompson, Charles1896
 Viland, Amandius R.1896
 White, Frank1896

1897

Bolan, Thomas1897
 Boomgarn, Alfred H.1897
 Burkhart, Adolph1897
 Falsburt, George J.1897
 Foote, Frank M.1897
 Golden, Thomas1897
 Helmlinger, Philip1897
 Henen, Joseph1897
 Hickey, David1897
 Hight, William1897
 Jacobson, Ever1897
 Linden, William1897
 Lynch, Joseph1897
 Malotke, Herman1897

Manthie, William T.1897
 McDonough, Henry1897
 Meyer, Charles1897
 Meyer, Edward J.1897
 Nebels, Nick1897
 Nelson, Charles J.1897
 Pearson, Olaf M.1897
 Rasmussen, Samuel1897
 Schenk, Joseph H.1897
 Schmidt, Leo1897
 Stoldt, Louis1897
 Toale, James1897
 Ward, John1897
 Waters, James1897
 Woodbury, Arthur L.1897

1898

Bebber, Frank M.1898
 Callahan, T. A.1898
 Connolly, Philip L.1898
 Cricks, Claude C.1898
 Crossan, John W.1898
 Donnelly, Mathew1898
 Erickson, Charles1898
 Fitzpatrick, Timothy1898
 Flaherty, Morgan1898
 Gloss, Philip L.1898
 Harrington, William1898
 Jacobson, John A.1898
 Jenks, James B.1898
 Johnson, William1898
 Johnston, Richard1898
 Kappen, Fred C.1898
 Kennedy, William L.1898
 Kunow, Otto1898
 Langhor, Oscar1898
 Larson, William C.1898
 Matzen, John1898
 McMorrow, Edward P.1898
 McPortt, Martin1898
 Nelson, John1898
 O'Neill, Dennis1898
 Paturalski, Felix1898
 Pearson, Oscar E.1898
 Penwitz, Charles1898
 Peterson, Gustave W.1898
 Post, Reinhart A.1898
 Rhind, James1898
 Ryves, Jeremiah Q.1898
 Savage, William1898
 Schoff, Arthur1898
 Sheehan, Thomas1898
 Suhr, John1898
 Sullivan, John1898
 Tamillo, Joseph1898
 VanReekum, John1898
 Westphal, Albert1898

1899

Camalick, Tony1899
 Lynch, Patrick O.1899

*Died since February 1, 1939.

NOTE TO BUS OPERATORS

Minutes of a recent meeting of Transportation Department officials call attention to an opinion of the Attorney General of Illinois which could conceivably affect the livelihood of Chicago Surface Lines bus operators. The opinion holds that if any bus driver, driving his own automobile, has an accident and is unable, through lack of insurance, to satisfy any judgment of liability, his driver's license would be taken away from him.

This action would prohibit him from driving any motor vehicle and he would thus be automatically prohibited from driving any Surface Lines bus.

Officials believe it important that bus drivers who drive their own automobiles be advised of the chances they take if not covered by liability insurance.

Bowlers In Top Form

Crashing Pins Attest to Prowess of Twenty-four Surface Lines Teams

The most successful bowling season yet experienced by the Street Car Men's Bowling league has reached the half way spot with the two top teams of last season leading their respective divisions. North Avenue No. 1, who won the title as the "Regulars" last season, leads the north section and Cottage Grove No. 1, runner-up last year, tops the south section of the league. Twenty-four teams are competing this year compared to the 16 which battled for honors last season.

Title honors in bowling competition have gone to the North Avenue No. 1 team, for two years running, and the aggregation captained by "Tacks" DeLave seems on the way to another championship in its section. If successful it will play the south section title-winner for the system championship. Cottage Grove No. 1, on the basis of most recent standings, must be given an edge in the south section race.

No matter how the team races end the bowling scores to date give promise of plenty of fireworks before the season closes for the individual scores and the high game scores are hitting new highs almost every week.

Panfil Is High

Julian Panfil, bowling for North Avenue No. 3, has tied the high mark of 269 for a single game which gave 1937 honors to George Kornacki of Limits. That single high game total is just a notch above the 268 of Art Poklenkowski of Blue Island and the 266 of Joseph Schmoeller, captain of the Lincoln team, both registered recently. Poklenkowski's score is high for the south section.

The class of the league is indicated in the records of the two sections. In the north section, Limits has the high team score for three games, 2,869. That compares with the 2,918 pins bowled over by the south section leader, Cottage Grove No. 1.

In the same classification, Blue Island, second high team, has knocked over 2,864 pins to 2,842 for Lincoln which is in second place in the north section.

In the high single game group the team score of 1,030 rolled up by Blue Island tops North Avenue No. 2's 1,013. High individual honors for three games go to the south section's Cavanaugh whose 658 helped the Cottage Grove league leaders. That mark was topped in the north section by 664 of Radicke of Division.

Division Officers

The North Division is guided by President Joseph Schmoeller, Lincoln; Vice-president Frank Zions, North Avenue, and Secretary-treasurer Ed (Tacks) DeLave, North Avenue.

Officers for the South Division of the bowling league are President George Grassel, Seventy-seventh; Vice-president Ed Klie, Sixty-ninth, and Secretary-treasurer John Letkey, Sixty-ninth.

As an indication of the caliber of bowlers competing, the early records of the ten high bowlers in each league are published.

Individual records follow:

North Division

	Games	Avg.	High
Schmoeller, Lincoln	54	186	266
Ohman, Lincoln	42	186	235
Mikulic, Limits	54	185	234
Panfil, North No. 3	51	184	269
Schulte, Limits	46	183	245
Johnson, North No. 1	54	179	243
DeLave, North No. 1	54	179	247
Christensen, North No. 2	54	179	256
Dahl, Devon	54	178	234
Vangen, North No. 3	54	178	246

South Division

	Games	Avg.	High
Poklenkowski, Blue Island	51	193	268
Malewski, Archer, No. 1	54	188	236
Domrese, 69th, No. 1	48	186	246
Suske, Blue Island	51	185	232
John Spoo, 69th, No. 1	24	184	235
Cousar, Cottage Grove No. 1	54	183	233
David, 69th No. 2	54	187	264
Cavanaugh, Cott. Gr. No. 1	54	181	268
Klie, 69th No. 2	53	178	242
Knapp, 77th No. 1	54	178	252

COMPLETE DIVISION STANDINGS

NORTH DIVISION

Teams	Won	Lost	Game Average
North No. 1	40	14	881
* Division	34	17	860
North No. 2	35	19	849
Lincoln	35	19	848
Limits	31	23	870
North No. 3	27	27	828
Devon	23	31	811
* Kedzie	20	28	817
* North No. 4	21	30	823
* North No. 5	21	30	807
North No. 7	18	36	777
* North No. 6	10	41	777
* Postponed games.			

SOUTH DIVISION

Teams	Won	Lost	Game Average
Cottage Grove No. 1	38	16	878
Archer No. 1	36	18	879
Blue Island	34	20	877
77th No. 1	33	21	871
69th No. 1	31	23	876
77th No. 4	29	25	862
69th No. 3	24	30	811
69th No. 2	22	32	847
Cottage Grove No. 2	20	34	805
77th No. 3	20	34	787
77th No. 2	19	35	807
Archer No. 2	18	36	818

High team (3 games)—Limits, 2,869.
 Second high team (3 games)—Lincoln, 2,842.
 High single game (team)—North No. 2, 1,013.
 Second high single game (team)—North No. 1, 1,008.
 High individual (3 games)—Radicke, 664.
 Second high individual (3 games)—Judy, 643.
 High single game (individual)—Panfil, 269.
 Second high single game (individual)—Schmoeller, 266.

High team (3 games)—Cottage Grove No. 1, 2,918.
 Second high team (3 games)—Blue Island, 2,864.
 High single game (team)—Blue Island, 1,030.
 Second high single game (team)—Archer No. 1, 1,020.
 High individual (3 games)—Cavanaugh, 658.
 Second high individual (3 games)—Burke, 653.
 High single game (individual)—Poklenkowski, 268.
 Second high single game (individual)—David, 264.

BEATTY HONORED

Associates Cheer Him For Fifty Service Years

In his fifty years' service with the Chicago Surface Lines and underlying companies, John J. Beatty made a fine record for arriving at work on time. He was late just once and he apologized for that on March 4 when he was the guest of some 200 of his colleagues at a luncheon held in celebration of his golden anniversary as a street railway employe.

John J. Beatty started his street railway career on March 8, 1889, as a conductor on the old Erie and Sangamon street horse-car line. Later he was a clerk at the Western avenue carhouse and in 1891 he was sent to the general offices at Washington and Jefferson streets.

A watch and chain and a signed testimonial which spoke of the regard his fellow workers have for him were given Mr. Beatty. The presentations were made by C. W. Meyer, assistant auditor.

Mr. Beatty, who is 74 years old and has scarcely a gray hair in his head, lives at 5926 Lieb avenue. He says he's never given a thought to retiring.



Here's John J. Beatty as he was feted by his associates. Seated is Treasurer Markham B. Orde. Standing, from left to right, are Charles W. Meyer, Mr. Beatty and A. W. Malmquist. Mr. Beatty holds the watch and scroll which were presented to mark his 50th service anniversary.

ARTIST OR ACCOUNTANT?

Young Cartoonist Ponders Future Career

Right now Jimmy Paulus of the Accounting Department is trying to decide just what to do next. When he is at work in the blue transfer room he visions a business course at Northwestern. Other times, however, when work isn't so close at hand Jim pays homage to an earlier liking—art.

Jim's 18 now and recently graduated from Calumet high school, so a choice of careers is important. It's the fact that he likes the Surface Lines that makes a choice difficult. The way was clear before he started his present job. Illustrations—humorous and otherwise—were among his strong points. He had already illustrated a book and was the proud holder of numerous awards for posters submitted in various competitions. His work was meritorious enough to net him a scholarship to a school of commercial art.



James Paulus

Jim's a conservative, middle-of-the-road young man for the time being. Confronted with a decision of importance he isn't going to be hurried. For awhile he's going to play both fields. During business hours he'll be doing his work and learning what he can about accounting department routine. And when that time is done there will still be time to use crayon, pencil or oils for all the portraits which he wants to do.

KEEPING 'EM ROLLING

Lawndale Moves to First Place on February List

Lawndale depot moved into first place in the keep 'em rolling list for February with an average of 7,771 miles per pull-in, a decrease of 12.7 per cent over the previous month. Archer was second with an average of 7,127 miles per pull-in, a decrease of 31.2 per cent.

All stations on the list showed a marked decrease from the figures compiled in January, attributed, for the most part, to the blizzard of January and the condition of the streets during the early weeks of February.

Devon and North Avenue stations showed the smallest percentage decrease, 3.1 and 4.1 per cent, respectively.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Decrease
1.	Lawndale	3	7,771	12.7
2.	Archer	3	7,127	31.2
3.	Division	7	6,668	44.5
4.	Devon	—	6,542	3.1
5.	69th	—	6,318	22.6
6.	Cottage Grove	—	5,770	14.5
7.	Kedzie	—	5,409	16.2
8.	Armitage	3	5,277	28.2
9.	77th	—	5,264	19.9
10.	Burnside	1	4,923	21.5
11.	North	—	4,217	4.1
12.	Elston	5	3,805	34.4
13.	Noble	1	3,765	28.9
14.	Lincoln	4	3,662	25.9
15.	Limits	4	3,333	14.8
16.	Blue Island	1	2,653	28.3

Carhouse records for the past six months:

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

PACELLI FAME GROWS

Auditor May Be Related To Pope Pius XII

Charles Pacelli, a travelling auditor of the Accounting Department, isn't quite sure but he thinks that he and his five children have some claim to fame since Papal Secretary Eugenio Pacelli was elevated to be Pope Pius XII.



Charles Pacelli

Pacelli was born in Ricigliano Province of Salerno, Italy, where the one-time papal secretary was born, on October 10, 1881. He came to the United States in 1884. He was married in Chicago, October 23, 1907, to a young lady who claimed Moscovetro, Italy, as her birthplace. Five children were born of that union

and one son, Christopher, has worked for the Surface Lines as a time-keeper for nine years.

As the Pacellis trace their relationship to the new Pope they believe that Mr. Pacelli is a second cousin. His father says he is a first cousin of the Pope.

Mr. Pacelli started with the Chicago Railways company as a member of the track department on April 19, 1908. When the companies were unified he was made a travelling auditor, the position he now holds.

OBITUARY

Deaths on the System from February 1, 1939, to February 28, 1939

Transportation—Archer: Alexander Innes, employed July 10, 1903, died February 1, 1939; Joseph G. Klikunas, employed September 18, 1917, died February 5, 1939.

Cottage Grove: George Elliott, employed September 10, 1906, died February 10, 1939.

Devon: Otto C. Berthold, employed January 8, 1885, died February 10, 1939.

Elston: John Olson, employed February 27, 1904, died February 18, 1939.

Kedzie: Charles Johnson, employed January 15, 1909, died February 2, 1939; Joseph A. Vaughan, employed July 7, 1913, died February 13, 1939.

Lawndale: Isaac Ansorg, employed September 10, 1901, died February 19, 1939; Joseph Hosek, employed February 26, 1923, died February 8, 1939.

Lincoln: John J. Elligen, employed January 9, 1902; died February 10, 1939.

Noble: Edward C. Hartwig, employed October 21, 1919, died February 6, 1939.

North: Theodore A. Linn, employed April 4, 1900, died February 17, 1939.

Seventy-seventh: Timothy Angland, employed July 1, 1904, died February 27, 1939.

Sixty-ninth: Owen Finnegan, employed October 24, 1905, died February 7, 1939.

General Office: Lambert Milz, employed July 1, 1912, died February 13, 1939.

Accident Investigation—Henry N. Petersen, employed July 7, 1917, died February 1, 1939.

Building and Engineering—Edward McEntee, employed April 10, 1920, died February 7, 1939.

General Office—Public Relations Department: Halbert O. Crews, employed February 1, 1924, died February 20, 1939.

Shops and Equipment—Archer: Robert Evans, employed September 7, 1919, died February 28, 1939.

North: Louis W. Slominski, employed May 3, 1925, died February 19, 1939.

South Shops: Frank Dailide, employed March 3, 1919, died February 22, 1939; Hans Jespersen, employed January 12, 1890, died February 21, 1939; Charles Passot, employed November 27, 1922, died February 3, 1939.

West Shops: Oscar Anderson, employed January 9, 1908, died February 3, 1939.

Track—Patrick J. Doyle, employed June 6, 1886, died February 4, 1939; Emanuele Raniolo, employed July 15, 1927, died February 2, 1939.

Departments and Divisions

Accounting

Best wishes for happy birthdays were extended to Misses Bernice Erickson, Mathilde Walther, Eugenia Ziemba and Sonya Anderson during February.

Our sympathy is extended to Phyllis Hough, whose mother passed away on Monday, February 20.

Thomas F. Coan.

Electrical

On February 9 George Unwin of the line department became the proud daddy of a baby boy. Congratulations are extended to George and Mrs. Unwin.

Our sympathy is extended to Arthur Schmaehl of the 62nd street emergency line wagon in the loss of his father, who died Feb. 12.

To Leo Davis of 82nd and Halsted street substation we extend our deepest sympathy in the loss of his father through death.

Our deepest sympathy and best wishes are extended to Charley Sullivan for a speedy recovery in his present illness.

Billy.

Engineering

With sincere regret we announce the passing of Patrick Doyle, a veteran of the track and roadway department, who died on February 4. He had been in the service of the company since June 6, 1886, and held the positions of watchman, foreman and general foreman during his career. To his family and friends we extend our heartfelt sympathy.

Arthur Malmquist, Jr., recently had a little accident at the airport and lost the tip of his small finger when it was caught in the door of a hangar. This, however, has not dulled Art's interest in aeronautics.

Schedule and Traffic

Fred Excell blossomed out in a new uniform with brass buttons to attend the banquet for the Veterans of Foreign Wars at the Morrison Hotel on February 28.

Greeting cards were received by the department from Mrs. Slutsky from Grand Canyon, Arizona; Tijuana, Mexico, and other points while on her way to visit the Golden Gate Exposition.

Edward J. Lukes has been transferred from the Electrical Department to the Schedule Department as a traffic checker, as of March 3.

George Weidenfeller.

Shops and Equipment

South Shops: We offer sincere condolences to the family of our estimable editor, Halbert O. Crews, who recently passed away.

Our sincere and deep sympathy is extended to the bereaved family and relatives of the following employees:

Hans Jespersen, car repair department, passed away on February 21, after a short illness. Mr. Jespersen had been with the company since 1890. He was one of our most liked and genial co-workers, and his cheerful and friendly presence will be greatly missed.

Frank Dailide, truck department, died suddenly on February 22.

Charles Passott, car repair department, died after a long illness on February 3.

To John Gasparka, foundry, we offer heartfelt sympathy in the loss of his wife, who passed away on February 19.

Archer: To the bereaved family of Robert L. Evans, repairman, who passed away on February 28, we offer our deep sympathy.

Elsie S. Frank.

West Shops: We offer sincere sympathy to the families of Oscar Anderson, carpenter at the West Shops, and Louis Slominski, bus repairer at North Avenue, who passed away during February. Mr. Anderson's employment with the Surface Lines dated back to 1908, and he is kindly and pleasantly remembered by his co-workers. Mr. Slominski will also be missed by all who knew him.

Lillian Hultquist.

Transportation

A farewell luncheon for Mrs. Irene Horn was held on February 4. Thirteen of her friends were present to bid her adieu. She was presented with a gift and a corsage. Mrs. Horn resigned her position on January 31, after 19 years of service. The best wishes of this department go with her in whatever future course she may take.

Flash—Meet the General—P. A. Greene came down to the office with a big smile on his face. Upon investigation it was learned that he had a great-granddaughter born on February 15. The great-granddaughter is Janet Alice Kirchhoff.

Kenneth Williams, night dispatcher, announces that he has something around the house beside a sidewalk. An 8 pound baby boy arrived at his home on Valentine's Day, February 14.

The new face you see and voice you hear over the switchboard is that of Miss Margaret McCorquodale. Margaret was welcomed to our department on February 16.

Andy.

Around the Car Stations

Blue Island

Supervisor and Mrs. Adolph Madsen celebrated their 50th wedding anniversary on February 5. On Saturday, the 4th, a reception was given in their honor at the Sherman House and on Sunday an open-house reception was held at the home of their son in Maywood, Illinois. Congratulations, and we hope Mr. and Mrs. will have many more happy years together!

Congratulations to Conductor Charles Novak, who is the proud father of a 7 pound boy born January 11.

Conductor Frank Valenta was presented with a grandson on February 4. Congratulations, Grandpa.

Sympathy is extended to the following: Conductors Bernhardt Schroeder in the loss of his mother, Joseph Palkoska in the loss of his mother, Noah Gross in the loss of his brother, a former conductor at this depot; Motormen William Suske in the loss of his mother, Sam Wilson in the loss of his sister, and Herman Grieshaber in the loss of his brother.

C. P. Starr.

Burnside

Conductor Patrick J. Loftus and Motorman George Cyricos should be highly commended for the manner in which they handled a complainant on their car recently. No time was lost and everybody was satisfied.

We are glad to hear that some of our old-timers are enjoying good health on the beaches in Florida. They are Conductors J. A. Cronin and T. Carson and Motorman P. Noonan. Good luck, boys, and when you return bring some of the sunshine with you.

We are very glad to report that Motorman Jack Kelly, who has been off sick for the past 3 months, is well on the road to recovery and expects to be back on the job in a short time.

W. D. F.

Cottage Grove

Superintendent C. C. Cricks was a victim of the recent flu epidemic and it is sincerely hoped that he will have returned to work by the time this item appears.

Motorman R. O. Alm is seen dashing around in a fancy Buick these days.

Conductor Jay Swann returned from San Francisco recently and is full of news about the fair. He also claims a driving record of 1,100 miles in one day. My how these LaSalles do cover ground, eh, Jay?

The billiard tournament is still in full swing and drawing quite a gallery. By the way, those fellows who have some back games to play, make arrangements with your opponent and keep the contest running smoothly.

Ostet.

Devon

Ben Dahl's consistent averages give needed encouragement to our bowling team's morale. Reports have it that at a recent tournament

which was attended by our chief clerk "Hank" and the "missus," Buhlman sat in a corner eyeing his score in meditative gloom, muttering to himself: "Wait'll the baseball season opens, I'll show 'em." Speaking of baseball, our augmented extra list might prove a storehouse of hidden talent. Aspirants, please see Buhlman. Let's put Devon where it belongs this season—on top.

We regretfully announce the death of Conductor Otto Berthold, who passed away on February 10. To the members of his family we extend our sincere condolences.

Sympathy is also extended to Conductor John Roberts and Sam Tarrant on the deaths of their wives, and to Starter Mike Maraglio and Motorman William Droesser on the deaths of their fathers.

John W. Binder.

Elston

Lincoln's Birthday brought an unusual and artistic exhibit to Elston depot. Conductor John Golnik displayed his postage stamp collection made up to show the seated figure of Abraham Lincoln.

Congratulations were extended to Willis Goodall on his appointment to the post of Regional Supervisor.

Elston Credit Union members gave a vote of thanks to Conductor Leroy Wegener when he accepted another year's term as treasurer. Others appointed for the coming year are: Conductor J. V. Eckman, president, and directors as follows: Conductor William Sander, Clerk Charles Enerson, Motorman Anton Kopeck, Motorman Charles Miller and Conductor M. Roubinek. The credit committee is now composed of Conductor Fred Wenzel, Motorman Otto Hartung and Conductor Otto Sladek. Conductors Harvey Crain, M. VanDerMuelen and Ray Kuempal are supervisory committee members.

Mr. and Mrs. John Cleary announced the arrival of a baby girl, Mary Elizabeth. Not to be outdone, Conductor and Mrs. George Paul announced their second addition, a son named Jon Raymond on February 3.

Ed.

North

Now that spring is just around the corner our esteemed globe-trotter, Motorman Anton Falco, has returned from Florida with his usual coat of tan. His cards from the south enabled us to keep faith during the winter: that somewhere the sun was shining while deep snows engulfed us around these parts.

We understand that Conductor John O'Connell was presented with a bouncing baby boy, weighing $7\frac{1}{2}$ pounds, February 21. Conductor Clarence Weber is the father of a girl baby, but we lack the details as to date of birth, etc. Extra Conductor Hanley also has a little baby girl. And Conductor Harry Kohl had an addition to the family February 20, but we have not learned whether it's a boy or girl.

Motorman Theodore Lynn, the father of Officer Lynn, who met so tragic a death recently, passed away just eleven weeks after his son and was buried February 20. Sympathy is extended to the family.

We also lost Louis Slominski, one of our depot men, on February 19.

Henry W. Coan.

Seventy-Seventh

Spring training is just around the corner for the softball team. They won a trophy last year. Head man E. E. Knapp isn't very fussy as long as the training isn't done in a rocking chair.

The sailfish that Motorman Charley Hill caught was the proud object of a recent club-room picture. Being way up on the wall, the problem was to get them together. They couldn't get the fish down to Charley, so they took Charley up to the fish. They both took a good picture.

When, by your manner, you register courtesy and affability, you go a long way to prevent unpleasant incidents.

One of the staunchest sons of old Ireland is Motorman Dave Walsh. This month he'll pause to celebrate St. Patrick's Day with all his Irish vigor. In his spare time Dave raises thoroughbred, ribbon-winning dogs and enjoys his hobby. Having started to raise birds recently, it would be appropriate for him to come across with an Irish thrush this month.

No baseball season is ever greeted with more enthusiasm than that shown by Conductor Tom Malone, who was no bush-leaguer in his day. Seventy-seventh's No. 1 softball fan, he stays young following the game with his son in a junior league, and the junior Malone shows considerable talent in the sport. Tom says he still thinks he could beat Gabby Hartnett to first base.

Condolence is extended to the following men on death in their families: Conductor D. J. Murphy, his wife; Conductor J. M. Greig, his brother; Conductor D. H. Urquhart, his mother, and Conductor E. J. Cavanaugh, his mother.

Walter F. Story.



Still more twins! These attractive youngsters, Diane and Donald, are the twin children of Roy Melson of Grand and Leavitt.



IMPROVEMENTS NEAR COMPLETION

Vehicular traffic movement will be greatly facilitated when these two "bottle-necks" at Cicero and Ogden avenues (top) and 31st and Western (bottom) are completed. Much of the traffic will use the overhead routes on Ogden avenue. Street car troubles will also be minimized when Western avenue boulevard traffic is diverted from the car tracks.

