Surface Service
• MAGAZINE •

VOLUME 16 MARCH 1940 NUMBER 12



THE VETERANS' HONOR ROLL ISSUE

VETERANS—*But Still Going Strong!*



William Urry
Engineering—1881



James J. Horrigan
Transportation—1884



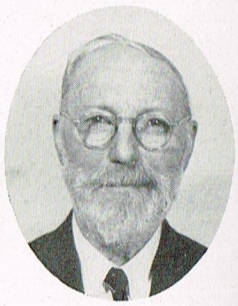
Hakon Hansen
Shops & Equipment—1882



Varion J. Fuller
Transportation—1885



L. G. Van Horn
Financial—1874
Sixty-Six Years of Service



Michael C. O'Brien
Transportation—1886



Patrick Murphy
Transportation—1885



John J. Beatty
Financial—1889



Thomas Quinn
Shops & Equipment—1882

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 16 MARCH, 1940 No. 12

Annual Report Released

Slight Increase In Earnings—President Lauds Loyal Co-operation of Organization

The twenty-sixth annual report of the Chicago Surface Lines was issued on March 7. The report opened with a summary of operating results and concluded with a statement by Guy A. Richardson, president, expressing his appreciation for the loyal co-operation of the entire Surface Lines organization throughout the year.

"Despite franchise uncertainties and operating difficulties, the organization continued to concentrate its efforts on maintaining service and equipment at a high standard," he said.

The summary of the results of operation in the fiscal year ended January 31, 1940, showed that there was a small increase in earnings for the period. The system carried 679,140,613 revenue passengers, an increase of 2,881,869 over the previous year.

Shows Small Gain

"Surface Lines business," said the report, "took an upturn in the second quarter of the year, following an extended period of declining revenues. Between August, 1937, and April, 1939, revenues each month had been below the corresponding month of the preceding year. Beginning with last May, however, revenues in each month, with the exception of December, showed a gain over the comparable period of the previous year. Mild weather and dry streets during December encouraged the use of private automobiles, which had an adverse effect on Surface Lines patronage. Sunday and holiday riding fell off during the year, but there was a gain in week-day traffic.

"A considerable improvement in employment in the Chicago area was reported but riding did not grow correspondingly, and it was evident that private automobile use continued as a major competitive factor."

Gross earnings for the year were $46,300,473, an increase of $84,254 over the previous 12 months. Operating expenses and taxes totaled $42,622,628, or a decrease of $64,212. The balance remaining after expenses and taxes was $3,677,845, a gain of $148,466 over the preceding year.

Insurance Benefits Paid

Discussing insurance and relief activities during the year the report said, "The Surface Lines has paid premiums on life, health and disability insurance policies for employes since February 1, 1928, and during the 12-year period employes or their beneficiaries have received $4,872,003 in benefits.

"At the end of the year a total of $15,615,000 life insurance was in force protecting each of the 15,615 employes with $1,000 policies. Of that number 14,852 employes were also protected by health and disability insurance policies.

"Donations by employes to the Community Fund of Chicago amounted to $51,381. Employe subscriptions to the Community Fund for the coming year are estimated at $43,000.

"The relief fund contributed by employes was continued during the year and $156,780 was disbursed to needy fellow employes.

"Since December, 1930, relief contributions by employes have reached a total of $1,930,706. Of this sum $1,416,962 has been applied to aid fellow employes suffering from protracted illness or other physical disability, and $499,663 has been distributed to responsible outside agencies for general relief."

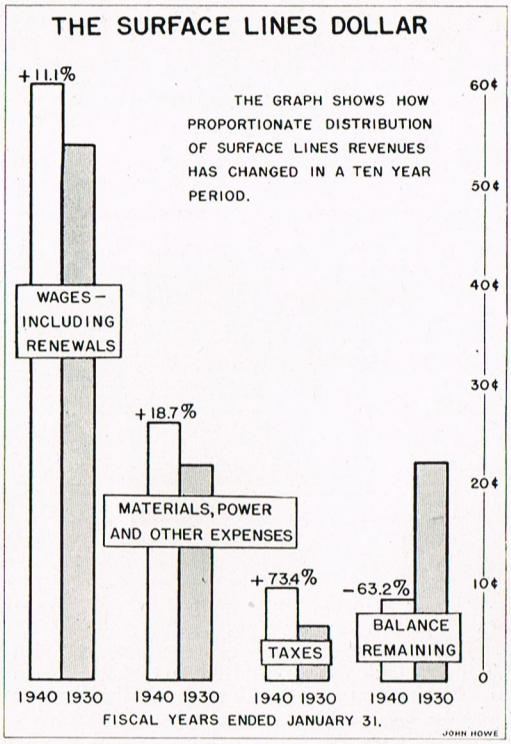
Men Re-hired

A total of 206 men were re-hired during the year. They were recalled from the group of 516 extra conductors and motormen laid off in the spring of 1938. Previously 77 of the 516 men had been recalled.

Federal and state social security taxes, according to the report, totaled $1,096,769 for the year. In addition to this sum, Surface Lines employes were required to pay $272,595 for old-age insurance.

"Approximately 60 cents of every dollar collected by the Surface Lines was disbursed as wages," the report continued. "Competent surveys show that American manufacturers, on the average, expend less than 20 per cent of their revenues in pay rolls. While social security taxes amount to about 2.4 per cent of gross revenues of the Surface Lines, these taxes take less than one per cent of the revenues of the average industrial concern."

The report contains a table of public burdens absorbed by the Surface Lines. Since February 1, 1931, these burdens, exclusive of general taxes, totaled $29,930,934. In the last fiscal year alone the total was $3,263,799. The most important items in the tabulation are paving costs, expense of removing snow and ice and cleaning streets, and free transportation to City employes.



Huge Sums for Pay Rolls

The above graph, prepared from Surface Lines financial statistics, shows how revenues were distributed in the latest fiscal year compared with ten years ago. Wages last year amounted to approximately 60 cents of each dollar collected. Wages and other operating expenses and taxes combined took more than 92 cents of each dollar, leaving less than 8 cents for all other charges, including bond interest. The graph shows how the proportion of revenues going for taxes, wages, materials and power and other expenses has increased in ten years, while the balance remaining has declined.

The magnitude of the Surface Lines business is shown in a compilation of operating results for the receivership period from December 16, 1926, to January 31, 1940. In this period the receipts of the company totaled $681,636,500. Of this amount $375,242,100 was disbursed as pay rolls. Taxes took $47,053,500, power purchases amounted to $65,145,900, and materials and supplies cost $28,974,800. Bond interest in the period amounted to $55,308,300. Employe insurance, payments to the City of Chicago, replacements and general and miscellaneous expenses brought total expenditures to $647,773,800. Substantially all of the balance of $33,862,700 was applied to payments of principal on first mortgage bonds and capital additions and betterments.

A considerable portion of the report was given over to a discussion of the safety record on the system. The comment on accident prevention will be discussed at greater length in the April issue of SURFACE SERVICE MAGAZINE.

Rum-runner: "Them's the chief's orders. Slow your truck down to eight miles an hour and let the stuff age!"

SOUND CRITICISM!

Patron Can't Be Blamed For This "Pet Peeve"

"Times Talkies," an inquiring reporter type of column, recently asked "Have you a pet peeve? If so, what is it?"

The newspaper reported a sound criticism attributed to Gertrude Toskey, 373 North Kildare avenue. Her pet peeve, which minced no words, follows:

"Yes! I have a pet peeve! The motormen on street cars who chew big, juicy wads of tobacco and spit out the doors. To me there's nothing more vulgar or revolting to see than that. And I see it almost every day on the way to and from work. It wouldn't be so bad if they were good shots, which, no doubt, their grandfathers were. But they can't even hit the doorway half the time. Consequently there's tobacco juice all over the front platforms and doors."

The Transportation Department reports that a similar criticism could be directed at conductors on the back end of some cars.

The Rule Book under "Personal Habits," page 10, says: "The following acts are not permissible:

"(e) Smoking or chewing tobacco while on duty, or on the company's premises, except in places designated for that purpose. and,

"(g) Spitting on the floor or any other part of the car or bus or from the car or bus while it is in service."

THE FRONT COVER

The front cover of this issue, appropriately enough, honors the "Grand Old Man" of the Transportation Department, Stationmaster Edward L. Maguire of Blue Island, the oldest active man in point of service in the transportation ranks.

Mr. Maguire's service dates back to March 15, 1880, so this month he completes 60 full years of active service with the Chicago Surface Lines and predecessor companies.

There is a lot one could write about the "Grand Old Man" but it was all summed up rather well several years ago by a radio announcer who conducted an interview with Maguire with this word picture of his subject:

"Mr. Maguire would be a perfect example of growing old gracefully except for the fact that to all appearances, he has not yet started to age. His hair and mustache are snow white, but his face is ruddy and his eyes are blue and bright. He stands his full five feet, six inches, and walks with the vigorous swing of a man of 25 or 30 . . . and at 81 he holds down a real, man-sized job. He was appointed to his present position in 1920, and he carries on today, the oldest active man in the transportation service, in charge of transportation in his Blue Island division."

Courtesy Record Improves!

Complaint List Finally Shows Decrease—More Commendatory Letters Received

For the first time in many months, the courtesy record of Surface Lines trainmen shows evidence of improvement. Although the drop in complaints shown in the February figures is slight, it is nevertheless in contrast to the many increases that have shown up in preceding months. During the month just past there were 546 complaints as against 572 during the same month of 1939. In a comparison of the same periods there were 46 commendations this year as against 40 during February, 1939.

In spite of the reduction in the total number of complaints, there were more complaints for passing up passengers than during February, 1939. There was also an increase in the complaints concerning transfers. Decreases were registered in the discourtesy and service classifications.

Like Neat Appearance

Running through the list of commendations for February it was clearly seen that passengers appreciate being served by neat, clean appearing trainmen. "It is unfortunate," said one patron, "that I can't conscientiously commend your men on their appearance. So few of them seem to realize the importance of being neatly dressed, clean shaven, and, above all, clean!"

TROLLEY SPARKS



"Y'know, Mike, sometimes I think you miss a lot in life by being a welder!"

One of those who did earn praise was Conductor Hagen Paulsen, badge No. 7830 of North Avenue, whose neat appearance was praised by J. H. Reynertson, 1525 North Keeler avenue.

The helping hand that Motorman Paul Martensen, badge No. 1471 of Cottage Grove, extended to a blind man was observed by C. B. Watson, 6130 Cottage Grove avenue, who commended his actions.

Two Cottage Grove conductors, John E. Peterson, badge No. 4272, and Charles R. Herndon, badge No. 8380, were praised for the courtesy and care they showed passengers. The commendation was sent by G. W. Lambert, 649 East 41st street, who said he knew good conductors when he saw them, for he has traveled all over this continent.

Courtesies shown by Operator Arthur H. Feltz, badge No. 12104 of Seventy-seventh, won an appreciative letter from Mrs. Walter Bloch, 7018 Cregier avenue.

For calling streets well, Conductor Edward F. McCabe, badge No. 11916 of Seventy-seventh, won the praise of Irene J. Wood, 7404 Ingleside avenue.

Motorman Joseph Miller, badge No. 1727 of Seventy-seventh, was praised in a letter from Charles F. Duffett, 6921 Prairie avenue.

Purse Returned

Fred Kloese sent thanks and a $2 reward to Conductor Joseph J. Powicki, badge No. 13728 of Sixty-ninth, who found and returned a purse lost by Mr. Kloese's daughter, Marjorie.

Motorman Frank H. Reif, badge No. 2783 of Archer, was commended for the helpfulness he extended to an elderly passenger. The praise was contained in a letter from F. J. Flinkman, 1551 North Pulaski Road.

Two Lawndale conductors were commended for courteous acts in a letter sent by Robert Anderson, 30 North Karlov avenue, whose praise was for Albert Kozak, badge No. 7348, and Thomas Cummane, badge No. 4882.

"I could not help but notice the courteous and efficient way he serves your company and the public," said Hattie A. Meyers, 368 North Hamlin avenue, in her letter commending Conductor Harold V. Quirk, badge No. 9490 of Kedzie.

Little Courtesies Important

"Little courtesies mean so much," said Mrs. Frank O'Brien, 3912 North Clark street, in speaking favorably of the actions of Motorman Samuel Younglove, badge No. 1749 of Division.

Conductor Emmet P. Kane, badge No. 4760 of Elston, was lauded for the assistance he gave a small child, in a commendation from J. F. Hohenadel, 1926 Webster avenue.

"He went out of his way to help the patrons, willingly giving information and showing unusual care, I thought, in seeing that each passenger was safely on or off before giving the starting signal." Such was the appraisal of Ida J. Saltnes, 4656 Beacon street, in commending Conductor James C. Stafford, badge No. 8792 of Devon.

Conductor Joseph P. J. Ryan, badge No. 9368 of Burnside, was commended for the return of a purse belonging to Miss Clara Carlson, 4901

Greenwood avenue.

For assisting a blind man to the sidewalk Conductor Michael J. Regan, badge No. 870 of Sixty-ninth, was praised by Naomi Schrage, 2435 Walnut street, Blue Island, who observed his courtesy.

Jean C. Docherty, 11330 Wentworth avenue, wrote with praise for Conductor Anthony J. Bruchauser, badge No. 2836 of Seventy-seventh, who held his car to allow her to board.

Conductor William H. Coleman, badge No. 11584 of Devon, was termed "courteous and solicitous" in a commendation from A. O. Cedergren, 6231 North Maplewood avenue.

Numerous commendable qualities were credited to Conductor Carl M. Timm, badge No. 12596 of Devon, in a letter from Margaret Kelly, 841 Barry avenue.

Fare Repaid

In a similar case Mrs. Mae Ignatius, 1021 North Ridgeway avenue, returned a fare advanced her by Conductor Joseph N. Coury, badge No. 6170 of Kedzie.

Mrs. Elizabeth Baier, 5520 Broadway, wrote to commend the many helpful courtesies extended her by Conductor Michael Sheridan, badge No. 6826 of Devon.

Sincere appreciation for help given by Conductor Nicholas Werkmeister, badge No. 6964 of North Avenue, was expressed by Mrs. Richard Vander Ley, 10562 Edbrooke avenue.

An implied tribute to the importance of street cars and the Chicago Surface Lines was contained in the commendation of Gene Peisner, 12607 Greenwood, Blue Island, Illinois, who said, "Your conductor No. 7002 (James F. Garry of Division) was very kind and exceedingly helpful when he allowed me to ride the usual and necessary street car after I had left home without any money." Mr. Peisner enclosed the fare to repay Conductor Garry.

"Helpful and Considerate"

"It is a pleasure to observe one who is interested in being helpful and considerate to the passengers in this busy city of ours," said Mrs. H. A. Pfiffner, 2130 North Oakley avenue, in a commendation directed to the credit of Conductor Joseph P. O'Donnell, badge No. 7890 of Kedzie.

An out-of-town visitor, Miss V. Chepuran, Argo, Illinois, was impressed by courtesies extended and wrote with praise for the commendable actions of Conductor George W. Nelson, badge No. 7960 of Sixty-ninth.

A mother's thanks for care shown her small daughters was sent to Motorman Walter E. Yost, badge No. 9017, and Conductor Bernard E. Ekstrom, badge No. 6116, both of Archer, by Mrs. Helen Derenski, 3540 Lake Park avenue. She remarked that she had feared to send her children to school, but that she no longer worries since observing the care that is shown the youngsters each time they travel on the street car.

"His courtesy to each passenger was marked," said Marie Spears, 1140 North La-Salle street, in a commendation for Conductor Harold V. Quirk, badge No. 9490 of Kedzie.

A good crew "made sightseeing in Chicago a real pleasure," said Mr. and Mrs. Henry Erzigkeit, 409 Second street, S. W., Canton, Ohio, in praising Conductor Judson Dilworth, badge No. 9598, and Motorman Otto H. R. Hildebrandt, both of Devon.



Mr. and Mrs. William Rees

GOLDEN WEDDING

Celebrate 50 Years of Married Life

Fifty years of married life ought to prove something. Motorman and Mrs. William S. Rees, who celebrated their golden wedding anniversary March 2, say that it does. For one thing, says the Seventy-seventh depot motorman, it proves there is no finer institution than marriage, and, on his record he has post-graduate authority for saying so.

It all started quite simply. The boy from Gnadenhutten, Ohio, met the girl from Higginsville, Missouri. They agreed and have been doing so over a long span of years. Seven children, 10 grand-children and one great grandchild helped them commemorate the 50th anniversary of their wedding.

In their own right the heirs of Motorman and Mrs. Rees seem to have profited by the example of their parents. All seven children are married and two daughters are soon to celebrate silver wedding anniversaries of their own.

"Gold or silver or tin or brass," said Mr. Rees, "it all adds up to the same thing. Marriage is only what you make it. If you make up your mind to get along, the years will take care of themselves."

In 45 years of service Motorman Rees has managed to accumulate a wealth of modest philosophy about work and about life as well. "The right way is the easiest and the best way," he said. "A good deal of friction and trouble is eliminated by patience and common sense."

Celebrating his 74th birthday on the same day as his wedding anniversary, Motorman Rees has reason to believe his record proves there is no complicated formula about it all. For long life, for happy marrige, for work—he believes there should be "Moderation in everything."

Ad in English newspaper: "He's probably dead now, but if not, I should like the motorcyclist who cut in between my car and a coach near Pothill on Sunday to know that his survival owes nothing to my good wishes."

The aviator instructor, having delivered a lecture on parachute work, concluded: "And if it doesn't open—well, gentlemen, that's what is known as jumping to a conclusion."

Ten Years of Trolley Buses

Trolley Buses Prove Worth On Routes of Intermediate Density

Next April 17 will mark the tenth anniversary of trolley bus operation in Chicago. Since the first 79 buses were purchased in 1930 the results have been so uniformly satisfactory that the system has almost doubled in size, with 152 trolley buses now operating over approximately 50 single-way miles.

Had there been any doubt of the trolley buses' worth, some figures for the calendar year of 1939 might dispell such impressions. During 1939 the trolley buses of the system operated over approximately 4,500,000 revenue miles and carried 17,484,551 revenue passengers, 2.58 per cent of the total revenue passengers of the Surface Lines.

In commenting on trolley bus operation Staff Engineer E. J. McIlraith said, "The outstanding feature during our 10 year experience with trolley buses is their superior performance over any type of local transportation vehicle other than street cars running on steel rails."

"Very Pleasing"

"This," said Mr. McIlraith, "applies to starting, stopping, heating, lighting, ventilation, comfort for passengers, ease of maintenance, and cost of operation when considered in relation to density. That has been our experience notwithstanding the great advances that have been made in modernization of every type of transit equipment. The result confirms our original view in 1930, and that, of course, is very pleasing. Similar experiences elsewhere no doubt account for the rising popularity of trolley buses."

In a speech before the American Institute of Electrcal Engineers a few years ago Mr. McIlraith said: "There is no single (transportation) unit that should be universally used, even in a single city, except, perhaps, in cities of very small size."

Each Has Its Place

Surface Lines officials have always expressed the conviction that each type of transit vehicle has its place in an integrated surface system. In order of their importance the preference is for: 1. Street cars 2. Trolley buses 3. Gasoline buses

The trolley bus, as indicated by its position on the above list, is the preferred type for handling traffic of intermediate density. Engineers can show conclusive figures to prove no surface vehicle can compare with the efficiency of the street cars in heavily traveled areas. There is a point at which the traffic lightens enough so that the trolley bus is the most efficient vehicle both from the standpoint of the company and the riding public. This is an area which engineers refer to as being of intermediate density, not heavy enough to warrant tracks and street cars but still too heavy to be properly and efficiently served by gasoline buses. The gas buses, as is apparent, are regarded primarily as feeders for the heavier trunk lines and for travel in sparsely populated areas.

The first of the Chicago trolley buses were placed in service on Diversey avenue on April 17, 1930. At present there are five other trolley bus lines in the city, four of which were started in 1930 and the other in 1931. All of them operate in the northwest section of the city, an area that was built up extensively in the 1920's.

Central Avenue Busiest

Of the trolley lines of the system, the Central avenue route is most interesting to visiting transit executives. That line, approximately 15 miles long, is seven miles from the central business district. The line carries more than 50,000 passengers a day and during rush hours the buses are spaced from 30 to 45 seconds apart.

The same type of maintenance personnel that takes care of the Madison street P. C. C. cars and other street cars is used to keep the trolley buses in condition.

"Maintenance of a trolley bus," according to Mr. McIlraith, "is fairly simple, very much like that of the P. C. C. cars. We haven't had to bring in and train any new mechanics. It has been more a matter of organizing and adapting the routine. Some men specialize on motors, others on bodies, seats, doors, brakes, etc. As a result they have given us efficiency and economy."

There's the record of 10 years of trolley bus service in Chicago—and a hint of more trolley bus operation in years to come.

10 Years of Surface Lines Trolley Bus Traffic

Year	Trolley Bus Total Passengers Including Transfers	Trolley Bus Revenue Passengers	Total Revenue Passengers of System	Per cent Trolley Bus Revenue Passengers to Total
1930	12,922,000*	6,460,500*	821,166,771	0.78
1931	26,410,000	13,205,000	739,903,324	1.78
1932	26,666,000	13,333,000	641,101,119	2.06
1933	27,711,000	13,855,500	645,576,749	2.14
1934	30,396,000	15,198,000	676,906,698	2.24
1935	32,850,000	16,425,000	667,822,313†	2.46
1936	39,189,000	19,594,500	720,221,414†	2.72
1937 **	38,252,000	19,126,000	723,866,572†	2.64
1938	34,892,000	17,446,000	678,677,016†	2.57
1939	34,969,000	17,484,500	676,334,797†	2.58

* April 17 to Dec. 31, 1930.
† Includes interline transfers between elevated and surface.
** Kimball avenue trolley bus replaced by gas bus June 30, 1937, when route was extended to Logan Square.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 16 March, 1940 No. 12

William H. Bromage . . . . . Editor
Hollis F. Peck . . . . . Associate Editor

EXPLANATION

It is customary in publishing a monthly magazine to number each issue in consecutive order through 12. A new volume is then begun. This issue is No. 12 of Volume 16. It is significant that issue No. 12 of every volume—the last issue—pays tribute to the veterans of the system who have served for 40 years or more.

If pressed for an explanation we could say—with truth and with pleasure—that we saved the best for the last!

FOR SELFISH REASONS

"I took good care of him because I didn't want to write out any accident reports!"

A conductor was talking and his statement made us pause. His comment had been made as an explanation for the unusual care he shows most of his passengers.

"Old or infirm, drunk or sober, I take good care of 'em," he said. "I don't want to put in my time writing accident reports."

Men have various reasons for various actions. Some "take good care of 'em" because they realize the enormous economic waste involved in every accident. They practice accident prevention in a sincere desire to avoid that waste and to avoid hurting people. Others practice accident prevention because they don't want to be bothered by having to write accidents reports.

Whatever their reasons, both are conscious of the hazards of operation. Their awareness of these hazards tends to prevent accidents—to reduce the total of even the minor mishaps.

The conductor, motorman or operator may avoid accidents for purely humanitarian reasons. Or, just as logically, he may avoid accidents for purely selfish reasons—like our friend who "doesn't want to write out any accident reports."

The results are the same—accidents are reduced!

EFFICIENCY PLUS

Because the Transportation Department is numerically larger and because the men in this division are the ones who actually bring in the revenue, we are sometimes inclined to consider them all-important.

Just for a change we want to suggest a few cheers and a "hats off" for the Track Department. Granted the men on the cars and buses have their difficulties, we're continually amazed that the track men can operate efficiently under the difficult conditions in which they have to work.

Take all the traffic trials that beset the transportation men and then reflect that the track men have a lot of these trials—plus street cars!

We recall a recent time when the track men were out in force on north State street—about the "hottest" stretch of track in the city. Street cars went rolling along there in almost never-ending lines. Even during the off-peak hours there were surprisingly short intervals between the cars. The track men, it seemed, would just get a good start on their work when they'd have to step aside to let another street car go by. In spite of interruptions by street cars and automobiles they somehow managed to do a mighty efficient job in a surprisingly short space of time.

That's typical of them wherever they operate. They duck out from in front of street cars, dodge trucks and trailers, bicyclists, and even horse-drawn vehicles. They toil through the blistering heat of summer days and through the dark hours of cold winter nights so the street cars can operate smoothly, swiftly and economically over well-laid tracks.

Shouldn't they get cheers for efficiency plus?

Honor Veterans in Service

Records Show 531 Employes Have Served 40 Years or More— 3,916 With More Than 25 Years Service

Though Death made its inroads in the Veterans' Honor Roll of employes who have served with the Chicago Surface Lines or predecessor companies for 40 years or more, there were enough "young fellows" coming up to add 25 new names to the list. The total of 531 employes in service 40 years or more establishes a new high mark.

The March issue of SURFACE SERVICE MAGAZINE, traditionally set aside as the Veterans' Honor Roll Issue, features nine of the employes who are the oldest in point of active service on the front and inside cover. Although there are others who have longer service records, they are no longer active.

Considering all employes, active and inactive, Daniel F. Mackey, Financial Department, continues to lead the lists as the oldest employe in point of service. Mr. Mackey, though no longer working, began his street car career in 1872 and has thus been in service for 67 years.

Van Horn "Oldest Active"

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 the 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 to complete his 66th working year.

Stationmaster Edward L. Maguire, the "Grand Old Man" of Blue Island depot is the oldest active employe in point of service in the Transportation Department, although Ola A. Ohlson, inactive for several years, leads that department from a seniority standpoint. Mr. Maguire began his service in 1880, so outranks all active Transportation Department employes.

3,916 Served More Than 25 Years

Surface Lines records show that as of February 1, 1940, aside from the Veterans' Honor Roll listed below, there are 586 employes who have had from 35 to 40 years' continuous service. Other groupings show that 1,387 have served between 30 and 35 years, 1,412 from 25 to 30 years and a grand total of 3,916 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
Van Horn, L. G.....1874
Beatty, J. J.....1889
Ball, E. W.....1891
Morton, M. V.....1891
Jacobson August.....1895
Byrne, H. K.....1897
Abbott, William.....1898
Orde, M. B.....1899

ELECTRICAL DEPARTMENT

Jones, William.....1892
Rowe, Frank.....1892
Stiglich, John.....1892
Griffin, Patrick.....1893
Schwertfeger, Charles.....1895
Sebraska, William.....1895
Barrett, Daniel.....1897
Ohman, Oscar.....1897
White, William.....1898
Sorenson, Arnt.....1899

ENGINEERING DEPARTMENT

Pouland, Frank.....1879
Mercier, George.....1881
Urry, William.....1881
Stiglich, Frank.....1884
O'Connell, Michael.....1885
O'Donnell, William.....1885
Cox, Matthew.....1886
Gibson, Charles.....1885
McQuinn, Michael.....1887
Milos, John.....1887
Osmundson, John.....1888
Dunn, James.....1889
Blakely, Thomas.....1890
Harrington, W. J.....1890
Smith, Edward.....1890
Nelson, Matt.....1891
Sepich, Joseph.....1891
Dillon, Dennis.....1892
Chambers, C. C.....1893
Milos, Jacob.....1893
Nelson, Theodore.....1893
Lostrom, John.....1894
Casey, John.....1895
Birney, Joseph.....1896
Derich, Larry.....1896
Peterson, Frank.....1896
Ciancola, Emil D.....1897
Koskovich, Samuel.....1897
Anger E. W.....1898
Gork, John.....1898
Marino, Louis.....1898
Ruzich, Leo.....1898
Hoare, Patrick.....1899
Janke, Nathaniel.....1899
Markovich, Andrew.....1899

EXECUTIVE DEPARTMENT

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

LEGAL AND ACCIDENT INVESTIGATION

Rood, Charles.....1881
Wilson, Andrew J.....1890
Guilliams, C. W.....1892
Schaf Frank J.....1892
Henderson, W. J.....1893
Vong, Gust.....1893
Holton, W. O.....1897
Stenning, C. E.....1897
Bodenstedt, Carl.....1899

SHOPS AND EQUIPMENT

Anderson, John.....1882
Carlson, Frank.....1882
Hansen, Hakon.....1882
Quinn, Thomas.....1882
Martin, Fred.....1884
Polkoske, Matt.....1885
Guy, James.....1886
Kaufmann, Jacob.....1886
Lund, August.....1886
LaPierre, Elmer.....1887
Rowley, John.....1889
Anderson, Edwin.....1890
Meyers, F. W.....1891
Flynn, Bernard.....1892
O'Shea, William.....1892
Peterson, Albert.....1892
Chamberlin, George.....1893
Colson, Elmer.....1893
Conrad, Louis.....1893
Meyer, Simon.....1893
Oschatz, Bernard.....1893
Goering, William.....1894
Grassick, J. D.....1894
Hahn, Christ.....1894
Bolton, J. L.....1895
Boshold, August.....1895
Gaida, Herman.....1895
Abel, Frank.....1896
Farrow, William.....1896
Forty, Joseph.....1896
McMahon, John.....1896
Wolf, Fred.....1896
Keyser, Samuel.....1897
Carlson John.....1898
Johnson, Harry.....1898
Olsen, Emanuel.....1898
Erdmann, Carl.....1899
Huth, William.....1899
Sake, John.....1899

TRANSPORTATION DEPARTMENT

Ohlson, Ola A.....1879
Maguire, Edward L.....1880
Moriarty, John.....1881
Foley, Patrick H.....1882
McCann, Patrick.....1882
Johnston, John.....1883
Kennedy, Terence.....1883
Zimmerman, George.....1883
Hennessy, Michael.....1884
Horrigan, James J.....1884
McCarthy, James T.....1884
Cronin, Benjamin.....1885
Enerson, John B.....1885
Fuller, Varion J.....1885
McGinity, Peter.....1885
Murphy, Patrick.....1885
Sorenson, Sam.....1885
Storey, W. J.....1885
Watson, William.....1885
Watson, William J.....1885
Zeches, Peter.....1885
Boos, Claude.....1886
Eichhorn, H. H.....1886
Hansen, Max B.....1886
Hennessy, David.....1886
O'Brien, Michael.....1886
Smith, Nigh L.....1886
Coleman, Patrick.....1887
Croat, Michael M.....1887
Lyster, George.....1887
Matthews, Lee M.....1887
Miles, Michael.....1887
Nelson, Peter.....1887
Quinn, Michael B.....1887
Reynolds, Patrick.....1887
Ahern, E. W.....1888
Berg, William.....1888
Bradley, Patrick.....1888
Cadogan, A. E.....1888
Fossom, Henry.....1888
Freed, August.....1888
Goodinson, W. H.....1888
Griffin, James.....1888
Handley, John P.....1888
Keester, James H.....1888
Linden, Joseph.....1888
Nelson, Nels.....1888
Pohlman, W. M.....1888
Powell, Walter.....1888
Rotchford, James S.....1888
Shaw, John.....1888
Smith, John H.....1888
Bosnak, Sam M.....1889
Brennan, John.....1889
Crowley, Dennis.....1889
Dougherty, James.....1889
Durkin, Thomas.....1889
Enright, Dennis.....1889
Grady, John.....1889
Hutchings, Richard.....1889
King, Thomas.....1889
Krygsman, Harry.....1889
Longtin, Samuel.....1889
Noble, Walter H.....1889
Olson, August.....1889
Ray, Michael.....1889
Roville, Fred.....1889

Rump, William.....1889
Sheridan, James.....1889

1890

Andreasen, Frands.....1890
Benson, August.....1890
Briese, Gustav.....1890
Carney, John.....1890
Collins, William 1890
Dahlen, Gustaf W.....1890
Delea, John 1890
Doyle, John J.....1890
Hellmers, William J.....1890
Johnson, Olaf.....1890
Lane, James.....1890
Lantz, Edward M.....1890
Lawrence, Martin.....1890
Lynk, Edwin J.....1890
Lysaght, Patrick.....1890
Mackain, Frank.....1890
Maloney, W. J.....1890
McGuinness, Peter.....1890
McKeil, Charles H.....1890
Schultz, Henry C.....1890
Snyder, William H.....1890
Strobeck, Charles A.....1890
Suhr, Herman W.....1890
Sutherland, James E.....1890
Walsh, Maurice.....1890

1891

Allen, Edward.....1891
Burchill, John.....1891
Christensen, K. E.....1891
Gerard, Eli S.....1891
Gloede, Albert H.....1891
Hankins, Edward H.....1891
Hinkle, Fred.....1891
Hunt, Timothy.....1891
Kavanaugh, Thomas....1891
Kehoe, James.....1891
Kinney, Edwin L.....1891
Kleppin, John F.....1891
Larson, Gustav.....1891
Madsen, Adolph H.....1891
McCurdy, James.....1891
McMahon, John M.....1891
Montgomery, James.....1891
Moore, Myron F.....1891
O'Connell, James.....1891
Ohlsen, Peter.....1891
Remer, Charles O.....1891
Waters, Patrick F.....1891
Williamson, August.....1891

1892

Bartholmey, Harry.....1892
Bowles, D. F.....1892
Callahan, John.....1892
Campbell, Thaddeus.....1892
Cassidy, Thomas.....1892
Cloonan, Bernard.....1892
Clutts, John W.....1892
Henderson, Charles E. 1892
Johnson, Gust.....1892
Kirkwood, Edward R...1892
Koth, Godfrey.....1892
Krygsman, John.....1892
Kuntz, Fred E.....1892
LaSalle, Leon I.....1892
Lavelle, Patrick.....1892
Longquist, Carl O.....1892
McCutcheon, James.....1892
Neitzel, Herman.....1892
Olson, John.....1892
Pauley, Henry.....1892
Purdon, Henry M.....1892
Reed, James W.....1892
Reid, David J.....1892
Roll, Bernard O.....1892
Ross, Andrew.....1892
Ryder, Edward 1892
Sherman, James.....1892
Simon, John.....1892
Sims, George.....1892
Snider, John.....1892
Vornkahl, Henry C.....1892

1893

Aye, Alexander.....1893
Bessette. W. A.....1893
Boyer, C. M.....1893
Broderson, Fred 1893
Callard, C. H.....1893
Carroll, John C.....1893
Copithorn, John D.....1893
Corrigan, Thomas.....1893
Cotton, Leslie E.....1893
Cronin, John A.....1893
Cunningham, Hugh.....1893
Curran, Patrick.....1893
Dewick, Charles B.....1893
Duggan, Martin.....1893
Dunkle, John.....1893
Erickson, Fred.....1893
Fuchs, James.....1893
Geller, Martin.....1893
Gildea, Daniel.....1893
Gleason, William.....1893
Goorsky, John.....1893
Graham, Alexander R...1893
Grice, Isaac.....1893
Haggerty, Patrick.....1893
Halversen, Andrew.....1893
Hays, Robert L.....1893
Hempy, Elmer E.....1893
Jones, William F.....1893
Kleidon, John.....1893
Larson, Ben.....1893
Larson, Swan.....1893
Lester, William.....1893
Lundberg, Henry.....1893
McGourty, Thomas.....1893
Naylor, Harry C.....1893
Noonan, James.....1893
O'Heron, John.....1893
Pearson, John.....1893
Roeser, John M.....1893
Ross, Orrin N.....1893
Routzong, G. A.....1893
Sutton, John R.....1893
Taylor, Frank H.....1893
Vincent, William G.....1893
Weber, Michael.....1893
Webster, Silas A.....1893
Welvaret, Jacob.....1893
Whitney, William B.....1893
Zinkan, William.....1893

1894

Bordwell, A. A.....1894
Borne, James E.....1894
Buller, H. O.....1894
Durr, Henry.....1894
Edman, James L.....1894
Greene, Perl A.....1894
Kennedy, James.....1894
Martin, Gerald.....1894
McCauley, John P.....1894
McCormick, M. F.....1894
Michaelis, William.....1894
Mix, Gus.....1894
O'Connor, Jeremiah.....1894
Rasmussen, John S.....1894
Shank, Luther R.....1894
Straus, John.....1894
Ure, John.....1894
Wisniewski, Michael.....1894

1895

Alstad, August.....1895
Anderson, Axel.....1895
Aubry, O. J.....1895
Balder, J. A.....1895
Balkiewicz, Peter.....1895
Barbour, S. L.....1895
Bell, Thomas.....1895
Bossi, J. H.....1895
Briner, W. H.....1895
Burr, James.....1895
Cavanaugh, John 1895
Corbet, W. S.....1895
Czirlanis, Anton.....1895
Danielson, Ferdinand....1895
Davis, Harry E.....1895
Doolan, John.....1895
Durr, Patrick.....1895
Durst, Fred.....1895
Ewers, William T.....1895
Fanning, John.....1895
Fichter, Joseph.....1895
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, Patrick 1895
Klenz, Charles.....1895
Krueger, Fred.....1895
Lemker, Charles.....1895
Lockwood, Robert.....1895
McAuliffe, Timothy F.1895
McCourt, James.....1895
Meersman, August.....1895
Moran Patrick J.....1895
Murray, John.....1895
Patno, Archie.....1895
Peterson, Alfred 1895
Pritchard, John.....1895
Ptacek, Frank J.....1895
Pulaski, Gustav.....1895
Radke, Daniel E.....1895
Roach, William.....1895
Sinkler, James.....1895
Skehan, Martin J.....1895
Spethman, Henry.....1895
Spivey, Harry T.....1895
Sturm, John.....1895
Tobin, John T.....1895
Venzke, Herman.....1895
Vesey, William A.....1895
Wall, Joseph R.....1895

1896

Awbrey, C. L.....1896
Bell, George.....1896
Bening, Frederick.....1896
Berg, Fred.....1896
Broderius, Fred.....1896
Broughton, W. S.....1896
Byfield, William 1896
Colegrove, Rawson O...1896
Dahl, Otto.....1896
Daly, Daniel.....1896
Gleeson, Michael C.....1896
Greenan, Thomas.....1896
Greenwald, John.....1896
Hastie, Thomas.....1896
Heilbuth, Fred.....1896
Johnson, Frank N.....1896
Klein, John.....1896
Larson, Peter H.....1896
Loyce, Frederick.....1896
Mavis, August H.....1896
Moe, Ole P.....1896
Nash, Thomas.....1896
Palmer, Frank E.....1896
Porter, William H.....1896
Raidiger, Adam L.....1896
Roney, John D.....1896
Scanlon, Martin.....1896
Schroeder, Martin L.....1896
Summers, M. F.....1896
Swallow, Ernest A.....1896
Thompson, Charles.....1896
Viland, Amandius R....1896
White, Frank.....1896

1897

Bolan, Thomas 1897
Boomgarn, Alfred H.....1897
Burkhart, Adolph.....1897
Falsburt, George J.....1897
Foote, Frank M.....1897
Golden, Thomas.....1897
Helmlinger, Philip 1897
Henen, Joseph.....1897
Hight, William.....1897
Jacobson, Ever.....1897
Linden, William.....1897
*Lynch, Joseph.....1897
Malottke, Herman.....1897
Manthie, William T.....1897
McDonough, Henry.....1897
Meyer, Edward J.....1897
Nebels, Nick.....1897
Nelson, Charles J.....1897
Pearson, Olaf M.....1897
Rasmussen, Samuel.....1897
Schenk, Joseph H.....1897
Schmidt, Leo 1897
Stoldt, Louis.....1897
Toale, James.....1897
Ward, John.....1897
Waters, James.....1897
Woodbury, Arthur L...1897

1898

Bebber, Frank M.....1898
Callahan, T. A.....1898
Cricks. Claude C.....1898
Donnelly, Mathew.....1898
*Erickson, Charles.....1898
Fitzpatrick, Timothy 1898
Flaherty, Morgan.....1898
Gloss, Philip L.....1898
Harrington, William.....1898
Jacobson, John A.....1898
Jenks, James B.....1898
Johnson, William.....1898
Johnston, Richard.....1898
Kappen, Fred C.....1898
Kennelly, William L.....1898
Kunow, Otto.....1898
Langohr, Oscar.....1898
Larson, William C.....1898
Matzen, John.....1898
McMorrow, Edward P.1898
Mopert, Martin.....1898
Nelson, John.....1898
O'Neill, Dennis.....1898
Paturalski, Felix.....1898
Pearson, Oscar E.....1898
Penwitt, Charles.....1898
Peterson, Gustave W...1898
Post, Reinhart A.....1898
Rhind, James.....1898
Rowan, Patrick.....1898
Ryves, Jeremiah Q.....1898
Savage, William.....1898
Schoff, Arthur 1898
Sheehan, Thomas.....1898
Suhr John.....1898
Sullivan John.....1898
Tamillo, Joseph.....1898
Van Reekum, John.....1898
Westphal, Albert.....1898

1899

Babbe, John.....1899
Bedart, Edward.....1899
Burke, William.....1899
Camalick, Tony.....1899
Carroll, William D.....1899
Carson, Theron D.....1899
Cleary, Michael.....1899
Conroy, Dennis.....1899
DeJuren, John.....1899
Doherty, Thomas.....1899
Downey, Clinton A.....1899
Egan, John.....1899
Ellithorpe, Jay W.....1899
Erickson, Nels A.....1899
Fell, William R.....1899
Frey, Peter H.....1899
Gleeman, Gust.....1899
Gorman, James P.....1899
Gunther, Herman.....1899
Hamm, John A.....1899
Hanley Bernard.....1899
Hansen, Hans P.....1899
Harropp, Joseph.....1899
Harvey, W. J.....1899
Holland, George A.....1899
Hurley, Daniel.....1899
Johnson, Oscar A.....1899
Johnson, Walter M.....1899
Kempe Fred W.....1899
Kennealy, Michael.....1899
Larsen, Andrew F.....1899
Lonnergren, Edward....1899
Lynch, Patrick O.....1899
Lyons, Michael.....1899
Manske, Robert E.....1899
McCormick, Timothy....1899
McGrath, Hugh.....1899
Miller, Frank M.....1899
Narjes, Fred H.....1899
Nelson, Emil.....1899
Nielson, Ole 1899
Noelle. Edward F.....1899
O'Brien, John.....1899
O'Connell, Jeremiah.....1899
Park, Abraham F.....1899
Rees, William S.....1899
Rich, Llewellyn E.....1899
Roeser, Joseph M.....1899
Russell, Hugh 1899
Shea, John J.....1899
Suffel, John.....1899
Tickner, Berton K.....1899
Tomblin, Louis.....1899
Varley, Victor.....1899
Young, Herbert M.....1899

1900

Duffy, James.....1900
Kloss, Peter J.....1900
Sommer, Frederick.....1900

*Died since February 1, 1940.

John Rietz Dies Suddenly

Heart Attack Takes Bonding Foreman—Was South Side Civic Leader

John G. Rietz, a veteran employe of the Chicago Surface Lines, died of a heart attack Tuesday evening, February 27, in the office of a doctor to whom he had gone for treatment of a minor foot ailment. His sudden death was a great shock to the many employes who knew him during the nearly 40 years he served with the Surface lines and predecessor companies. At the time of his death he was a bonding foreman in the Electrical Department.



John G. Rietz

Mr. Rietz was born in Chicago on January 11, 1879, and was thus 61 years old at his death. He began his street railway service on April 28, 1900, as a clerk in the storeroom of the Track Department of the Chicago City Railway Company. After six years at 39th and Wallace, he was transferred to the Purchasing Department, in charge of disposing of obsolete power-plant machinery and cable car equipment. In 1910 he had charge of the supply cars in the Calumet district, under the supervision of T. J. Blakely.

Mr. Rietz was transferred to the Electrical Department in 1912 and was placed in charge of the rail bonding on the Central and South divisions of the city.

Was Civic Leader

For many years Mr. Rietz was prominent in civic activities on the south side. One of the outstanding benefits he helped to establish was the installation of safety islands on principal thoroughfares of the south side. As chairman of a delegation from improvement associations of that vicinity he helped secure the first $500,000 city appropriation for that work.

Perhaps the greatest honor that came to John Rietz was one that made him District Governor of Northern Illinois of the Lions International in May, 1937. Though it was but one of many honors it was probably the office which brought him the widest recognition for his civic activities.

The June, 1937, issue of SURFACE SERVICE MAGAZINE in the story of this appointment said, "Mr. Rietz is reputed to be friendly with more people and more organizations than anyone in the Surface Lines. Sometimes he'll tell you of the innumerable meetings he attends and bewails the fact that he never has a moment at home. That is only in passing. John Rietz would count the day lost if he missed a noon luncheon meeting and at least one evening meeting."

Honored by Clubs

A month prior to his death, the Chatham Lions club, of which Mr. Rietz was a charter member, honored him by a testimonial dinner at which he was named "president emeritus for life." He was also a Master Key member of the International Association of Lions Clubs, an honor given "For distinguished service in the upbuilding of the Association."

He was a member of the City Club, the Grand Crossing Chatham Chamber of Commerce and was formerly treasurer of the South Side Federation of Improvement Associations. He was past president of the South Park Manor Improvement club, past deputy governor, past governor and past member of the board of directors of District 1-A of Lions International. He also held membership in the Mizpah lodge No. 768, A. F. of A. M.; Valley of Chicago, Ancient Accepted Order of the Scottish Rite and Medinah Temple, Ancient Arabic Order of the Nobles of the Mystic Shrine and an honorary member of Eaton-Priddy post No. 111 of the American Legion.

On Speakers' Group

Mr. Rietz was one of the original members of the Public Speakers' Bureau, now the Public Relations Committee, and as such gave valuable service to the Surface Lines. In a two-year period he secured 188 engagements at which Surface Lines activities were explained to the public in various civic meetings.

Mr. Rietz, who lived at 7936 Indiana avenue, is survived by his widow, Dora; a son, John, also employed by the Surface Lines; two daughters, Dorothy and Mildred, and a brother, Edward.

More than 400 people attended the funeral ceremonies which were held Friday, March 1, in the Elim Evangelical church. Interment was in the Cedar Woods Masonic cemetery.

THE PERILS OF WAR

Traffic Trials Increase In War Time

War and the threat of bombing raids has resulted in special instructions to drivers of vehicles in all of Great Britain. The new rules apply to all vehicles, including public carriers, other than those on official duty.

When an air raid signal is given, the driver of a motor vehicle must park at the side of the road, or in a garage, or in a parking lot of open space off the highway. If he is in a narrow, busy street he should turn off into a side street. At night headlights must be switched off, but side and tail lights should be left alight.

No driver should resume his journey until he hears the "Raiders Passed" signal, or, if there has been a gas warning, until the "All Clear" signal has been given. The driver of a vehicle carrying gasoline, explosives, or other dangerous or inflammable goods should. if possible, park in an open space away from the road.

Makes you glad you're driving a street car or a bus in the peaceful United States, doesn't it?

GEORGE WEIDENFELLER DIES

Veteran of Schedule Department Succumbs After Long Illness

George Weidenfeller, for many years a member of the Schedule Department, died February 23 after a long illness. Mr. Weidenfeller, who was 71 years old at his death, had spent the better part of 51 years in the traction industry.



George Weidenfeller

He first began his street railway career as a register clerk for the West Chicago Street Railway company in 1889. In 1900 the late J. M. Roach appointed him superintendent of the Cicero and Proviso division of the Consolidated Traction company. In 1900 the name of that company was changed to the County Traction company, with headquarters at Lake street and Cuyler avenue, Oak Park. Two years later Mr. Weidenfeller was placed in charge of the Evanston division of the County Traction company.

In 1913 Mr. Weidenfeller worked in the employment department of the Chicago Railways company. From 1914 to 1918 he was division superintendent at the Noble street depot.

In 1918 Mr. Weidenfeller took his invalid wife to Colorado, where it was hoped her health would improve. Mrs. Weidenfeller died there in 1920. Two years later, Mr. Weidenfeller returned to the Chicago Surface Lines and went to work in the Schedule and Traffic Department, where he was employed until his death.

He is survived by two daughters, Mrs. Marie Wall and Mrs. Claire Shook; two sons, Albert and John, and a sister, Katherine. Funeral services were held Monday, February 26, at Saint Catherine of Sienna church. Burial was at Mount Carmel cemetery.

LEGIONNAIRES TAKE TITLE

Surface Lines Rifle Team Wins State Honors

The rifle team of Surface Lines Post No. 146 of the American Legion was recently announced as the winner of the Gen. Abel Davis trophy, emblematic of the championship of the Department of Illinois. As champions, the Surface Lines team will be the official representatives of the State of Illinois in the McNutt Trophy shoot for the national championship.

According to Commander Disseldorp of the Post, the team is in rare form and is confident of taking top honors as they compete against teams from other states in the union.

The five high teams in the state meet and their scores follow: Surface Lines, 4277; Des Plaines, 4173; Lincoln Park, 4090; Castle, 4084, and North Shore, 4028.

Surface Lines Post No. 146 will celebrate the 21st birthday of the American Legion at their next regular meeting to be held in the Mid-City Auditorium, 3350 West Jackson boulevard, Tuesday evening, March 19. There will be moving pictures of the Chicago and Peoria conventions of 1939 and there will be refreshments. The Post extends a cordial invitation to all ex-service men.

EMPLOYES RELIEF FUND

February, 1940

The Surface Lines Employes Relief Committee received 20 applications for relief during the month of February. After investigations were made, 15 of these were approved for assistance. There were 268 active cases on the relief rolls at the end of the month, 10 having been removed by death or other causes.

Including the $10,929 spent during the month of February, a total of $1,427,890 has been paid out of the Surface Lines Employes Relief Fund for assistance of employes since the organization of the committee.

OBITUARY

Deaths on the System from February 1, 1940, to February 29, 1940

Transportation—Archer: James P. Mooney, employed April 27, 1904, died February 19, 1940; Oscar A. Weaver, employed May 29, 1906, died February 9, 1940.

Cottage Grove: Joseph F. Beennett, employed August 29, 1911, died February 8, 1940.

Elston: Joseph Lynch, employed July 17, 1897, died February 7, 1940.

Kedzie: John J. Cahill, employed May 23, 1904, died February 15, 1940.

Lawndale: Denis J. Doherty, employed June 26, 1903, died February 10, 1940.

Limits: Alton F. Northup, employed December 12, 1927, died February 4, 1940.

Lincoln: Conrad Althaler, employed June 29, 1907, died February 28, 1940.

North: Peter Thomas Moran, employed April 5, 1909, died February 13, 1940.

Seventy-seventh: Charles McClannahan, employed September 29, 1926, died February 18, 1940; Robert C. Koch, employed July 3, 1905, died February 28, 1940.

Sixty-ninth: Charles Erickson, employed January 18, 1898, died February 2, 1940; Patrick Joseph Flynn, employed July 29, 1913, died February 8, 1940; Ernest H. Gollnick, employed October 16, 1917, died February 14, 1940; Edward VanDerGarde, employed July 18, 1902, died February 24, 1940.

Electrical—John G. Rietz, employed April 28, 1900, died February 27, 1940.

General Office—George Weidenfeller, employed May 22, 1922, died February 23, 1940.

Shops and Equipment—Lincoln: Robert F. Schmidt, employed September 1, 1908, died February 13, 1940.

Sixty-ninth: Christ Forte, employed April 10, 1919, died February 29, 1940.

South Shops: Sameual A. Keyser, employed February 15, 1897, died February 1, 1940.

Track—Nicholas Kovach, employed August 14, 1908, died February 25, 1940; Luka Milas, employed October 12, 1907, died February 13, 1940; Benny Minneci, employed June 25, 1929, died February 4, 1940.

KEEPING 'EM ROLLING

Division Takes First Place In February Figures

Division depot took first place in the keep 'em rolling figures for February with an average of 8,385 miles per pull-in, an increase of 14.3 per cent.

Sixty-ninth moved from fifth place to second with an average of 7,790 miles per pull-in, an increase of 20.8 per cent. A 44.4 per cent increase moved Seventy-seventh from seventh to third place.

In sharp contrast to January's records, almost every station showed an increase over the previous month's record. A 19.2 per cent decrease was chalked up against Archer depot and a 13.7 per cent decrease marred Lincoln's record.

Of the many increases registered, the 61.1 per cent of Noble depot and the 55 per cent increase credited to Armitage took top honors.

Individual records follow:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Decrease
1.	Division	8	8,385	14.3
2.	Sixty-ninth	—	7,790	20.8
3.	Seventy-seventh	—	7,772	44.4
4.	Devon	2	7,504	12.7
5.	Lawndale	3	7,501	14.6
6.	Archer	1	6,547	19.2*
7.	Armitage	1	6,452	55.0
8.	Cottage Grove	1	6,224	12.7
9.	Burnside	2	6,152	40 7
10.	Kedzie	—	5,484	21.1
11.	North	—	5,247	41.9
12.	Noble	3	4,668	61.1
13.	Elston	1	3,353	10.9
14.	Limits	—	3,045	22.1
15.	Lincoln	1	3,011	13.7*
16.	Blue Island	1	2,824	4.9

*Denotes decrease.

Carhouse records for the past six months:

Carhouse	Feb.	Jan.	Dec.	Nov.	Oct.	Sep.
Division	1	2	2	3	6	1
Sixty-ninth	2	5	6	11	8	7
Seventy-seventh	3	7	8	9	1	9
Devon	4	3	3	5	3	4
Lawndale	5	4	9	2	1	2
Archer	6	1	1	1	4	3
Armitage	7	11	11	4	9	13
Cottage Grove	8	6	7	6	5	6
Burnside	9	9	4	7	2	5
Kedzie	10	8	5	8	7	8
North	11	10	14	13	13	14
Noble	12	14	12	12	14	12
Elston	13	13	10	10	10	10
Limits	14	16	16	15	15	15
Lincoln	15	12	13	14	10	11
Blue Island	16	15	15	16	16	16

TRACTION TOPICS

The local street car system in Genoa, Italy, has recently ordered 100 street cars of modern streamlined design from the Italian Tramway Union. The cars are similar to the type operating on Madison street in Chicago in both appearance and many mechanical features. The cars are, however, the double end type.

The two modern street cars recently purchased by the Municipal Railway of San Francisco were dubbed "Magic Carpets" by newspaper reporters of that city. Ash trays are included in the cars and passengers will be allowed to smoke.

Departments and Divisions

Accident Investigation and Legal

The sympathy of the department is extended to P. N. Simmons in the recent loss of his mother, Virginia Barron Simmons. Mrs. Simmons, who was 67, was taken ill Tuesday, February 20, and died the following Sunday. She was a native of Mississippi and when death came she was at her home in Sardis, Mississippi. She is survived by her two sons, P. N. and James, and a daughter, Lena.

Funeral services were held Monday, February 26.

The department has missed the smiling faces of Dave Dullard and Frank Schaf recently. They are both confined to their homes because of illness. We wish them an early and complete recovery.

We are glad to report that Statementman Ed O'Connell is making satisfactory progress following an operation for appendicitis.

Still on the sick list we find Harvey J. Brewington, Frank Hoag and A. J. Wilson. They have been missed greatly and we hope will soon be back at their desks.

The employes at "600" wish to extend their sympathy to Attorney George Griffin in the death of his mother, Mrs. Ellen Griffin. Mrs. Griffin, who was 80 years of age at the time of her passing, was intimately acquainted with Mrs. O'Leary of Chicago fire fame and daily visited her home on DeKoven Street for the purpose of purchasing milk. She had done so on the historical night of October 9, 1871, just a half hour before the outbreak of the great Chicago fire. Funeral services for Mrs. Griffin were conducted at Anselm's Church on February 12.

The Building Department has been the recipient of many compliments and expressions of appreciation as the result of the very fine paint job recently done on the first and second floors. Mr. Anger and his painters certainly did a good job and the employes here are enjoying the results immensely.

Bowling

"Captain" Otto Geiger has managed to keep his "Yanks" in first place with 31 games won and 17 lost.

The "Indans" are still plugging for the honors, being only three games behind the "Yanks."

Ed Healy now holds high game with 242.

Bill Eger has bowled himself into first position in averages and still holds high series of 589.

John Williams created quite a stir on February 23 when he appeared in a maroon shirt labelled "Yanks" on the back and "John" on the pocket.

Investigator.

Accounting

We are pleased to hear at this time of the progress Miss Rosalie Lux of the blue transfer

division, who is recovering from an appendectomy. She was remembered with flowers and a house coat.

Mrs. Evelyn Elden of the ledger room has returned to work after an absence due to illness, looking well and happy. Glad to see you back.

As this item goes to press, we are looking forward to the speedy recovery of Timekeeper Michael Ryan, who was confined to the hospital with an attack of pneumonia, but who is now convalescing at home.

Birthday greetings were extended to Misses Mathilde Walther, Eugenia Ziemba and Sonya Anderson during the month of February.

It is with sadness that we mention the loss of Charles Koller's mother, who passed away on February 1, Joseph Kubick's mother on February 9, Clarence Grube's mother on February 8 and John Reitz's father on February 27. The employes of the accounting division extend to the members of the above families their deepest sympathy.

Mr. and Mrs. Ralph Harpel are receiving congratulations on the birth of a "Leap Year" boy born on Thursday, February 29. Mrs. Harpel is the former Gertrude Collins of the trip sheet analysis division.

Thomas F. Coan.

Electrical

The popular John G. Rietz, who passed away February 27, was mourned by the entire electrical force. We wish to extend our sympathy to his family.

To Frank Rowe, who has been on our sick list for some time, we want to extend a word of cheer and hope for a speedy recovery.

Harry Essington, engineer of tests and design, has been busy recently reviewing various technical publications for the Western Society of Engineers.

Kenneth Rogers, son of Rolland Rogers of the testing division, has been making a name for himself as a man who cuts fancy figures on the ice.

Stanley Jackson is himself again after a recent tonsillectomy.

Edward Dorsch has been confined in the Burnside hospital after being injured by an automobile while on duty. We wish him a speedy recovery.

Billy.

Engineering

Art Fortmann, clerk in the utility department at Grand and Leavitt, has finally been successful in making the magazine, by dropping a piano on his foot. We wonder to whom he was demonstrating such a feat of muscular strength and we hope he weathered "Leap Day."

Messrs. N. R. Alexander of the Track and Roadway Department and B. H. Lindstrom of the Building Department are on the sick list and confined to their homes. We hope for their speedy recovery.

Fate dealt a sad blow to John J. Boesen, material clerk in the Track and Roadway Department. His wife, who was enroute to Houston, Texas, for a vacation, was killed near Bloomington, Illinois, when their automobile skidded on the icy pavement. To the bereaved family we extend our sincere sympathy.

Schedule and Traffic

The employes of the Schedule and Traffic Department deeply regret the death of George Weidenfeller, who passed away on Friday, February 23.

Frank A. Forty, our Superintendent, is now convalescing at home after his recent appendectomy.

John Crennell is confined to his home because of illness. L. C. Dutton is also at home because of illness. We all hope they will be back with us soon.

Joseph DeGrazia returned to work after being confined to his home on account of illness.

ABC Champions—Beware!

The Schedule-Traffic Department Bowling Team, consisting of Capt. William Patrick Devereux and his four stalwarts, Pisors, Prentice, Steel and Sedlack, challenged the boys in Room 1473, captained by "Powerhouse" Guy, and his men, Donahue, Marston, Olmstead and Stahl, on February 22 at the Hamilton Club. After giving the gutters a fair workout in the first game, both teams settled down to their old stride. For future games kindly notify the respective captains, as they say their teams are open to all competition.

Shops and Equipment

South Shops: Our deep sympathy is extended to the bereaved family and relatives of George Overend, machine department, who passed away on March 3, after a long illness.

We understand that Heinz Doering, clerk in the blacksmith department, will soon be stepping to the tune of Mendelssohn's. Right, Heinz?

To Paul Koch, motor repair department, we offer our sincere sympathy upon the sudden passing of his father, and to Joseph Balletto, blacksmith department, we offer our deep sympathy upon the recent passing of his mother.

Burnside: Chester Buckley takes pleasure in announcing the arrival of a 1928 Chevrolet. He claims it can do 20 miles per hour in high, so we suggest he remain away from Minnesota this year.

Our most eligible bachelor, Joseph Margetic, has surprised us all by purchasing a 1940 Pontiac. Just why, Joe?

77th Street: 'Twas overheard that Jim Hopkins, repairman, is going to adopt a baby girl. Our best wishes for the little dear, Jim.

To the following men in the bus department, we extend our deepest sympathy upon the recent loss of their fathers: Frank Fisher, William Magee and Raymond Newman.

Elsie S. Frank.

West Shops

We wish to extend sympathy to the family of R. F. Schmidt, watchman at Lincoln, who passed away on February 13.

Ralph Martz has returned to the office after a two-week winter vacation in Chicago. Bad weather conditions canceled his plans for leaving the city.

Our most eligible bachelor, Edwin Wendt, was just a few steps ahead of pursuing damsels on that momentous February 29 of this year, and now feels free to go his merry way through the careless gardens of single blessedness, at least for four more years.

Lillian Hultquist.

Transportation

Congratulations, Charles Eitel. Charley is the proud daddy of a baby boy, Robert C. Eitel, born January 21, at 11:08 P. M. His weight when born was 7 pounds and 8 ounces. It has been reported that the cigars and candy were enjoyed by all in the department.

P. A. Greene is back in the harness after a short illness and says he is feeling fine.

The lone survivors of the bowling team are doing mighty well. Jack Krause reports that his score in three games was 555 and Charles Batterson has improved with a score of 462 in three games.

Andy.

Around the Car Stations

Division

Calling all stars! Calling all stars! Conductor Staton wants to hear from all the baseball players who are potential diamond stars. A special call is sent to the new men. We want a cracker-jack baseball team to represent Division this season.

We've been wondering who sent Conductor Roy Hansen that perfumed Valentine. He won't tell us.

The girls on Division street are all a-flutter since that snappy-dressing motorman picked Relief No. 2.

Supervisor William Bolstad is back on the job after an extended illness. Glad to see you, Bill.

Motorman George Cech is the proud father of a baby girl. Congratulations and thanks for the cigars, George.

Confucius says: "He makes big mistake who borrows money from 'loan shark' instead of Division Credit Union."

"Artie-W."

Lawndale

Once upon a time there was a Scotchman who celebrated his 19th anniversary by going to a friend's house for dinner! All kidding aside, we want to extend our best wishes for many more happy anniversaries to Mr. and Mrs. David Kay.

February was also an anniversary month for the Harry Kellers, who celebrated their 30th wedding anniversary on the 28th. Harry also celebrated his birthday on the 15th. Congratulations!

Motorman Cherry, whose hobby is keeping tropical fish, may be seen dashing here and there with a net these days as he tries to catch eating material for his fish.

Attention! You gay young blades had better come across with some real news or Lawndale may soon fade from the pages of this magazine. That's a hot tip from the Editor. Leave all news items with the clerk addressed to—

Spillosopher.

Limits

At least two of the men at Limits are going to be prepared to go places when their vacations roll around this year. Supervisor Joe Hamm is sporting a shiny new Ford coupe and Receiver Walter Berthold is zipping around in a 1940 Chrysler.

We extend our congratulations to Conductor Ray Birk and to Conductor Charles Permontier, both of whom are proud fathers of new baby girls.

Our sincere sympathy is extended to the family of Conductor Alton Northrup who passed away after a short illness.

On February 25 Conductor Henry C. Schultz completed 50 years of service with the company and he is still going strong as he works his night car every night over Halsted street. Henry is mighty proud of his record and he has a reason to be. Shine up to him sometime if you want to hear some interesting stories of the horse car and cable car days.

Our Credit Union Treasurer James J. Bartlett is ill at the Speedway hospital and would appreciate a visit from any of the men who can arrange to take a trip out there.

Sympathy is extended to Conductor Robert Norton in the recent death of his mother.

We're glad to see the bowling team holding its own. Keep going, boys, we know you can bring back the bacon.

E. A. Davis.

Seventy-Seventh

The one about the left-handed monkey wrench was a gag. We thought Board Member George Grassell's left-handed bowling ball came under the same category, but it doesn't. George bowls from the port side, and his ball, being made to the specifications of a left-hander, responds only to southpaw technique. Otherwise, his game is strictly orthodox, and it's no gag the way the pins fly.

The king of pin-paralyzers, however, seems to be Conductor Walter Harrison, whose presence in the elite society of the "Big Five" speaks for itself. Walt is setting a hot pace in bowling, and if there is going to be any hangover, we hope the heat carries over into the softball season.

Somewhere along the course of sport events comes the trap shooting fracas. An enthusiastic group of L&A members are looking forward again to this interesting tournament. Promoter Art Feltz, whose practical enthusiasm is reflected in participation in almost all events, says watch for the date. Art bowls, too.

Keeping posted on sports is all right for some folks, but Conductor John Ferrell's efforts follow along another line. Treasurer of the credit union, John keeps posted on the financial pulse of the organization, and though not legitimately classed as a sport, he finds it some fun!

Another sportsman of talent, Motorman Frank Kugler, waited one day last month for the outcome of a very special event. It was a situation, however, where a fellow just couldn't do anything about his batting average simply because he had the "take" sign. The score—a baby girl; those plans—? Oh, well, there are always the bloomer girls.

Sympathy is extended to the following men on deaths in their families: Conductor J. P. Flynn, his father; Conductor John McGoldrick, his father, and to the families of Motorman C. W. McClannahan and Motorman R. C. Koch.

Walter F. Story.



"FACE LIFTING" FOR HALSTED STREET VIADUCT

Repairs on the Halsted street viaduct north of Chicago avenue have brought work for the Track Department men and operating difficulties for the Transportation Department as re-routings were necessary.
See editorial "Efficiency Plus" on page 8.