

SURFACE SERVICE MAGAZINE

Volume 9

JULY, 1932

NUMBER 4



*The La Salle Street Canyon with the Board of Trade at Its
South End*



STREET CARS ESSENTIAL

The first question in any discussion of the value of real estate, either for business or residential purposes, is as to its convenience to transportation.

Real estate values in large cities are largely dependent upon adequate transportation facilities.

Transportation made the loop business district and it has created the hundreds of thriving business communities throughout the city.

It is not a mere coincidence that all outlying business districts are centered about Chicago Surface Lines intersections. Shops, offices and theatres are there because the street cars can be depended upon to bring hundreds of thousands of customers from the surrounding territory.

Surface Lines cars reach every community in the city. They provide safe and convenient transportation, free from traffic worries or parking annoyances.

There is no substitute for street car service.

CHICAGO SURFACE LINES

Henry A. Blair
President

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 9

JULY, 1932

No. 4

C. S. L. Wins Advertising Contest

First Prize Awarded by the Public Utilities Advertising Association
in Country-wide Competition



1932



Chicago Surface Lines

is hereby tendered this

HIGHEST AWARD

in the TRANSPORTATION ELECTRIC RAILWAY Division

in recognition of winning FIRST place in the "Better Copy" Contest (Transportation Electric Railway Division) conducted by the Public Utilities Advertising Association for the best advertisement published by a member public utility operating company in the United States or Canada during the period

January 1, 1931—December 31, 1931

PUBLIC UTILITIES ADVERTISING ASSOCIATION

with the co-operation of the

AMERICAN ELECTRIC RAILWAY ASSOCIATION

June 21, 1932

Charles Kenden
Managing Director
Laibert St. Clair
Director of Advertising

AMERICAN ELECTRIC RAILWAY ASSOCIATION

A. J. Kelly
President
Eric H. Swift
Chairman "Better Copy" Committee

PUBLIC UTILITIES ADVERTISING ASSOCIATION

Chicago Surface Lines has been awarded first prize for the best advertisement of electric railways in the United States during 1931. The award was made in the Better Copy Contest of the Public Utilities Advertising Association and was presented to Halbert O. Crews, Supervisor of Public Relations at the annual convention of the Association in New York in June.

The Better Copy Contest is conducted by the Public Utilities Advertising Association annually and first and second and honorable mention prizes are awarded in seven divisions including Electric Institutional, Electric Merchandise, Gas Institutional, Gas Merchandise, Electric Railway Transportation, Electric, Gas and Transportation, Poster Division, and Electric,

Gas and Transportation, Billboards Division.

Thousands of advertisements appearing in newspapers and periodicals last year were submitted to the Better Copy Committee, made up of representatives of some of the leading utility companies throughout the United States. After this Committee had selected what it considered the best advertisements the Committee of Judges of Awards selected the prize winners. The Judges of Awards included the following:

Bernard F. Weadock, Executive Director, National Electric Light Association; George F. Oxley, Director of Information and Service, National Electric Light Association; Alexander Forward, Managing Director, American Gas Association; Keith Clevenger, Director Publicity and Advertising, American Gas Association; Charles Gordon, Managing Director, American Electric Railway As-

sociation; Labert St. Clair, Director of Advertising, American Electric Railway Association; Earle Pearson, General Manager, Advertising Federation of America; T. J. McManis, Assistant Manager, Publicity Department, General Electric Company; Ralph Leavenworth, General Advertising Manager, Westinghouse Electric & Manufacturing Company; K. B. Hopkins, Assistant Advertising Manager, Graybar Electric Company; R. S. McCarty, Advertising Manager, Philadelphia Company; Eric W. Swift, Assistant to Superintendent, Advertising Department, Commonwealth Edison Company.

Second Prize in the Electric Railway Transportation Division was awarded to the British Columbia Electric Railway Co., Ltd., and honorable mention was given the advertisement of the Chicago, South Shore and South Bend Railroad of Chicago.

Business of Making Friends

Trainmen Who Are in Closest Touch With Public Have Best Chances

By C. H. EVENSON,

Superintendent of Transportation

The number of commendatory reports by passengers and the almost total absence of complaints during the two national political conventions in June indicate that the service given by the trainmen was of a superior quality. Visitors from all parts of the United States used the street car service during their stay in the City and many of them praised the courtesy and efficiency of the trainmen very highly.

It is a fact, often noted in the past, that when called upon for unusual service trainmen always respond generously. This was true during the Eucharistic Congress a few years ago, when thousands of people from all over the world were here, as well as during the recent political conventions.

This indicates clearly that any remissness on the part of the trainmen in the usual routine of their service is not due to lack of ability. When they are "on their toes" they do their work in a way

to win the admiration of their passengers. What the trainmen should realize is that they should always be "on their toes."

For Home Folks, Too

It is highly important to make a good impression on visitors, but it is at least as important to maintain a good reputation for courtesy and efficiency among the folks at home. For, after all, it is the folks at home who provide the business which enables the Company to continue operation, to meet its overhead and to pay wages to its employes. As I have often said before, the street car business today is highly competitive. Passengers do not have to ride street cars. There are other facilities for local transportation. They choose street cars only because they serve better or more economically than any other transportation facilities.

In these days of depression, thousands of people who own automobiles and have been using them in going from place to place about the city are debating whether or not they can continue to bear the expense of private transportation. It is our

job to encourage these people to decide in favor of the use of street cars.

And one of the best sales arguments we have is courtesy and efficiency on the part of the trainmen, the only representatives of the Company who constantly come in contact with the public. It is a time when every man who is interested in his job and in his future should exert himself to the utmost to sell the service. The splendid work done during the political conventions should be continued.

More Transfer Complaints

In looking over the complaints we find that there are still a great number of them resulting from misunderstandings over transfers. As stated before, part of this increase in the number of this class of complaints is due to a stricter observance on the part of the trainmen of transfer regulations; but many of these complaints could be avoided if the trainmen would take a little more time to explain their reasons for refusing to accept invalid transfers. The average person is naturally inclined to be fair and a courteous explanation is all that is necessary to avoid misunderstandings and subsequent complaints.

Conductors should be especially careful when they go into the car and speak to a passenger after discovering that he has used an invalid transfer. It is highly embarrassing to a passenger to have the conductor call his attention to the mistake in a voice loud enough for other passengers to hear. The conversation should be between the conductor and the passenger involved. Of course, the conductor should be sure that he has the right passenger. Several complaints received indicate that the conductor has approached the wrong person and has accused an innocent party.

Another class of complaints which has increased in number is due to motormen using abusive language to motorists. It is natural for motormen to be impatient when a truck or automobile holds the track in front of him and delays the service, but nothing is gained by calling the driver names or bawling him out in a loud tone of voice. To do so gives the passengers, as well as the driver, the wrong impression of the class of men who are operating our cars. Courtesy is best, even in these cases.

On June 30th, completing the second month in the 6th Courtesy Contest, the cumulative standing of the sixteen depots is as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
1 Lincoln	1	..	3	..	4	5
2 North	15	7	25	1	48	9
3 Burnside	3	..	9	..	12	7
4 Archer	11	7	17	3	38	10
5 Blue Island...	6	1	8	..	15	3
6 Devon	11	7	13	4	35	19
7 69th St.	8	9	14	11	42	8
8 Kedzie	14	6	17	5	42	5
9 Noble	6	3	4	..	13	2
10 Lawndale ...	9	3	11	..	23	6
11 Limits	4	1	10	2	17	8
12 77th St.	25	8	23	6	62	27
13 Elston	9	2	8	..	19	3
14 Cot. Grove...	14	6	7	5	32	6
15 Division	14	4	11	1	30	5
16 Armitage	18	2	10	6	36	2
Total	168	66	190	44	468	125

The total chargeable complaints for the same period are as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
May	103	35	120	22	280	61
June	168	66	190	44	462	125

ROUNDING UP WITNESSES

Cottage Grove Advances from Tenth to Fourth —Elston-Noble Takes Lead

Cottage Grove showed the best form in June advancing from tenth to fourth position and is to be commended for this splendid improvement. Sixty-ninth Street did not fare so well, dropping from fourth to eighth place, and Elston-Noble displaced North Avenue for the lead with an average of 4.44, sending North Avenue to second place. The average for the system is somewhat lower, 3.54, and is accounted for in part by the fact that two divisions scored 2.82 or less and this does not cause much elation in our Department of Accident Investigation which is so vitally concerned with this contest.

Detailed figures are as follows:

	June	May	Apr.	Mar.
1. Elston-Noble ...	4.44	4.13(2)	4.14(2)	4.15(3)
2. North Avenue...	4.26	4.24(1)	3.58(4)	4.45(1)
3. Burnside	3.99	3.88(3)	3.28(6)	4.01(4)
4. Cottage Grove...	3.90	3.25(10)	3.20(7)	3.13(10)
5. Archer	3.83	3.61(6)	4.24(1)	3.45(6)
6. 77th Street ...	3.71	3.72(5)	3.88(3)	4.38(2)
7. L'ndale-Blue Isl.	3.59	3.55(7)	3.88(3)	3.81(5)
8. 69th Street ...	3.32	3.74(4)	3.38(5)	3.35(7)
9. Lincoln	3.30	3.36(8)	3.05(9)	2.87(12)
10. Devon-Limits ...	3.03	3.31(9)	2.92(10)	3.23(8)
11. Kedzie	2.82	3.14(11)	3.06(8)	3.19(9)
12. Armitage-Div. ...	2.76	2.78(12)	2.84(11)	2.64(11)
Av. for System...	3.54	3.57	3.44	3.58

Trainmen Star at Golf

Prominent Among Low Score Players in Surface Lines Semi-Annual Tournament at Evergreen Course



Walter Becker, Frank Hupp, William McHenry, W. O. Holton and J. V. Sullivan in Front of the Club House at the Start of the Game

It was "Transportation day" at the semi-annual golf tournament of the Surface Lines Club as evidenced by the fact that seven out of ten prizes went to representatives of that department. The event was held on June 24 at Evergreen Golf Club, and one reason for the excellent showing of Mr. Evenson's men probably was proximity of Western Avenue where the street cars were in sight from many of the holes.

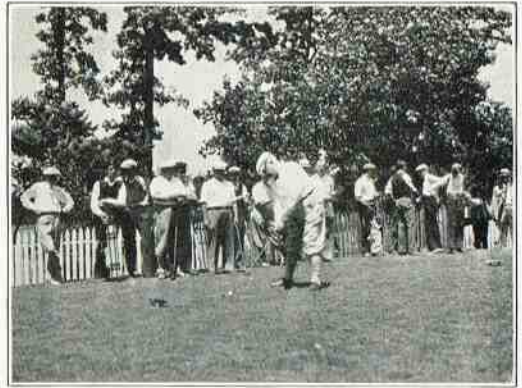
The tournament was a success in every way. The course was ideal (but difficult), the weather was perfect, and good fellowship was evident on all sides as indicated by the good natured "kidding" heard as 104 players passed one another

on the course. Promptly at 1:00 o'clock, Chairman Mersch got his army under way, and for the next two hours the foursomes were driving off into unfamiliar territory, not all of them following the hint that "a straight line is the shortest distance between two points." Some of the players blamed this on to the distraction caused by Superintendent Evenson's saffron-colored "slacks." This may have been the reason for Dr. Fanning's poor showing of 82 gross. Most of the other players had various excuses for not playing up to standard, but the showing of three scores below 80 on the course was a record not to be overlooked.

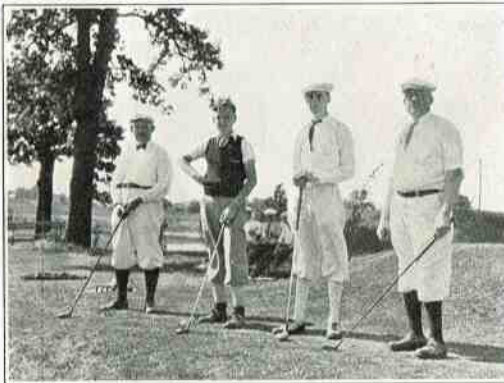
Another enjoyable feature of the day's program was the dinner to celebrate the



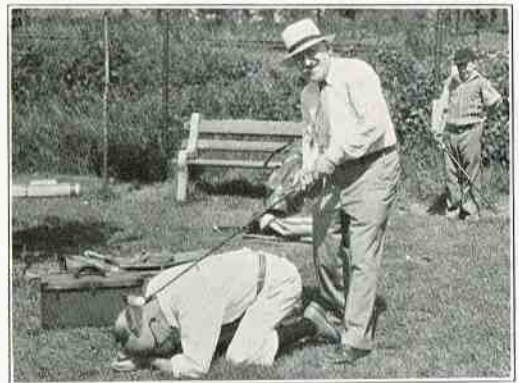
Archer's Enthusiasts



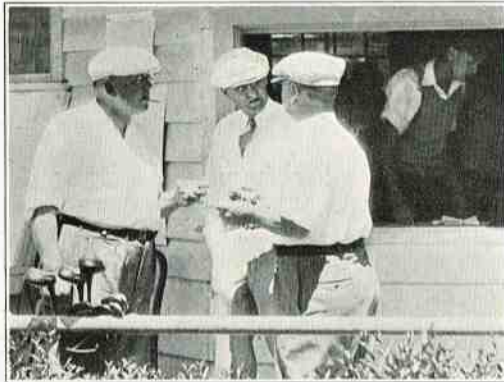
Doctor Leeming Drives Off



Stan Larson, Thomas Fahey, Jr., M. Callahan and Thomas Fahey, Sr., from Kedzie



Photographer Chouinard Tees Up on Mr. Holton's Neck



G. W. Peterson, Fred Stuckart a Guest, and Chris Evenson Exchanging Alibis



Hoskins, Colgan, Backelman, Luce, Potenberg and Williams from D. A. I.

award of prizes. After a late start, due to the amount of talking going on at the "nineteenth hole," about twenty of the tired players gathered in the dining room and made up for the long delay between

meals. Then someone spoiled the fun by asking Charley Cunningham to take charge as toastmaster. There wasn't a speech in the carload, so they finally got around to the real business of the meet-

ing, namely, the awarding of prizes which went as follows:

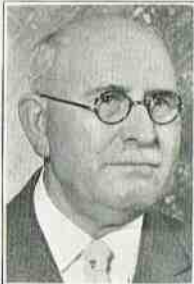
	Score
1st Low Gross—M. Callahan, Kedzie.....	76
2nd Low Gross—J. Hopkins, 77th St.....	77
3rd Low Gross—J. P. Lynch, Lawndale..	78
4th Low Gross—A. B. Poore, Limits.....	81
5th Low Gross—Dr. D. J. Fanning, Insurance	82
High Gross—Ernest Potenberg, Dept. Accident Inv.....	150

	Gross	Hcp.	Score
1st Low Net—W. J. Eger, Dept. Accident Inv.....	85	14	71
2nd Low Net—W. G. Smith, Archer Depot	84	12	72
3rd Low Net—P. Jorgenson, 69th St. Depot.....	98	26	72
4th Low Net—Thomas Fahey, Jr. (guest).....	85	12	73
5th Low Net—H. A. Rosengren, Limits Depot.....	98	24	74

C. S. L. "Who's Who"

Interesting Side Lights on Men Who Through the Years Have Become Well Known on the System

Polite and friendly conductors were needed on the Madison Street line back in the early Nineties as much as at any time. One of these was Frank J. Schaf, of the Department of Accident Investigation. He went to work for the West Chicago Street R. R. Company in the year 1892 under former Superintendent Charles Nagl.



Frank J. Schaf

Those who know Mr. Schaf can easily believe that he made many friends while employed as conductor. In the year 1895 he was transferred to the Claim Department as an investigator. In November, 1915 he received his promotion to the position he now holds, Chief Adjuster.

The duties of an adjuster call for a keen insight into human nature, as well as an even temperament ruled by courtesy. Besides, he must be continually alert to the possibility of fraud.

Based on long experience, Mr. Schaf is convinced that regardless of whether the company is at fault or blameless the kind of treatment received by the claimant immediately after each accident very materially helps or hinders in reaching a fair adjustment.

In a city as large as Chicago, with an area of over two hundred square miles, it should not be wondered at that its residents as well as strangers get lost or bewildered quite often in their travels.

Furnishing information not only about the best Surface Lines routes, but receiving complaints about the service are some of the duties of Mr. William C.



W. C. Pearce

Pearce of the Transportation Department.

Like all other forms of information, one must have it before one can give it. Mr. Pearce's experience writing schedules for many years stands him in good stead.

He began working for the Chicago Union Traction Company in the year 1905, making timetables for the north and west side lines. In the year 1911 he was promoted to Superintendent of Schedules and Timetables of that company.

Along in 1920 Mr. Pearce was promoted to Assistant Superintendent of Schedules and Timetables covering all the lines in the city.

During the year 1923 he entered the Transportation Department in charge of

the information and complaint work. Not only advice regarding the use of the Chicago Surface Lines is sought, but information bearing on nearly every conceivable subject relating to Chicago.

A country lad fresh from the farm, in Chicago looking for a job of handling horses, partly explains how Thomas F. Blakely became a street railroader. At that time there was a large number of horses at the Chicago City Railway Company's barn at 2000 South Dearborn street in charge of former Superintendent H. H. Brown. Mr. Blakely applied for a



Thomas F. Blakely

job and got it. This was in the year 1890.

One promotion led to another—first driving supply wagons, wreck wagons and money wagons, and finally leading to the superintendency of the stables. At this time there were between four and five thousand head of horses used by the Chicago City Railway.

In March, 1896, Mr. Blakely was made Superintendent of the Archer Barns, 31st and Pitney Court, and held this position for ten years.

Up to this time, snow had been removed from the tracks by four-horse teams and then horse plows cleaned the sides. Mr. Blakely conceived the idea of placing a wing on an electric car to save labor, expense and time. In the year 1901 this method was tried and adopted and became a permanent part of the snow-fighting equipment.

In 1908, he was transferred from the Transportation Department to the Engineering Department and made Superintendent of Stables, Wreck Wagons and Supply Cars, and has continued in that capacity since that time. In 1925 his title was changed to Superintendent of the Utility Department.

Mr. Blakely has a philosophy that has always enabled him to get genuine pleasure from his daily routine, whether it be removing a broken-down load of coal from the tracks or delivering a street car to the seventh floor of the Boston Store.

McILRAITH COMPLIMENTED

There should be no secret in mentioning the fact that the great improvements which have taken place in traffic regulations in Chicago have been very largely thought out and fathered by the Chicago Surface Lines. Mr. McIlraith, one of the chiefs of that organization, makes a special study of this matter, and the co-operation of the company with the city authorities has had the most remarkably successful results. Traffic engineering, as the subject is there called, is now a special branch of activity in the more go-ahead American cities, which realize the untold millions lost by congestion and delay, not to speak of danger of unregulated road traffic.—E. B. Hutchinson in Bus and Coach, London.



Norman, the 10-month-old Son of Repairman Tom McCrea of Blue Island

Daisy: My dog took first prize at the cat show.

Mazie: How's that?

Daisy: He took the prize-winning cat.

She (late for concert): "What are they playing now?"

He: "Beethoven's Ninth Symphony."

She: "Oh, dear! So we've missed eight!"

Broken Rules Cause Trouble

Fatal Injury Follows Trolley Adjustment from Ground— "Blind" Cases Chargeable

Cumulative—February 1 to June 30, 1932

First Place	Division No. 2, Burnside	92.964
Second Place	Division No. 10, Elston-Noble	92.876
Third Place	Division No. 11, Lincoln	92.756
Fourth Place	Division No. 3, Seventy-seventh Street	92.257
Fifth Place	Division No. 4, Sixty-ninth Street	91.721
Sixth Place	Division No. 5, Archer	91.390
Seventh Place	Division No. 1, Cottage Grove	91.064
Eighth Place	Division No. 9, Armitage-Division	90.764
Ninth Place	Division No. 8, North Avenue	90.622
Tenth Place	Division No. 6, Lawndale-Blue Island.....	90.600
Eleventh Place	Division No. 12, Limits-Devon	88.544
Twelfth Place	Division No. 7, Kedzie	86.416

Month of June, 1932

First Place	Division No. 11, Lincoln	94.899
Second Place	Division No. 2, Burnside	94.318
Third Place	Division No. 1, Cottage Grove	93.677
Fourth Place	Division No. 10, Elston-Noble	93.143
Fifth Place	Division No. 5, Archer	91.973
Sixth Place	Division No. 6, Lawndale-Blue Island.....	91.587
Seventh Place	Division No. 3, Seventy-seventh Street	90.635
Eighth Place	Division No. 4, Sixty-ninth Street	90.214
Ninth Place	Division No. 9, Armitage-Division	89.681
Tenth Place	Division No. 8, North Avenue	89.456
Eleventh Place	Division No. 12, Limits-Devon	87.039
Twelfth Place	Division No. 7, Kedzie	84.487

By WILLIAM PASCHE

Supervisor of Accident Prevention

Again our attention has been called to the hazard which exists when trainmen adjust trolleys from the ground. During the month of June a motorman was fatally injured while doing so. In this instance the controller had been left in the "power on" position and the motorman was run over by his own car which started as the trolley contacted the wire, knocking the motorman to the street, dragging him a considerable distance, and striking two automobiles on a cross intersection.

The evidence indicates that the car had come to rest with the rear trolley up, and that after the rear trolley had been pulled down by the conductor, the motorman for some unknown reason put the controller in the "power on" position. The lessons learned from this unfortunate ac-

cident are to adjust trolleys through the vestibule window whenever it is possible to do so. Trolleys should not be pulled down at terminals until the car has come to rest.

Unreported or blind cases continue to annoy and cause trouble. There just is no excuse for a trainman or bus operator to fail to write a report when something happens or when they are told that something has happened. There have been instances when the motorman, conductor, or bus operator have been informed that someone fell, or was thrown against a seat or had clothing damaged or something of that sort, and failed to write a report, while a day or two later a claim is made to the Department of Accident Investigation. These cases are difficult to defend especially when the claimant produces a witness or two together with reasonably good evidence that the crew

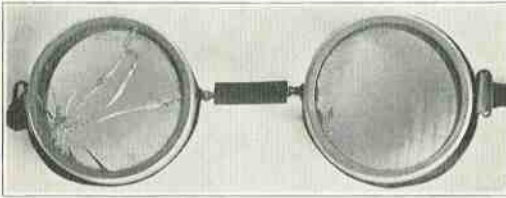
knew or had their attention called to the incident. While these accidents, had they been reported, might have been marked not chargeable, yet, when the evidence is produced that the crew deliberately failed to secure witnesses and write a report there is nothing to do but mark them chargeable on the ground that there has been a violation of the rules and regulations which cover the writing of accident reports and which read as follows:

60. WRITTEN REPORTS—(a) A full and complete written report of every accident, derailment or property damage, however slight, whether occurring on or near the car, must be made by the Motorman and Conductor or Operator at the earliest opportunity, on or before completion of the day's work.

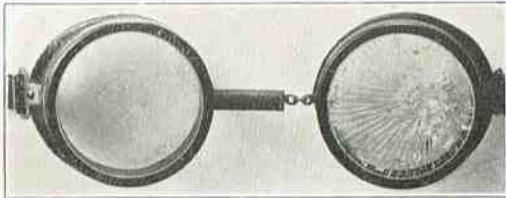
(b) Accidents to employes must be fully reported in the same manner as accidents to passengers. Accidents that may seem not worth reporting are often the most serious, troublesome and expensive.

Two More Eyes Saved

J. Marro, of the Building Department while breaking up a concrete floor had the lens of his goggles shattered by a flying piece of concrete.



V. Hancock, of the Track Department, while working with a gang at Van Buren and Kedzie had a lens of his goggles broken by a fragment of steel.



In both cases injury to the eye was averted by their protective goggles and the management congratulates them on their escape from serious damage.

Dorris: "Oh, Tom, it's just about a year since our honeymoon, when we spent that glorious day on the sands. I wonder how we'll spend the first anniversary?"

Tom (gloomily): "On the rocks."

OBITUARY

Div. Supt. Bernard Bolger

"Barney" Bolger as he was known to his many friends, passed away Wednesday morning June 29, in his office at the Armitage Depot. The suddenness of the attack was a sad surprise to the Surface Lines officials and employes.



Bernard Bolger

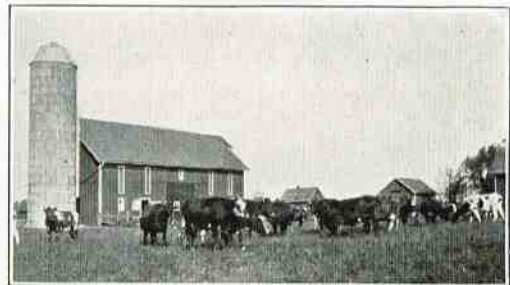
Barney's career as a street railroader began in 1896 when he became the switchboard operator at Western Avenue and Washington Boulevard. A short time later he became a conductor on the Fulton Street line.

In the year 1909 he started as a motorman at Armitage Depot. Five years later he was appointed Supervisor at the North Ave. Depot. On May 14, 1923 he was promoted to Assistant Division Superintendent of Division 9.

His next advancement came October 1, 1923 when he was made Division Superintendent of Division 9, the position he held at the time of his passing away.

Mr. Bolger is survived by his wife and a son. The funeral was held Saturday, July 2, from his late residence, 5917 W. Erie Street, and was attended by Surface Lines officials and employes, whose sympathy is extended to the family.

Many a man will miss the genial smile and friendly advice that Barney knew how to bestow.



Holstein Cows, Part of Herd Owned by Conductor S. Schwartz, Near Culver, Ind.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 9	July, 1932	No. 4
John E. Wilkie	- - - - -	Editor
C. L. Altemus	- - -	Assistant Editor

TAKE NO CHANCES

The recent tragic death of a motorman, crushed by his own car when he adjusted his trolley from the street, carries its own lesson. For years the Accident Prevention Department has been calling attention to the hazard of a practice that has taken a toll of lives and maimed bodies shocking to contemplate, and it would seem that no employe in his right mind would deliberately invite almost certain disaster. Yet here was a veteran with nearly twenty-five years of service who "took a chance" and paid the penalty with his life.

No one will ever know why he ignored the warnings that have been given and the fate of fellow employes. It may not have been a deliberate disregard of the prohibited practice of trolley adjustment from the street,—it may have been a case of momentary forgetfulness. But this victim of his own act will not have died in vain if his death awakens his fellow trainmen to a greater alertness and a determination to keep their minds on their work, take no chances and follow the rule requiring adjustment from the vestibule even though working from the street seems easier.

EMPLOYES RELIEF FUND

June, 1932

The Surface Lines Employes' Relief Committee held four sessions during the month, at which 30 applications were considered. Of this number there were 14 emergency cases on which the Committee approved immediate relief, and 12 applications were approved for weekly payments.

Checks totaling \$23,126.40 were dis-

tributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$207,-343.07 paid to Surface Lines employes in relief to date.

The Surface Lines Relief Committee have forwarded eight \$10,000 checks covering the months of November and December, 1931, and January to June, inclusive, 1932, to the Joint Emergency Relief Association, making the total expenditures for relief to date—\$287,343.07.

WHICH ARE YOU?

"Life as I see it," once wrote a keen observer, "is not a location but a journey. The man who feels himself most settled, is not settled at all; he is probably lagging back. Life flows, and it does not flow forward, it ebbs backwards. If we do not progress, we decay. The one thing we cannot do is to stand still. Physically and mentally, we must either advance or retreat. The only way to insure progress is to wake up each morning afresh and keep wide-awake all day. More, we must wake up today with ideas that are suitable for today. It is no use at all waking up today with ideas and habits that belong to yesterday.

"There is something new to be done today. How can we do it?"

"There is something fresh to be found. Where?"

"There is a new idea to be given to your organization. How can it be expressed?"

"But who is to do all this? You! Who else? You've got a brain, you can think, you can act; Why not you?"

"There are really only two kinds of people in the world—those who go ahead and do things, and those who are content to leave everything to some one else. People born tired, and people who are only happy when they are helping their organization to run smoothly. Which are you?"—*John Bull.*

Submitted by J. D. Newton—West Shops.

CAR MEN SHOW RIGHT SPIRIT

Wise recognition of the needs of the time, and a sense of responsibility to the community, guided the motormen and conductors of the Chicago Surface Lines in voting to accept a reduction of pay amounting to 7 cents an hour.

Such cool-headed action on the part of a well-organized union is indicative of its members' sober and determined purpose to bear their share of the burden of the business depression and to see the present crisis through manfully. That spirit, demonstrated by many other groups of American workers, deserves high praise. It is an assurance that present difficulties will be overcome.

When they pull together the American people can do anything that is worth doing.—*Chicago Daily News Editorial.*

"Dorothy is getting a man's wages."

"Yes, I heard she was married."

Blue Island Veterans

Twenty Old Timers With Eight Hundred Sixty-One Years of Service



Here they are with their years of service: First row, left to right: Varion Fuller, 47; Michael McLaughlin, 51; Michael O'Brien, 46; John Devine, 39; Bernard Cloonan, 40; Fred Hayes, 37; Sylvester Durnin, 40.

Second row: James Kehoe, 37; Thomas H. Heffernan, 57; Patrick Durr, 37; Patrick Horan, 45; Joseph Linden, 44; William Hellmers, 42; Patrick Murphy, 47.

Third row: Michael Wisniewski, 38; David Heelan, 51; Patrick Coleman, 45; August Williamson, 41; Andrew Ross, 40; Samuel Barbour, 37.

Thanks for Courtesies Extended

Passengers Acknowledge Individual Acts of Employes in Rendering Service to the Public

Under the caption "Politest Pair" the *Daily Calumet* in its issue of June 21 has this pleasant paragraph: Conductor James Kehoe, Badge No. 4056, and Motorman J. P. Handley, Badge No. 1091, of Cottage Grove, who operate a No. 5 through route car, have won for themselves the reputation of being the politest pair on the route. Mr. Kehoe always greets his regular riders with a cheery "Good morning," and for the new ones he has a ready smile. And Mr. Handley, of course, has the important job of seeing that all his "cash customers" are on the car—and he has been known to wait a moment, while some breathless young thing made a final dash for the car. If a vote could be taken, several hundred East Siders would mark an "X" for Messrs. Kehoe and Handley—the politest pair.

Mr. P. H. Ball, 624 S. Michigan Avenue, compliments Conductor Charles Fennessy, Badge No. 13378 of Limits for his thoughtfulness in assisting a blind man to alight from his car and escorting him to the sidewalk.

Mr. L. Peak, 4040 N. Hamlin Avenue, wishes to thank Conductor Leonard Hernet, Badge No. 12864 of Armitage for his kindness in helping him alight from his car when burdened with a suitcase and several bundles.

Courtesy on the part of Motorman C. H. Matthisen, Badge No. 12857 of 77th, to a woman passenger accompanied by a small child, won for him a commendatory letter from Mrs. Myron Newman.

Mr. W. F. Barnes, 24 S. Central Avenue, wishes to thank and commend Conductor H. J. Brennan, Badge No. 12714 of Kedzie, for his

kindness in paying his fare when he boarded this conductor's car and found that he had left his money at home.

B. N. Murrell, Pastor Beth Eden Baptist Church, 111th and Loomis Streets, reports that Mr. C. E. Sumner of 1510 W. 112th Place wishes to commend Motorman John Godvin, Badge No. 11983 of 77th, for quick service and skillful operation of his car.

Miss A. McElwain, 7828 Jeffery Avenue, wishes to thank Conductor August W. Bergeson, Badge No. 11908 of 77th, for turning in her purse to the Lost and Found Department which he had found on his car on which she had been a passenger.

Mr. A. L. Weber, 5642 N. Rockwell Street, wishes to thank Conductor S. K. Bejrowski, Badge No. 11340 of Elston, for his kindness and thoughtfulness in paying his fare when he boarded his car and found that he was without funds.

Mr. C. Weibler, 3042 Fletcher Street, commends Conductor Carl Pierson, Badge No. 10812 of 77th for his kindness in assisting a blind mind to board and later to alight from his car.

Miss M. D. Parker, 624 Monticello Avenue, compliments Conductor William Westlake, Badge No. 9792 of North Avenue, for the service he renders to passengers on his car.

Supervisor J. J. Hubberts commends Conductor C. H. Carlson, Badge No. 6398, and Motorman James Fahey, Badge No. 9563 of Devon, for their action in rerouting cars behind them when a coal truck broke down, thus avoiding a delay to their followers of more than fifteen minutes.

Unusual service on the part of Motorman William Kramer, Badge No. 4831 of Lawndale, and Conductor J. D. Potts, Badge No. 8290 of Burnside, won for them a commendatory letter from Mr. I. Eisenberg, 188 W. Randolph Street.

Conductor John J. Barry, Badge No. 8082 of 77th, merits commendations for his pleasant manner and courteous treatment, according to a letter written by one of his passengers.

Miss T. Morrison, 558 Wellington Avenue, wishes to thank and commend Conductor M. M. Queenan, Badge No. 7602 of 69th, for turning in her umbrella to the Lost and Found Department which she had inadvertently left while a passenger on his car.

Miss A. E. Schmidt, 2417 Montrose Avenue, thanks Conductor John W. Bowe, Badge No. 7308 of Division, for returning her purse which she had left while a passenger on his car.

The intelligent and polite manner in which Conductor August Reuter, Badge No. 7082 of Devon explained to a passenger the procedure in the new pay-as-you-pass cars, won for him a letter of commendation from Mr. E. G. Key, 1315 Addison Street.

Mr. Louis Clement, 11040 St. Louis Avenue, commends Conductor Arthur Sandin, Badge No. 6778 of 77th, for his courtesy and kindness to passengers on his car, especially the older ones.

Mrs. F. Caywood, 3105 Calumet Avenue, thanks Conductors I. J. Metzger, Badge No. 5792 of Lincoln, for his thoughtfulness in paying her fare when she found that she was without sufficient funds.

Misses Luella Reichardt, and Rose E. Pluth, 807 S. Leavitt Street, both wish to commend Conductor H. L. Paulsen, Badge No. 5732 of Lawndale, for his kindness in assisting a blind man to alight from his car and also the manner in which he protected them from a passing auto which failed to stop when the street car came to a standstill.

Mr. M. McMahon, 4920 N. Western Avenue wishes to compliment Motorman Stanley Strychalski, Badge No. 4745 of Division for his alertness and quick thinking in averting an accident when a motorist pulled out from the curb without any warning whatever.

Mr. G. T. Hood, 520 N. Michigan Avenue commends and thanks Conductor C. J. Warncke, Badge No. 4524 of North Avenue for his thoughtfulness in paying his fare when he found that he was without funds.

Motorman William Dow, Badge No. 3941 of Devon is commended by Mr. Frank Steele, 1255 Foster Avenue, for getting off his car, running to the rear and assisting a blind man to board his car.

Mrs. Frances Briggs, 1447 E. 55th Street wishes to thank and commend Conductor W. J. O'Rourke, Badge No. 3606 of Archer. She reports that she feels no anxiety when she places her eight year old son on his car to go to school as he takes care of him and escorts him safely across the street when he arrives at his destination.

Miss L. L. Traub, 1958 Milwaukee Avenue wishes to compliment Conductor Leslie Gaffen, Badge No. 3386 of 77th for his unfailing courtesy to all passengers, particularly older people and children.

Mr. C. M. O'Brien, 2101 Walnut St., highly recommends the very good service and courteous treatment rendered to him by Conductor J. J. Cunningham, Badge No. 3210 of 69th during a recent mishap on one of our cars.

Miss Irene Leonard wishes to thank Conductor P. Killen, Badge No. 3088 of Lincoln for turning in her gloves which she had inadvertently left on his car to the Lost and Found Department.

Mr. W. A. Magie, 7059 S. Shore Drive commends Conductor Thomas J. McNichols, Badge No. 2962 of Cottage Grove for his kindness in assisting an old lady to alight from his car and escorting her across the street and placing her safely on the sidewalk.

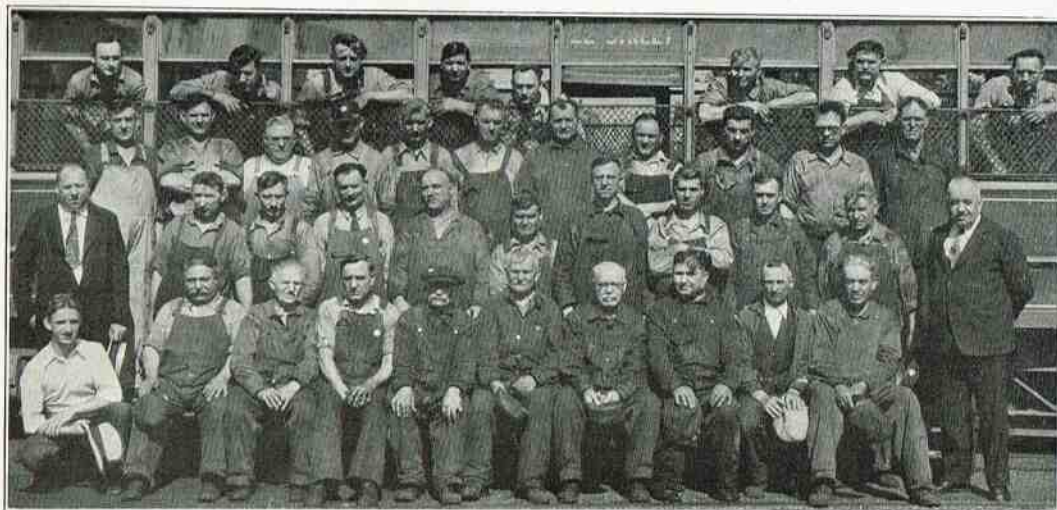
Miss Jean Shapiron, 710 Diversey Pkwy., and Miss June Galatsky, 5538 S. Washtenaw Avenue, wish to thank Conductor W. A. Buenger, Badge No. 2640 of Division for paying their fares when they boarded his car and found that they were without funds.

Miss E. V. Dailey, 2048 Lane Court, wishes to commend Conductor John J. Geraghty, Badge No. 1390 of Devon for assisting a blind man to board his car, escort him to a seat, ascertained his destination and when he had reached it, assist him to alight from the car and escorted him to the sidewalk.

Mr. John B. Bowers, 4422½ Drexel Boulevard, highly commends Conductor August L. Hildebrand, Badge No. 1084 of 77th for his control of temper when handling a passenger who refused to pay his fare.

Keeping 'Em Rolling

Lawndale Makes a Great Showing for June with the Best Mileage Scored Since November, 1930



Record Makers at Lawndale

H. Keller, A. Martikonis, T. Donahue, V. Boyle, J. Vani, C. Versiski, J. Guy, M. Platakis, A. Milewski, W. Huth, N. Foley, S. Kluza, D. Kay, F. Gustautas, J. Urbutis, J. Wonogas, J. Girwoin, I. Aldonis, F. Wilicka, A. Lebduski, A. Klostaris, M. Tamosaitis, E. Kuklinski, C. Norweck, P. Virginis, C. Chapulis, T. Spudas, J. Kubinski, A. Kozlowski, K. Sounor, V. Rotzoll, J. Nodus, J. Chiappetta, J. Straukas, P. Rumsas, A. Braauski, F. Petraitis, W. Walters, J. Knistaut, S. Vaickowski, A. Dabulskis, F. Macyauskas, F. Butkus, J. Konik, D. Reddin, A. Bukauskis, J. Wass, T. Lehane, L. Kramer, F. McColgan, J. Lobacz, D. Riordan, L. Solner, O. Finlay, T. Young, W. Szymkus, S. Jarosz, S. Copac, J. O'Connor, A. Lomasz, G. Thanas, J. De Marco, J. McMahon, A. Petrauski, J. Woods, H. Butcher, J. Schurer

Lawndale, which leads for June, operated its cars 51,305 miles per pull-in due to failure of equipment, which is an increase of 16,809 miles or 48.7 per cent over the previous month. This mileage is the greatest made by any one carhouse since November, 1930.

The biggest per cent increase for the month is 78.3%, which was made by Limits Carhouse, and they moved up from 15th position to 6th. The biggest decrease was made by Blue Island, which fell all the way down to the bottom of the list from first position in May.

Elston Carhouse, occupying third place, did not have a pull-in of any kind for the week ending June 25.

The individual records are shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-in June	Pct. Inc. or Decr.
1	Lawndale	22	51,305	48.7
2	Cottage Grove	16	42,925	12.3
3	Elston	24	42,593	39.0
4	77th Street	13	40,744	5.8
5	Archer	9	30,543	1.2
6	69th Street	9	29,780	31.8
7	Limits	21	28,000	78.3
8	Devon	10	26,494	22.3*
9	Lincoln	14	26,314	3.8

10	Burnside	12	25,847	21.4*
11	Kedzie	9	24,425	10.2*
12	North	7	22,312	20.6*
13	Division	10	21,723	2.7
14	Armitage	12	19,286	28.3
15	Noble	14	18,635	15.4
16	Blue Island	11	13,974	67.3

213 26,986 .4*

*Decrease.

The standing of each carhouse for the past half year follows:

Carhouse	June	May	April	March	Feb.	Jan.
Lawndale	1	4	6	4	3	3
Cottage Grv.	2	3	3	7	8	3
Elston	3	7	9	6	5	15
77th Street	4	2	4	12	11	7
Archer	5	8	1	9	9	8
69th Street	6	12	8	2	13	9
Limits	7	15	16	15	16	16
Devon	8	5	14	16	14	12
Lincoln	9	11	13	10	7	5
Burnside	10	6	10	8	6	6
Kedzie	11	10	7	14	12	13
North	12	9	15	13	10	14
Division	13	13	12	5	2	1
Armitage	14	16	11	1	4	11
Noble	15	14	5	3	15	10
Blue Island	16	1	2	11	1	2

CLUB SPARKS

Au Revoir Night at the Club

An optimistic spirit hovered over the Club House on Thursday evening, June 30, when some fifty-seven members of the Women's Auxiliary met for a farewell party, which was more like saying Au revoir to a dear friend and looking forward to seeing her soon again.

Those present seemed to feel that although all things apparently must yield to the so-called depression it cannot last forever, and we sincerely hope our beloved club will before very long re-echo with the sound of happy voices as we renew our pleasant contact with our fellow workers.

The party itself was a huge success. Starting off with a "Social Hour" in the Club House, followed by a short contest at bridge—for which four lovely prizes were given—we were then ushered into the club hall, where its stately beauty was further enhanced by long crepe covered tables decorated with bouquets of garden flowers, holding in their fragrance a promise of good things to follow.

A splendid program was prepared by the Program Committee in which the talent and cleverness of our own girls brought forth cheers of enthusiasm, and we heartily wish all our friends could have shared this most enjoyable entertainment with us. The dramatic ability displayed by these talented performers who gave of their art so generously was greatly appreciated.

Program

Piano Solo.....Elba Dedic
 Dance Number...Mrs. Rita Holoubec Hillman
 Accompanied by Ethel Swanson
 Vocal Solo.....Connie Walthers
 Accompanied by Elba Dedic
 Dramatic Reading.....Alberta Babpst
 Harmonica Solo).....Marie Simmonson
 "Uke" Solo {
 Accompanied by Elba Dedic
 Vocal Solo.....Virginia Baum from California
 Accompanied by Ethel Swanson
 Violin Selections..Mrs. Marie Kornke Olinger
 Song Hit and "Strut," "Hot Stuff" in
 Person.....Sarine Davis
 Accompanied by Elba Dedic
 Announcement by Mrs. Helen Baird Johnson.
 Came the invitation for refreshments.

Cakes! Chocolate, nut, maple, angel food, etc., etc. (all made by Auxiliary members and oh! so good), followed by coffee and ice cream. A feast fit for a king—or shall we say queen—for friendship of the highest order ruled that night as happy memories of pleasant times vied with the vision of future parties where the older members keep in step with modernism and the younger members profit by the experience of the older ones.

The evening was fast slipping away when our charming Chairman, Mrs. Helen Baird Johnson, rose to read a jingle dedicated to the "Closing of our Club House," written by a friend of the Club, Mr. Wilkie:

"The Club Is Closed"

Tonight we gather once again
 The pleasures of our club to share
 Tho' joy is tempered by the pain
 Of parting from our Club House, where
 For years we've met each Thursday night
 To sing or dance or play some game
 Or swim or bowl—(but never fight)—
 But life will never be the same
 "The Club Is Closed!"

Till sunshine drives away the gloom
 That darkens our distressed finances
 And once again this Club House room
 Shall hear us sing and watch our dances
 We'll sit at home in deepest sorrow
 Emitting sundry plaintive squawks
 The while we wait a brighter morrow
 For members of the Women's "Aux."
 Cheer up! It's "Au revoir" at worst
 It's not "Good bye" so that's all right
 Perhaps by January First
 There'll be some news. But now "Good night!"
 "The Club Is Closed."

A. V. Mc.



The Son of Conductor William Ginter of Limits, Loves Flowers

What Was the Motive Power?

Discussion of the Kind of Gas Used on the North Side in the Early 90's

In the March, 1932, issue of SURFACE SERVICE MAGAZINE there was an historical item entitled "An Early Gas Explosion," concerning a newspaper clipping submitted by Motorman T. H. Shumon of Armitage Depot. This raised a question as to what kind of gas was used by the motor car which exploded on Sheffield Avenue in May, 1893. Publication of this item brought forth two versions of the affair, one contending that the gas used in this car was Pintsch gas, and the other that it was ordinary illuminating gas from a city main.

The first version is furnished in a letter from Ed Ball of the Material & Supplies Department, reading as follows: "It is a fact that the explosion Mr. Shumon mentioned actually happened. I started to operate one of the gas motors on Sheffield and Lincoln Avenues about the time John McWhorter (not McWaters) was injured. President C. T. Yerkes was experimenting with motors at that time to improve on horse drawn trailer cars that connected with the cable terminal at that point. Three different types of motors ran on Sheffield Avenue at that time; one steam motor imported from Europe, one Connolly gas motor manufactured here in the City of Chicago, and one gas motor manufactured at the Limits Shops, which was called the Lynch (and several other names that would not sound well to sentimental ears). If you had lived on or near Sheffield Avenue at that time you would not forget the gas motors as they were always exploding. John McWhorter happened to be the operator in charge of the one that blew up and was mentioned in the newspapers as it was hotter and louder and did more damage. It was not unusual to have explosions underneath the car that blew out the exhaust tank and other attached parts of the car. The gas used was made at Larrabee carhouse (and was called Pintsch gas). For a time it was delivered to Lincoln Avenue and Wrightwood car station in tanks mounted on wagon wheels. Later the Company installed a pipe line from Larrabee barn to Lincoln and Wrightwood Avenue—also from Lincoln and Wrightwood Avenues to Limits station, Clark and Dewey, and the horse drawn tanks were abandoned. As I remember it, all cable cars were equipped with Pintsch gas lighting fixtures. Mr. William Helm was Superintendent at Lincoln Avenue barn at that time and had charge of all the cars from that station, gas motors included."

The other version was brought to the attention of Motorman Shumon by Albert Majewski, a starter at Lincoln and Wrightwood Avenues, who was a horse-car driver on Sheffield Avenue in 1890. This statement reads as follows: "Starter Majewski reports that in 1893, Connolly of Philadelphia who was responsible for the compressed air car, also brought the famous gas motor car to Chicago. This car was put into service on Center Street to Lincoln, to

Garfield, to Racine to Center. It was more of an engine and carried no passengers but pulled a trailer. The operating fuel was ordinary illuminating gas. This gas from the regular city gas mains was put through a special process at the old Larrabee barns and compressed into tanks, from which it was compressed into three auxiliary tanks on the gas motor cars. As these engines were water-cooled, they also carried a fourth tank containing water. The operation was friction drive. There was a large disc revolving horizontally and a second disc which was geared to the wheels of the car. By a downward motion of a long lever the vertical disc was brought into contact with the revolving disc at the center, which put the car into its slowest speed. By a harder pressure on the lever, the vertical disc moved farther toward the outer edge of the revolving disc and increased the speed of the car.

"Starter Majewski also reports that Mr. Lynch of the Limits shop made an improvement on these cars. Instead of using two discs Mr. Lynch's car used a screw. Thus there were two types, the screw type and the disc type. The screw type was used on the Center Street line and the disc type on the Sheffield Avenue line.

"Starter Majewski broke in on the Sheffield Avenue line and his conductor was Mike Weber. He also reports that Frank Edinger, former superintendent of transportation, was a conductor on the extra list at that time and quite frequently worked with him on the gas motor cars.

"To get gas to the cars on Sheffield Avenue it was necessary to compress it into portable tanks and haul it out to the cars on wagons. It was during this process that the explosion mentioned in the March issue of SURFACE SERVICE occurred. Mr. Majewski also states that this was the second explosion, the first one occurring in the old Larrabee barns and causing a fire which burned the barns down. He also says that a third explosion happened in the old Lincoln Avenue barns and that they were also burned to the ground.

"The company had about sixteen of these cars, but by not having a muffler on them they were very noisy. For this reason and the danger of explosions and the resulting fire menace, the City Council passed an ordinance against their use and the company was forced to discontinue them. He also reports that he pulled the last one into the barns. These cars were only used about a year."

And Then There Were Mules

A bit of early history concerning the local street railways was uncovered in the Chicago Tribune of February 8, 1861, stating that "The City Railway Company started using mules on Madison Street instead of horses today." Also

in the Tribune of December 25, 1863, the statement appears that "Mules were discontinued on Madison Street today and replaced with horses."

First Woman "Motorman"

We are indebted to Motorman T. H. Shumon of Armitage Depot for a clipping from the Chicago Tribune of July 31, 1906, which tells of the first attempt of a woman to run a trolley car in Chicago. The news item reads as follows:

"Mrs. H. S. Chidester of Evergreen Park proved she was a speedy if not cautious 'motorman' yesterday.

"She came into Chicago to visit old friends, near the stock yards, and late in the afternoon she started homeward, having in mind a Grand Trunk railway train outgoing which would stop at the Grand Trunk station at 49th Street at a certain moment, and carry her on to Evergreen Park.

"It was with this distinct plan in mind that she hailed a southbound Halsted Street car at 39th Street. It proved to be a little later than allowed for a comfortable leisurely trip to the railway station, and Mrs. Chidester no sooner had boarded the car than she began to urge the motorman to hasten, explaining how urgent was her desire to reach Evergreen Park promptly.

"The motorman was No. 516. He had his own views about the running of trolley cars in Halsted Street. He was not deeply impressed with the Evergreen Park suggestion.

"At 41st Street the car stopped to allow a teamster to make up his mind whether or how soon he was going to get off the tracks. Mrs. Chidester grew nervous, but restrained herself with fair success.

"At 43rd Street it took two old gentlemen longer to get on than seemed necessary, and Mrs. Chidester went out on the front platform to further impress upon the motorman the importance of catching her train.

"Motorman 516 distinctly told his passenger that running a car was his profession and he needed no advice.

"Mrs. Chidester was now furious. She told him she was going to get his job if it took her a month. For this the motorman gave her a derisive laugh.

"Then before the motorman realized what had happened, his lever was in a pair of determined feminine hands he was running along in the rear, trying to overtake the car of which he had recently been in charge. His speed was scarcely a match for the flying car, which was now making a record run. Barring shocks to the nerves of the passengers and the debris of a few wagons scattered along the way, the flight ending at 47th Street was entirely successful.

"Stops were made neither for crossings nor for passengers to get on or off. Three teamsters were given new ideas about the rights of the road and three coal wagons, on which they were riding when the car struck them, are laid up for repairs today.

"Mrs. Chidester was finally overpowered by the conductor and some of the men passengers on the car and taken to the Stockyards Police Station. She was released later, after con-

vincing the police officers she was not insane, but she missed the Evergreen Park train."

Transportation on Roosevelt Road

This line was built from Canal to Western in 1877 and from Canal to State in 1880, probably by the Chicago West Division Railway Company.

From State to Wabash in 1888 and from Western to California in the same year. From California to Kedzie in 1889, from Kedzie to Crawford in 1892 and from Crawford to Cicero in 1896. These lines were built by the West Chicago Street Railroad Company or possibly by the Chicago Passenger Railway Company, excepting the section from Crawford to Cicero, which was built by the Ogden Street Railway Company.

All of these lines are now owned by the Chicago Railways Company and operated by the Chicago Surface Lines. They were changed from horse to electrical operation in 1896.

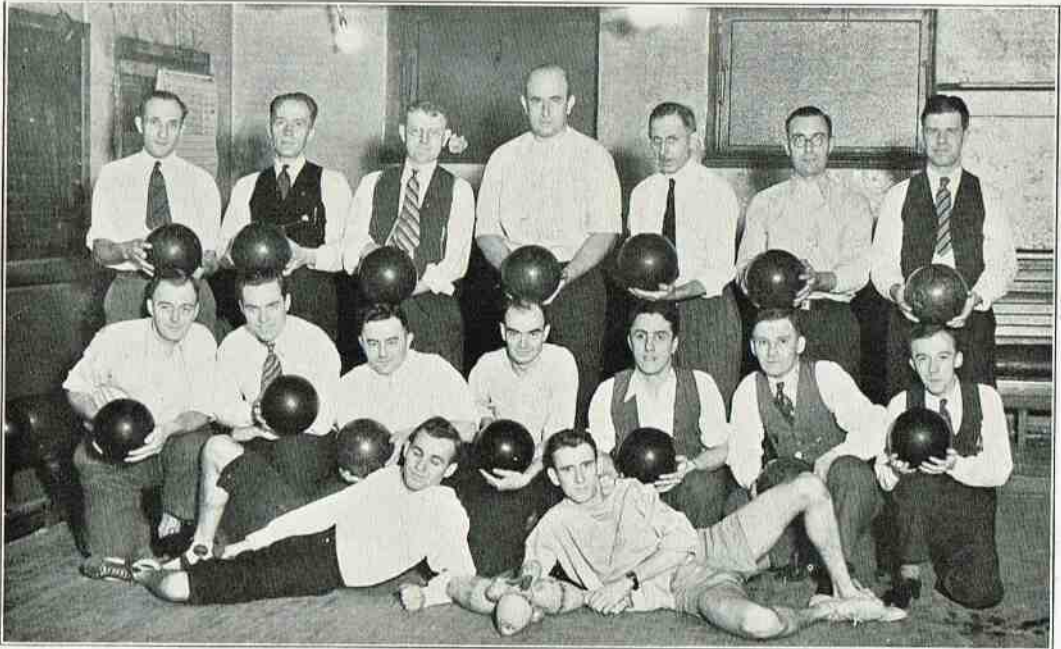
Early Street Railway Officials

In the March, 1932, issue of SURFACE SERVICE there was an incomplete list of former presidents of the north, west and south side railway companies in Chicago. Since that time some missing information has been supplied by Motorman T. H. Shumon, of Armitage Depot, who has been searching through early editions of various Chicago newspapers. Mr. Shumon quotes an item from the Chicago Tribune of August 10, 1864, which states that S. M. Nickerson was elected president and C. H. Walker, superintendent of the Chicago City Railway Company on the previous day. This indicates that Mr. Nickerson succeeded W. H. Waite as president of that company, but there still remains some doubt as to who preceded Mr. Waite as president, and who succeeded Mr. Nickerson, because the next executive listed was S. B. Cobb, who served as president from 1871 to 1881.

A statement is also quoted from the Tribune of August 12, 1864, that J. Russell Jones was elected president and superintendent of the Chicago West Division Railway Company and in the following June Mr. Jones retired as superintendent but continued as president of the company.

Times Have Changed

Conductor J. A. Fichter, one of the veterans at Lincoln, whose picture appeared in a recent issue, observes: "How times have changed in the street car business. I remember back in 1895 when I had a swing run on a Division Street horse-car. The cars were 12 minutes apart. We always waited for regular riders. One morning Mr. Jack Galligher, who worked for the gas company, was not on time. He lived four doors south of Division so I went to the house, got hold of one of those door knobs and pulled the bell. A lady opened the window on the second floor and said, 'What do ye want?' I said, 'Where is Jack?' She said, 'He doyed' lasht noit.' Just think, waiting for a dead man to ride."



A Group of Bowling Enthusiasts from the Financial Department

Departments and Divisions

Accounting

Williams Bay, Lake Geneva, Wisconsin, was selected by Miss Mildred Hedstrom as a vacation spot. She played tennis, besides swimming, fishing and dancing, also enjoyed a motor trip to the Dells. These are delightful spots and it goes without saying that Miss Hedstrom had a glorious time.

Returning home after an enjoyable time visiting friends in Salem, Ohio, also the farm where he spent his boyhood days and the old school house—built in 1830—his Mother's and Grandmother's graves, and the old house where they lived—over 100 years old, in Wellsville, Ohio.—Mr. J. R. Maus was glad to return home and rest up the remaining days of his vacation.

Miss S. Davis who was unable to go to Paris the first week of her vacation to do her shopping, made Chicago her fashion center and the second week she spent wearing them.

Miss C. Reinhardt passed her vacation taking short trips in and around Chicago, visiting her friends and doing some shopping, says Chicago is a nice summer resort.

According to Timekeeper M. J. Ryan who enjoyed the woods and lakes at Woodruff, Wis., fishing was very good and we trust all the big ones did not escape the hook, line and sinker.

Enjoying her vacation at home Mrs. Mollie Moore returned Monday, June 27th, after having a complete rest.

The employes of the Accounting Department were very sorry to hear of the deaths of the mothers of Mrs. Lillian Maury of the B. O. S. E. and Mr. O. F. Stach. We extend our heartfelt sympathy and condolence to these employes and other members of the family.

T. F. Coan.

Engineering

The mysterious change in Irving Straubing of Grand & Leavitt has been solved. Irv broke down and confessed that he has been married for the past two months. The young lady, who is to guide the future destiny of the Straubing domicile, is the former Miss Bertha Lexow, and it is with genuine pleasure that we extend our best wishes to the married couple.

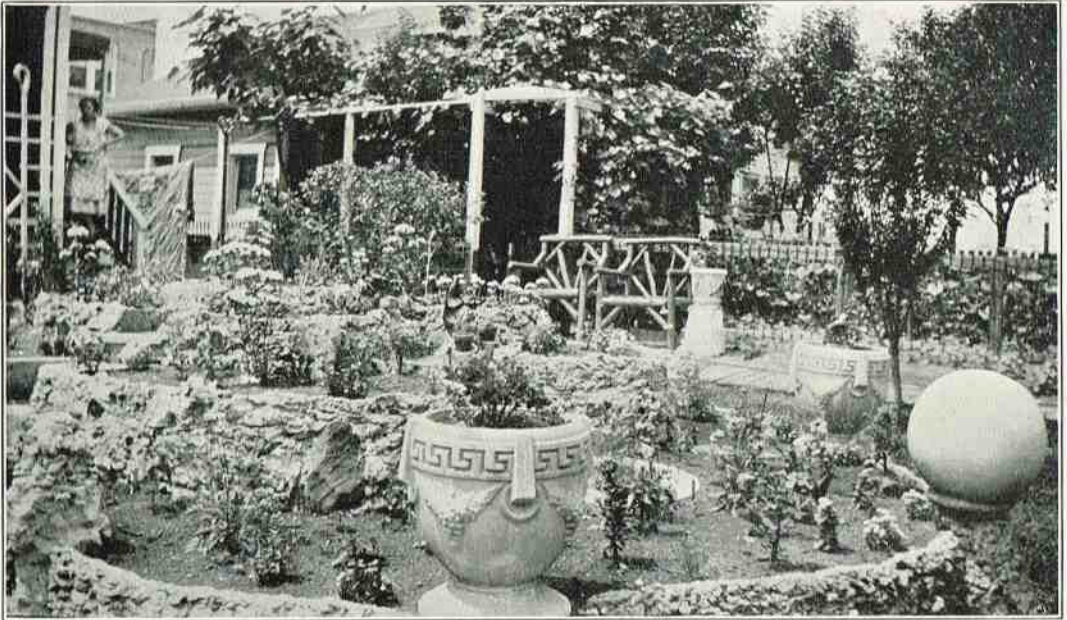
A. M. Knutson of the Building Department reports Chicago is the best vacation spot in the world. F. G. Borg is also touring Chicagoland in his shining "Star."

Herbert Dagenais is a symphony in red since he fell asleep on the beach one hot day.

Mrs. Maria Flynn, wife of Jack Flynn, Track Foreman, and mother of John Flynn, Clerk in the Track Department, died at her home on May 29th. To her bereaved husband and son we extend our heartfelt sympathy.

Patrick Egan, Watchman in the Track Department, died on June 13th. The sympathy of his fellow workers is extended to his bereaved wife and daughter.

Transit.



N. Poekes of the Carpenter Shop Is Justly Proud of His Rock Garden

Shops & Equipment

West Shops: Louis Pluta and Ed. O'Bid have returned from their vacations, and report having had an enjoyable time.

G. L. Zamzow of the Drafting Room visited with relatives and friends at Madison and Baraboo, Wisconsin.

C. J. Stoker toured the East, making stops at Philadelphia, Albany and West Point, to visit old acquaintances.

At the recent Surface Lines Club golf tournament, held Friday, June 24th, the Drafting Room was represented by Messrs. Zamzow and Cooney.
Jane V. McCarthy.

South Shops: Mrs. Irene Horn spent a most pleasant vacation accompanied by her husband, mother and father, motoring around Lake Michigan. Irene says she had such an enjoyable time she can hardly realize how her vacation sped by so quickly.

On Friday, June 17, 1932, John Sake, Truck Dept. Foreman, surprised all his friends by setting sail on the sea of matrimony with Violet Keeley. Mr. and Mrs. Sake honeymooned at Burkes Falls, Canada. Bon voyage, John, but don't forget the cigars and candy.

Cottage Grove: Any one wanting information on noiseless oils or stainless dyes see Al Suma. Special attention is directed to Al's suit.

Joe Gamen, Foreman, is once more sporting around in his car. As you know the interior of Joe's car was burnt out by fire. Insurance goes big in these days of depression, eh, Joe?

Burnside: W. Filson, car cleaner, is the proud father of an 8 lb. baby girl, born on June 10, 1932. Billy took a week off to celebrate the occasion, but as yet no cigars have been passed out.

77th Street: Our sincere sympathy is extended to A. Arendt in the recent death of his beloved wife.

Mike Seahill is raising a lot of trained rabbits, and Mike claims he's got 'em doing hand springs, head stands and dancing the tango. Why not give us a demonstration, Mike?

Archer: Mr. Short reports having spent a very enjoyable vacation around his boyhood haunts at Rockford, Illinois.

The boys at Archer hope for the speedy recovery of Klement Astrowski who was injured in an automobile accident. Elsie R. Smith.

Electrical

It is rumored that Earl Essington has challenged Gene Sarazen for the golf championship title. Earl is quite confident of winning if Gene will consent to about a 9 hole handicap. Have Dr. Fanning give you a few pointers on how to win.

Ed. Keating of Grand & Leavitt spent most of his vacation out in the great open space at Good Old Humboldt Park.

Jack Becker of the downtown office was seen wading knee deep at Koontz Lake, Ind. Jack, don't tell the boys you got sun sunburned while swimming.

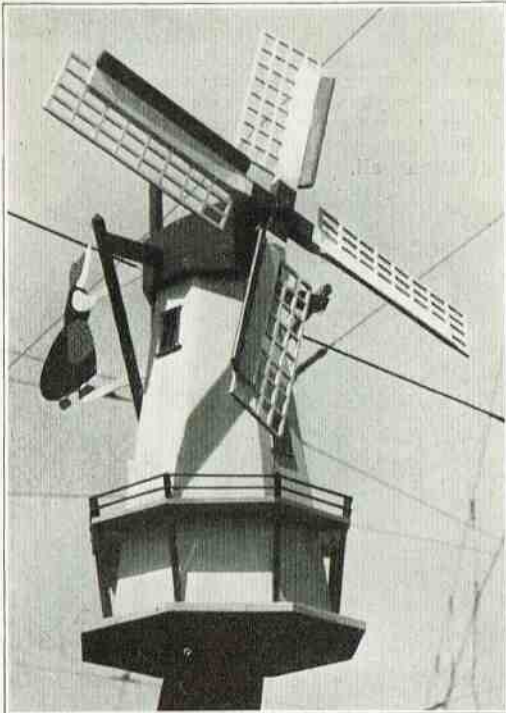
Stanley Forsythe and C. Bauer of the downtown office, are spending their vacation in parts unknown at this time and we hope you both are having a good time.

Now that the conventions are over let's forget our differences until next fall. Why spoil a perfectly good summer? "Billy."

"There is only one thing that kept my daughter out of grand opera."

"Yeah, I know—I've heard her sing."

Around the Car Stations



Burnside's Dutch Windmill.

77th

The Indoor League of our depot is now in full swing and the ball players and trainmen are deriving a great deal of pleasure these warm evenings at our ball field, (77th and Yale Ave). The club has furnished the trainmen with a complete schedule of the games for the season and seats have been installed at the field that the trainmen may obtain 100 per cent comfort and pleasure while attending the games. The crowds are greater than our expectations which demonstrates the popularity of this sport and the players are certainly receiving a good hand from the sidelines. Pick out a team and come out and give them a boost. Here they are:

Yanks: S. B. Sommers (Capt.), J. J. O'Connor, No. 2, P. J. Byrne, No. 2, F. W. Gillooley, C. Sagotz, J. A. Hannon, F. A. Moutelle, C. T. Woehlke, J. J. Trafton, E. R. Sink, J. F. Kimball, A. L. Colton.

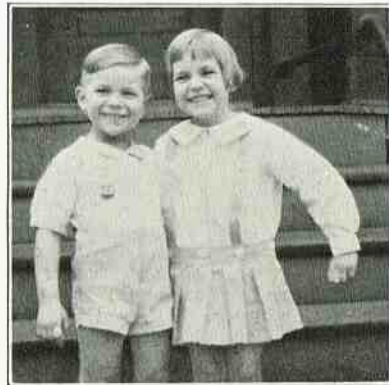
Pelicans: A. H. Feltz (Capt.), F. J. Oberster, W. G. Wilson, D. R. Hughes, R. C. Eckert, M. McKenna, Joe O'Connor, W. J. Trinen, H. A. Baker, R. White, E. J. Andersack.

Sox: F. J. Mulcahy, (Capt.), A. C. Katter, J. J. Mahoney, No. 2, W. A. Mahoney, J. W. O'Donohue, C. R. Fennessy, F. G. Campaigne,

E. M. White, J. M. Gaskin, W. L. Mundell, P. T. Heraty.

Dan McNamara Boosters: G. H. Grassell, (Capt.), C. J. Mischnick, J. D. Phelps, J. Cusic, S. H. Brownlow, E. J. Welty, T. F. J. Collins, L. F. Ireys, A. C. Lexow, R. T. Elitzer, W. J. Sullivan, H. Morrison.

Indians: D. H. Urquhart (Capt.), E. S. Holford, W. E. Croke, T. J. Morris, B. P. Worts, J. J. Barry No. 4, M. D. Barrett No. 2, T. L. Valiquet, T. E. Purtell, R. Krone, M. M. Creps, J. F. Brady.

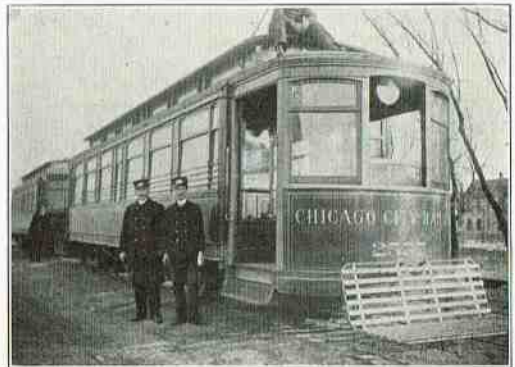


Richard and Betty Jane, Children of Motorman W. C. Mischnick of 77th

Athletics: P. J. McCarthy (Capt.), W. J. Smith, H. F. Barry, H. Workman No. 2, T. J. Hopkins, E. D. Carpenter No. 1, W. A. Heden, B. W. Behrendt, J. W. Cassidy, G. J. Watson, R. M. Kauble.

Following is the standing of the league to date:

Team	Win	Lose
Indians	2	1
Yanks	2	1
Sox	2	1
Pelicans	2	1
McNamara Boosters	1	2
Athletics	0	3



Conductor W. D. Carroll Now at 77th Street with Late Motorman A. Andersen, at 69th and Wentworth in 1900.

This past month there have been two additions to our Transportation family. Motorman E. E. Bell reports arrival of a dandy girl and Conductor R. A. Heller a young conductor. Congratulations are extended to the proud parents of these youngsters.

Did you notice the standing of 77th Street last month in the Accident Prevention contest? Ninth place, a position so near the cellar that some of the trainmen thought we had been omitted from the list entirely. The result of this upset has caused us to forfeit first place which we have been so earnestly striving to hold but as the contest is young there is no need to cry over spilled milk. Now that we have a pace maker let's go right after him. If we will and we will cooperate as we have done in the past this contest will be ours again.

A list of our newly sick and injured is as follows: Motorman John Nerney and Motorman Joe Miller are confined at the Auburn Park hospital; Conductor Joe Marousek is convalescing at home after an operation and Flagman H. Reimensferger is also confined at his home on account of illness. To all our sick new and old we wish a speedy recovery.

It is with regret we announce the death of the father of Conductors J. F. and W. E. Donnellan of our division. Kindly accept our sincere sympathy.

C. A. Gylling.

Sixty-ninth

Motorman D. Roche and Conductors E. L. McQuillan, J. J. Durkin, T. Byrne and P. J. Hester are in Ireland on their vacation. They intended to attend the Eucharistic congress as well as visit their former home.

We are pleased to announce the wedding of Motorman W. R. Jones who was married to Miss Eleanor Louise Stopp on Saturday April 16, 1932. We all congratulate them.

During a heavy rain on Sunday afternoon June 5th the 63rd subway became flooded, and Crew F. T. Regan and E. G. Bruin rendered valuable service when they went to State street and started switching cars. This took care of the situation nicely until they were relieved by Supervisor Harris.

Conductor J. B. Leibforth upon arriving at a scene of a serious automobile accident at 75th and Ashland was on his way home but when he saw the need of getting the injured to a hospital before they bled to death he immediately hailed a passing hearse that had come from Hammond, Indiana, and commandeered them to the nearest hospital, Holy Cross. This was a kind thing for Mr. Leibforth to do, particularly as he got his uniform bloodstained in helping the victims.

Motorman R. V. Lindahl and his Conductor D. Donnolly deserve meritorious mention. When they arrived at 69th street with rear trolley wheel broken off and a load of 95th street passengers, they turned the front trolley pole around and had a car ordered for them north bound, but continued on carrying the 95th street passengers homeward without delay.

Recently Conductor P. F. Sweeney on arriving at Polk and Dearborn streets found a big United States mail truck with a wheel off.

Remembering having seen Supervisor John Philpott at State street, Sweeney ran back and reported conditions with the result that cars were rerouted and the wreck wagon called. This commendable action and team work cut the delay to one car only.

Motorman M. Cooper is the proud father of a girl weighing 6 lbs. and 14½ ounces and similar good news comes from Motorman J. J. Callaghan No. 2 whose 8 lb. son arrived on June 2nd. Conductor T. F. Leahey was all smiles when he announced the arrival of his 8 lb. boy on June 3 and E. J. Stevens was likewise jubilant to welcome the arrival of his 9 lb. son into the world on Decoration Day. Congratulations all.



Supervisor James Dougherty as He Looked 40 Years Ago

We sympathize with the relatives of Motorman G. F. Ewing who passed away after a long and useful period of service among us, and we were sorry to hear of the death of the wife of Conductor George Nelson and sister of Conductor O. H. Willer. Motorman W. B. Himmelwright and W. A. Grams each lost a brother and we extend our sympathy in their bereavement, and to Conductors Graham, F. Grabianocki and F. Havel. Graham losing his mother and Grabianocki and Havel a sister each. Maurice Hogan and J. Swiatowski each lost a father during the past month and we extend sympathy to them and to Motorman M. J. Doyle whose son passed away after a brief illness.

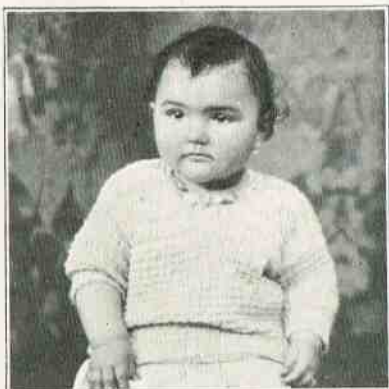
W. L. Pence.

Archer

Conductor J. D. Dougherty is the proud father of a baby boy born June 29, and answers to the name of James. Daddy says he's a chip off the old block.

The mother of Motorman T. B. Jameson died May 20, after a lingering illness. Interment, Mt. Hope. The boys of Archer Depot extend their sincere sympathy on this sad occasion.

Here's a secret, boys, Conductor Adolph John Loschetter who has carried a dreamy look in his eyes for some time took upon himself a wife, June 4. Adolph seems quite contented



Dorothy, 13 Month Old Daughter of Conductor Joseph Famera of Archer, Weighs 28 Pounds

with his new enterprise and it is the desire of the boys to extend their best wishes.

Conductor Charles A. Matthes was called upon to part with his dear wife June 9 after a long spell of sickness. Our deepest and sincere sympathy is extended to your, Charles, in your hour of trouble.

Another boy, and this makes Bill McMillen the proud father of eight children. The happy event occurred June 10. Congratulations, Bill.

Motorman Paul Prochnow, who has been confined to his home since March, 1931, died May 13, at the State hospital. Paul entered the Train service July 5, 1916 and has been a very faithful worker and was well known and had many friends among the trainmen. His memory will linger with us through life's journey. The boys extend to his wife and family their deepest sympathy.

Conductor Charles A. McConnell reports another arrival at his home, a baby boy born June 6, and has been given the name of Robert Louis McConnell. This makes Charles the proud father of four children, all boys. Charles took off for four days to pass the cigars and we are all smoking to the baby's health.

Conductor Harry H. Harrison suffered the loss of a daughter May 21 after a short illness. Our sympathy is extended to him and to Motorman George Brady who was called upon to part with his dear mother on June 6.

Blue Island

We all extend our sympathy to the family of Motorman James Prokop of this depot who entered the service of the company on May 25, 1909, and who was taken sick in October, 1929, with tuberculosis and suffered until June 22, 1932 when he passed away. His burial was at Mount Carmel Cemetery and the pallbearers were trainmen from this depot, some of whom he picked out before his death. G. Weaver, P. Bochner, J. Powers, J. Mikota, E. Ludvik, and E. Ahearn.

We also extend our sympathy to Conductor M. Shep and family in the loss of his father.

Otto Kowske is the proud father of a 9 lb. boy born Sunday, June 26, 1932. Congratulations, Otto.

Conductor Patrick Healion is in the Luthern Deaconess Hospital and would appreciate a visit from some of the boys.

Our afternoon Clerk Nick Hodan reported having had a fine time in Fox Lake, Ill. Says he never knew there was such a wonderful place so near Chicago.

Chief Night Clerk Ray Simon boasts of his record in golf and challenges anyone to compete with him.

Our Combination Receiver Herb Beyer spent his vacation making short trips some of which were to Sterling, Ill., and Clinton, Ia., and reported an enjoyable time.

C. P. Starr.

Kedzie

Motorman Jack Rumney died very suddenly June 25. Jack was one of our old timers whose seniority dated back to April 2, 1885. He was a strong and hearty old man who when in his younger days saw plenty of action with the old Union Traction Co. He liked to tell us of the experiences and hardships they had in those days. The sympathy of his many friends is extended to the bereaved family.

Kedzie depot also mourns the loss of another one of its old timers, Motorman Christ Sorenson, who died May 30 after a long illness. Christ put in 30 years with the company and his fellow workers knew him and spoke of him as a grand old man. Our heartfelt sympathy is extended to the bereaved family.

We wish to extend our sympathy to Motorman B. G. VanMeter on the loss of his son who died June 26 and to Conductor A. Baudreau on the loss of his son who died July 4.

Motorman John McCready joined the ranks of matrimony on or about June 20. Congratulations old boy and we wish you lots of happiness.

Motorman W. Oldham was another who enlisted June 25. Here is wishing you and yours a world of success and happiness.

Conductor J. Daly reports the arrival of a baby boy born June 9. This makes a boy and a girl, an excellent team. Congratulations.

Conductor T. G. Cox is the proud daddy of a baby girl born June 13, which makes him now the daddy of a boy and girl. Congratulations.

A number of the boys are sojourning in Ireland to attend the Eucharistic Congress and visit relatives. They are Thomas Ryan, M. Hart, M. Grimes, M. Golderick and Wm. Clear.

Motorman Wm. Luedtke who had his hair shaved off is now wearing a striped shirt (grey and white). Watch your step, Bill.

Motorman Frank Scannell deserves creditable mention for assistance reported by the wreck wagon crew. A heavily loaded wagon broke down in the track and Scannell, who happened to be passing by (all dressed up as he usually is) seeing that it threatened to be a big tie-up joined the wreck wagon crew and service was restored that much sooner. Good work.

Supervisor A. Ure was seen at the subway, 46th and Harrison, during a heavy rain storm with hip boots, a broom in one hand and a switch iron in the other singing "River Stay Away from My Door." C. Sonders.



Rosemary, Two Year Old Daughter of Motorman Edward J. Doody of Archer.

North Avenue

It is with deep regret that we report the death of two of our best liked trainmen. Conductor Walter Malczewski passed away June 20. He entered service Feb. 10, 1920. Motorman Frank Brizzolaro died June 27. His service dated from June 8, 1908. Both of these men had many friends who will miss them from our midst. Sympathy is expressed to their families and relatives.

Chief Clerk Shedroff is papa to a boy who arrived June 5. Number three for Issy. Also a boy for Motorman H. C. Jensen, May 23. Motorman E. Ogelsby reports a girl born June 5. Conductor W. E. Egan closed his fiscal year with a big boy, June 30.

Sympathy is expressed to Motorman R. Gersch on the loss of his father July 4.

C. A. Knautz.

Limits

We deeply sympathize with Motorman Al Levinsky in the death of his mother, who died of pneumonia June 16, 1932, after four days illness. She was eighty-two years of age.

Conductor C. B. Nelson encountered a slight difficulty on State street June 18 while controlling three boisterous colored men, who persisted in disturbing the passengers of his car. We are sure he emerged victorious. But while in the act he received a fractured jaw, and was confined to Alexian Brothers hospital for a few days. He is now reported almost ready to work again.

Motorman Peter Coolgeorgen who has been on the sick list since November 11, 1931, having been operated on for appendicitis at the Illinois Masonic hospital, has recovered sufficiently to be taken to his home, 1920 Fletcher street. This is certainly good news, as Pete has had a hard struggle.

Conductor E. Gord also was operated on for appendicitis June 10, 1932, and is reported almost completely recovered.

Conductor Harry Van Spankeren concludes

our entire sick list with a dislocated hip. We wish Harry a speedy recovery, and hope to see him on the job again soon.

Our Head Receiver Walter Berthold and Conductor Ed Regulski are vacationing at Crivetts, Wisconsin, where fishing (based on their past performances) is the answer to every fisherman's dream. Don't rush boys, there will be plenty for all and some left over.

Our Clerk Edward Hendrickson has just returned from his vacation. He claims when one leaves the characteristic and unique vocational interests that Chicago offers, he is doing himself an injustice and depriving himself of the best. Right, Ed.

Any errors in the above are accounted for by boyish sounds coming from the crib in the next room. He was presented to your correspondent May 4, 1932, at that time weighing 7½ pounds. "Bobby" expects to assist the Cubs in their pennant drive when the race gets more interesting. Right now he is batting 1.000.

A. B. Poore.

Devon

We all extend our sympathy to Motorman M. Bindig and family in the loss of his wife who was killed in an automobile accident. We also extend our sympathy to Motorman Bob Pattison upon the death of his wife.

Well! Well! Motorman J. Jablonski is the proud daddy of a bouncing baby boy born June 12. Congratulations from all the boys.

We have quite a number of men on furlough now. There is Bill Marquette who took 12 days to go to Canada to attend the celebration of a Golden Wedding anniversary, and Frank Hendrickson who took 10 days to go to North Dakota—we could not get the full details of his trip. H. Lee took 14 days but we have as yet to find out where he went. L. Kern took 30 days to go down east to visit his folks. Conductor Thomas Malone and Motorman Edward Gibbons are on a trip to Ireland and we hope they will have a pleasant trip abroad.

Conductor H. H. Peterson was married June 19 and he and his bride left on a honeymoon trip to the southern part of the state. Congratulations from the boys and we wish you and your bride much success and happiness.

It seems as though our sick list is growing. The following men are ill at home and if any of their friends would pay them a visit it would be appreciated:

Conductor P. Martin, J. Glover, H. Shelling and Motormen R. Pattison, C. Walsh, M. Bindig, I. Isenberg, J. Conlin, E. Steineke and H. Gustafson. We wish them all a speedy recovery.

It is with much regret that we announce the death of Motorman R. Pattison of Devon depot. "Bob," as he was affectionately called by his many friends, had seniority dating from April 3, 1888. His death occurred the evening of June 30 after an illness of four months. Just thirty-six hours previous to his death, his wife had died, knowledge of which had been withheld from him. As they lived so have they died, together. Funeral services for both were held July 5.

G. E. Land.