

SURFACE SERVICE MAGAZINE

VOLUME 9

MAY, 1932

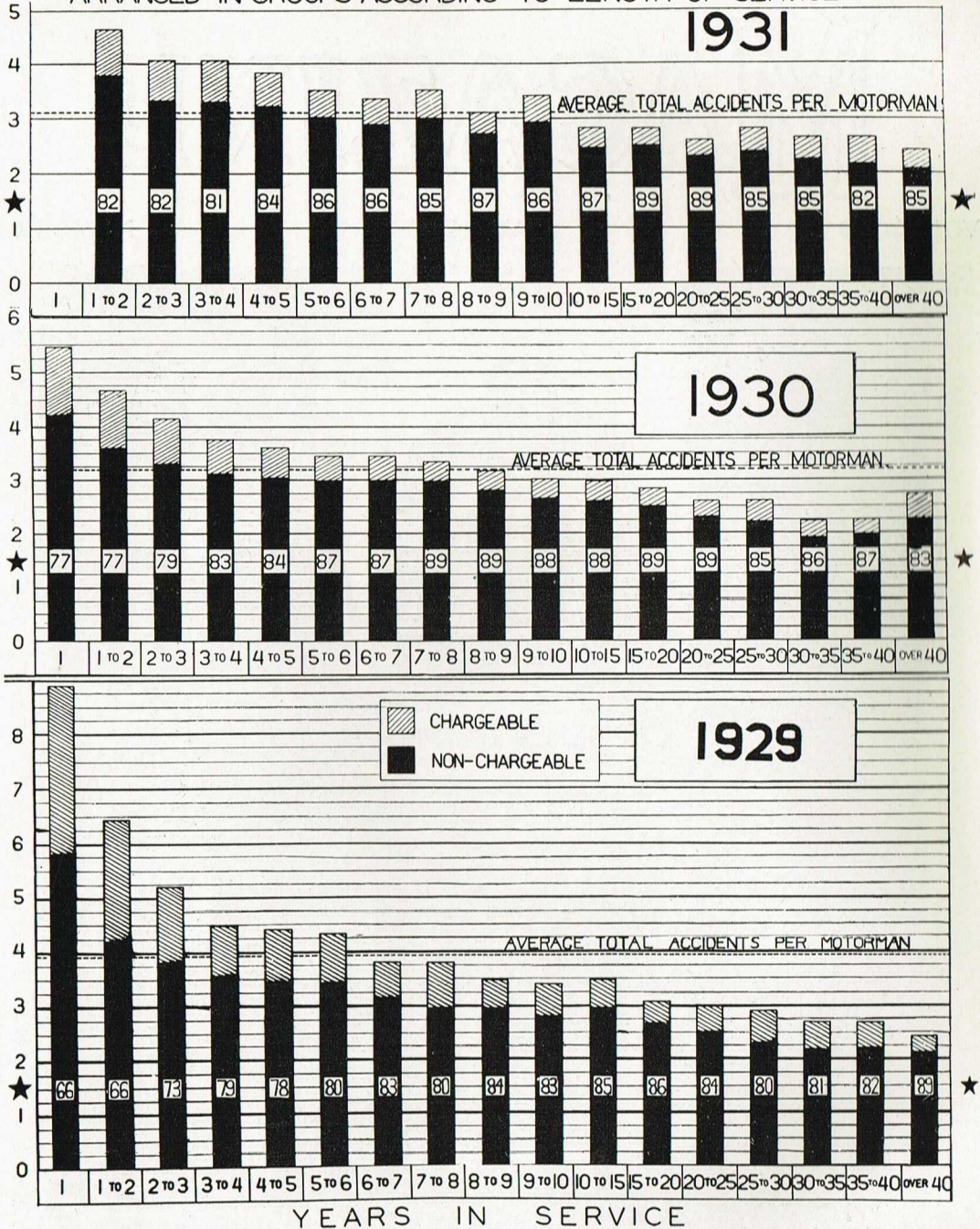
NUMBER 2



*AN UNUSUAL VIEW OF THE POSTOFFICE—LOOKING WEST
IN QUINCY STREET FROM STATE.*

MOTORMEN'S ACCIDENTS

SHOWING NUMBER OF ACCIDENTS PER MOTORMAN
ARRANGED IN GROUPS ACCORDING TO LENGTH OF SERVICE



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 9

MAY, 1932

No. 2

Transfers Represent Money

Conductors Should Be Careful, Firm and Courteous in Refusing Invalid Transfers

By C. H. EVENSON

Superintendent of Transportation

Investigations indicate that the fraudulent use of transfers has assumed proportions which are disconcerting, if not actually alarming. More than 200 arrests for violations of the ordinances relative to the use of transfers have been made recently, and a private check on a number of lines reveals considerable carelessness or indifference on the part of trainmen in accepting invalid transfers.

Much has been said in these columns about courtesy, and it may be that some trainmen are in doubt as to how far they should go in refusing to accept transfers on which the time limit has expired, or which for other reasons are invalid. There should be no cause for doubt on this subject.

It is highly important that passengers be treated in a courteous manner, but courtesy does not require trainmen to give away service which should be paid for. When an invalid transfer is presented, the trainman must refuse to accept it. He should explain courteously the rules of the company on transfers and assume that it has been presented through ignorance or mistake—possibly, of course, a mistake on the part of the issuing conductor—but he should firmly insist upon the passenger paying his fare, suggesting, if necessary, that the matter can be taken up with the general office to determine who was at fault.

Guarding Company Interests

The clerk in a well-conducted department store is required to treat his customers courteously; and some stores go so far as to instruct the clerks that "the customer is always right." If, however, a clerk should see a customer trying to walk out with some goods he had not

paid for, there would be no doubt in his mind as to his duty. He would see that the dishonest person was stopped and, if the facts warranted it, was arrested for shop-lifting.

When a street car patron presents an invalid transfer, he is attempting, either intentionally or ignorantly, to obtain for nothing service worth seven cents. Service is the stock-in-trade of the Chicago Surface Lines. It is the only thing we have to sell.

The trainman who permits a passenger to ride on an invalid transfer is as negligent in his duty to his employer as the clerk who would permit a shop-lifter to walk out of a store with goods for which he had not paid.

Privileges Are Liberal

Nowhere in the world is so much transportation given for so little money as the Surface Lines provides under our liberal transfer privileges. There is no excuse for anyone trying to beat the company out of a fare. Such an act is not only injurious to the business of the company, but it is an injustice against other passengers who have paid the established fare for the privilege of riding.

It is not the intention to minimize the importance of anything that has been said about courtesy. We are anxious that passengers get the impression that the company and its employees are doing all they can to give courteous and efficient service at all times.

Management Firm on Policy

But the honest passenger who presents an invalid transfer through ignorance is not going to object to its rejection if he is given a courteous explanation of the rules, told what is wrong with the transfer and referred to the general office for

adjustment. The passenger who deliberately attempts to defraud the company doubtless will be offended at any refusal to accept the transfer, but the trainman need not worry about his attitude.

Company officials understand this situ-

ation and the trainman who does his duty in a courteous manner has nothing to fear from complaints of this nature. The company stands behind him in his courteous insistence upon the legal use of transfers.

Still Some Weak Spots

*Fewer Collisions, But Thrown in Car Cases Are Too Numerous—
“Blind” Cases Annoying*

Cumulative—February 1 to April 30, 1932

First Place	Division No. 3, Seventy-seventh Street	92.885
Second Place	Division No. 2, Burnside	92.720
Third Place	Division No. 11, Lincoln	92.108
Fourth Place	Division No. 10, Elston-Noble	92.007
Fifth Place	Division No. 4, Sixty-ninth Street	91.465
Sixth Place	Division No. 8, North Avenue	91.102
Seventh Place	Division No. 5, Archer	90.509
Eighth Place	Division No. 9, Armitage-Division	90.129
Ninth Place	Division No. 6, Lawndale-Blue Island	90.029
Tenth Place	Division No. 1, Cottage Grove	89.871
Eleventh Place	Division No. 12, Limits-Devon	87.711
Twelfth Place	Division No. 7, Kedzie	86.846

Month of April, 1932

First Place	Division No. 11, Lincoln	95.104
Second Place	Division No. 3, Seventy-seventh Street	93.605
Third Place	Division No. 10, Elston-Noble	93.143
Fourth Place	Division No. 8, North Avenue	92.526
Fifth Place	Division No. 2, Burnside	92.503
Sixth Place	Division No. 5, Archer	92.403
Seventh Place	Division No. 4, Sixty-ninth Street	92.235
Eighth Place	Division No. 1, Cottage Grove	91.607
Ninth Place	Division No. 7, Kedzie	90.499
Tenth Place	Division No. 6, Lawndale-Blue Island	90.418
Eleventh Place	Division No. 9, Armitage-Division	90.162
Twelfth Place	Division No. 12, Limits-Devon	88.768

By WILLIAM PASCHE

Supervisor of Accident Prevention

Continued splendid decreases are being scored in collisions with vehicles. It is, of course, true that there are a number of factors in our favor, the principal one, perhaps, being that there are now no new trainmen in the service, all having had at least two years of platform experience. Another is the fact that now there are fewer vehicles being driven in the city streets than for several years past.

Even with these two great favorable circumstances the writer is of the opinion that safety mindedness on the part of

motormen, one-man car and bus operators acquired over the years of experience is the greatest factor operating in our favor of reducing collisions. While the reduction in collisions gives much cause for elation there is another class of accident which does not show a decrease—passengers falling in car caused in some instances by sudden starting and stopping.

Just why rough stops are made when making a stop to permit passengers to alight or board is hard to understand; or just why, when starting away from the stop, the power is so applied as to throw passengers in the car, or if still on the

platform, to throw them violently against the controller box or brake equipment. Injuries due to such incidents cause considerable expense to the Department of Accident Investigation and much complaint from our patrons. There should be no criticism of the riding qualities of our cars if operated correctly.

The responsibility for falling in car accidents when caused by rough starting and stopping is squarely up to the motormen, one man car and bus operators. It is their job to know how to apply the air so that a smooth stop results and how to apply the power when starting to avoid any jerk.

In this issue is a complete chart showing the average number of accidents per motormen for each year 1929 to 1931 inclusive. The material used to compile these charts is taken from the motormen's year sheet as compiled at the sixteen car stations. It shows the number of accidents both chargeable and non-chargeable that motormen are having, tabulated according to years in service. Each motorman should study this chart from the standpoint of how he measures up with the average motorman who has the same number of years of service. If your total accidents are greater than shown for the men who have the same number of years experience you should take stock of yourself in an attempt to discover if possible where you are wrong or what you are leaving undone that the other motorman is doing to have fewer accidents.

It is believed that most accidents occur because those involved are not safety minded. Perhaps that is the trouble with you if you are having more accidents than the average motorman. Isn't it just possible that accident prevention-mindedness means being alert and able to recognize hazards as they develop in the street? And isn't it also true that the man who is so minded knows the places where accidents are most likely to occur and who governs himself accordingly?

By that we mean he is operating in such a manner that the chances of avoiding even the slightest kind of an accident are in his favor. And again, isn't it also true that he is the man who knows the value of checking his car as he sees a vehicle or pedestrian moving toward the

tracks? He also knows that the gong is a valuable instrument in accident prevention, but that just sounding the gong will never stop a street car.

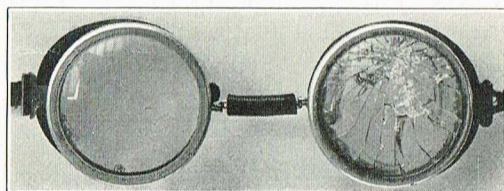
A careful study of the charts will reveal to you that there are many men who have no accidents during a 12 month period. Also many who have only one or two. These are all matters to think about, if you are having more accidents than the average motorman.

"Blind," or unreported accidents, continue to be a source of constant annoyance. Just why trainmen will neglect to write a report on occurrences, no matter how slight, is doubly hard to understand when our system of analysing accidents as to responsibility is considered. Fear of reporting accidents should not now exist on the Chicago Surface Lines, because the policy of the management is to make every effort to clear up the case so far as the trainman is concerned.

From the data available it is believed that those incidents which seem not to have resulted in injury or property damage are the ones that trainmen fail to report. They may be influenced by the other party's remark: "Forget it, I'm not hurt," or "There is no damage" or as sometimes happens refuses to give his name. Yet it is out of just such cases that the greatest annoyances develop. In each instance a report should be written with the names of witnesses attached as a protection to the company and the trainman.

Another Eye Saved

Once again we are able to report that probable loss of an eye had been prevented by the wearing of safety goggles. This time H. Campbell while working at Wells and Harrison with a track gang had the lens in one of his goggles



goggles shattered by a flying piece of stone as may be seen in the accompanying cut, and this ought to be a reminder to those who persist in endangering their sight by refusing to wear goggles when necessary. It is much easier to replace a broken pair of goggles than it is to repair eye injuries.

S. L. Club Dinner Memorable

Toastmaster Cunningham at His Best—Entertaining Program— Other Interesting Club Affairs

Our own Bill Pinasco, office boy of the Insurance Department, gave a thrill in the closing moments of the annual dinner of the Surface Lines Club when he permitted himself to be whirled about by the performers in a roller skating act. This was a hair-raising stunt and must have brought some misgivings to the volunteer "Exhibit A" as the orchestra played a funeral march while he was being spun through space at a dangerous speed.

This was only one of the events which made the club dinner of April 26 a memorable occasion. The Gold Room of the Congress Hotel made a brilliant setting for the crowd of almost 300 who partook of the feast while Herbie Mintz and his orchestra played and the strolling minstrels, the Three Flashes, circulated through the room with cheering songs. Then, with a brief introduction by President W. C. Wheeler, Charley Cunningham took charge as toastmaster and the fun was on. Mr. Cunningham was at his best, and after he had captured his hearers with his story about the forgetful Swede, he had something snappy to say about most of the past-presidents of the club and some other individuals in the audience. A brief shift was made from fun to sentiment while the toastmaster called attention to the fact that this was the eve of John E. Wilkie's golden wedding anniversary and all stood up to pay their respects while a basket of roses was presented to Mr. Wilkie for himself and "the bride of fifty years ago."

Mr. Wilkie then had a bit of come-back at the toastmaster in the following verse which he read:

Our Real Thoughts

Say, who does this Cunningham guy think
he is?
'Twould seem he's convinced he's some kind
of a "wiz".
In the toastmaster's chair with a gavel in
hand,
He certainly thinks he is leading the band
And he razzes his victims and laughs when
they squirm,
Forgetting perhaps there's a self-turning
worm.
So just on behalf of my suffering brothers,—

We worms have our feelings the same as
some others.

I want to protest to this high-handed gink
And tell him emphatically just what we think.
We think he's all wet with his wisecracking
jokes.

He ought to respect us respectable folks.
We don't want to be nasty and give him away
And so we won't mention some things we
might say

But just to inform you how Cunningham
stands,

We wouldn't lose Charley for twenty-five
grands.

We admit he's a lawyer and able and clever,
Who never is critical—well, hardly ever.

We'll say he is all that he thinks that he is,
Our praise for presiding so ably is his.

As master of toasts he's distinctly a "wow."
(There, Charley, stand up, for that calls for
a bow.)

Now, worms, let us show that as sports we're
all right,

Giving Charley a hand for his work here
tonight.

The big number on the program was the series of songs and stories by Wade Booth, who was not allowed to retire until he had come through with several encores. Chic Thomas, the "misfit rookie," kept the crowd in an uproar with his war-time monologue and The Ercelle sisters appeared in several dancing and singing numbers. The program wound up with a bang while The Thrillers went through a number of sensational stunts on roller skates. All in all the club dinner was considered a real success.

Women's Auxiliary Entertain Surface Lines Club With April Showers Dance

A gay, frivolous crowd of young and old found their way to the ballroom of the Surface Lines Clubhouse on Saturday evening, April 23, 1932.

The ballroom had the appearance and atmosphere of a beautiful scene just after a light April shower. A large, colorful umbrella covered with cellophane shreds, looking like streams of rain, hung in the center of the room. The wall lights were cleverly decorated with tiny umbrellas, and orange, yellow and pale green paper trimmed the walls, giving them a rainbow effect.

The Don Nash and his "Blue Devils" orchestra brought forth great peals of wonderful dance music from under the beautiful rainbow spanning the stage. Waltzes were glorified by the rays of varicolored lights from above and the dusky haze of romance. Fox trots were



Under the Umbrella at the April Shower Party.

livened by the crooning voices of the musicians and the laughter of the throng of dancers.

Between the dances, a very talented young lady, Helen Nafe, entertained with three unique numbers—"The High Hat Strut," "The Indian War Dance," and her own interpretation of "The Rhumba Dance of Cuba."

A wonderful evening it was, and it is felt that the crowd appreciated the cleverness and artistic ideas of the Dance Committee of the Women's Auxiliary, the members of which committee carried out still further the idea of Spring by wearing dainty frocks adorned with lovely gardenia, rose and sweet pea corsages. Miss Margie McIntyre, chairman, and her committee consisting of Misses Matilda Goldman, Dorothy Peacock, Bernice Uhlrich and Alice Weldon, are to be congratulated on their lovely party.

Thanks are due to indispensable Johnny Hewitt, who so kindly assisted the girls with their decorating and also to Mr. Rogers, who tended the lighting effects of the evening.

Record Attendance at Card and Bunco Party

All attendance records for the Women's Auxiliary party nights were broken at the Bridge-"500"-Bunco Party given by the Department of Accident Investigation and Legal Department on Thursday evening, April 21, 1932, under the able chairmanship of Mrs. Florence Bohlin and committee, when 120 members and guests gathered together for what proved to be a most enjoyable evening.

Fifteen game prizes went to high scorers, and one door prize was given. The usefulness, beauty and variety of the selection was noted and the committee are to be complimented on their fine choice.

After the games, delicious salad, crackers, "Ace" cookies, and coffee were served, and the curtain again descended on another successful party night for members and guests of the Women's Auxiliary Surface Lines Club.

A Dancing Contest

The dancing party given by the Surface Lines Club on Saturday, March 12, demonstrated that terpsichorean honors for the Surface Lines' group are held by the Smith family. Proof of this was given in the fact that the prize for the fox trot contest was won by Walter Smith



Walter Smith and Miss Flo Stoetzner, the Winning Couple in the Foxtrot Contest, Are on the Left in the Front Row.

of the Legal Department and his partner, Miss Flo Stoetzner, while the waltz contest prize went to Cliff Smith, brother and guest of Walter, and to Miss Marge Butler. Winners of the fox trot contest were indicated by the volume of applause graphically recorded by a noise-measuring device, while the selection in the waltz contest was made by judges who were said to be impartial. Door prizes were awarded to Miss Alice O'Brien, Mrs. Irene Gorence and Miss E. Gliege, also to John Hewitt, Andy Martin and Charles Larsen. Music was furnished by Earl Hoffmann and his orchestra, and a good time was reported by all.

Club Sparks

Nick Simmons has been elected Secretary of the Surface Lines Club to succeed A. D. Martin, resigned, while L. Q. Simpson has been elected club director from the Purchasing Insurance Department.

Members of the Surface Lines Club and their friends had plenty of fun on the evening of Friday, April 29, when 45 of them used a group of seats at the Sells-Floto circus at the Coliseum.

Golfers! Attention

Arrangements have been made for a golf tournament for all company employees to be held at Evergreen Club, Western Avenue and 91st Street, on Friday, June 24. C. J. Mersch of the Accident Investigation Department will be chairman of this event. A bulletin will be distributed later giving further particulars.

The pretty young kindergarten mistress had been telling her pupils all about the winds, their power and different effects, and so on.

"And, children," she went on enthusiastically, "as I came to school this morning on the top of the bus something softly came and kissed my cheek. What do you think it was?"

"The conductor!" cried the children joyously.

"Ancient and Honorable"

Twenty North Avenue Old Timers With an Aggregate of Eight Hundred and Fifty Years' Service



Here are their names with their years of service: First row, left to right—Alec Graham, 39; Jeff Fleming, 42; Harry Purdon, 39; Henry Fossum, 43; J. B. Johnson, 44; Max Hansen, 46; August Bensen, 41.

Second row—John Goorskey, 39; Charles Strobeck, 41; Jack Burchill, 41; Fred Schreiber, 41; Fred Anderson, 43; Pat Meaney, 40.

Third row—John Simon, 40; Fred Rovill, 42; Al Cadogan, 44; William Holmes, 50; S. Sorenson, 47; F. Fennema, 52; John McMahon, 40.

Veterans' Roll of Honor

Employees in Service of the Chicago Surface Lines and Constituent Companies 40 Years or More Number 321

FINANCIAL DEPARTMENT

Mackey, D. F.	1872	Hansen, H.	1882
Van Horn, L. G.	1874	Hildeman, R.	1882
Burke, J. P.	1875	Quinn, T.	1882
Lundblad, A.	1881	Martin, F.	1884
Peterson, J. A.	1885	Polowski, M.	1885
Cook, C. E.	1887	Gerber, J.	1886
Andresen, A. F.	1888	Guy, J.	1886
Beatty, J. J.	1889	Kaufman, J.	1886
Plowright, E. G.	1889	Marsden, R. C.	1886
Edman, W. B.	1890	Orbett, C.	1886
Morton, M. V.	1891	Rohr, F.	1886
Ball, E. W.	1891	Kressler, M.	1887

ELECTRICAL DEPARTMENT

Donnegan, M.	1881	Lund, A.	1887
Nelson, P.	1887	Regan, M.	1888
Conway, P.	1890	Olsen, C.	1889

LEGAL AND ACCIDENT INVESTIGATION

Bouland, Charles	1878	Felske, E.	1889
Rood, Charles	1881	Rowley, J.	1889
Krieger, Aug.	1881	Gedt, J.	1889
Wilson, Andrew, J.	1890	Jespersen, H.	1890

SHOPS AND EQUIPMENT

Farrow, J. C.	1881	Danielson, A.	1890
G. Olsen	1881	Bergman, P.	1890
Ristow, C.	1881	F. Minter	1891
Anderson, J.	1882	Almquist, C.	1891
Carlson, F.	1882	Carlson, J.	1891
		Meyers, F. W.	1891
		Sundberg, F.	1891
		Schleh, W.	1891
		Anderson, E.	1891

ENGINEERING DEPARTMENT

Boulard, F.	1879	Ritter, George	1886
Coghionesses, T.	1879	Rohr, Frederick C.	1886
Urry, W.	1881	Roy, Augustine	1886
Manning, T.	1883	Smith, Nigh L.	1886
Colfer, J.	1884	Coleman, Patrick	1887
Stiglich, F.	1884	Croat, Michael M.	1887
Brinker, F.	1885	Doddy, Timothy	1887
Nelson, T.	1885	Eilert, H.	1887
O'Connell, M.	1885	Fox, John K.	1887
O'Donnell, W.	1885	Horan, Patrick	1887
Doyle, P.	1886	Jenkins, R. M.	1887
Gibson, C.	1886	Johnson, John B.	1887
McQuinn, M.	1887	Kennedy, Thos. J.	1887
Milos, J.	1887	Lake, William	1887
Carlson, E.	1888	Lyster, George	1887
Dunn, J.	1889	Marshall, Thomas	1887
Long, J.	1889	Mathews, Lee M.	1887
Blakely, T.	1890	Miles, Michael	1887
McCarthy, C.	1890	Nelson, Peter	1887
Polish, J.	1890	Quinn, M. B.	1887
Smith, E.	1890	Reynolds, Patrick	1887
Mitchell, A.	1891	Schaefer, Thos.	1887
Nelson, M.	1891	Schmidt, Henry	1887
		Stavely, John P.	1887
		Tabor, Wm. L.	1887

TRANSPORTATION DEPARTMENT

Heffernan, Thomas	1875	Ahern, E. W.	1888
Moore, Nicholas	1875	Altermat, Adolph	1888
Duffy, Patrick	1876	Barnes, N. E.	1888
Olson, A.	1879	Berg, Wm.	1888
Bell, George	1880	Bradley, Patrick	1888
Fennema, Fred	1880	Burke, Martin, J.	1888
Maguire, Edward L.	1880	Cadogan, A. E.	1888
McGuinness, A.	1880	Fossum, Henry	1888
Heelan, David	1881	Fried, A.	1888
Keller, Wm.	1881	Garvin, Patrick	1888
King, Thomas	1881	Goggins, Thomas	1888
McLaughlin, Michael	1881	Goodinson, W. H.	1888
Moriarty, John	1881	Griffin, James	1888
Bohnhoff, August	1882	Handley, John P.	1888
Clochessy, John	1882	Keester, J. H.	1888
Curtis, Caleb	1882	Linden, Joseph	1888
Foley, Patrick H.	1882	Naughton, Thomas	1888
Keaveny, James	1882	Nelson, Nels	1888
McCann, Patrick	1882	Pattison, Robert	1888
Miller, Johann	1882	Pohlman, Wm. M.	1888
Brown, Arthur E.	1883	Powell, Walter	1888
Frank, Wm. J.	1883	Quilty, Wm.	1888
Johnson, John	1883	Rotchford, J. S.	1888
Kennedy, Terrence	1883	Shaw, John	1888
Quilty, James J.	1883	Smith, John H.	1888
Harrigan, James J.	1884	Swanson, Andrew G.	1888
Harrington, M.	1884	Bosnak, Sam	1889
Hennessy, Michael	1884	Brennan, John	1889
McCarthy, James T.	1884	Broderick, Patrick	1889
Tullen, Nels	1884	Covert, R. A.	1889
Zimmerman, George	1884	Crowley, Dennis	1889
Berthold, Otto	1885	Cunningham, R. C.	1889
Burgee, J.	1885	Dougherty, J.	1889
Casey, Owen	1885	Durkin, Thomas	1889
Conron, Michael	1885	Enberg, August	1889
Cronin, Benjamin	1885	Enright, Dennis	1889
Dudman, George	1885	Fleming, Jeffery	1889
Ennerson, John B.	1885	Grady, John	1889
Fuller, Varion J.	1885	Hughes, George W.	1889
Holley, Patrick	1885	Hultman, August	1889
Holloway, Phillip	1885	Hutchins, Richard	1889
Kerigan, Mathew J.	1885	Isenberg, Oscar	1889
Kriete, Joe	1885	Krygsman, Harry	1889
McGinty, Peter	1885	Longtin, Samuel	1889
Murphy, Patrick	1885	Luehr, Fred	1889
Rogers, George L.	1885	McCann, Patrick	1889
Runney, John A.	1885	McDonald, Anthony W.	1889
Schweiger, Wm.	1885	Newell, Thomas	1889
Smith, Herman L.	1885	Noble, Walter	1889
Smith, Thomas	1885	Olson, August	1889
Sorenson, Sam	1885	Paul, Walter	1889
Storey, W. J.	1885	Peterson, Nels	1889
Watson, Wm.	1885	Phelan, James R.	1889
Watson, Wm.	1885	Ray, Michael	1889
Zechs, Peter	1885	Reuter, Gus	1889
Barnicle, Joe	1886	Roville, Fred	1889
Baumhardt, H.	1886	Rump, William	1889
Boos, C.	1886	Scanlon, Garret T.	1889
Cronin, Peter	1886	Sheridan, James	1889
Eichhorn, H.	1886	Swanson, M.	1889
Frawley, James W.	1886	Walsh, Patrick	1890
Hansen, Max	1886	Anderson, Fred	1890
Hennessy, David	1886	Benson, August	1890
Holmes, Wm. H.	1886	Briese, Gustav	1890
Howe, John	1886	Carney, John	1890
Lang, Paul	1886	Cleary, John	1890
Lund, August	1886	Collins, Wm.	1890
McComb, James	1886	Coloney, John	1890
O'Brien, Michael	1886	Connors, John	1890

Craig, James	1890	Christensen, K. C.	1891
Crawford, Wm. M.	1890	Gerard, Eli S.	1891
Dahlen, Gus	1890	Gloede, Albert H.	1891
Delea, John	1890	Hankins, Edward H.	1891
Downey, Martin	1890	Hanley, Patrick	1891
Doyle, John J.	1890	Hinkle, Fred	1891
Fitzgerald, Edw.	1890	Hunt, Timothy	1891
Fyffe, Robert	1890	Jones, Wilber S.	1891
Gallagher, Patrick	1890	Kaley, Charles P.	1891
Gubbins, John	1890	Kavanaugh, Thomas	1891
Hauk, Louis	1890	Lehoe, James	1891
Hellmers, Wm. J.	1890	Kinney, Edwin L.	1891
Hughes, Frederick	1890	Kleppin, John F.	1891
Johnson, Olaf	1890	Knospe, Wm. H.	1891
Jones, Bert B.	1890	Kuck, Wm.	1891
Kehoe, John	1890	Larson, Gustav	1891
Kimson, John A.	1890	Locke, Louis	1891
King, James	1890	Lowery, John T.	1891
Lane, James	1890	Lynk, Edward J.	1891
Lantz, Edward M.	1890	Madsen, A.	1891
Lawrence, Martin	1890	McCurdy, James	1891
Lysaght, Patrick	1890	McMahon, John M.	1891
Mackinn, Frank	1890	McMahon, Patrick	1891
Matthias, Gustav	1890	Montgomery, James	1891
McDowell, Chas. N.	1890	Moore, Myron F.	1891
McGuinness, Peter	1890	O'Connell, J.	1891
McKeil, Chas. H.	1890	Ohlsen, Peter	1891
Roder, John	1890	Pearson, Charles	1891
Schreiber, Fred	1890	Quinlan, Wm.	1891
Schultz, Henry C.	1890	Rahn, August	1891
Sebastian, Nicholas	1890	Regan, Walter W.	1891
Snyder, Wm. H.	1890	Remers, Chas. O.	1891
Strom, Fred	1890	Schoonmaker, John J.	1891
Strobeck, Chas. A.	1890	Schwuchow, Fred	1891
Suhr, Herman	1890	Waters, Patrick F.	1891
Sutherland, James E.	1890	Williamson, August	1891
Walsh, Maurice	1890	Plakely, Wm. J.	1892
Allen, Edward	1891	Kopp, Albert	1892
Burchill, John	1891	Olson, John	1892
Burlington, W. E.	1891	Reid, James W.	1892
Calder, James	1891	Reimers, Louis	1892

Letters of Appreciation

Passengers Write to Commend and Thank Employes for Courtesy, Honesty and Consideration

One for the Track Department

April 17, 1932.

Chicago Surface Lines, Gentlemen: On April 9th I mailed your company a complaint concerning a defective and noisy rail joint of the Laramie Avenue line in front of my home. On the 13th following I received from you a courteous assurance that the matter complained of would be promptly attended to. The letter was delivered at my home at 9:15 A. M., but already a gang of men were at work at the offending rail. The job was completed that day.

That episode so impressed me—a great public utility being so prompt to recognize a complaint and to remedy a faulty condition—that I feel impelled to return you my acknowledgment of appreciation.

Very truly yours,

Arthur C. Phillips,
128 N. Laramie Ave.

Mr. G. M. Goodman, 7350 S. Union Avenue, commends Motorman Charles Futterer, Badge No. 1341, and Conductor Lewis Waddell, Badge No. 13532, of 77th, for the efficient and level-headed manner in which they handled themselves and the crowd when an accident caused the trolley wire to break and dangle around. Mr. Goodman states that by their good work possible tragedy had been averted.

Mr. G. W. Stearns, 108 N. Lamon Avenue,

thanks Conductor T. W. Guerin, Badge No. 13228 of Kedzie, for his honesty. When paying his fare he handed what he thought was a dollar bill to the conductor but in reality was a ten dollar bill. The conductor called his attention to this and returned it to him and for this act Mr. Stearns wishes to commend him.

Mr. J. Lewis, 7810 S. Laflin Street, thanks Conductor William H. Thompson, Badge No. 1846, of 69th, for paying his fare when he boarded the car in charge of this conductor and found that he was without funds.

Unusual courtesy on the part of Motorman C. Kross, Badge No. 1807, of 77th, won for him a commendatory letter from Mrs. A. M. Kungie, 311 E. Kensington Avenue.

Conductor P. Reynolds, Badge No. 1724 of 77th, is thanked and commended for his honesty in turning in a purse to the Lost and Found Department belonging to Miss M. St. John, 1407 Engineering Building, who had inadvertently left it while a passenger on his car.

Mr. T. J. Carey, 5517 Edmunds Street, praises Conductor C. R. Dessecker, Badge No. 1614, of 77th, for service rendered to him and his two small children.

Mrs. L. M. Saunders, 7306 Oglesby Avenue, commends Conductor D. A. Nielsen, Badge No. 1464, of Burnside, for his honesty in turning in her purse which she had inadvertently left on his car.

Motorman G. W. Christie, Badge No. 12967 of North Avenue, is the recipient of a commendatory letter from Mr. J. M. Moore, 814 Gilpin Place, for his kindness to an elderly lady, assisting her to alight from his car.

Mrs. G. C. L. wishes to commend Motorman Arthur Elie, Badge No. 12307 of Devon, for his thoughtfulness in stopping his car for a lame lady who was waiting on the wrong corner to board the car.

Miss C. Hardinge, 932 Buena Park Terrace, compliments Conductor William J. Case, Badge No. 12240 of Elston, for his courtesy in assisting an elderly lady passenger to board his car when she was burdened with a heavy bundle.

Conductor E. F. McCabe, Badge No. 11916 of 77th is commended by Mr. F. Potts, 245 W. 105th Place, for his kindness in assisting an old man to alight from his car and escorting him safely to the sidewalk.

Mrs. F. J. Bouska, 2110 Scoville Avenue, Berwyn, wishes to compliment Conductor Peter P. Gill, Badge No. 11262 of North Avenue, for his courtesy and kindness in helping her board his car when she was loaded down with bundles and accompanied by her three year old son.

Conductor James W. Carroll, Badge No. 4652, and Motorman T. Callan, Badge No. 11171, of North Avenue, are thanked by Mrs. L. Weidenhoff, 5508 Washington Blvd., for holding their car long enough to enable her to board it with safety.

Mr. R. I. Donohue, 1546 N. Keeler Avenue, reports that Conductor J. J. Jansky, Badge No. 10960, of North Avenue, assisted a blind man to alight from his car and escorted him safely to the sidewalk and for this he wishes to commend him.

Kindness on the part of Conductor Theodore Greenfeld, Badge No. 10766, of Lincoln, to an old lady won for him a commendatory letter from Mr. E. Evans, 4705 N. Winchester Avenue.

Motorman E. E. Traznik, Badge No. 587, and Conductor F. W. Heedt, Badge No. 10548, of Archer, are thanked and commended for their kindness to her mother when she was a passenger on their car by Mrs. E. Schaub, 2333 Arthur Avenue, who describes them both as perfect gentlemen.

Mr. P. Sartore, 48 W. Division Street, wishes to thank Conductor T. M. Scully, Badge No. 10450, of Kedzie, for his thoughtfulness in paying his fare when he boarded his car and found that he was without funds.

Mr. G. G. Walters, 3324 W. Warren Blvd., commends Conductor W. K. Siebert, Badge No. 10208, of 77th, for his courtesy and thoughtfulness in helping him to board his car and unfolding his transfer when he was burdened with several bundles.

Motorman A. F. Grohn, Badge No. 2853, and Conductor Fred Bremer, Badge No. 8808, of Archer, are both commended by Mr. G. C. Daum, 3301 W. 47th Street, for holding their car in order to enable transferring passengers to catch their car even though they had the right of way to proceed.

Miss E. J. Cochrane, 6335 Kenwood Avenue, compliments Conductor F. P. McCarthy, of Limits for his courtesy and kindness to his passengers.

Quick action on the part of Motorman William T. Colledge, Badge No. 6505, of Cottage Grove, in averting what might have been a serious accident, won for him a commendatory letter from Miss M. G. Benzinger, 5356 Winthrop Avenue, who was a passenger on his car.

Miss Margaret Harte of the Accident Investigation Department, commends Conductor E. A. Rogers, Badge No. 6290, of North Avenue, for helping a blind man from his car.

Miss Marie Malicki, 3401 N. Avers Avenue, compliments Conductor L. W. Englerth, Badge No. 6070, of Devon, for his habit of calling street car stops in a clear and distinct voice.

Mr. Geo. M. Gibbs, 1260 N. Dearborn Street, commends Conductor M. J. O'Brien, Badge No. 5140, of Devon, for his efficient, courteous work.

Mr. E. Ohmleas, 327 Plymouth Court, thanks Conductor E. Schroeder, Badge No. 4500, of Blue Island for courtesy extended to him when he was a passenger on his car.

Motorman C. H. Toth, Badge No. 899, and Conductor J. J. Fennessy, Badge No. 4182, both of Burnside, are commended by Miss G. Terwilliger, 10318 Prospect Avenue, for their thoughtfulness in holding their car long enough to enable her and other passengers to board it even though they had the right of way to proceed.

The pleasant manner and neat appearance of Conductor J. Kehoe, Badge No. 4056, of Cottage Grove, was made the subject of a commendatory letter by Miss L. Duncan, 7823 Kimbark Avenue.

Mr. O. P. O'Neill, 2826 Lowe Avenue, thanks Conductor Frank Strasser, Badge No. 4010, of 69th, for paying his fare when he boarded his car and found that he had left his money at home.

Mr. L. E. Atkins, 4124 S. Parkway, commends Conductor C. E. Thompson, Badge No. 3992, of Cottage Grove, for the courteous and helpful service rendered to him in recovering an article of value which he lost on our cars.

Mr. J. J. Liston, 6613 S. Honore Street, thanks Conductor M. J. Riedy, Badge No. 3766, of 69th, for paying his fare when he boarded his car and found that he had not change with the exception of several large bills which the conductor could not change.

Mr. C. H. Kimietz, 120 S. LaSalle Street, commends Conductor O. P. Wright, Badge No. 3674, of Devon, for his explicit explanation of the transfer system, which he knew nothing about.

Mrs. George Brew, 9816 Throop Street, thanks Motorman C. W. McClannabahn, Badge No. 3251, for being extremely courteous to her and her two children when getting off of his car, assisting her to alight with them.

Conductor Hans P. Hansen, Badge No. 3072, of 69th, is commended by Miss Mildred Brown, 7006 S. Throop Street, for helping elderly persons and small children both off and on the cars, always pleasant to everyone and answers questions cheerfully.

Mr. H. G. Carlson, 1140 N. LaSalle Street, thanks and compliments Conductor E. P. Retzer, Badge No. 1958, of Lincoln, for his thoughtfulness in paying his fare when he could not change a ten dollar bill.

SURFACE SERVICE MAGAZINE

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Volume 9	May, 1932	No. 2
John E. Wilkie	- - - - -	Editor
C. L. Altemus	- - -	Assistant Editor

EMPLOYES' RELIEF FUND

April, 1932

The Surface Lines Employees' Relief Committee held four sessions during the month, at which 35 applications were considered. Of this number there were 21 emergency cases on which the Committee approved immediate relief, and eleven applications were approved for weekly payments.

Checks totaling \$11,049.29 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$183,447.70 paid to Surface Lines Employees in relief to date.

The Surface Lines Relief Committee have to date forwarded six \$10,000 checks covering the months of November and December, 1931, and January, February, March and April, 1932, to the Joint Emergency Relief Association, making the total expenditures for relief to date, \$243,447.70.

TRANSFERS AND ACCIDENTS

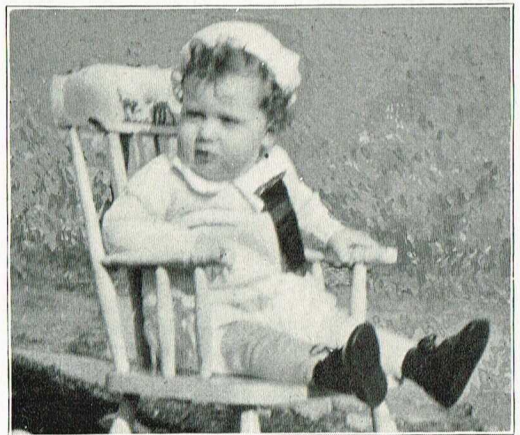
The articles in this issue by Mr. Evenson and Mr. Pasche should be read carefully and thoughtfully by all Surface Lines trainmen. Superintendent Evenson calls attention to serious losses in revenue due to the acceptances of void transfers. A series of special tests disclosed hundreds of cases in which passengers were permitted to ride on invalid transfers, conductors failing to detect their worthless character.

The special tests seemed to indicate a great lack of care in inspecting transfers

when presented. With a transfer system as liberal as ours—the most liberal in the world—there is a great temptation on the part of some car riders to abuse its privileges on the theory that “beating the Company” is a justifiable pastime and an evidence of cleverness. While it is not possible to compute the exact losses due to this form of fraud, the total undoubtedly runs into a great many dollars—dollars that are needed in these days of decreasing revenue.

Real inspection of transfers is the only protection the company has and alert conductors can quickly discourage this petty form of fraud. As Mr. Evenson points out it is only necessary for the conductor to be firm and courteous referring the passenger to the general office for adjustment in cases where a mistake by the issuing conductor may have been made.

Equally important with increasing the revenue is decreasing expense and this, as Mr. Pasche indicates, can be done by careful operation that will cut down the growing number of claims for injuries sustained in being thrown in cars by sudden starts or stops. Efforts to “beat the lights” and premature starting signals may result disastrously, and under existing conditions unusual care should be exercised to insure the safety and comfort of passengers, and thus make good the claim that Surface Lines cars are not only most convenient but are safe.



Carl Cory, Jr., Son of Motorman Cory of Blue Island Depot and Grandson of Otto Cory, Carpenter at Blue Island.

First "Street Car Service" in Chicago

Newspaper Reports of the Inauguration of Street Cars on State Street 73 Years Ago



Upstairs on State Street After Seventy-Three Years.

April 25, 1859, the first "Street Car" service actually began operating in Chicago, from Randolph Street south to 12th Street, from which point the omnibuses took the passengers farther south. Four cars were used in the initial installation of the horse railroad, giving a ten-minute service.

The Press and Tribune (now the Chicago Daily Tribune) in the issue of April 25, 1859, published the following news item:

"The horse railroad on State Street complete to 12th Street;—The cars to run today.

"We had the pleasure of sharing the initial trip made on the horse railroad on State Street, on Saturday last, from Lake Street to 12th Street. The track is in good order and without any other formality than the stepping on board and paying their fare, our readers may enjoy a like privilege on and from this morning at 6½ A. M. until the time State Street is grassed over.

"A great public improvement is thus quietly inaugurated."

The next day the following item appeared in the same paper:

"The first day of the horse railroad passed off with great éclat yesterday. Four cars were kept running all day, and carried full loads, the omnibuses connecting south from 12th Street."

Theo. H. Shumon, Badge 12563, Armitage.

Other Early Newspaper Comment

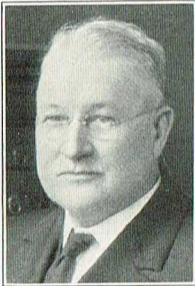
The Press and Tribune for April 14, 1860: "The Chicago City Railway Company have been now nine months in operation. They have eighteen miles of track completed. In the period of nine months ending with March, their cars have run 580,092 miles and have carried 1,781,251 paying passengers. The total cost of track, buildings and equipment is \$398,522.85. The capital stock of the company is \$250,000.00."

Tribune, April 25, 1864: "The street railway companies of this city will sell twenty rides for one dollar after the first of May. Until then, they will dispose of tickets at the present rates. All lots of over five dollars to be paid in greenbacks. Regular patrons will of course avail themselves of the seven days grace remaining, and purchase freely."

Surface Lines "Who's Who"

High Points in the Lives of Men Whose Names Are Well Known in the Organization

To have had experience in Chicago as a conductor on the horse, cable and electric cars might imply a considerable length of years. However, we are reminded of the fact that it depended on the man, his disposition and the way he enjoyed those years of service.



Dan Bowles

To cite an example Mr. Daniel F. Bowles, superintendent of Division 5 with headquarters at Archer Avenue Depot, has been a street railroader since 1892. Starting as a conductor at 39th and Wabash Avenue, he worked on horse cars for three months, on the Cottage Grove cable line for five years and on the cross town electric lines for a time. Then one day in 1897 he was called to the main office and appointed supervisor by Mr. M. K. Bowen, who was then President of the Chicago City Railway Company.

Supervisor Bowles' territory started from Clark and Washington Streets and extended as far south as 79th Street including all lines west of State Street and cross lines excepting 39th, 43rd and 47th; these with the two cable lines were supervised by another man. It required a week to cover this territory. Each day it was his duty to be at Clark and Washington Streets at 6 A. M. and at 6:30 P. M.

After a half year of this arrangement, three other supervisors were appointed, giving each man a change of scenery every week. Following this system for eighteen months, Mr. Bowles was appointed assistant division superintendent at 39th and Wabash Avenue.

Until the time of supervisors, cable cars were rarely switched. Special track and slot facilities had to be provided for switching.

Mr. Bowles recalls in 1899, once when the Wabash Avenue cable rope broke, the engineer in charge endeavored to pull the many kinks out of the rope by using four electric cars. But it soon became apparent that even the pulling force of four cars could not straighten a kinked cable rope.

In those early days of the cable, the night horse cars were operated for a period of five years as an independent unit in the service. An extra fare was charged and no transfers were accepted from the cable cars.

In 1907 Mr. Bowles was made division superintendent at 39th Street. Two years later this depot was closed and he was transferred to Archer Depot as assistant to Mr. S. G. Irvine, then Division Superintendent at Archer Depot.

In 1911 he was made Division Superintendent at Archer Depot, which position he now holds. Mr. Bowles is not a man of hobbies or sport but he gets satisfaction out of doing work that he has always found interesting—street railroading.

Haven C. Kelly joined the engineering forces of the Chicago City Railway in the year 1909, during the period of rehabilitation.



Haven C. Kelly

Prior to 1909 he was employed with the Missouri Pacific Railway Company holding various positions such as Acting Division Engineer and District Engineer.

In the year 1911 he was made Assistant Superintendent of Track. After the unification of the companies in 1914, he was promoted to Superintendent of Track in the Central Division.

Five years later, February 15, 1919, he was advanced to the position of Superintendent of Track and Roadway, the position he holds today. His duties involve the responsibility for new track construction and the maintenance of the present 1,107 miles of track and roadway.

Mr. Kelly's entire business career has been spent in railroad service. His headquarters are at Clark and Division.

Back in the days of horse cars on North State Street, the line that terminated at Clark and Division Streets, W. J. Henderson worked there as a conductor in the year 1893. For a period of nine years he worked out of the Limits, Graceland and Devon depots.

He was promoted in the year 1902 to the position of receiver at the Elston Avenue Depot, where he worked for ten years.

In the year 1912, the Department of Accident Investigation required the services of a conscientious, painstaking man to handle blind cases. Mr. Henderson was offered the position and holds it today.

Blind cases are those that are not reported



W. J. Henderson

by our employes. Some blind cases are fraudulent in their entirety. Because of the possibility of fraud, many precautions are necessary to protect the company's interests. This work involves considerable checking of various back files and extra work for the Transportation Department, endeavoring to locate runs on certain dates at stated locations and many times involving several divisions. All of this work is eliminated when the train crew makes out a report. Sometimes that which appears to be a trifling incident develops into the larger proportions of a damage case.

Mr. Henderson is a man of family and a pioneer resident of Irving Park, having moved there twenty-eight years ago.

ROUNDING UP WITNESSES

Archer Takes the Lead, Advancing from Sixth to First Place

During the month of April, Archer Depot trainmen got down to serious business in obtaining the signatures of witnesses to accidents and as a result climbed from sixth to the very top with an average of 4.24. Both 77th Street and Lawndale-Blue Island tied for third place with figures of 3.88 each and North Avenue the leader last month dropped to fourth place. Burnside dropped from fourth to sixth position and Lincoln advanced from last to ninth position. With but two divisions scoring 4.00 or better and two scoring 2.92 and 2.84, the average for the system dropped to 3.44, which gives our Legal Department no cause for joy.

Detailed figures are as follows:

	Apr.	Mar.	Feb.	Jan.
1. Archer	4.24	3.45(6)	3.41(8)	3.33(8)
2. Elston-Noble	4.14	4.15(3)	3.62(5)	3.81(4)
3. 77th Street	3.88	4.38(2)	3.63(4)	3.46(6)
3. Lndale-Blue Isl.....	3.88	3.81(5)	3.99(2)	4.02(1)
4. North Avenue	3.58	4.45(1)	3.94(3)	3.85(3)
5. 69th Street	3.38	3.35(7)	2.82(12)	2.91(11)
6. Burnside	3.28	4.01(4)	4.23(1)	4.31(1)
7. Cottage Grove.....	3.20	3.13(10)	3.60(6)	3.47(5)
8. Kedzie	3.06	3.19(9)	3.28(9)	3.44(7)
9. Lincoln	3.05	2.87(12)	3.56(7)	3.17(9)
10. Devon-Limits	2.92	3.23(8)	3.17(10)	3.07(10)
11. Armitage-Div.	2.84	2.64(11)	2.98(11)	2.48(12)
Av. for System.....	3.44	3.58	3.47	3.40

Insurance Agent: "Madame, is you husband at home?"

Lady: "Yes, he is in the barn with the cattle."

Insurance Agent: "Shall I have any trouble finding him?"

Lady: "No. He's the only one with whiskers."

—The Finance Service Idea.

BAGGING A BANDIT

Conductor Taylor of Lincoln Shot While He and Motorman Blixt Make a Capture

On Sunday morning, April 24, shortly after 6 o'clock, a young man boarded the car of Albert Beelow, Badge 7084, Run No. 10, Lincoln-Rosehill Line at Webster and Lincoln Avenue, south bound, and attempted to hold him up. When the man pointed a gun at Beelow demanding his changer, Beelow grabbed



Conductor J. C. Taylor

for the gun and the man jumped off the car and ran into a nearby passageway. He did not get the changer or any money from Conductor Beelow. The crew went on to Garfield, where Conductor Beelow stopped a north bound car, Run No. 4 Lincoln-Wells Line, and told this crew about the occurrence and asked if there was an officer on their car, and as there was none both crews went on their way.

Crew on Run No. 4, Conductor J. C. Taylor, Badge No. 8848, and Motorman T. Blixt, No. 9923, upon arriving at Larrabee and Webster, saw a man holding up a milk wagon driver. This man answered the description of the man who had attempted to hold up Beelow. So the crew on Run No. 4 hopped off their car and ran after the bandit, caught him and as Conductor Taylor knocked him down the robber pulled the trigger of his gun twice. The second time the gun went off and a bullet entered the arm of Conductor Taylor near the wrist. The crew overpowered the man, a paroled convict named Kwolle, and turned him over to the police. Conductor Taylor's wound is not serious.

Mistakes Do Happen

A passenger on the Limited, looking under his berth in the morning, found one black shoe and one tan. He called the porter's attention to the error.

The porter scratched his head in bewilderment.

"Well, ef dat don't beat all," he said, "Dat's de second time dis mawnin' dat mistake's done happened."

Poor Little Craps!

Fond Mother to Son: "My boy, you must not shoot craps, for life is just as precious to the little craps as it is to us."

Keeping 'Em Rolling

*Record Broken—All Carhouses Show Increases in Miles Per Pull-in
—Archer Leads*



Archer's Hustlers

R. W. Short, B. Flynn, R. Troughton, H. Stuewe, E. Krueger, A. Wessel, S. Julian, J. Venstus, J. Scalamera, B. Oschatz, J. Hicks, S. Bacevica, A. Andrulis, D. Babilus, F. Andrulis, C. Grigaitis, R. Jones, A. Kasmauskas, T. Chapas, J. Andrulis, J. Jacka, P. Steuonatis, F. Reimer, F. Aldonis, J. Peleckis, T. Jankauskis, F. Leonhardt, P. Krickscunas, P. Henry, M. Venstus, K. Starinsky, J. Green, P. Rimkus, W. A. Wakefield, C. Zelvis, C. Orent, G. Zubulus, S. Matches, F. Raver, F. Zelepugs, T. McAuliffe, A. Prassas, R. McGrath, D. Kirusus, J. McKee, C. Gohnu, S. Pocius, L. Novitski, A. Dzieginski, J. Hett, M. Schmitt, W. Zactovitz, J. Baranaskas, F. Sherpetis, J. Wagner, K. Astrowski, J. Szweakeas, A. Aidukas, J. Mizeris, P. Martikonis, J. Burnetsky, D. Wizgird, F. Goldick, J. Kazragis, F. Sudaekis, T. Rudes, C. Paulius, P. Bagalski, J. Gallowitch, J. Jankowski, P. Ehler, T. Petun, J. Connors, C. Mikal, S. Rogers, V. Javra, D. Mahoney, J. Schlensky, C. Brazas, T. Buturusis, S. Mazikias, G. Pappas, T. Skirius, J. Griciunas, G. Speropulos, A. Kasmanski, S. Stulpinas, P. Kavathas, T. Setkus, R. Spee, S. Stenberg, J. McElwee, F. Pavlis, B. Lewis, S. Shakir, J. Caulfield, S. Bukantis, W. Ryan, P. F. Schaeffer, J. Banzda, R. Gragido, A. Clair, E. Euske, T. McKean, W. Henderson, P. Bessette.

Archer is the leader this month, coming up from 9th position last month, operating 48,181 miles per pull-in, an increase of 190.2%, the biggest of the month. Blue Island Carhouse, who is second highest this month, moved all the way up from 11th position. The record for zero days also goes to Blue Island, who had 22 days without a pull-in of any kind.

Fifteen of the sixteen carhouses operated their cars over 21,000 miles per pull-in, and the average mileage for the system of 28,190 is 76.4% better than last month.

The individual records are shown below:

Rank	Carhouse	Miles Per		
		Zero Days	Pull-in April	Pct. Inc.
1	Archer	13	48,181	190.2
2	Blue Island	22	41,406	183.9
3	Cottage Grove	15	37,613	98.2
4	77th Street	10	34,610	144.4
5	Noble	21	33,873	49.7
6	Lawndale	20	31,295	45.4
7	Kedzie	13	30,974	129.3
8	69th Street	9	29,197	27.1
9	Elston	21	27,702	40.1
10	Burnside	14	25,884	39.4
11	Armitage	15	25,854	7.6

12	Division	13	25,837	23.3
13	Lincoln	14	22,751	53.0
14	Devon	7	21,985	102.8
15	North	3	21,339	55.2
16	Limits	16	16,474	36.6
		226	28,190	76.4

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

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

West Shops Bowl Victory

Ten Teams in Bowling League Wind Up Lively and Interesting Season

	PLAYER	1	2	3	4	5	6	7	8	9	10	STRIKES	SPARES	BREAKS	TOTAL
1	SPOLEC		X	=	✓	0	X	X	=	3	0				
2				X	✓	✓	X	0	=	5	X				
3							0	S	X	=					
4	LINN					X	X	=	✓	0	X				
5			✓	X	✓			S	0	=	✓				
6			0	=	X	X	✓	S	=	X	S				
7	VIHANNAK		✓	=	X	X	✓	S	=	X	=				
8			=	=	0	X									
9	HASTO		X	X	=	X	S	0							
10			0	=	✓	X	=	✓							
11	ROESLER		X	X	=	X	=	✓	0						
12			X	X	=	X	=	✓	0						

ACTUAL PINS

61738

TOTAL
WITH

HANDICAPP

64063

The Surface Lines Bowling League finished their schedule at the Club House on April 13 after a successful season. There were ten teams from various departments in the league, and the race for some of the positions was very close. The West Shops team won first place by a comfortable margin, but the Track and Electrical teams fought it out until the final game for second and third places, the Track team finally winning out. The Car House and Building teams also had a close race for fourth and fifth places. Bill Fish of the Accident Investigation team was high man in the individual race with Danny O'Brien of the West Shops, second and Mike Collins of the Car House team a close third. The Electrical team got in the spotlight by shooting the High Average for 3 games and the High Team game. L. Spolec of the West Shops had High Individual average of 220 for 3 games, which is good enough for any league. Frank Sears, the veteran bowler from the Purchasing Dept., woke up a couple of times and bowled High Individual game with a score of 240 and 2nd High Individual game with a score of 233, but the rest of the season he slumbered peacefully. It was a great bowling season and we hope all of the boys will be anxious and ready to go at it again in the fall.

Final Team Standings in Surface Lines Club Handicap League

Team	Won	Lost	Total Pins	High Game	High Aver.	Team Aver.
West Shops...	57	24	64063	912	881.66	779.90
Track	51	30	62999	888	834.00	777.77
Electrical	50	31	63505	949	891.00	784.01
Car House	44	37	62341	880	845.00	769.64
Building	42	39	62704	901	880.00	774.12
Purchasing	38	43	62573	952	888.66	772.51
Acc. Inv.	32	49	63595	928	843.00	785.12
South Shops...	32	49	61468	926	830.00	758.86
Transportation	30	51	59892	854	838.33	739.48
Depot Clerks...	29	52	60534	868	836.00	747.33

1st high team average 3 games—Electrical 891.00.

2nd high team average 3 games—Purchasing 888.66.

1st high team game—Electrical 949.

2nd high team game—Purchasing 932.

1st high individual average 3 games—Spolec 220.33.

2nd high individual average 3 games—Fish 208.83.

3rd high individual average 3 games—Fish 200.33.

1st high individual game—Sears 240.

2nd high individual game—Sears 233.

3rd high individual game—Mollath 231.

Final Individual Standings in Surface Lines Club League

Player	Team	No. of Games	Average	High Game	Total Pins
*Fish, Acc. Inv.		73	176.33	215	12872
*O'Brien, Car House		60	170.83	213	10250
*Collins, Car House		72	170.26	221	12259
*Wilson, Depot Clerks		54	169.80	216	9159
*Mollath, So. Shops		72	167.11	231	12032
*Vitale, Track Dept.		81	166.33	214	13473
*Sedlack, Electrical		81	165.06	214	13370
*Ambler, Purchasing		72	164.88	219	11871

Player	Team	No. of Games	Average	High Game	Total Pins
*Devereaux, Electrical		75	163.43	215	12257
*Heath, Purchasing		77	163.03	227	12553
*Ebeling, Transportation		63	162.49	215	10237
*Boccio, Track Dept.		76	162.37	215	12340
*Flood, Building		6	161.33	211	968
*Spolec, West Shops		81	161.30	245	13065
*Pellicore, Building		81	160.94	213	13036
*Vihannak, West Shops		81	160.83	216	13027
*Cummings, Purchasing		74	160.78	207	11898
Eger, Acc. Inv.		21	160.76	212	3376
*Retzler, Building		81	160.38	213	12990
Nangel, Building		42	159.64	211	6706
*Mirkovich, South Shops		81	159.42	217	12913
*Jaumann, Depot Clerks		64	159.19	200	10188
Rubey, South Shops		15	157.20	178	2358
*Poness, Acc. Inv.		78	157.06	208	12251
*Doyle, Acc. Inv.		64	156.11	202	9991
*Hasto, West Shops		81	154.65	214	12527
Platt, Track		27	154.37	188	4168
Wendt, Car House		78	153.99	203	12011
*Rumatz, Track		78	153.88	211	12003
*Hoenecke, Electrical		68	153.47	210	10436
Hoskins, Acc. Inv.		81	152.26	221	12333
Sears, Purchasing		78	152.06	240	11861
Schenck, Electrical		25	151.96	200	3799
Ruzich, Building		63	151.73	205	9559
Roesler, West Shops		81	150.77	201	12213
Nattinger, Acc. Inv. Dept.		75	148.19	211	11114
Van Driese, Track		81	147.97	205	11986
Fontana, So. Shops		81	147.90	196	11980
Kutz, Electrical		78	147.65	220	11509
Gremley, Track		24	147.21	180	3526
Powers, Transportation		72	147.13	189	10603
Pettigrew, Car House		69	146.57	224	10113
Hewitt, Track		21	146.14	181	3069
Linn, West Shops		75	145.41	209	10906
Stoll, Car House		81	144.65	201	11717
Tadavich, Building		51	143.02	196	7294
Solberg, Transportation		66	142.94	203	9434
Jacobson, Electrical		49	141.73	211	6945
Bloom, So. Shops		81	140.19	217	11356
Schroeder, Transportation		12	138.75	199	1665
Snellgrove, Transportation		12	138.75	199	1665
V. Moore, Transportation		72	138.60	208	9979
Midland, Transportation		12	138.25	178	1659
Urquhart, Electrical		12	136.58	176	1639
Bohlin, Transportation		21	136.52	179	2867
Harrington, Depot Clerks		47	132.17	192	6212
Pinasco, Purchasing		47	131.57	192	6184
Colgan, Depot Clerks		71	131.56	204	9340
Buga, South Shops		42	130.21	181	5469
T. Moore, Transportation		75	127.69	182	9677
Martin, Purchasing		54	126.69	200	6841
Marbarger, Depot Clerks		72	126.32	186	9095
Gunderson, Depot Clerks		3	125.00	136	375
Bailey, Depot Clerks		6	122.83	177	737

*Individual Prize Winners.

Following the close of the bowling league at the Club House, a Handicap Tournament for Singles and Doubles was held. There were 15 teams entered in the doubles and 30 individuals in the singles. The West Shops boys, who won first place in the Club House League were again in the first ranks, Linn and Vihannak winning first place in the doubles and L. Spolec winning second place in the singles. Rumatz and Vitalie of the Track team were second in the doubles with Schenck and Kutz of the Electrical, and Mollath and Merkovich of the South Shops, third and fourth, respectively. Smiling Danny O'Brien of the Car House team won first place in the singles, shooting from scratch. Again Frank Sears came to life and bowled third, Clarence Heath shooting his dope ball was fourth and A. Hoenecke of the Electrical team won fifth prize.

First Burglar: "Get out of here. I'm working this floor."

Second Burglar: "G'wan. This is my story, and I'll stick to it."

Departments and Divisions

Accounting

A destitute family whose name was furnished by Mrs. Tabb's brother was the recipient of all the "trimmings" at the suggestion of Miss Helen Baird, chairman of St. Patrick's night party held at the Club House for the Women's Auxiliary on Thursday, March 17, 1932.

Mrs. Elsie Savickey has returned to her work in the Stenographic Division having recovered from an operation for appendicitis, performed in Holy Cross Hospital. We are glad she is back and all well again.

At this writing we are sorry to report Mrs. Lillian Hunter and Mr. Frank Miller on the sick list but we are looking forward to their speedy recovery.

During the past month Misses Evelyn Schluau and Erna Karge have been confined to their homes with tonsillitis. We are pleased to say that both are now back on the job seemingly none the worse for their misfortunes.

Thursday evening, March 24, 1932, will always be remembered by Miss Olga Wagner as the unfortunate evening that she sprained her ankle while out walking with her chow dog.

Miss Margie McIntyre, who is chairman of April Showers Frolic to be given by Women's Auxiliary on Saturday, April 23, 1932, has gone on record as saying that a very pleasant time will be enjoyed by all who attend the dance if you leave your umbrellas at home.

Miss Anna Kerruish was presented with some very useful gifts from her co-workers on Saturday, March 19, 1932. Happy Birthday.

T. F. Coan.

Accident Investigation & Legal

The members of this department extend their sincere sympathy to Thomas H. Hoy because of his bereavement in the passing of his wife, Mary Sullivan Hoy, on April 28. Funeral services were held Saturday, April 30, from the residence at 4152 Washington Boulevard, thence to St. Mel's Church, where her brother, Rev. Charles P. Sullivan, S.J., was celebrant of a solemn requiem pontifical high mass which was celebrated in the presence of Bishop Shiel. The surviving children are Mrs. Marguerite Brankin, Evelyn, Philip, Captain T. Aloysius, and Lieutenant Charles Hoy. The interment was at Calvary Cemetery.

The young and active members of the Legal and Accident Investigation Departments hereby express their willingness to cross bats or spikes with such similar members (if there are any) of any other department of the company at the well-known pastime of indoor-outdoor ball, should a proper formal notification be given to one George Griffin, 600 Washington Boulevard.

Blackstone.

Engineering

Harry Leaders of Grand & Leavitt, in keeping with the spirit of "Clean-Up Week," has completely decorated his home and in admiring

the results has come to the conclusion that he can qualify as an expert "interior decorator."

John Jones of Grand & Leavitt tells us that peace and tranquility reigns supreme in his home since his son had his tonsils and adenoids removed.

Leo Rumatz, Track Department employee since 1895, died at his home on April 14. Mr. Rumatz served as a blacksmith for many years and later as a watchman. His kindly disposition and never-failing good humor endeared him to all of his associates, who deeply regret his passing. To his bereaved wife and family we extend our sincere sympathy.

"Doug" Lamont was called to New York, where his sister is seriously ill. We hope for her speedy recovery.

Charles Sundberg, Section Foreman in the Northern Division, died on April 9 at his home from heart failure. Charlie entered the service of the company in 1893 and had been continuously employed in the Track Department. His kindly smile and cheery word will long be remembered by all with whom he came in contact. The heartfelt sympathy of his associates is extended to his bereaved widow and family.

Tony Dugo, Foreman in the Track Department, is back at work after a six weeks layoff on account of a sprained ankle. Glad to see you, Tony.

Ed. Coutre of Grand & Leavitt, without waiting for the first touch of Spring, made a non-stop journey to a nearby city where he annexed a help-mate. The bride is the former Miss Marie Rowland, a native Chicagoan, and we join in extending our best wishes.

Jim Lindsay of Clark & Division was the victim of a peculiar accident recently. Jim dreamed he was swimming, and after taking a high dive he woke up on the floor and found he had strained some ligaments in his neck, which caused him to hold his head sideways for several days.

Paul Dennehy of Grand & Leavitt has regained his usual vitality after being confined to his home for several days by a siege of the "flu."

Our deepest sympathy is extended to Mrs. Mary Thierkauf in the loss of her beloved husband.

We offer condolence to the family of Carl G. Anderson, Frog Shop Foreman of the Track Department, who succumbed after an operation. Mr. Anderson had been in the service of the company since December 21, 1894.

Transit.

Schedule and Traffic

Robert Sedlack finished high man for a single game in the bowling league. His team also won high average for three games—fine work, Bob.

Fred Excell, who always took great pride in his wonderful garden at West Hinsdale, bought a bungalow at Downers Grove, which he will occupy before long, having sold his West Hinsdale home to the State Highway Commission, through which a state highway will eventually go.

Here is another south sider moving to the western suburbs. John Blare recently bought

a bungalow at Lombard, where he is now located. John says there is nothing like it. John knows just when to catch that "Special Express" in the morning and evening.

But here is one that is different. About a year ago Geo. Bryan moved into a bungalow, now he moves back to an apartment. George says, let the janitor take care of the heating plant.

Lee Gilbert met with a serious accident several weeks ago, while visiting his brother-in-law. Lee fell into a pit injuring his foot and leg. We are all pleased to see Lee back to work again.

This column can be made interesting to everyone in the department, if those who have items of interest will kindly turn them in on or before the first day of each month.

Geo. Weidenfeller.

Shops and Equipment

West Shops: We extend our sincere sympathy to the family of John Leahy, who passed away on March 4.

Mr. Gus. Olson, who has been on the sick list, visited the men in the Paint Shop recently.

We were indeed sorry to hear of the death of Frank Myslik of our Wood Mill. Mr. Myslik died on April 4 from injuries received the day before when he fell from the second story of his home.

Mr. Anton Petesch, wood machinist, passed away on April 28. Mr. Petesch had been in the employ of the company since April 16, 1905. To his family we extend our sincere sympathy in their bereavement.

We are glad to see Mr. John Landeck back on the job after being on the sick list for a few days.

Mr. George Turton sent Easter Greetings to the men in the Paint Shop from Durham, England.

To Mr. Erick Jensen we extend our sympathy in his recent bereavement. Mr. Jensen's wife passed away on Easter Sunday.

Fred (Germany) Post, armature winder's helper, was married in Waukegan on March 26. Congratulations, and how about the cigars!

Noble: Paul Radtke, day foreman at Noble Carhouse, passed away on March 29. Mr. Radtke had been in the employ of the company for 24 years. Our deepest sympathy is extended to his family.

Jane V. McCarthy.

South Shops: Keeping up with the Personality Boys. Ernie recently purchased a schnoozy new "Ford," but alas! one night it seems that Ernie's new car was in a game of ping pong and is laid up for a few repairs; while Joe's "Ford" we understand enjoyed a game of tag with a laundry truck and was dubbed "It".

The Grim Reaper continues his steady march, having taken from our midst recently: Our good friend F. Barkauskas, of the Car Repair Dept.; P. Wisakowitz, an old timer in our Paint Shop who was well-liked by his fellow workers; and the brother of Jack Gutershank, who works in our Truck Dept. To the bereaved relatives we express our sincere sympathy.

It has been gently hinted that Frank DeWitt

prefers "Titian" haired damsels. Better get that henna rinse, girls.

Lately Nick Sobal, Sr., Machine Dept., has been strutting around with great dignity, smiling upon everyone. The reason for this is the arrival of a darling baby girl at the home of his son, Nick Sobal, Jr. The happy event occurred on March 28, 1932.



Don Moltrop McGill

Don, as he was familiarly known to his many intimate friends, made during his association with the Surface Lines and the various organizations he belonged to and participated in, passed into the Great Unknown on March 18, 1932.

His many years of service with the Surface Lines bespeaks his trust and worthiness to the industry. While a strict disciplinarian, he was noted for his impartial justness in dealing with others. Known as a square shooter by everybody he earned their deep regard by his frank and genuine sense of honor.

We most sincerely tender our heartfelt sympathy to the immediate family and relatives in their deep sorrow and grief in their sad loss.

Cottage Grove: Our sincere sympathy is extended to M. J. Mahoney, whose brother recently passed away.

Burnside: J. Fitzgerald fell and was injured while adjusting a trolley. We're wishing you a speedy recovery.

77th Street: Here's wishing a speedy recovery for M. Reidy and G. Stavidas.

Ask Frank Havel about the suit with 6 pants. We wonder what is the answer to R. Yourvich leading a dog down Maxwell Street.

Elsie R. Smith.

Material and Supplies

We wish to extend our most heartfelt sympathy to Barney Nimkavage and his family in their bereavement over the loss of his mother.

Max Streeter had the unique experience of being stuck in the mud in his girl friend's back yard in Michigan just as he was about to leave. Yes—he stayed a little longer than he had expected, but "Love will find a way, Max."

Chuck Jung was seen escorting a snappy blond at the last club dance. We wonder if her name is Millie?

We have noticed that Miss Goldman has a couple of admirers, C. Jung and J. Seaman, Jr. One day at noon she was heard singing to them, "Somebody Loves You." Look out, boys, this is leap year.

R. C. Buckley.

OBITUARY

The Passing of Joe Greeley

The chief operator of the Milwaukee and Cleaver sub-station, Joseph Greeley, passed away April 17, after an illness of several months.

Joe started to work as an oiler in the old Illinois Street cable house, June 14, 1897. His father was also an employe at the same station. From oiler, Joe was promoted to dynamo tender.

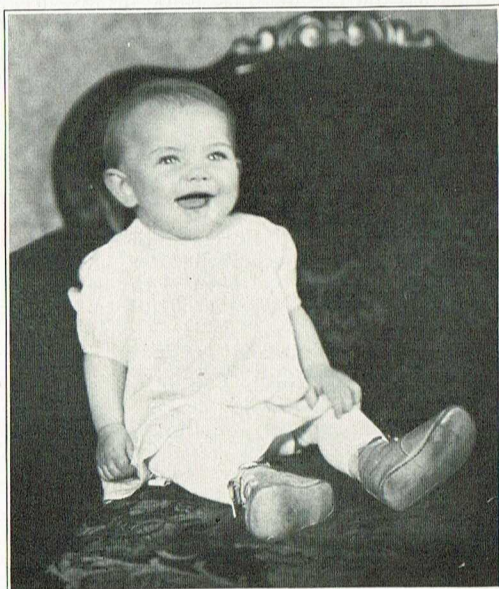
When Milwaukee and Cleaver station was started he was promoted to chief operator of that station, this position he held until his death.

Joe Greeley was held in high esteem by his fellow workers. He remained a bachelor. Besides two sisters he leaves a brother, to whom we extend the sympathy of the Electrical Department.

W. S.

Frank Noren

A wave of sorrow and regret swept over the Limits Depot when Conductor Frank Noren died of Pneumonia, at his home, 1452 Berwyn Avenue, Friday, April 29, 1932, after a short illness. He entered the company October 1, 1895, almost 39 years ago. His career with the company had many colorful experiences too numerous to mention for lack of space. Frank had many friends at the Limits, in fact, everyone acclaimed him the finest fellow they ever knew. Men such as Frank, with spotless records and ability to execute the ideals of the Chicago Surface Lines to almost perfection, are largely responsible for making it the most efficient street railway in all the world. He has passed on, but we shall ever cherish his fond memory. The men extend their deepest sympathy to the family in their great loss.



Jean Frances Nygren, Nine Months Old Daughter of Clerk Nygren of 69th.

Lawndale Courtesy Winner

*Again Carries Off Honors in Lively Contest—Complaints in April
Lowest in Five Years*

On April 30, the cumulative standing of the sixteen depots at the close of the 5th Courtesy Contest is as follows. Lawndale is the winner, with Blue Island a close second.

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
1 Lawndale ..	29	10	26	3	68	21
2 Blue Isl.....	26	9	36	6	77	16
3 Burnside ...	32	16	17	7	72	42
4 Noble	23	12	24	6	65	10
5 Lincoln	44	17	39	10	110	21
6 North	158	56	139	41	394	63
7 69th	79	44	86	35	244	72
8 Elston	39	17	23	11	90	21
9 Kedzie	92	52	91	30	265	74
10 77th	145	55	100	27	327	105
11 Archer	91	61	98	29	279	49
12 Devon	105	42	72	27	246	77
13 Division	59	35	49	15	158	22
14 Limits	41	30	36	11	118	16
15 Cottage Gr..	86	34	42	22	184	79
16 Armitage ..	72	28	35	13	148	20
Total	1121	518	913	293	2845	708

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

Around the Car Stations

Cottage Grove

Motorman John Todd has returned with a fresh ruddy complexion after a 3 months trip spent in Florida, whither he went last November with his wife, son and daughter. John says the roads were in splendid condition and the journey was made without a mishap of any kind. He spent his time fishing and swimming, his excellent swimming saving him from sharks that invaded the ocean at certain seasons of the year.

It is with deep regret we announce the death of Conductor W. E. Isenhardt who was interred at Fulton, Ill., March 21. To his family the trainmen extend their deepest sympathy.

It is with profound sympathy we announce the death of Motorman James Hayes who had been ill for more than a year and had been treated by some of the most eminent physicians in the country. The sympathy of the trainmen is extended to his brother, Conductor Patrick Hayes (with whom he lived), and the other brothers and sisters who are left to mourn his loss.

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
May, 1931	99	43	87	21	250	58
June	128	53	102	25	308	75
July	111	42	101	35	289	35
August	108	38	104	25	275	41
September	98	48	64	28	238	56
October	114	55	92	46	307	59
November	84	43	81	17	225	57
December	84	42	63	19	208	60
January, 1932 ...	74	38	45	15	172	71
February	61	27	60	16	164	65
March	100	62	60	30	252	68
April	60	27	54	16	157	63
Total	1121	518	913	293	2845	708

The total number of chargeable complaints received in April, 1932, was the lowest received in any of the 60 months (5 years) of Courtesy endeavor.

Following are the yearly totals:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
5-1-27 to 4-30-28	1668	831	618	529	3646	552
5-1-28 to 4-30-29	1630	1074	525	513	3742	658
5-1-29 to 4-30-30	1644	846	761	468	3719	777
5-1-30 to 4-30-31	1320	608	854	367	3149	670
5-1-31 to 4-30-32	1121	518	913	293	2845	708

The sympathy of the trainmen is extended Conductor W. D. Gamut on the death of his mother and to Motorman J. Payne on the death of his father.

To our new clerk, Swanson, who comes to us well recommended from 77th St. we trust you will like your new position and new surroundings and hope you will stay with us permanently.

To our late clerk, George Sands, we wish good luck in his new position as motorman.

J. H. Pickin

77th Street

On Saturday, May 21, the Club will hold its annual dance at the South Side Masonic Temple, 64th and Green Streets. The dancing will commence at 8:00 o'clock and will continue until midnight. Club members, remember, everything is free. No, sir, there is no charge for wardrobe. To non-members, there is still plenty of time to sign an application card and obtain the tickets free. Any officer or director will be pleased to accommodate you. This is going to be another of those big nights so be sure to come early and stay late.

Here is some real news, Motorman George Vonderheide stepped out and became a benedict. To George and Mrs. Vonderheide, kindly accept our congratulations, wishing you a long and prosperous life.

Allow us to draw your attention to a list of our newly sick trainmen and no doubt a pleasant visit would be appreciated and help pass those weary hours that are always present in a case of illness. There is Conductor J. M. Eppich, Conductor Tom Finn and Conductor P. T. Heraty convalescing at home after passing through various operations, also Conductor Chas. Woehlke, Conductor W. W. Ray and Conductor H. A. Schneider through sickness, while Motorman M. O'Malley is laid up through an accident. To all the boys this division wishes a speedy recovery.

Motorman John Coyne reports the arrival of a youngster at his home. Congratulations and may your tribe increase.

Motorman J. Barry has just returned from a visit to the "Old Dart," looking as fine as a fiddle. John states he had a wonderful trip.

A few of our boys are now confined at hospitals, namely: Motorman F. J. Brown No. 2 at Speedway, Motorman Paddy Harkins at St. Bernards and Conductor Mike Conway at Billings. We wish them a speedy recovery.

C. A. Gylling

Archer

Conductor John P. Stavely, another of Archer's venerables, having a seniority dating October 27, 1887, died March 7, at 5:00 P. M., after an illness covering a number of years. John, on the retired list for several years, leaves a record untarnished. The boys of Archer will miss him and his memory will linger long with us. Our sympathy is extended to his family in their bereavement.

Conductor W. Farrell, disappointed—another boy born March 15, 9 pounds. This makes "Bill" the proud daddy of four boys, but still has hopes for a daughter. Congratulations, Bill, and may you obtain your expectations.

Conductor J. J. Raske had the sorrow of parting with his three year old daughter, who died March 16. The boys extend to him and his wife their sincere sympathy.

Miles P. Callahan, Executive Board Member, 241, who has been suffering with neuritis for several months, took a stroll to the warmer climate convalescing at Hot Springs. It is good for sore eyes to see him back on the job again and hope he will continue to improve.

Conductor William J. Sweeney died Sunday morning, March 20, a victim of double pneumonia, leaving a wife and four sons to mourn his loss. Funeral services March 23 from St. Agnes Church. Interment Holy Sepulcher cemetery. He will be missed by many who extend to the loved ones their sincere sympathy.

Motorman John J. Vogel, known to the boys as "Peoria Pet", is very much interested in a young lady. Of late John has been escorting her to her place of business and home again in his Nash eight. Congratulations John, on your adventure.

Our sympathy is extended to Conductor H. J. Stark on the death of his brother, who died April 1.

Conductor Ed. Lynch, one of Archer's veterans, some 27 years ago was the proud daddy of a son, John Edward, who, on Saturday, April 2, was ordained to the holy priesthood at Mun-

delein by His Eminence George Cardinal Mundelein. At the hour of the event being solemnized the brother to Conductor Ed. Lynch died. While the boys of Archer congratulate you Ed on the honors conferred on your son, we deeply regret the sorrow which entered in and extend to you our sincere sympathy.

Conductor James Knudsen, who was seriously injured by a hit and run auto on April 9, and who has been suffering much pain since the accident is now on the road to recovery, convalescing at St. Mary's hospital. While James is now out of danger it will be some time before he will be out and around. A visit to the hospital will lighten a heavy load.

Conductor Walter Joseph Tanke was called upon to part with his dear wife April 12. Interment at St. Adalbert cemetery. We extend our deepest sympathy.

Blue Island

We all wish to extend our sympathy to Motorman Albert Mosena and family in the loss of his wife and to H. Loeb in the loss of his brother-in-law.

Conductor Francis Murphy is the proud daddy of twin boys, each weighing about 6 pounds, presented to him on March 8, 1932. Congratulations, Frank.

Conductor V. Brezinsky was presented with an 8 pound girl on March 11, 1932. Congratulations.

Jimmy Tucker, our combination clerk and receiver, was transferred to the General Office as Night Dispatcher. We all wish him good luck in his new position.

Clerk Herbert Beyer replaces Tucker as combination clerk and Receiver and Raymond Simon, transferred from Lawndale as chief night clerk replacing Clerk Beyer. We wish both success in their new positions.

Conductor Jos. Hoffman was presented with a 9½ pound boy on April 4, 1932, and Motorman Edw. Gron was presented with an 8 pound boy on April 17, 1932. Congratulations, boys.

John Haider is taking up broadcasting. He can be heard practicing in the trainroom every afternoon.

Nick Loomos says Starter Arbeigo has nothing on him when it comes to gardening. Nick claims to have the best garden in the city.

C. P. Starr.

Kedzie

Conductor James Hickey, one of our old conductors, died very suddenly April 1. He was very well liked amongst his fellow men and they extend their heartfelt sympathy to the bereaved family.

Our sympathy is extended to Conductor Wm. Hinz on the death of his mother who died March 29 and to Conductor E. Haggstrom on the loss of his mother who died April 17.

Conductor Dan Musker reports the arrival of an 8 pound boy born March 16. Congratulations.

Conductor John Donohue is also the proud daddy of a 7 pound baby girl born March 28. Congratulations.

Conductor O. McGowan also announces the

arrival of a 7 pound girl born April 4. Congratulations, old boy.

Michael Callahan, our handsome clerk, joined the ranks of matrimony February 9. The secret of their marriage, however, was not announced until several weeks later. His bride is the daughter of Supervisor Thompson. We wish you and yours all the happiness and a world of success.

Conductor L. R. Thomas was happily married March 19. We congratulate you on your undertaking and wish you happiness.

Motorman Joe Lambert entered the sea of matrimony for the second time March 21. Here is wishing you happiness.

Conductor T. M. Scully slipped away April 9 and took to himself a wife. His bride is the daughter of Motorman James Kelley. Here is wishing you a world of happiness.

Last but not least our combination clerk and receiver, James M. Cassels, signed a life's contract April 9 taking to himself a wife for better or for worse, the joys and pleasures of a happy home. May your lives be full of happiness.

C. Sonders.

North Avenue

Motorman A. Anderson passed away suddenly April 18. His passing was a shock to his many friends at this depot. Andy had twenty-five years service. He was a quiet, home-loving type, a true gentleman and we will miss his presence. Heartfelt sympathy is expressed to his family and relatives by the men of North Avenue depot.

Motorman Henry Frese, that grand old timer who works on Cicero avenue, and his good wife celebrated their thirty-fifth wedding anniversary April 30 with their children and a multitude of friends and relatives. Congratulations Henry and Mrs. Frese. All the boys at this depot join in wishing you many happy returns of the day.

Conductor E. Ritt and wife were married twenty-seven years ago April 29 and are still very happily married. Congratulations, Mr. and Mrs. Ritt and many happy returns of the day. And if you will think back you will remember that it rained that day too back in 1905.

Conductor Clarence Langers was married December 12 and is getting along fine with the missus. Clarence is a bashful chap and we didn't get the news from him but it's the right dope. Congratulations.

"Happy equinox," wise cracked Night Clerk Harrington as the bosses, supervisors and starters blew in the morning of March 21 to fight the blizzard.

Conductor A. Lauter is papa to an 8 pound girl born March 23. Conductor T. Walsh No. 3 is daddy to a 9 pound boy born March 25. Conductor Phil Strohm announces the arrival of an 8 pound girl who arrived March 10. Conductor Ferrier Christian reports the birth of an 8 pound boy March 12. Pretty good for our conductors, the last two mentioned being amateur daddies.

Supervisor R. Bailey is now a married man,

as is Conductor R. Loftsgaarden, who was married April 9. Congratulations, boys!

Said the fair young lady passenger to bus operator Fred Bartz: "Will you please hold your bus a few minutes, my girl friend and I are going to a funeral and she will be along on one of these Madison street cars any minute now."

C. A. Knautz.

Devon

We have lost Fred Mierbarger, who was our chief clerk, as he was transferred to Lincoln Depot. We can truthfully say that Lincoln should be mighty proud to get a man like Fred for their chief clerk.

Fred was replaced by Henry Ekeroth who was at the Limits Depot before coming to Devon. Henry was here at Devon some years ago, so the transfer just brought him back to his original depot, where he has many old friends. We are very glad to have Henry fill the vacancy left by Fred. We know that he will make good as our new chief clerk and we all wish him the best.

Quite a number of new men have been transferred to Devon from Cottage Grove, Burnside, Lawndale, Noble and Sixty-Ninth Depots and we surely have received a group of first-class men.

We are sorry to see that Conductors John Glover, Hugo Shelling, Harry Haderly and Jack Scuffy and Motormen Bob Pattison, Al Gloede, Con Walsh and Pete Marsh are ill at home. Any of the above men would be more than pleased if their friends would call and pay them a visit. We wish them a speedy recovery and will be looking for them back at work soon.

Some of the boys have joined the Boy's Club at Orchard and Willow Streets. Anyone wishing information on this subject see either John Miller or John Lohrmann.

Land.

Limits

Introducing our new clerk, Edward R. Hendrickson, who been transferred from the Schedule Department to the Limits as evening clerk. Mr. Hendrickson comes well recommended, and has a very pleasing personality. The manner in which he comprehended his new job is sufficient evidence to insure his success. The men at the Limits will like Ed very much.

Dr. Stork visited the home of Starter Frank Tutlewski on April 21, and left a seven-pound baby girl. Congratulations Frank! and may the next one be a boy.

News, that I believe to be substantially correct, has leaked out that Motorman Leslie McLean is on the verge of matrimony. Some claim it's his personality, but I think that irresistible mustache has something to do with it.

We express our sincere sympathy to Conductor H. Anderson No. 1, in the loss of his father who passed away April 21, after a long illness.

Supervisor Frederick W. Stichter, our celebrated "Dutchman," has been promoted to the Central Division.

Attention Golfers: The annual Surface Lines tournament will be held in June, next month. (Watch for poster and details.) If you want a day of real enjoyment and recreation enter this event. Let's get together and represent a small depot in a big way.

A. B. Poore.



How the Seventy-seventh Club Room Looked the Night of the Banquet