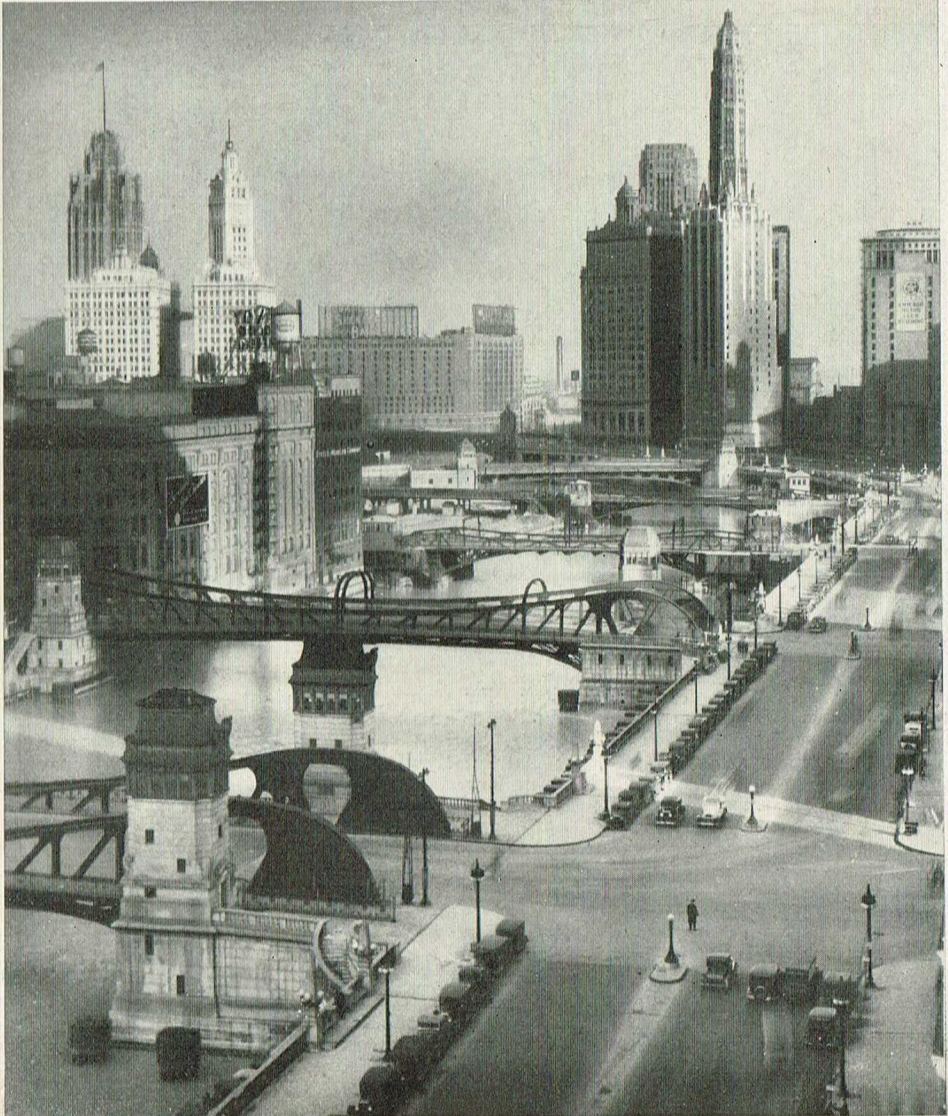


# SURFACE SERVICE MAGAZINE

Volume 9

OCTOBER, 1932

Number 7



*LOOKING EAST ON THE FAMOUS WACKER DRIVE FROM  
LA SALLE STREET*





## Lawndale Veterans

*Twenty-One Old Timers with Eight Hundred Ninty-Four Years of Service*



Here they are with their years of service: First row, left to right—Michael Ray, 43; Thomas Smith, 47; James R. Phelan, 43; Division Superintendent E. L. Maguire, 52; Terrance Kennedy, 49; William Schweiger, 47; Owen Casey, 47. Second row—August Olson, 43; Harry Krygsman, 43; William Rump, 43; Fred Luehr, 43; Patrick Lysaight, 42; August Rahn, 41; Henry L. Paulson, 40. Third row—Fred Larson, 38; John Krygsman, 40; Isaac Grice, 39; John J. Doyle, 42; Herman Buller, 38; Timothy McAuliffe, 37; Frank Ptacek, 37.





# Surface Service Magazine

*A Monthly Publication by and for Chicago Surface Lines Employees*

VOL. 9

OCTOBER, 1932

No. 7

## An Optimistic Industry

*Retiring President of A. E. R. A. Voices Confidence in Future  
of Mass Transportation*

Optimism in spite of depression was the prevailing note in the annual business meeting of the American Electric Railway Association at the Stevens Hotel in Chicago, Sept. 27 and 28. At that session Mr. Guy A. Richardson wound up his term of office as president of the Association, and was succeeded by Mr. Walter A. Draper, president of the Cincinnati Street Railway Company. Mr. C. H. Evenson was elected second vice president of the Transportation and Traffic Association, an affiliated branch of the main body. A significant development at the meeting was the approval of a change in name for the organization, which hereafter will be known as the American Transit Association—as more accurately indicating its functions and activities.

This was the fifty-first annual gathering of the electric railway operators and manufacturers, and while the period of retrenchment was reflected in the small attendance—350 compared with the usual 5,000 or more—the lack of attendance was offset by increased interest in the problems of the industry. That these problems were numerous and serious was pointed out by President Richardson in his address. He insisted, however, that by maintaining a united front the industry will survive and will be better appreciated by the public. He referred to the unusually good record made by street railway companies in stability of employment while other industries were reducing personnel to an extreme. Unusual interest of the operators and manufacturers centered in a report made by Mr. C. F. Hirshfield of Detroit on progress toward development of an ideal street car. This study is being made by the Association with a view to producing a vehicle which will offer the greatest appeal to the riding public.

“The essentiality of local transporta-

tion,” said the retiring president, “is being recognized as never before. Responsible business men and property owners are beginning to understand the relationship of local transportation to the physical, economical and social development of their communities. They are beginning to see that transit deficiency and traffic congestion retard business and have a deadening effect upon industry. Users of local transportation agencies are showing an increasing interest in measures designed to improve the comfort, convenience and safety of the service rendered them and the opposition and prejudices of the past are gradually disappearing. Our forty million daily passengers are not yet fully conversant with the factors which make efficient and economic service possible, but they are beginning to realize that a starving transportation system, like a starving horse, cannot be expected to do its work effectively.

“Merchants who a few years ago were dazzled by the number of automobiles parked in front of their stores have learned by traffic counts that the greater majority of their customers in the larger cities come by mass transportation carriers. Many in Chicago were surprised when it was disclosed that in the rush hour, on a normal business day, 88 per cent of all persons leaving the central business district used public carriers.

“Economists and bankers cannot but be impressed by the fact that the electric railway industry ranks eighth in the amount of invested capital in the United States and that it is uneconomic, if not disastrous, to fail to utilize to the fullest extent property in which there has been invested more than five billion dollars.

“Civic leaders recognize the relation between mass transportation and housing conditions, family life and the cost of living.



"Our hope for the future is based upon this better understanding of the complexities of city transportation and the place it has in the community. Most of the troubles of the past have been due to a state of mind. The public, misled by political propaganda, adhered to false ideals. The five-cent fare became a fetish and the street car company was looked upon as a convenient tax collecting agency.

"It has taken years to change this state of mind, but at last we can say that real progress has been made toward more friendly public relations.

"A committee of the Chamber of Commerce of the United States has prepared an intelligent and comprehensive report on city passenger transportation, which has been submitted to a referendum of its membership. Nothing in public relations that has occurred in the more than fifty years of street railway operation is of greater significance to the industry than this evidence on the part of organized business of a realization of the place of local transportation in urban life and the necessity for public assistance and sympathy in seeking solution of transit and traffic problems.

#### Some Things Overlooked

"One of the most valuable results of this report should be the focusing of public attention upon the essential service performed by local transportation agencies. In recent years the automobile and the traffic problems it created have absorbed so much attention that little thought has been given by business men, manufacturers or the general public to transit facilities which carry a much greater proportion of the city's population to and from their daily tasks. At tremendous cost to tax payers, millions have been expended in building boulevards for automobiles while street car lines, built with private capital and occupying a comparatively small amount of street space have been unassumingly shouldering most of the traffic load. The managements of these properties have asked no special favors. Often they have been compelled to meet unfair competition, to pay unreasonable taxes and to struggle under restrictions imposed by unsympathetic or unwise regulation.

"Property owners seem to have overlooked the fact that real estate values are dependent upon efficient transportation. Manufacturers apparently have been indifferent to the dependence of their employes upon public carriers. Even those who use the service have shown astonishingly little interest in the handicaps placed in the way of management in its attempt to serve them adequately and economically.

"If something can be done, through this re-

port or otherwise to arouse the thinking people in every community to a recognition of the importance of transit in the general traffic scheme, we shall be a long way on the road to a solution of all our problems.

"There is no disposition to minimize the value of widened streets and high speed boulevards for automobiles. They serve a useful purpose and most of them are well worth the money expended in their construction.

"Compared with street car or rapid transit lines, however, they are relatively unimportant in the number of persons they accommodate. If only a small part of the money expended in recent years in the construction of de luxe accommodations for owners of automobiles in the larger cities had been used for the improvement and extension of local transit facilities cities would have far better service and less congestion.

#### As to Taxicabs

"In our ever-changing business, new problems are constantly confronting us. We lived through the period of wild-cat jitneys, but now we are forced to compete in many cities with flat rate taxi-cabs that differ little from jitneys except in name. In some communities they are seriously affecting electric railway revenues.

"The taxicab has its place in the general scheme of transportation. It provides an individual and special service that cannot be afforded by mass transportation agencies, but it should be regulated and confined to its own field. Unregulated taxicabs owned or rented by individuals and carrying passengers at fares too low to meet actual costs, are a menace in city streets. They demoralize the taxicab business and threaten the successful operation of other public carriers which must be relied upon to provide regular and continuous transportation for the majority of the people.

"City councils, influenced by popular clamor, are reluctant to force these wild-cat drivers from the streets or to compel them to submit to proper regulation.

"This is essentially a local problem and must be dealt with by local management. In general, however, it can be said that the most effective measure is to bring taxicabs under the same public regulation that is now applied to other carriers. Centralized public regulation over all local transportation would in the end be advantageous to each class of service and especially beneficial to the riding public.

#### Meeting New Conditions

"Now that there are signs of some business improvement—some rays of light breaking through the clouds of depression—the industry should be looking forward to the time when it can undertake the task of winning back the riders it has lost and seeking new business. The end of the depression should mark the beginning of a new epoch in local transportation—the beginning of a new day. There have been many of these turning points in this industry.

"In the early nineties we applied electricity to street car operation and gave the people the fastest vehicle on the streets. At the beginning of this century, realizing that the operation of several separate systems in one city was uneconomical, we began a period of consolida-



tion looking toward city-wide service. Conditions during the world war resulted in the almost complete abandonment of the five-cent fare and the recognition of the shortcomings of the fixed term franchise. A little more than a decade ago, after heart-breaking competition with buses, we came to the realization that we must enlist this new recruit in the transportation army and make it work for us and not against us.

"Each of these steps was taken in an effort to meet changing conditions and changing habits of the people.

"Our next step will not be revolutionary, like the change from animal power to electricity, but rather a conservative application of the experience and knowledge acquired by management and an amplification of movements already under way.

"We must compete to better advantage with the speed and comfort afforded by the automobile. To do this we must use the best available equipment for each class of service, whether street car, rapid transit train, bus or trolley bus. Street cars are no longer the fastest vehicles on the street. We must continue to apply every possible improvement to secure

greater over-all speed with safety. We must arouse public opinion to support measures of traffic regulation that will give us a clearer street in which to operate.

"We must endeavor to build into cars and buses better facilities for the comfort and convenience of riders and to improve roadway and rolling stock to attain smoothness and quietness in operation.

"Through publicity and advertising we must keep before the public the essentiality of our service and the relative economy of its use as compared with individual transportation.

"We must study the fare structure from the standpoint of merchandising and proper financing.

"We must seek co-ordination of service, so as to serve the community adequately and avoid uneconomic competition.

"We must bend every effort toward building up financial credit in order to make electric railway securities again inviting to investors.

"If management has the vision, aggressiveness and intelligence to accomplish these things we shall indeed enter upon a new day of substantial prosperity."

## Civic Pride Wins Victory

### *The Defacement of Trolley and Light Poles by Advertisers Brought to Sudden End*

For many years, ever since prolific advertising of everything from tooth-paste to breakfast foods has been considered good business, certain advertisers, less enlightened than their clearer thinking brethren of the trade, have considered our trolley poles an excellent billboard for their purposes. The fact that advertising of this sort is offensive to good taste, is harmful to the poles so used, is an economic waste and is contrary to the law, they either cannot or will not recognize. And so the company has been constantly forced to take what steps it could to minimize this nuisance. But because there are over 50,000 trolley poles throughout the city, the task of keeping them clear has not been an easy one.

From time to time civic organizations raise their voice in protest, newspapers comment on the irritation and the matter receives a great deal of attention, but all this occurs after most of the damage is done. The result of the agitation is usually a diligent effort to get the poles once more in a respectable condition. And so they remain with a few isolated outcroppings of a local character until with the suddenness and thoroughness of a horde of locusts the motly array of exhorta-

tion to vote for so and so in the best interests of civic government remind us that another election is near at hand.

Since Mayor Cermak has been in office he has made very definite progress in checking this practice and just a few days ago restated his position very clearly. Commissioner of Police Allman has issued to all captains very firm order that all poles in their respective districts are to be kept clear of such unwelcome decorations.

Such evidences of civic pride is most gratifying and the company intends to do everything possible to assist the police department in their efforts to keep Surface Lines' poles clear this fall. Department heads have been asked to have their employes call Dearborn 8800, Local 250, and report either men at work installing any sort of posters or freshly installed posters. All such calls will be communicated to the district headquarters and in this way it is hoped that the election period will pass with no ugly scars to remind us of the battle.

S. D. FORSYTHE.

Ancient Greek girls would listen to a lyre all evening. Many American girls often do the same thing.



# Courtesy Helps New Transfer

*Success of the Radical Change Largely Due to Conductors—  
Few Criticisms*

By C. H. Evenson

Superintendent of Transportation

The highest praise is due Chicago Surface Lines' trainmen for the splendid service they have rendered in the introduction of the new transfer. This major change in the transfer plan could not have been effected without the complete cooperation of the trainmen. Reports from all over the system show that they have been uniformly courteous in answering questions of passengers and have used good judgment in the application of the new rules.

There could be no better evidence of the high quality of the train force than the splendid way in which they have handled this situation.

The most important thing in the introduction of the new transfer was the impression made on the public during the first few days of its use. This impression has been good and the number of complaints because of the change in transfer form is much smaller than might have been expected. It must be remembered, however, that there will still be questions arising in the minds of passengers as to the advantages or disadvantages of the new plan and trainmen must continue to exercise patience and courtesy in answering questions. There are distinct advantages from the standpoint of the rider and these should be pointed out at every opportunity.

The new form makes it possible for a passenger to use the most convenient route in reaching his destination, although to do so may require some reversal of direction. It allows him ample time at transfer points and removes any ground for argument as to whether or not he is making a legitimate ride.

The Surface Line extends to its riders the most liberal transfer privileges of any system in the country. Unfortunately, under the old transfer system in effect for some eighteen years, it was not difficult for passengers who were inclined to do so to abuse the privilege of transfer. Under the new plan, which gives the conductor complete informa-

tion of the entire ride taken by the passenger, this is not so easily done.

Those who are not attempting to abuse transfer privileges will find nothing to object to in the new form. On the contrary they will find that it makes it easier for them to reach their destination by the fewest number of transfers and by the most direct routes.

As this fact becomes better understood by our passengers they are going to appreciate the new form. Only those who have been abusing transfer privileges will object to it.

At the car station conferences this month opportunity will be afforded to trainmen to discuss any questions which may have arisen as to the use of the new transfer and its advantages. Trainmen should avail themselves of this opportunity for an open discussion.

The management believes that the change in transfer form is one of the most important improvements in operating practices made in recent years and it is grateful for the hearty and enthusiastic cooperation on the part of the trainmen in making the innovation a success.

## EMPLOYES RELIEF FUND

September, 1932

The Surface Lines Employees Relief Committee held four sessions during the month, at which 62 applications were considered. Of this number there were 33 emergency cases, in which the Committee approved immediate relief, and 16 applications were approved for weekly payments.

Checks totaling \$31,245.64 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$243,066.22 paid to Chicago Surface Lines employees in relief to date. The Surface Lines Relief Committee have forwarded the final check for \$10,000 to complete the \$120,000 pledged to the Joint Emergency Relief Association for the year November, 1931, to October, 1932, inclusive. This makes the total expenditures for relief \$363,066.22.





Superintendent Evenson with His Catch of "Big Ones" at Namekogan Lake

On September 30th the cumulative standing of the sixteen depots in the Sixth Courtesy Contest is as follows:

	Disc.	P. U.	Trans.	Q. S.	Cmd.	Total
1 Lincoln .....	10	17	2	29	10	
2 Lawndale ....	13	5	16	34	14	
3 Blue Island..	7	2	18	27	5	
4 North .....	40	18	55	119	24	
5 Burnside ....	9	4	18	31	10	
6 Kedzie .....	30	11	39	86	14	
7 Limits .....	11	6	13	35	10	
8 77th .....	46	25	43	122	42	
9 Elston .....	14	7	15	37	8	
10 Archer .....	33	22	53	115	16	
11 69th .....	31	24	46	114	21	
12 Noble .....	13	5	15	33	3	
13 Cot. Grove ..	30	7	19	66	17	
14 Devon .....	43	13	39	103	44	
15 Division .....	27	8	25	64	7	
16 Armitage ...	33	7	18	67	7	
Total .....	390	164	449	79	1082	252

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

	Disc.	P. U.	Trans.	Q. S.	Cmd.	Total
May .....	103	35	120	22	280	61
June .....	168	66	190	44	468	125
July .....	239	93	269	56	657	167
August .....	309	126	351	71	857	207
September .....	390	164	449	79	1082	252

Courtesy is a passport to favor and a recommendation in language that everyone understands.

## ROUNDING UP WITNESSES

### Seventy-seventh Street Mounts to the Top—Burnside Slides to Eleventh Place

The report for the month of July caused much joy and elation when the average for the system read 4.87, and there were visions of boosting that average in August to 5.00 or better, but the following report showing an average of 3.71 for the system for that month brought the spirits of the Accident Investigation Department who are so vitally interested in this contest down to a very low ebb. 77th Street advanced from third place to take the lead, replacing Burnside who crashed to eleventh position and who has, it apparently seems, is satisfied to rest on its laurels. Armitage-Division was the only depot that retained the same position that it held the previous month, namely, ninth, all others either advancing or dropping. It is up to those trainmen that have accidents to get out and get witnesses, inasmuch as it is a part of their duty and is of vital importance to the company.

Detailed figures are as follows:

	Aug.	July	June	May
1. 77th Street ....	4.36	5.49( 3)	3.71( 6)	3.72( 5)
2. Cottage Grove ..	4.14	5.32( 4)	3.90( 4)	3.25(10)
3. North Avenue ..	4.06	4.88( 8)	4.26( 2)	4.24( 1)
4. L'ndale-Blue Isl..	4.02	6.51( 2)	3.59( 7)	3.55( 7)
5. Elston-Noble ....	4.01	5.19( 6)	4.44( 1)	4.13( 2)
6. Archer .....	3.80	5.13( 7)	3.83( 5)	3.61( 6)
7. Devon Limits ....	3.57	3.85(10)	3.03(19)	3.31( 9)
8. 69th Street .....	3.48	5.24( 5)	3.82( 8)	3.74( 4)
9. Armitage-Div. ....	3.25	4.31( 9)	2.76(12)	2.78(12)
10. Kedzie .....	3.16	3.36(12)	2.82(11)	3.14(11)
11. Burnside .....	3.07	6.54( 1)	3.99( 3)	3.88( 3)
12. Lincoln .....	2.96	3.38(11)	3.30( 9)	3.36( 8)
Av. for System...	3.71	4.87	3.54	3.57

## TRAINMEN'S PHILOSOPHY

He who would receive co-operation must give it; co-operation was born a twin.

The secret of happiness is not in doing what one likes, but in liking what one has to do.

A man's own good breeding is the best security against other people's ill manners.

A kind word often does more good than a large gift.

If the mail-carrier stopped to fight it out with every dog that barked at him he would never get his mail delivered.

It isn't your position, but your disposition, that makes you happy or unhappy.

A friend is one who walks in when the rest of the world walks out.

Service is the rent we pay for the space we occupy in this world.

An ounce of confidence in yourself is worth more than a ton of dependence on other people.

A dollar may go farther than it used to, but we have a much harder time getting it back.

Only game fish swim up stream.

A good personal appearance is better than a letter of recommendation.

Ambition without action is like a motor without gas.

—Los Angeles R'y. "Two Bells."

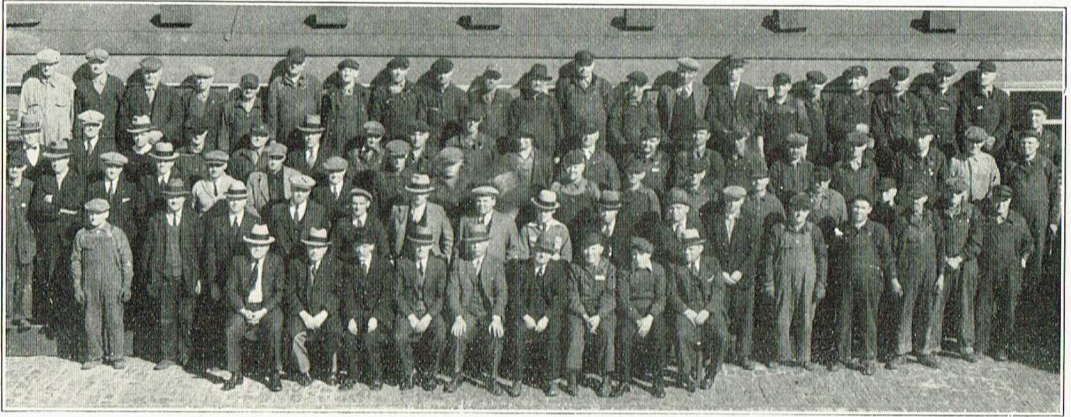
She: "When does a book become a classic?"

He: "When people who haven't read it begin to say they have."



# Keeping 'Em Rolling

*77th Street in the Lead—Decrease in Pull-Ins in September Generally Shown*



**Seventy-Seventh's Efficient Emergency Corps**

F. W. Meyers, J. Ditchie, J. Warnken, F. Hagins, M. Sayre, P. Murphy, F. Havlin, J. Waisvilas, F. Wolf, M. Kasnausky, A. Palm, J. Ditchie, J. Bokutis, A. Chalikes, A. Boonar, A. Krauchun, D. O'Brien, F. Martinkus, J. Kakta, H. McTigue, R. Yurvich, T. Lowry, A. Gordon, S. Poszkus, J. Kundrotis, T. Gudinsky, C. Friehstich, R. McClellan, C. Janikas, M. Seahill, C. F. Phillips, T. Genutis, J. Joboris, F. Maracich, M. Swanson, F. Haas, J. Vaishvilo, W. Chipola, R. Taggart, T. McDonald, C. Walsek, H. Quinn, G. Dalton, T. Cunningham, F. Green, D. Stewart, M. Dragon, W. Cohan, T. Kenehan, C. Kakta, E. James, T. Thermon, J. Brannan, A. Pundwics, G. Poulos, S. Kuoga, N. Theodore, J. Havel, C. Evett, A. Valovick, R. McCormick, G. Staveides, A. Mavrinac, C. Galkus, G. Milonas, J. Bugan, M. Urbanek, M. Urbates, J. Ciechna, S. Kutscher, J. Narvelas, A. Lapinski, T. Leondis, Z. Kasparowicz, S. McElwee, H. Thompson, D. Mangan, F. Gaughan, G. Koclanis, J. Casey, R. Tomasunas, T. Yercin, J. Sarsavage, J. Lee, F. Fisher, P. Lukas, H. Sundquist, A. Kyras, W. Naylk, F. Walsek, T. Ruches, K. Kunce, J. Rapell, J. Lilley, T. Madigan, B. Roberts, F. Rodovicz, D. Casey, E. Wiegand, T. Arendt, A. Hooker, M. Dechon, F. Havel, A. Green, P. C. Gross, C. Mavrinet, C. Levicki, J. Varmali, C. Wessel, M. McNamara, W. Burke, J. Meehan, J. Langlois, T. Salapanks, J. Hanrahan, P. Raudonis, J. Boll, J. Hopkins, P. Huvane, J. McMahon, M. Reidy, M. Stone, J. Callahan, C. G. Leinaner, F. Rudis, W. Boussis, G. Riedhauser, L. Basso, P. Plegakes, W. Baer, P. Faherty.

Seventy-seventh Street Carhouse is leading with 36,684 miles operated per pull-in due to failure of equipment. This is an increase of 24.6% over August.

North Avenue moved all the way up from 14th position to second, Kedzie from ninth to third and Noble from thirteenth to fifth.

The individual records appear below:

Rank	Carhouse	Zero Days	Miles Per		
			Pull-In	Pct. Inc.	or Dec.
			in Sept.		
1	77th Street .....	10	36,684	24.6	
2	North .....	9	33,309	71.9	
3	Kedzie .....	14	32,118	28.4	
4	Devon .....	16	30,694	11.8	
5	Noble .....	20	29,635	44.0	
6	Lawndale .....	19	29,522	4.2	
7	69th Street .....	7	28,871	22.6	
8	Cottage Grove...	12	28,705	9.7	
9	Division .....	17	27,869	16.8	
10	Archer .....	8	27,786	6.0	
11	Burnside .....	12	26,183	60.7	
12	Elston .....	22	25,086	2.3*	
13	Lincoln .....	13	24,628	13.9*	
14	Armitage .....	17	24,570	33.7	

15	Limits .....	20	20,322	5.1*
16	Blue Island.....	14	17,449	54.7*
		230	28,525	19.1

\*Decrease.

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

Carhouse	Sept.	Aug.	July	June	May	Apr.
77th Street..	1	2	2	4	2	4
North .....	2	14	9	12	9	15
Kedzie .....	3	9	12	11	10	7
Devon .....	4	5	15	8	5	14
Noble .....	5	13	16	15	14	5
Lawndale ..	6	4	4	1	4	6
69th Street..	7	11	8	6	12	8
Cott. Grove.	8	7	1	2	3	3
Division ....	9	10	7	13	13	12
Archer .....	10	6	5	5	8	1
Burnside ...	11	16	3	10	6	10
Elston .....	12	8	13	3	7	9
Lincoln ....	13	3	10	9	11	13
Armitage ...	14	15	11	14	16	11
Limits .....	15	12	14	7	15	16
Blue Island.	16	1	6	16	1	2



# As to Facing Point Switches

## *Accidents Cannot Occur if Motormen Observe Plain and Simple Rules—Blind Cases*

Cumulative—February 1 to September 30, 1932

First Place .....	Division No. 11, Lincoln .....	93.189
Second Place .....	Division No. 3, Seventy-seventh Street...	93.150
Third Place .....	Division No. 10, Elston-Noble .....	93.047
Fourth Place .....	Division No. 2, Burnside .....	92.612
Fifth Place .....	Division No. 4, Sixty-ninth Street.....	92.440
Sixth Place .....	Division No. 5, Archer .....	91.690
Seventh Place .....	Division No. 6, Lawndale-Blue Island....	91.608
Eighth Place .....	Division No. 9, Armitage-Division .....	91.263
Ninth Place .....	Division No. 8, North Avenue .....	91.070
Tenth Place .....	Division No. 1, Cottage Grove .....	91.019
Eleventh Place .....	Division No. 12, Limits-Devon .....	89.492
Twelfth Place .....	Division No. 7, Kedzie .....	88.044

### Month of September, 1932

First Place .....	Division No. 3, Seventy-seventh Street...	93.478
Second Place .....	Division No. 4, Sixty-ninth Street .....	92.894
Third Place .....	Division No. 11, Lincoln .....	92.790
Fourth Place .....	Division No. 6, Lawndale-Blue Island ...	91.278
Fifth Place .....	Division No. 9, Armitage-Division .....	91.254
Sixth Place .....	Division No. 1, Cottage Grove .....	90.708
Seventh Place .....	Division No. 10, Elston-Noble .....	90.175
Eighth Place .....	Division No. 8, North Avenue .....	90.047
Ninth Place .....	Division No. 2, Burnside .....	89.832
Tenth Place .....	Division No. 5, Archer .....	89.591
Eleventh Place .....	Division No. 12, Limits-Devon .....	86.616
Twelfth Place .....	Division No. 7, Kedzie .....	86.461

By **WILLIAM PASCHE**

### Supervisor of Accident Prevention

In the past few months there have been several collisions of cars at facing point switches which have resulted in much property damage, expense and personal injury to many of our patrons, all of which could and should have been avoided by the exercise of ordinary care. Just why accidents such as these happen is hard to understand especially after the careful instruction given in connection with operation over facing point switches.

Facing point switches whether they are right or left hand are always a point of danger and must be operated over only after the motorman or operator has made sure that the switch is properly set for the direction in which it is intended to travel and only at such speeds that should the rear truck split the switch it will be immediately noticeable so a stop can be made without damage to equip-

ment or injury to passengers. Two of these accidents occurred at facing point left hand electric switches at an intersection where there is considerable traffic and car movement which in itself should have been sufficient warning of danger.

Both motormen made the regulation stop and applied the power feeling sure that the switch was set for straight track operation. But instead of it being set as they both say it was, for straight track, it was set for the curve, resulting in two very serious collisions and much expense.

Both motormen insisted that the switches opened just as the front platform was passing over the switch point. This, we believe, cannot happen—at least, in our experience we have never known it to be possible. But we think that when each motorman started his car he thought he was applying the power to set the switch for straight track operation, and approached the



switch point without even looking to see that it was properly set and at such speed that it was impossible to avoid the serious accidents which resulted.

Two other similar collisions occurred but at points where there were loose tongue switches with Burton protecting devices. In both of these cases the motormen operating against the facing point switch had made stops to take on and let off passengers, yet operated in such a manner that two more very serious accidents resulted.

All four of the accidents described can only be charged to careless operation on the part of the four motormen involved. The Rules for Conductors, Motormen and Operators are sufficiently clear and specific that anyone who reads and studies these rules should not be involved in accidents at facing point switches, therefore, we are publishing and directing the attention of all motormen and operators to Rule 50, Sections C, D, F, K and L, and also Rule 99, Sections P:

#### 50. SWITCHES—

- (c) Motormen are required to observe the position of all facing point switches, and must know that such switches are set in proper position before passing over them, and that no portion of the car is allowed to stand where it will obstruct other car operation.
- (d) Car must never pass over a facing switch when meeting a car going in opposite direction. Car moving in opposite direction must be allowed to pass before proceeding over the switch. (See also Rule 99-(p)):
- (f) Car must always be operated at slow speed and under full control over switches and special track work.
- (k) When car is to proceed on straight track, have power off when trolley pole crosses contact pan on the trolley wire.
- (l) When the car is to take the switch, have power on the first or second notch of the controller when car crosses contact pan on trolley wire. Motorman must assure himself that the switch tongue is in proper position before running the car into the switch.

#### 99. RIGHT OF WAY—Operation of Cars at Street Railway Intersections and Connections.

- (p) If both cars are to run against a facing point switch leading from the track on which they are running to or across the track of the other car, northbound cars shall have the right of way over southbound cars; eastbound cars shall have the right of way over westbound cars, and on diagonal lines, cars inbound to

the loop district shall have the right of way over outbound cars.

Blind or unreported cases continue and until eliminated will be the source of trouble and unnecessary expense. Just why trainmen will fail to report all incidents which occur on or near their cars is hard to understand especially after there has been so much written and verbal instruction on such matters. As this article is being written there have been laid before the writer nine cases which resulted in an expenditure by the Department of Accident Investigation of more than \$41,000; among these cases were four boarding, three alighting, one fallen in car and one car and person accident. All of these could have been settled for considerably less money had the trainmen involved reported the accident. We are now considering the advisability of declaring all blind cases as chargeable where there is a possible identification. Whether or not we take this drastic action depends upon the results obtained in the next few weeks. Trainmen should understand that it is a much more serious matter to have in their work records the notation that they have had a blind case, which means failure to report incidents which occur, on, in, near or around their cars than it is to have a reported chargeable accident.

We are now in that period of the year when it is only a short time before the "No Accident Honor Roll" will make its appearance. To make this list complete and correct, all trainmen and bus operators should inquire of their division superintendents whether or not an accident which they have had has been declared as chargeable. If the records show that it has been so classed and the trainman or bus operator thinks it has not been correctly classed he should make it known to his superintendent or by coming to the general offices so that the case may again be reviewed and corrected in the event that a mistake has been made in the original classification. Trainmen and bus operators should take advantage of this opportunity to clear their records of chargeable accidents, providing of course that there is sufficient evidence to justify the changing of the first classification. Many men have already availed themselves of this opportunity, why not you? Always remember that a good work record is a most valuable asset.



# National Safety Movement

## *Twenty-first Congress Marks Growth in the Interest of Accident Prevention*

Washington was the scene of a great gathering of members of the National Safety Council Oct. 3 to 7, when President Bergquist presented a general view of the accomplishments of concerted action by the organization. Among other things he said:

"If we needed evidence of the nation's confidence, we have it this morning. Our numbers, it is true, are not equal to those of previous years, but the events of recent years have shown us that size is not the only standard for measuring value. That we have drawn so large an attendance in the face of universal retrenchment is indeed evidence of the confidence which industry and the public generally feels in the safety movement. And I feel also that thousands who are unable to be present today are with us in spirit.

"The public loves the spectacular, but the safety movement, unfortunately, has little to offer in this direction. Accidents, particularly those assuming the proportions of a catastrophe, are often decidedly dramatic, but the work of prevention involves much tedious detail. The public is horrified by an atrocious crime or a disaster, but some new sensation appears in the headlines and the shock is quickly forgotten. Statistics are just so many figures to the average person and the announcement that 100,000 persons met violent death in a year arouses little or no feeling. No person feels that he has any share of the responsibility.

"Vast sums have been contributed to research for the control of various diseases, such as tuberculosis, heart disease and cancer. Yet accidents, although ranging high among the causes of death, have received comparatively little attention from the great benefactors of mankind. Their elimination demands the correlated efforts of the engineer, the physician and the psychologist but the necessary support has not been forthcoming. Yet in spite of the limited resources, the National Safety Council has many accomplishments to its credit. It has aroused American industry to a sense of its responsibility for the protection of its workers, and its influence is not confined to the membership of the Council. It has also awakened the press of the nation and many public spirited organizations to the seriousness of the accident problem. And I need not tell you that our Council has achieved a world-wide reputation for disinterested service to humanity.

"As we enter into a new year of effort we must be prepared to meet an apathetic public. We have seen temporary enforcement drives

which forced some of the reckless to moderate their driving until the excitement subsided. We have seen campaigns of a highly emotional nature which brought temporary results but no fundamental reformation. The average person is still nonchalant about reckless driving. Some think that getting a ticket for speeding is merely a joke. Perhaps when stories of traffic violation exploits are greeted with cold silence they will be less popular.

"Yet we must not forget that the desire for speed is not in itself vicious. It is only when it upsets the judgment of the individual and become dangerous to his fellow citizens that it begins to assume criminal aspects. The majority of accidents are not caused by an easily recognizable criminal class that can be segregated and dealt with accordingly. If that were so, the problem would be much easier of solution. No, the majority of those who are responsible for accidents are just ordinary human beings. Moreover, the responsibility for any particular accident is seldom clean cut. There are usually many factors contributing to the result and the responsibility is seldom entirely on one side. And to add to other difficulties, there is still a more or less prevalent fatalistic belief that accidents are inevitable.

"Is it any wonder, then, that our progress seems slow?

"None of us is qualified to predict when prosperity will return. Yet there have been many periods in the world's history when the outlook was even darker than it is today and the world recovered. Humanity has many unfilled wants which are awaiting the return of economic sanity and stability for fulfillment. There are millions of automobiles that should have been junked long ago. Our homes and our factories need repairs and replacements. We need new clothes and we have postponed the purchase of many luxuries. Stocks on the merchants' shelves are low. All of these wants will have to be filled eventually and the nation's workshops will again become busy.

"I am confident that organized safety work will be more necessary than ever during the next few years. We must not be caught unprepared when the demand for production is heard again. The men who return to work after long periods of involuntary idleness will be in the same position as new workers, perhaps even more susceptible to accident than the youth fresh from school or the farm. Will equipment be in condition to meet the demand placed upon it without endangering the workers? Will there be adequate supervision and training?

"Our streets and highways will be busier than ever and crowded with vehicles capable of even greater speed than most of those now operated. In every line of human activity there will be increased opportunities for the safety movement. We must be prepared."



# SURFACE SERVICE MAGAZINE

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**John E. Wilkie - - - - - Editor**

**C. L. Altemus - - - Assistant Editor**

## CONGRATULATIONS

The ease with which the change in transfer practice was made reflects the highest credit on those responsible for the completeness of the preliminary work and the intensive work of the instructors.

It was a gratification to see the enthusiasm of the conductors and operators who formed the classes during the weeks of study before Oct. 1; and the absence of friction in making the most radical change in the history of the companies is a high tribute to their intelligence and judgment.

That the first week of the new system passed with less than two score complaints from the public when millions of the transfers were used was a pleasant surprise to everybody identified with the preliminary work. It seemed only natural that there should be misunderstandings and minor errors in a change of such magnitude and there were, but they were so few as to be almost negligible.

Experience indicated that light for the conductors is an important insurance against mistakes and this doubtless will have attention.

## A TRANSFER "BOOSTER"

"A good citizen who did a bit of Saturday night celebrating and then found he was incapable of navigating his automobile home, left it parked, and for safety sake rode home by street car. Sunday morning all that could be recalled was that he left his automobile parked somewhere and boarded a street car. Looking over his personal effects he found a new transfer together with

information pamphlet. 'Aha,' says he, 'I'll find that crate yet.' So he ups and down to the depot to learn at just what address it was left. He had a Milwaukee avenue transfer in the zone bounded by 4500 West and 3000 North, which indicated Crawford avenue. Canvassing the neighborhood, he finally discovered his car."

## SAFETY FOR MOTORISTS

**Ab. Jenkins, Famous Driver, Suggests Simple Rules for Auto Drivers**

After having driven over a million miles on highways without a single accident, Ab. Jenkins, famous American driver, gives these rules for safety:

1. Accept responsibility.
2. Be alert.
3. Know the fundamentals of safe driving and practice them.
4. Keep your car in first class mechanical condition.
5. Cultivate regard for the rights of others.
6. Don't stand too secure on your own rights; safety is the main objective.

"Most people are reckless," he says, "not with any degree of malicious intent or because they have no regard for their own or others' welfare, but largely because they have never been imbued with the true sense of responsibility.

"Many accidents occur at intersections, chiefly because someone tries to beat the light. A big percentage of motorists seem to believe that it is their privilege to go through on an amber light, and it is not uncommon to see a driver speed up to get through before the red light comes on. When two drivers have this same objective in mind, a crash is almost inevitable.

"The hazard of blinding lights is serious. In ascending a hill or going around a turn, it is safer to steer your course by the white marker strip rather than to attempt to keep too far to the right.

## HOW TO TAKE LIFE

Take it just as though it was—as it is—an earnest, vital and important affair. Take it as though you were born to the task of performing a merry part of it—as though the world awaited your coming. Take it as though it was a grand opportunity to do and achieve, to carry forward great and good schemes, to help and cheer a suffering, weary, it may be a broken-hearted brother. Now and then a man stands aside from the crowd, labors earnestly, steadfastly, confidently, and straightway becomes famous for wisdom, intellect, skill, greatness of some sort. The world wonders, admires, idolizes, and it only illustrates what others may do if they take hold of life with a purpose. The miracle, or the power, that elevates the few, is to be found in their industry, application, and perseverance under the promptings of a brave, determined spirit.—Mark Twain.



# Modern Claim Adjusters Job

## *Manager Grover of Columbus, Ohio, Company Describes Its Development and Methods*

In a recent number of "AERA," Mr. Earl E. Grover, manager of the claim department of the Columbus, Ohio, Railway Light & Power Company, contributed an interesting article on an important phase of utility activities, and from his paper *SURFACE SERVICE* has made some informative selections:

The modern claim adjuster—the man worthy to hold that title—is the product of many years' development and experience, says Mr. Grover. His contacts embrace every department of his company; his vision and helpfulness encompasses them all. In his relations with the public is a peace-maker, a builder of good will and a worth-while representative of his company in the community.

But it was not always so. Within our ken, looking back through the years, we come upon that smug, crafty trickster, the "claim agent" of malodorous memory. In all too many instances the individual so designated in the period dating back a quarter of a century or more, had little or no regard for his word, for ordinary standards of ethics or for the effect of his actions upon the general welfare of the company which he was supposed to serve.

Times have changed in the field of claim adjusting, much as they have in all other phases of human activity. Statute enactments enlarged the liability of common carriers, supplanted the fellow-servant rule, discarded entirely or modified the effect of assumed risk and contributory negligence on the part of the injured person, together with other rules of common law. As the years rolled on, the effect of the changing laws affecting negligence cases was comprehended, and felt keenly in the cost of increased litigation.

### **Enter the Ambulance Chaser**

This situation was made more acute by the gradual rise of the ambulance-chasing lawyer, who, in the hope of getting a contract to handle a case, misstated the law and facts in one way or another, but always sufficiently to inflate the ideas of a claimant as to the value

of the case, and to create a suspicion that he was being unfairly treated by the claim agent.

All of these things seeping through the minds of the jury-public, together with the screaming headlines of the newspapers whenever a large verdict was rendered, soon developed in the mind of the average claimant a distorted idea as to the value of his claim. He was imbued with the impression that, if the claim was against a corporation, the average jury would give him many times his pound of flesh in good, old American dollars.

These changing conditions in the law, in its interpretation by the judges and in the viewpoint of the people, required a different method of handling damage claims. It resulted in a different type of man being called into the field to do the job. As these men grew in their new field of activity, they saw the need for training to better fit themselves for their work and enable them to keep apace with everchanging conditions.

### **Rough and Ready Training**

With no course established in any university for the purpose of training claim adjusters, the man with a progressive trend of mind was literally on his own. His training was acquired through practical experience, observation and sheer application of common sense. The new order of claim adjusters soon discovered that to win they must be men of many parts.

Beside knowledge gained from experience and observation, he discovered that he must know the basic principles of law as applied to negligence cases. He must keep apace with current cases in which the law is interpreted by the courts. He must know enough about the human body to understand what the surgeon is talking about so that he could properly evaluate the injuries sustained by a claimant. He must know human nature, and many other things with which to compete with intriguing claimants, lawyers, doctors and witnesses.

Time came when the progressive claim



adjusters banded together and formed associations to aid them in equipping themselves to meet the continued changes in methods of handling claims. Conventions were held. Men engaged in the same business looked each other over, got acquainted, exchanged experiences. They picked up new ideas and discarded old ones. They learned how the other fellow did his job under given conditions. Through these methods a new order of claims men were developed . . . an order of men of high standing and breadth of vision, assets to their company and to their community . . . until today claim adjusting has, in fact, become a profession, the little brother of the legal profession.

The annual gatherings of the American Electric Railway Claims Association are the Mecca of all progressive claim adjusters representing the street railways of the United States and Canada. Ways and means for handling claims and helping each other, and the trend of the changing law and the court's interpretations are there discussed. The contacts established and discussions held at these meetings produce a broadening effect on mind and action.

In this age of rapid transportation, the American public is constantly moving from point to point. Claimants must be interviewed, statements from important witnesses must be obtained, and frequently the records of a claimant in another city must be looked up. Time and traveling expenses of a claim adjuster quickly run into money when it becomes necessary to make long trips to distant cities to handle such matters.

In many cities one of the outstanding manifestations of present business conditions has been an increase in the number of professional claimants—fakers and repeaters. This particular type of crook, "the professional claimant," is constantly on the move. He operates in Podunk today and in Minunk tomorrow. The operations of such individuals, when detected in one city, are usually reported by letter to claim departments of companies in other cities, detailing the particular stunt they "pull."

In summing up the major objectives of the reciprocal arrangements engendered by the association of men who comprise

the American Electric Railways Claims Association, we have:

(1) The practice of broadcasting among claim men information concerning the appearance and operations of suspicious and fraudulent claimants; (2) interviewing claimants who have gotten out of the community of the company involved; (3) obtaining statements from witnesses; (4) looking up witnesses when trial date approaches and getting them started toward the city where the trial will be held; (5) checking up personal records of suspicious claimants and witnesses; (6) investigating medical and hospital records of accidents in which a claimant was previously involved; (7) the preparation of photostatic copies of signatures, statements, releases, and in some cases copies of pictures of questionable claimants.

These courtesies and the practical policy of exchange of information and aid have been developed through the years by reason of the association of men at various conventions. While much has been said to the effect that our industry is fighting for existence, we must keep up the fight all along the front.



**Edward Morris of the Armature Room at the West Shops with Some of the Kentucky Belles He Met While on His Vacation**

A robust woman lost her thumb in a trolley accident.

"But, why, asked the company's attorney, "do you think that your thumb was worth twenty thousand dollars?"

"Because," she replied, "it was the thumb I kept my husband under."



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

### *Brief Sketches of Men in Various Departments Who Share Surface Lines Activities*

In July, 1892, Sherman D. Irvine became identified with the street railways of Chicago when he entered the service of the Chicago City Railway Company in the capacity of conductor at the old 69th and Emerald Depot under William Weatherwax.



Sherman D. Irvine

After three years on the rear platform he transferred his activities to the front, becoming a motorman—but not for long, as during that same year, 1895, he was appointed starter at 69th and Halsted when the electric cars started on Halsted Street.

In 1898 he was appointed night foreman at the 61st and State Street cable barn under Division Superintendent Robert Stewart. With his knowledge of transportation gained by actual experience, he was promoted to the capacity of Assistant Division Superintendent at that depot, which position he filled until 1906 when he was promoted to the Division Superintendency at Archer. In 1911 he was transferred to the 69th Street Depot to fill the vacancy created by the death of Robert Stewart, his one-time superior. He remained there until 1923 when he was transferred to Kedzie, but returned to 69th Street in 1925, where he has since been located.

With forty years' experience in street railroading behind him and his complete knowledge of transportation problems, he has a record of which he can justly be proud.

Perhaps it might be considered only a passing fancy for passengers to be interested in the development of the various types of street cars in which they ride. Not so, however, to Frank Abel, General Foreman of the Carpenter Shop and Wood Mill at the West Shops. For the past thirty-six years he has had a hand in building and repairing the street cars that have run on the north and the west sides.

He was hired as a carpenter in 1896 and his work has covered all the branches of making and repairing cars. He is able to appreciate fully the difference between modern wood-working machinery and the old handmade methods of thirty years ago.

Some of the large jobs that have been handled at the West Shops during the last thirty-six years include the rebuilding of 228 cars into pay-as-you-enter type in 1909, 215 new cars in 1912, 100 new cars in 1913, and last but not least, the fine job of making 34 of the Went-



Frank Abel

worth Avenue Front-Entrance-Center-Exit type cars.

It would be difficult to find a record for the faithful performance of thirty-six years of duty that would exceed that of Frank Abel.

After graduating from Bucknell University in the Civil Engineering Class of 1907, Jonathan Wolfe held various positions in the east and middle west until 1909, when he came to Chicago. Entering the employ of the Chicago City Railway Company in 1917, his first position was that of Assistant Engineer in the Track and Roadway Department.



Jonathan Wolfe

In February, 1919, he was appointed Assistant Superintendent of Track and Roadway, the position he now holds.

In the War he served as a First Lieutenant of Engineers. Mr. Wolfe looks after the budget and expenditures of the Track & Roadway Department, renewals of track special work and electric welding, and otherwise assists Mr. Kelly in the supervision of the Department.

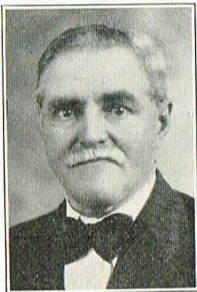
He resides with his family in South Bryn Mawr.



## Banquet in a Substation

*How a Cable Extension in the "Gay Nineties" Was Celebrated—  
Distinguished Guests*

Did you know that the company substation at Van Buren and Jefferson Streets once was the scene of a grand banquet at which the mayor of Chicago, the postmaster and numerous aldermen joined with officials of the West Chicago Street Railroad Company in celebrating the opening of the Van Buren Street tunnel and the extension of the latest cable car service (Blue Island Avenue)



"Billy" Jones

into the loop district? If you had heard of that event and were not yourself a guest, you probably are not aware that champagne and other wines were served and that some of the precious bottles never got as far as the tables for which they were intended. Among those present were Mayor John P. Hopkins, Postmaster "Wash" Heshing, President Charles T. Yerkes, General Manager John B. Parsons, Superintendent Charles Nagl, Al Portus, Chief Engineer, and Joseph Downey, who built the tunnel.

This bit of transportation history was related recently by J. W. ("Billy") Jones, who is at present superintendent of substations for the Chicago Surface Lines, and was on that occasion in charge of arrangements for the chief operating engineer, the late John Z. Murphy. The event referred to was on March 4, 1894, following the operation of several cable trains loaded with distinguished guests through the tunnel and around the Dearborn-Van Buren loop. Prior to that time the Blue Island Avenue cable line had its eastern terminus at Desplaines Street, from which point the trailers were detached and drawn by

horses over the Van Buren Street bridge and into the downtown district.

"Billy" Jones has been a company employe for forty years and is chock full of reminiscences of the early days—mainly connected with the power situation which has been his occupation ever since August 12, 1892. His first jobs had to do with the installation of cable machinery in the old power houses at Blue Island and 12th and at Van Buren and Jefferson. He recalls that preparatory to the opening of the Blue Island Avenue line forty horses were used to draw a cable car which hauled the cable rope through the slot from 12th Street to Western Avenue and twenty horses for the jobs east of 12th Street to Jefferson Street, east of Jefferson to Dearborn, and south of Blue Island in Halsted to O'Neil Street. Part of the Blue Island cable route was over the old viaduct near 16th Street.

The last cable cars were operated in October, 1906, and this ended a period of much grief for the trainmen who were frequently caught napping and were guilty of "cutting" the cable. Such accidents often resulted in a six-hour tieup of service during which time the splicing gangs were busy and horses were used to haul the stalled cable trains to the nearest loop where the cable could be picked up again. Mr. Jones says the fastest stretch of cable—18 m.p.h.—was on Madison Street from Rockwell to Springfield, while the "loop" from Rockwell to Jefferson moved at the rate of 14 m.p.h.

An event of February 2, 1897, which threatened to be tragic was mentioned by Mr. Jones. This was an accident which befell his chief, the late J. Z. Murphy, at the Madison and Rockwell power house when he carried a lighted lantern into an oil chamber and caused an explosion. Flames burnt him badly about the face and body and it was six weeks before he could leave the hospital. To the end of his life he carried the scars of this mishap. Jones was summoned from his home by messenger on that occasion and helped take his superior to the hospital.



# Giving Credit and Praise

## *Appreciative Observers Write to the Management in Recognition of Meritorious Acts*

### **Praise for Foreman Meyers**

The East Auburn Park Improvement Association of Chicago through their secretary, Mr. A. C. Kussman compliment the Surface Lines on the fine appearance of the lawns and flower boxes at the South Shops and 77th Street carhouse in a letter to Mr. H. H. Adams, Superintendent of Shops and Equipment which reads as follows: "We have noticed that during the past summer you have kept the parkway in front of the shops in a very fine condition with well-kept lawns and flowers and also with window boxes on the building, and wish to say that as representatives of the neighborhood, we appreciate your efforts in doing your share to beautify the surroundings of your building.

"Our Association is working constantly in efforts to improve conditions in the territory in which we operate, and very much appreciate co-operation."

Foreman Meyers of Seventy-seventh Street who takes great pride in the appearance of the station and surroundings will be glad to know his work is appreciated.

### **One for Operator Elser**

Division Superintendent Cricks made this commendatory report to Superintendent Evanston: "At 6:45 A. M. on September 14, Operator R. C. Elser, Badge No. 12006, was off duty and going home, and when west bound at 59th and Lincoln cars were blocked on account of an accident. The operator who had the accident was giving information to the police, so Elser jumped on the car and ran it to 59th and Central Park Avenue, thereby keeping street open." Elser was given a commendation.

Mr. W. A. McKillip, 311 N. Central Avenue wishes to commend Operator James Marren, Badge No. 12082 of Kedzie for courtesy extended to him when he was a passenger on his bus.

Mr. and Mrs. Carl W. Wagner, 1635 W. 83rd Street express their thanks and appreciation of the honesty of Conductor Elmer Alm, Badge No. 11928 of 69th for turning in Mrs. Wagner's purse to the Lost and Found Department which he found on his car.

Mr. T. P. Chrysler, 143 W. 73rd Street thanks Conductor R. W. Spain, Badge No. 11226 of Devon for his thoughtfulness in paying his fare when he boarded this conductor's car and found that he was without funds.

Miss Nancy Mascione, 749 DeKoven Street commends Conductor John J. Callaghan, Badge No. 9140 of Lawndale, for his courtesy and kindness to both young and old passengers.

Miss Ursula Wessel, 3646 Wilton Avenue, reports that Conductor John Blais Badge No. 9118 of 77th, goes out of his way to be kind to elderly passengers and can be heard any place in the car announcing street names in a clear voice and for these admirable traits she wishes to commend him.

Mrs. C. E. Gamet, 557 Michigan Avenue, Evanston, thanks Conductor James Maloney, Badge No. 2018 of 77th, for his courteous attitude and manner of handling his passengers. She also commends and thanks Conductor John Blais, Badge No. 9118 of 77th, for his honesty in turning in her purse which she had inadvertently left while a passenger on his car.

Mr. A. R. Smith, 2159 S. Millard Avenue, who unfortunately is blind wishes to thank Conductor I. Grice, Badge No. 8894 of Lawndale for his courtesy in stopping his car at a point which is not a stop street and escorting him to the curb, thereby saving him a block walk, doing this almost daily.

Mrs. T. Dunphy, 727 S. Highland Avenue, Oak Park, compliments Conductor H. P. Eding, Badge No. 8674 of Kedzie for his kindness in assisting a blind woman to alight from his car and escorting her to the sidewalk without delaying the car more than a few seconds.

Dr. E. G. Johnson, 4013 Milwaukee Avenue, wishes to thank Motorman A. Widemann Badge No. 8357 of North Avenue, for his thoughtfulness in holding his car long enough to enable him to board it although he had the right-of-way to proceed, having gotten the signal from his conductor.

Mr. T. O'Connor, 5361 Washington Boulevard, expresses his appreciation of the kindness of Conductor F. O. Coffey Badge No. 8348 of Kedzie, in paying his fare when he boarded his car and found that he had left his money at his office.

The courtesy and kindness of Conductor David Sax, Badge No. 7478 of Kedzie, to his passengers and his explicit answers to questions that they ask him has made him the subject of a commendatory letter from Mr. F. G. Byloff, 111 West Washington Street.

Supervisor M. J. Lyons reports that on September 1st a car was derailed at Michigan and 79th, blocking the street both ways. Motorman W. F. Carr, Badge No. 7461 of 77th, was operating the second car southbound. Noticing that there was going to be a long delay, gave his car to the first car northbound operated by a Limits crew and sent them on their way, took their car and proceeded on south. He also switched one of the delayed cars on the south end. Mr. Lyons commends this motorman for his quick thinking and action in averting a delay to the service.

Mr. G. Geiger, 7339 Greenleaf Avenue, wishes to commend Motorman A. F. Kraft, Badge No. 7117 of Elston, for the skillful handling of his car and quick thinking in averting an accident to a child who dashed from behind a car bound in the opposite direction directly in front of his car.

Miss Katherine Gaul, 703 Melrose Street, thanks Conductor H. J. Gehman, Badge No. 6942 of Devon for his courtesy in retrieving her pencil which was caught in one of the seats and returned it to her.



Mrs. E. L. Gray, 6358 Kimbark Avenue, writes a commendatory letter in favor of Conductor J. W. Downey Badge No. 5572 of Burnside, for his kindness in assisting a woman accompanied by three small children to board his car and finding them seats in the crowded car and later when a woman passenger dropped her grocery bag on the platform helped her pick up those articles that fell.

Mrs. E. G. Coyle, 1339 W. 98th Place, reports that a truck passed the car on which she says riding in charge of Conductor G. E. Craig, Badge No. 5260 of 69th, at a high rate of speed and when it passed over a crossing two boys that were hanging on the rear of the truck fell off. The motorman of the car stopped and this conductor rushed out and picked up the boy that was unconscious and hurried him to a drug store for first aid. Mrs. Coyle considers that this was a very unpleasant job for the conductor and he at least should be commended for his act.

Miss L. Henoch, Sutherland Hotel, commends Conductor E. C. Schlick, Badge No. 4740 of Cottage Grove, for his courtesy in entering the car and informing a lady passenger that the next block was her transfer point, and then assisting her to alight from his car at that corner.

Motorman J. S. Duffy, Badge No. 4737 of Burnside, is complimented by Mr. Harold Zar, 7542 Kingston Avenue for his cool headed, quick thinking in averting an accident when two little girls on a bicycle rode off the sidewalk in the direction of the car and fell. He stopped his car, thus halting other traffic and remained that way until the two bewildered children got back safely to the sidewalk.

Miss Katherine Dew, 1415 Foster Avenue, thanks Motorman William Dow, Badge No. 3941 of Devon, for assistance rendered to her when she was a passenger on his crowded car and had difficulty in trying to get off the car.

Smooth operation and skilful operation of his car won for Motorman H. Roth, Badge No. 2138 of Cottage Grove, a commendatory letter from Miss M. E. Kelsey, 6310 Blackstone Avenue.

Mrs. James Jack, 446 W. 60th Street, thanks Motorman D. G. Cameron, Badge No. 1463 of 69th, for turning in her umbrella to the Lost and Found Department when he found it on his car, she having forgotten it when leaving.

Mr. James Fulton, 2924 Broadway, reports that Motorman Archie V. Albee, Badge No. 1245 of Devon by his quick action averted an accident and wishes to compliment him.

Mrs. E. Maguire, 1056 Center Street, thanks Motorman C. A. Bergstrom, Badge No. 1187 of Cottage Grove for his honesty in returning her purse which she dropped from the elevated platform in Wabash Avenue.

Miss Myrtle C. Conley, 6700 S. Green Street, reports that a crippled woman had some difficulty in boarding the car in charge of Conductor R. Elitzer, Badge No. 1064 of 77th, and this conductor lifted her to the platform. Later when ready to alight she expressed some concern over the fact that it had begun to rain quite hard. The conductor smiled and picked her up, together with her crutches and bundle

and carried her safely to a doorway. Miss Conley sincerely praises this conductor for his kindness and states that he did this so quickly and quietly that there was no confusion or delay to his car.

Mrs. E. Daemland, 3838 N. Kenneth Avenue, compliments Conductor P. Krueger, Badge No. 302 of Elston, for his thoughtfulness in assisting an old lady to alight from his car and escorting her safely through heavy traffic to the sidewalk.

Mr. Q. G. Ewen, 29 S. Clinton Street, thanks Car Cleaner Dito Freda, of Limits for his honesty in turning in a brief case to the Lost and Found Department which he found while cleaning the car on which Mr. Ewen had been a passenger and left his case.

Mrs. S. Gibbs, 1321 N. Spaulding Avenue, expresses her appreciation of the kindness of Conductor John Zielinski, Badge No. 14046 of North Avenue in paying her fare when she boarded his car and found that she had left her money at home.

Mr. Edward Maurer thanks Operator Clarence J. Vlach, Badge No. 13495 of Blue Island for paying his fare when he boarded his bus and found that he had only a twenty dollar bill with him and which of course the operator could not change.

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## OBITUARY

Patrick J. Duffy



Patrick J. Duffy, Superintendent of the Central Division of the Transportation Department, passed away Sunday, October 2, after a long illness.

Mr. Duffy was one of the few Chicago street railway employees who hold a record of over a half century of continued service. In the year 1876, at the age of fifteen, he began his career in street railroading which has since included all the positions in the operating department from horse-car driver to superintendent of the Central Division. This position he has held since December 29, 1924.

Gifted with a keen memory for detail, he had accumulated a rich store of early pioneer experiences, the relating of which was always a pleasure to his associates.

The funeral, held Wednesday October 5, was attended by many company officials and employees.

The sympathy of his many friends and co-workers is extended to the sorrowing family.



## Departments and Divisions

### Accounting

Louisville, Kentucky, the home town of Miss Emma Miller, was selected this year as her vacation spot. Miss Miller took a number of bus trips in and around Louisville, says it is a delightful place and it goes without saying that she had a glorious time.

Mr. J. H. Kruty spent his vacation on the shores of the Gulf of Mexico covering Biloxi and Gulfport, Miss., also stopover at Mobile and New Orleans, La., and reports that he and Mrs. Kruty had a pleasant trip.

After enjoying her vacation at Koontz Lake, Walkerton, Ind., swimming, boating and hiking, Miss Lillian Oesterreich returned to work perfectly satisfied.



Clerk Joseph Pieczonka of Division Carhouse  
with His Bride

Returning home after an enjoyable tour to the State of Colorado, visiting Colorado Springs, Royal Gorge, the Cave of the Winds and Pikes Peak, Miss Betty Suhr was glad to return home and rest up the remaining days of her vacation.

Mrs. Helen Johnson returned from a delightful vacation spent at her home in Oxford, Michigan. During this time Mrs. Johnson with a party of four went on a camping trip, living next to nature at "Stoney Lake Michigan," a tourist camp and park.

A pleasant motor trip to Fennville, Michigan, visiting relatives was enjoyed by Miss Sylvia Novotny. While there most of her time was

spent hiking and making small tours through Michigan.

Miss Ruth Busse spent her vacation, refreshing her memory of what Chicago has to offer the vacationist, with short trips in and about Chicago.

Having enjoyed his vacation by motoring to Milwaukee, Wisconsin and making several motor trips in and around Chicago and also by having a good rest preparing for the coming winter Charles Pacelli is perfectly contented.

The only recreation that Mr. J. Kubick had on his vacation at Mauston, Wisconsin, was fishing, swimming, hunting and farming. Outside of that his time was dull.

### Shops and Equipment

**West Shops:** The West Shops soft ball team defeated the Accounting Department 11 to 3 on September 22nd at the Lake Shore Playgrounds.

A baby girl arrived at the home of Mr. and Mrs. M. Pare on September 12th. Congratulations!

The two Walters, Hager and Werth, have returned from a motor trip to Denver, and Frank Norton motored to Flint, Michigan. All report having had a delightful time.

John Anton, carpenter, who had been in the employ of the Company since 1907, passed away on September 24th, after a long illness. We extend our sympathy to the bereaved family.

**Kedzie:** C. W. Simpson and L. Simpson, foreman and repairman, just returned from their vacation, touring through Canada and stopping in their home town, Champaign, N. Y. Had a pleasant trip, without any blowouts, etc.

Jane V. McCarthy.

### South Shops

On the evening of September 17, 1932, the home of Lydia Matheny (nee Bresin), office, was the setting for a joyous homecoming of the Bresin family. The brothers and sisters present were William R., Arthur A., Mrs. Ella Westcott and Mrs. Betty Wilkins, whose home is in Joliet, Ill. Guests present were Miss Ruth King, Mr. and Mrs. Horrel and Mr. and Mrs. Watson. Bridge and 500 were followed by dancing and the serving of delicious refreshments. When it came time to part everyone was sorry as the evening had been a huge success.

We were very sorry to learn of the death of A. Toerpe's mother, who recently passed away. We extend our sincere sympathy.

Joe Birmingham, Machine Dept., returned from his vacation sporting the cutest hair lip and all of a sudden it disappeared—Discouraged, Joe?

J. Kurgon, Motor Repair Dept., is now budgeting his income, having taken unto himself a bride on September 3, 1932. Congratulations!

We extend our most deep and sincere sympathy to the Motor Repair Dept. upon the decease of their beloved "Cubs." Interment New York.

Our good friend, Doc. Stork, paid a visit to the home of Wm. Donaldson, Printing Dept., on September 29, 1932, and left a bouncing baby boy. Congratulations, Mother and Dad, and best wishes for Junior.



**Cottage Grove:** We wish to express our sympathy to M. Jelenski upon the recent loss of his beloved father.

Joe Gamen lost \$2+\$4+\$6+\$8 on the dear old Cubs. Pyramiding his losses, as it were.

**Burnside:** It happened: S. Kulovitch has purchased a new Pontiac.

**77th Street:** It gives us pleasure to announce the remarriage of Mr. and Mrs. Frank Havel. The cigars were appreciated by the boys at 77th St.

**69th Street:** Nature in the Raw—N. Howe trying to tell L. Little how to get rich quick.

J. Fitz, better known as Red, has been informed that a certain chap can grow hair on a billiard ball. Red is doubtful, so is offering his Noble Dome as an experiment.

J. Bernasky took a trip up to Waukegan last week end. While up there he drank some good old well water. Upon returning he saw a rabbit with a cat's face dart across the road. Well!!!

**Archer:** Anthony Clair has finally convinced a certain young lady that he can make this life a happier one for her. It all hapened on September 21, 1932. The best man was our smiling repairman, August Wessel. Congratulations and good luck.

Bert Oschatz, veteran repairman, is on the sick list. We all hope to see him back real soon.

Elsie R. Smith.

### Engineering

C. R. Potter of Clark & Division is the proud father of a charming baby girl. This being the first one, Mr. Potter nobly responded with cigars for the boys and candy for the girls. Mother and baby are doing well.

Mr. Koza is very much elated over the fact that he broke 90 during his vacation.

We wish to offer our congratulations to John Retzler who joined the ranks of the married men of the department. Good luck, John.

C. R. Kelly and R. J. Rumatz returned from their vacation wearing one of the new style upper lip adornments, which are so popular with the men about town. Charles Gremley, who accompanied them also grew one of the atrocities, but did not appear back at work with it.

M. Doyle of Grand & Leavitt announces that the pall of gloom which formerly existed about his household due to this "period of diminishing prosperity," has been dispelled since the arrival of baby Mary Lorraine. As further proof that Mary is not a "depression baby" Mike cites her first weighing-in as 9½ pounds. Hearty congratulations are extended to the proud parents.

Transit.

### Material and Supplies

Our friend, Howard Multerer, is trying to join the he-man class. He's been having trouble trying to remove the grease spot which forms so mysteriously above the upper lip. (Try benzine, Howard.)

John Vihnanek seemed to be all atwitter and aflutter just before departing on his vacation. We wonder—is it a vacation or a life sentence? Sh! This is a secret.

Since getting a new set of meat choppers (teeth to you) we see where Mr. Bill Baumann is again gaining weight.

The Steno at the West M. & S. Department lost four pounds last week and seemed quite worried. No use worrying girlie, that won't get back the lost weight. Try getting a little more sleep by evicting the boy-chum at an earlier hour.

We wish to thank our unknown helper at the West Shops. Keep up the good work.

R. E. Buckley.

## Around the Car Stations

### Cottage Grove

Starter H. H. Eichhorn made a week end trip to Iowa to be present at the Golden Wedding Anniversary of his uncle, N. H. Ohlsen, only brother of Motorman Pete Ohlsen, who with his wife were spending two weeks' vacation there. They had a fine time visiting old friends and promising to come to Chicago a few years hence to celebrate Peter and Mrs. Ohlsen's Golden Wedding Anniversary. N. H. Olsen was formerly employed at this depot as barnman during the horse-car days and afterwards a grip lifter and car repair and gripman in the cable days. Some of the older men at this depot will remember him. When he left here he took up farming and has made good.

Conductor James Kearney celebrates his 50 years' service with this Company and is still going strong. Jim, we all know is a real gentleman, and we expect to hear more about him in the next issue of the Magazine. Be sure and look for him to congratulate him.

Motorman P. Galvin, No. 2 and his wife, were eating dinner a short time ago with their 4-year old daughter. The mother had served lettuce for each of them with mayonnaise dressing for the elders. When the 4-year old daughter saw there was no dressing on her lettuce she said: "Oh mama! You forgot to put some of daddy's shaving cream on my lettuce."

The new transfers went over with a bang! The folders handed previously by the trainmen for several days previous to the passengers was the means of educating the public in the proper use of these transfers.

The father of Motorman Theo. Hamer passed away and was interred at Cedar Park Cemetery on Tuesday, Sept. 20, with Masonic services by Home Lodge A. F. & A. M. The trainmen extend their heartfelt sympathy to Motorman Hamer, his mother and four brothers in their hour of sorrow.

Conductor A. Hokanson passed away suddenly by monoxide poisoning on Sept. 25 and was laid to rest in Sleepy Hollow Cemetery. John Erickson Lodge of Oddfellows conducted the funeral services at the grave. The trainmen extend their sympathy to his widow and only son Ruddy and brother in their bereavement.

We are sorry to report the death of another of our old time Conductors, Patrick McCann, after a very short illness signed off sick Sept. 28 and died Oct. 1st and was interred at Mount Olivet Cemetery Oct. 3rd. Funeral services were held at St. Philip Nevi Church. Patrick



McCann started work with the Chicago City Railway Co. in 1889 and for 43 years was a faithful employee, always conducting himself as a perfect gentleman and will always be remembered by his fellowmen for his courteous and kind manner. Our sympathy is extended to Mrs. McCann his widow and two daughters, Mrs. Kepner and Mrs. Ryan, in their hour of sorrow.

J. H. Pickin.

### Seventy-Seventh

After listening to the lectures by our Assistant Superintendent, Mr. J. B. Becker, regarding the new transfer there wasn't any doubt in our minds about its principles. For weeks he assiduously explained over and over again, question after question, in a very clear and concise manner, all about the transfer and the difficulties that might arise during its advent. Carry out his instructions and everything will be O. K. At the classes Mr. Gill assisted Mr. Becker in a very capable manner.

At the regular Club meeting on September 2, 1932, the annual election of officers took place and the following officers and directors were elected for the ensuing year: Harry F. Barry, president; John J. O'Connor, vice-president; George M. Miller, treasurer, and Owen T. Duncan, secretary. Directors elected were: E. C. Tocci, P. A. O'Malley, J. J. Barry, J. M. Gasikin, P. J. McCarthy, Joe O'Connor, John Mahoney, A. J. Dunn and Mike McKenna. After the election closed all members present were given a buffet luncheon, the cigars were passed and it ended up as an enjoyable evening for all. The above officers request that they be given the same cooperation as the rank and file of this division have given the past officers and big things will follow the coming year.

All trainmen who have transferred to this division recently are cordially invited to join our club, the dues are reasonable, (25 cents per month) payable quarterly. For further information see Secretary Owen Duncan or any other officer or director, they will be glad to give you any further information you may desire.

It is very gratifying to note our standing in the Accident prevention contest. Let us keep up the good work and win the honors again this year. We did it last year and we are capable of doing it again.

The following trainmen are on the sick list and a visit to them would be appreciated: Motormen, T. W. Rafferty, at home; Joe Miller, at home; E. A. White, at the Little Company of Mary Hospital, and Phil Helmlinger, at the Hines Hospital. Conductors: R. M. Maher, at home; H. Roth, at home, and A. T. Anderson, No. 3, at the Hines Hospital.

Well the indoor season closed with a bang. The champions of the league were the Pelicans, captained by conductor Art Feltz. At the Club meeting of Sept. 2 all members of this team were given sweater shirts with a street car, and the year 1932 on them signifying that they were the champions of the year 1932. After the closing of our league a team was picked to represent the Club and they played free lance indoor baseball. Following are the results: 8-23—L. & A. Club, 4; Rock Island Lines, 1. 8-25—L. & A. Club, 20; Burnside Depot, 3. 8-30—L. & A. Club, 12; Stevenson Boosters, 2. 9-6—L. & A. Club, 4; Flashes, 1. 9-8—L.

& A. Club, 2; Euclids, 0. 9-13—L. & A. Club, 8; Morgan Reds, 1. 9-16—L. & A. Club, 1; Euclids, 0. 9-18—L. & A. Club, 3; Flashes, 0. Winning all games was not bad at all boys, congratulations.

The following trainmen have become benefactors: motorman E. J. Brown and motorman M. Swartzberg. Congratulations, we wish you and yours a world of happiness.

Conductor J. J. Donovan, after undergoing an operation, is up and around again. He looks fine and says he feels better and expects to be back with us very soon.

Last month motorman J. Ferguson, No. 1, of this division and son of motorman J. Morrissey, No. 1, passed away. We wish to extend our sincere sympathy to the bereaved families.

John T. Flynn.

### Archer

Our deepest sympathy is extended by the boys of Archer Depot to Motorman W. E. Bennett on the death of his wife who died September, 4, interment Mt. Hope cemetery.

Congratulations are extended to Conductor J. A. Albinski on the arrival of a eleven pound baby boy born August, 31, and answers to the name of "Ritchie."



This Interesting Group Leeman 6½, Rosetta 3½ and Violet 1½ Are the Children of Conductor Robinson of Archer, Grandchildren of Motorman Creighton of Blue Island, and Have Four Uncles in the Service, John and Joseph Craig of Kedzie and Robert and Henry Craig of North Avenue

We are especially sorry to learn of the death of Motorman Mike Conway's wife who died Wednesday, September 28, after undergoing a serious operation. Funeral on Saturday, October 1, interment Holy Sepulcher cemetery.

Motorman Chris Weyhmiller drops us a postal from Des Moines, Iowa, where he is spending his vacation with a sister. Says he is living on the cream of the land.

An alarm of death comes to the home of



Conductor Ed Lynch who was called upon to part with his dear wife who died after an operation at the Saint Anthony's hospital Friday, September 30. Mrs. Lynch was also the sister of Conductor Pat Campbell of Archer Depot. The boys of Archer extend their sincere sympathy in the hour of trouble.

Boys, here's a secret: Conductor S. J. Glass slipped away October 1, and took upon himself a wife to love, honor and obey. Stanley says it's just one more meal ticket, that's all. Congratulations Stanley.

We also extend to the following trainmen our deepest and sincere sympathy on the death of their mothers: Motorman A. Kostanick, Conductor R. Klimes and Motorman A. C. Gustafson. All three were called upon September 30, to mourn the loss of a dear mother.

Another secret: Motorman P. J. Enright entered into the matrimonial ranks early in the month of September. A very elaborate dinner was served at the Edgewater Beach hotel to the wedding party. Congratulations are now in order to the adventuring couple. May success and happiness be at your disposal.

Dusty.

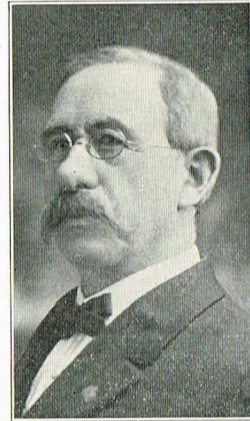


**Little Eleanor Churylo Is Proud of Her Baby Sister Gloria, and Conductor Churylo of Archer Is Proud of Both.**

#### Blue Island

Thomas H. Heffernan "Old Tom" suffered a heart attack and passed away at 4:00 A. M. Wednesday, September 28, 1932. Tom entered the service as a motorman on the Halsted St. Line 57 years and 3 months ago on July 5, 1875. Division Superintendent E. L. McGuire was his conductor. Tom worked in various other positions, among them starter at 22nd and Wabash, then at Leavitt and Blue Island Ave. In August, 1925, he was assigned to the 21st and Sangamon railroad crossing as a flagman, this position he held until August 21, 1931 when the

flagman was taken off and he was transferred to North Ave. Depot as flagman at Kingsberry



**Thomas H. Heffernan**

and Chicago Ave. where he worked only one day, August 22, 1931, and was taken sick with stomach trouble and had not worked since. Although he was not able to resume his duties he was in the best of spirits and seemed to be improving in health and was very active up to the time of his death. Tom was well liked and will be missed by all. He was buried on Saturday, October 1, 1932, at Mt. Olivet Cemetery. He is survived by one son and six daughters to whom we all extend our sympathy.

Henry Eigelsbach, father of Assistant Division Superintendent Thomas H. Eigelsbach, passed away at 7:00 A. M. Sunday, October 2, 1932, after several weeks of severe suffering. We all extend our sympathy to Mr. Eigelsbach and his bereaved family.

Our sympathy is also extended to the following and their families: S. Pollack, the loss of his father; W. Wilson, the loss of his mother, and G. Brunsluk, the loss of his sister, and H. Beyer, the loss of his grandfather.

C. P. Starr.

#### North Avenue

Two of our young men challenging the depression became happy married men on the same evening, Saturday, Sept. 17. Conductor Milton Kingsland was united in marriage with Miss Josephine Kostner. Congratulations. And here is a tip to the bride. To keep Milt happy and contented all you have to do is to feed him breaded pork chops three times a week. Bus operator H. Bartunek was our other bridegroom, thus removing our most handsome operator from the ranks of eligible bachelors. We don't know what his favorite food is but are quite sure operator E. Fleming can supply the information.

Conductor Ruder announces the arrival of a girl Sept. 29. Bus operator A. Paradies is daddy to a girl. What a complexion that girl should have. Conductor Peter Haughey is father to a boy who arrived the latter part of July. Conductor J. J. Loftus became the 130-pound father of a girl the first part of September. Motorman C. Hearle also announces the arrival of a girl.





**Arlen, the Six-Year Old Son of Motorman A. Pearson of Blue Island, and His Cousin, Floy May Peterson**

A glance at the witness getting contest shows us in eighth place. It looks like some of our boys aren't eating their spinach. We must do something about this. We can't afford to be so low. Carry an extra sharpened pencil and get a fresh, clean pack of witness cards and maybe we can get a new deal out of it.

Conductor Erwin Jaggi and his good wife celebrated their silver wedding anniversary Saturday, Sept. 24. Congratulations folks and many happy returns of the day.

Conductor Harry Purden celebrated his seventy-second birthday the last week of September. And Harry is still going right along to celebrate quite a few more judging by looks. Congratulations Harry. C. A. Knautz.

#### Limits

Conductor August Johnson, one of our "Old-timers" passed away October 1, 1932, after a long illness. His seniority dates back to March 17, 1893. August had many friends at the Limits, and his presence will be missed very much. Everybody at the Limits extend their deepest sympathy to his family in their loss.

Sympathy is also extended to Conductor Peter Tansey and family in the loss of his mother, who died September 20, 1932.

We want to take this opportunity to welcome our future associates from Division Depot. Make yourselves at home boys! We feel sure you will find the men at the Limits the most congenial bunch you ever encountered. At the same time the Limits wish the boys that transferred to 77th depot a happy future and the best of luck.

Speaking of the men from Division depot, they sure have started things already. Motorman L. Deman has reported the arrival of an

8-pound baby boy, born September 28, 1932. Motorman J. Downes is also the proud "Daddy" of a 7½-pound boy, born on the same date. Incidentally, this is motorman Downes fourth child. Congratulations fellows!

Here's news! Peter Grant, our irresistible relief clerk signed a life contract on September 27, 1932. We haven't had the honor and pleasure of meeting the bride yet, but Pete is a good fellow, and I'm sure he will give us that privilege. The atmosphere around division No. 12 makes folks get that way. Statistics show that 5 out of 10 clerks at our division have let Cupid get them in the last two years.

The new transfer went in effect October 1st, and from all indications it is a success. The men at Division No. 12 have shown their usual ability in making this transfer a success thus far, as they have in all new changes heretofore. While it may seem slightly difficult to some, it is very obvious that the new transfer will be much better for all concerned when familiarized.

We understand that Conductor Geo. Amann is teaching his motorman, Geo. McManus to sing in German. Mr. McManus is capable of speaking five different languages I am told, and his intentions are to become an International Radio Artist. Best of luck George, but don't sing "Auf Wiedersehn."

A. B. Poore.

#### Devon

We wish to extend our sincere sympathy to the families and relatives of Motorman J. Morrissey, who died September 21st, and Motorman James E. Conlin who died September 23rd.

Our Relief Clerk, Pete Grant, was married September 29th. Congratulations, Pete, and we wish you and your bride much happiness.

Congratulations to Conductor Martin Joyce and his bride, who were married recently.

We have three great fishermen who have gone into the North Woods of Wisconsin to try their luck. They are Motorman F. Redemske, E. Swiontek and L. Manning. According to the last report we had from them, they were at Tomahawk, Wisconsin.



**William, Year-and-a-Half Old Son of Conductor George Van Loan of Blue Island**

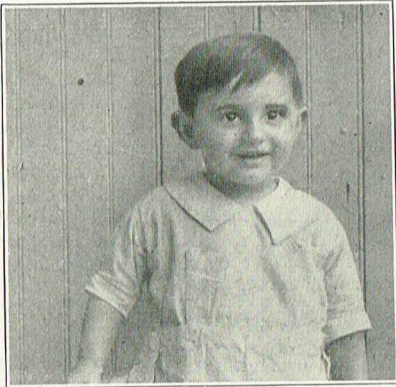


The following conductors are also on vacation: S. Boyington, T. Thorsson and H. McDonough. We wish all the boys a pleasant vacation.

We have a number of boys on the sick list. They are Motormen F. Blaul, O. Isenberg, A. Lacek, E. Moeller, and M. Snyder and Conductors C. Rehfeldt, P. Cunningham, J. Glover, C. Wallace, R. Elliott, C. Hayes and W. Wuestenberg. We wish them all a speedy recovery. Any of them would be more than pleased if their friends would call and pay them a visit.

The boys extend their deepest sympathy to Motorman Ernest Biedermann upon the death of his wife.

G. E. Land.



**Dominic Borgic, Watchman at the West Shops Is the proud Father of This Husky Youngster**

#### Sixty-ninth

P. J. Kerwin and H. T. Quirk are convalescing at their respective homes after successful operations for hernia. The boys all wish you speedy recovery and hope to see you on the job again before long.

Conductor T. A. Mora is a recent addition to our list of "fashionables" having just had an operation for appendicitis with other complications. His friends at 69th are all mighty glad to hear that he is rapidly recuperating and extend best wishes for his complete recovery.

Miss Mary Zecker, a teacher in Chicago Public Schools, became the bride of Motorman P. Jorgenson on October 4th. 69th street depot extends best wishes to the happy pair.

September brought the addition of two junior Conductors to our files. One is the 9 lb.-10 ounce son of Conductor T. McHugh, born on September 13th, and the other one is the 7-lb. infant heir of Conductor John Green, born September 29th.

Superintendent S. G. Irvine is very resplendent these days as he drives to and fro in his beautiful Hupmobile.

It becomes our sad duty to report the tragic death of William Walsh, son of our Assistant Superintendent R. Walsh. Mr. Walsh who was 28 years of age was the innocent victim of a holdup gang and died in The Little Company of Mary Hospital the day after being shot

through the abdomen. At the time of the tragedy Mrs. Walsh, mother of the lad, was in the Billings Memorial Hospital recovering from a serious operation for goitre. Division 4 extends sympathy to these sorely bereaved parents.

Our veteran Conductor T. King was felled by sudden illness on October 3rd while on duty at 87th and Racine. He is now confined to his home, suffering great pain. We sincerely hope his sufferings may soon be alleviated and that he will regain his former good health.

The death of Motorman John Powers came as a blow to his many friends. Mr. Powers passed away very suddenly, a victim of heart failure. Sympathy is extended to the bereaved relatives.

Time, it seems has taken an unusually heavy toll among us during this past month, two more of our esteemed old timers having passed away. First, W. J. Ford who died following a belated appendicitis operation, and then Matt Gleason whose death was very sudden and a shock to all. Condolences extended to the sadly bereaved families.

W. L. Pence.

#### To Save His Pants

The Judge (sternly): "Well, what's your alibi for speeding sixty miles an hour through the residence section?"

The Victim: "I had just heard, your honor, that the ladies of our church were giving a rummage sale and I was hurrying home to save my other pair of pants."

The Judge: "Case dismissed."

#### Good Enough

Farmer: "Be this the Woman's Exchange."

Woman: "Yes."

Farmer: "Be ye the woman?"

Woman: "Yes."

Farmer: "Well, then I think I'll keep Maggie."

#### College Humor

Here are some answers from examination papers of school children. They were gathered by the Research Department of Ohio State University:

A man who marries twice commits bigotry.

In Christianity a man may have only one wife; that is called monotony.

A spinster is a bachelor's wife.

A skeleton is a man with his inside out, and his outside off.

#### Playing Safe

Jeweler: "If I were you, I would not have 'George, to his dearest Alice' engraved. If Alice changes her mind, you can't use the ring again."

Young Man: "What would you suggest?"

"I would suggest the words 'George, to his first and only love.'"

Alkali Ike: "What's happened to the tender-foot wot came to work last week?"

Texas Pete: "Poor feller. The second mornin' he was here he was brushin' his teeth with some of that foamy tooth paste and one of the boys thought he had hydrophobia an' shot him."—Ingot Iron Shop News.