

SURFACE SERVICE MAGAZINE

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*CARILLON TOWER, HALL OF SCIENCE,
A CENTURY OF PROGRESS EXPOSITION*

C. S. L. and the Depression

President Richardson in Annual Report Shows How Surface Lines Has Aided Business Stability

In the annual report to the Board of Operation, which has just been released, President Richardson reviews briefly the effects of the three years of depression on the system. He points out that the Surface Lines has made a substantial contribution to the financial and business stability of the community, in addition to maintaining a high standard of service.

There has been a decrease of a little more than 29 per cent in both gross earnings and revenue passengers, Mr. Richardson reports, and through numerous economies affecting all departments it has been possible to reduce operating expenses—excluding taxes—nearly 25 per cent. Taxes are only 7 per cent lower than they were in 1929.

That economies have not been permitted to injure the service, however, is proved by the fact that car miles have been reduced less than 12 per cent and considering the use of larger cars together with better scheduling, the decrease in facilities has been even less than that.

Force Held Intact

Moreover, by a distribution of work in which the men have co-operated, it has been possible to avoid laying off any of the operating force on account of the depression and the regular continued pay of the 16,000 employees has been a substantial contribution during a time of generally decreasing employment.

"Owing to the fact that employees are covered by life, health and disability insurance without cost to them," Mr. Richardson explains, "the policy of sharing the work resulted in higher cost on this insurance than would have been the case had there been a reduction in the operating force. It was believed, however, that a distribution of work and the retention of experienced men were warranted both as a contribution to public welfare and for the good of the service in the future. The employees' group life insurance alone now totals \$16,277,000."

Unemployment Relief

Attention is called to the contribution of \$410,565 for the relief of distressed families in the Surface Lines organization and for the use of the Cook County Joint Emergency Relief Fund. The Board is also reminded that the Surface Lines has purchased \$3,090,685 of tax anticipation warrants at their face value from issuing authorities and \$1,500,000 of notes issued by the State of Illinois to meet the relief fund crisis.

It is stated that the decrease in traffic of the Surface Lines during the depression has been considerably less than that experienced by other local transportation companies in the Chicago district and also less than that of most large street railway companies in the United States.

"The stability and vitality of this industry," President Richardson concludes, "have been demonstrated by this record made in the midst of general industrial disturbance. Retention of

the operating force intact will prove of great advantage as we emerge from the depression and riding increases. The maintenance of skilled and experienced personnel, adequate to respond promptly to an increase in business, means preservation of a valuable asset.

Confident of Future

"On the basis of results accomplished it may safely be predicted that these properties, with reasonable co-operation on the part of public officials and the public generally, will continue to perform their important function as an effective transportation agency."

For the fiscal year just closed the Surface Lines gross earnings were \$44,421,102, a decrease of \$6,775,040 or 13 per cent below 1931, while operating expenses—excluding taxes—were \$34,711,934, a decrease of \$5,216,959 or 13.07 per cent. Wages for all accounts were \$24,592,201.

SERIOUS POWER FAILURE

The first serious power failure affecting the entire system in a quarter of a century occurred on Saturday, February 25, when the 40,000 kilowatt frequency changer at the Edison Company's Fisk Substation went out and pulled out another 40,000 frequency changer. This occurred at 11:37 A. M. and affected all the lines of the system and also interfered with service on the Chicago Rapid Transit system. There was a delay of nearly all cars for 1 hour and 20 minutes before the power came back in sufficient amount to provide normal service.

As this was during the Saturday rush hour period it seriously interfered with service for home-going crowds.

SEVENTY-THREE YEARS AGO

The following interesting item was clipped from the Chicago Press and Tribune of March 9, 1860:

"The public are hereby notified that the Chicago City Railway Company and the Messrs. S. B. and M. O. Walker have made an amicable, satisfactory arrangement, whereby the State Street and Randolph Street omnibuses will be withdrawn after this date. The outstanding tickets of the Messrs. Walker will be received for the same number of rides on the cars of the Railway Company.

"Supt. Henry Fuller announced that for the present they would sell thirty tickets for a dollar and put on four additional cars on State Street, and two each on Randolph and Madison Streets."

From the time of your birth
Till you ride in a hearse
There's nothing that happens
But might have been worse.

Smiling Through the Moratorium

Trainmen Find Small Change in Demand But Passengers Good-Humored—C. S. L. Cashes Pay Checks

A flock of new problems confronted Surface Lines trainmen after Governor Horner, and later President Roosevelt, declared a bank moratorium, and some of the problems were not so easy to solve. There was a never ending flood of large bills and small change was in constant demand.

Even checks and money orders, and in a few instances charity relief slips were tendered in lieu of fares.

But Conductor F. J. Bailey has the prize story. He says a woman boarded his car at Ashland Avenue and Erie Street with a baby in arms and another small child.

"Money's scarce today," she said, "but I'll give you either of these children for car fare."

Conductor Bailey expressed the opinion that a child was not legal tender, even in a moratorium.

All trainmen found it difficult to keep enough change on hand and many of them were like Conductor J. E. Conwell of the 63rd Street line, who says he had a "when-a-fellow-needs-a-friend feeling" when he found, as he crossed 63rd and Halsted Streets, that he had only 6 nickels and a big roll of bills.

Meeting the Pay Roll

From the standpoint of the management, the closing of all of the banks for several days beginning on March 4 was a serious handicap. In the first place, it resulted in a decrease of 7 or 8 per cent per day in riding and receipts. It involved also the question of what to do with the money accumulating at the car stations and how to meet the semi-monthly pay roll due on the tenth. Arrangements were hurriedly made to place the receipts in loop bank vaults for safe-keeping.

The drafts for the semi-monthly pay were sent out as usual and in order that employees might get their money, paymasters were sent out to the sixteen car stations and all checks were cashed out of company funds as they were presented.

In the train rooms of the car stations many little instances are being told by trainmen to illustrate the spirit in which the people took the closing of the banks and the tying up of their funds.

Thought Money No Good

What impressed many of the trainmen was the idea that seemed to prevail among some of their passengers that everything had gone to pieces and that even the money they had might soon be worthless. Conductor J. W. Haug of 69th Street station said that one of his passengers on the first morning of the moratorium offered \$1 in payment of his fare with the remark that he was glad to get rid of it because it soon wouldn't be any good.

"What makes you think it won't be any good?" Conductor Haug asked.

"Why," said the passenger, "I understand they are going to put out new money and that the money we have will be valueless."

Conductor H. Fitzpatrick of the Archer station says he overheard a passenger say that "We'll be riding on scrip in a few days," and

THOUGHTS ON THE MORATORIUM

I'm a Connie dressed in blue,
Changing bills old and new.
Some are large, some are small,
Some I can hardly change at all.
"I am sorry, Sir," is what I hear,
"You cannot cash this bill I fear."
O. K. with me, I'll cash the bill,
Your purse with silver I will fill.
I do not blame you, no not at all,
Cause the Moratorium caused it all.

—Conductor M. Wallgren,
Kedzie Depot.

Conductor J. K. Marks of the same station was cheerfully advised by a passenger to convert all his bills into silver as paper money would not be any good in the future. An official of the Stock Yards boarded a car on the Ashland Avenue line and facetiously remarked that our money would be "Woodin" hereafter.

Offer Big Bills

Numerous instances are reported of attempts made by passengers to cash large bills, checks or other legal tender. A passenger boarded the car of Conductor J. Dilworth of the Devon station and held out a \$100 bill. Conductor Dilworth, in spite of his astonishment, managed to convey the thought to the passenger that he wasn't in the habit of cashing \$100 bills for 7 cent fares, whereupon the passenger reached in his pocket.

"Wait a minute," he said, "I have an old keep-sake I have had for many years, but I suppose she'll have to go now." And he took out of his pocket a 50 cent piece coined in 1825 and gave it to the conductor.

The moratorium brought out a great many old coins and bills and conductors were sometimes mystified by them. A passenger on Through Route No. 1, riding on a transfer, showed Motorman Moss a dollar bill of the 1875 series and said that a conductor on the Western Avenue line to whom he had offered it for fare had refused to take it. Motorman Moss looked it over and gave him a modern dollar bill for it.

Checks Are Presented

Conductor Joseph Trysko of the Armitage depot stepped right into the bank situation and to show his confidence in financial institutions accepted a dividend check for 5 cents issued by the receiver of the Second North Western State

Bank. The 5 cent check and 2 cents in cash were tendered as the only money the passenger had.

Several girls working at the Stock Yards, evidently worried over how they were to live through the moratorium, asked Conductor W. J. Butler on the Ashland Avenue line if he would cash their pay checks next week or trust them for their fares.

Three employes of the International Harvester Company offered their pay checks to Conductor Roy C. Smythe of the Blue Island Avenue line with the request that he cash them and deduct their fares, which of course he told them he could not do.

Conductor P. Harrigan of the Ashland Avenue line turned down a perfectly good 20 cent meal ticket which was tendered for fare.

A negro woman was insulted when Conductor J. J. Maloney refused to accept a \$2 postal money order, when she boarded his car at Ashland Avenue and 42nd Street.

Conductor F. J. Schmidt of the Racine Avenue line had quite an argument with a passenger who presented half of a one dollar bill and wanted change for 50 cents.

Nickel and Empty Wallet

A colored passenger tried to get by Conductor G. L. Jensen at 63rd and Woodlawn Avenue with a last year's elevated pass, and when the conductor demanded a fare, the colored man blandly took out of his pocket all he had, a nickel and a large empty pocketbook.

Several of the merchants along street car lines, in their anxiety to get change for currency, tried to use the conductors as exchange banks. A butcher jumped on the platform of Conductor J. Walsh's car at Harrison and Central Streets with a large bill and told the conductor that unless he could change it he would have to close his store, as he was all out of change. Conductor Walsh explained that he was not a national bank, but as he had considerable change at the time he changed the bill and sent the butcher back to his shop happy.

Willing to Pay Exchange

Conductor J. Sweeney of the Division Street line tells of a fruit store proprietor at Division Street and Hoyne Avenue who asked him to change a \$5 bill in quarters, dimes and nickels and offered to give him 5 cents for making the change. He was surprised when his offer was not accepted, as he thought the 5 cent exchange rate very liberal.

Conductors on the South Damen Avenue line say that in one neighborhood the grocers worked out a system for getting change. The proprietor of a store would stand on the curb and wave a bill in his hand as the car went by, and if the conductor stopped the car he would get on, pay a fare, get his change and immediately get off.

Superintendent Irvine of the 69th Street depot recognized an opportunity to promote riding when two well-dressed men entered his office and asked for change for a \$10 bill. He suggested that he could give them \$9 and a dollar's worth of tokens, and after a business conference to determine how they would split the investment, they took him up.

"Tommie," said the teacher, "what is one-fifth of three-seventeenths?"

"I don't know exactly," replied Tommy, "but it isn't enough to worry about."

ROUNDING UP WITNESSES

Burnside Takes the Lead with Lawndale-Blue Island a Close Second

Burnside taking a good grip on itself this month pulled itself from eighth to first place, scoring 4.21 with Lawndale-Blue Island right behind in second place with 4.20. Incidentally, this depot last month was down in seventh place and its ascent to second place is quite a feat, and both the leader and the second place holders are to be commended for their good work.

Elston-Noble, the leader for the past two months, slumped to seventh position while Devon-Limits, occupants of the cellar last month, moved up to eighth place. The average for the system for January, 3.63, just tops that for December which was 3.62.

Detailed figures are as follows:

	Jan.	Dec.	Nov.	Oct.
1. Burnside	4.21	3.60(8)	4.10(3)	3.82(5)
2. L'ndale-Blue Isl..	4.20	3.69(7)	4.07(4)	4.10(1)
3. 77th Street	3.82	3.92(2)	4.26(2)	3.85(4)
4. Archer	3.78	3.70(6)	3.46(9)	2.42(11)
5. North Avenue	3.77	3.82(4)	3.82(5)	3.54(8)
6. 69th Street	3.76	3.84(3)	3.77(6)	3.75(6)
7. Elston-Noble	3.74	4.10(1)	4.28(1)	3.75(6)
8. Devon-Limits	3.50	2.96(12)	3.04(12)	3.14(9)
9. Kedzie	3.37	3.51(9)	3.58(7)	3.90(3)
10. Lincoln	3.27	3.49(10)	3.15(11)	2.66(10)
11. Cottage Grove	3.20	3.75(5)	3.57(8)	3.92(2)
12. Armitage-Div.	2.88	3.04(11)	3.31(10)	3.59(7)
Av. for System..	3.63	3.62	3.71	3.65

WINS SPELLING BEE



At a recent spelling bee held by radio station WBBM, Miss Annette Green, the 12-year old daughter of John R. Green of the Archer depot, Repair Department, won the 21st contest.

Although Miss Green is only in the seventh grade at school she won out over 23 other contestants.

Conductor: "Can't you see the sign 'No Smoking?'"

Sailor: "Sure, mate, that's plain enough. But they are so many dippy signs here. One says, 'Wear Nemo Corsets.' So I ain't payin' attention to any of them!"

Caller: "I didn't know your son was at college. Is this his freshman year?"

Mrs. Bunderby: "Oh, no indeed! He's a sycamore."

The Last World's Fair

Trainmen in Service 40 Years or More Recall the Gay Nineties

Old timers among the train force who were in the street car service when Chicago had its last World's Fair, are recalling the struggles to accommodate the millions in 1893 with the inadequate equipment available, and contrasting it with the outlook for the coming Century of Progress Exposition.

There are 294 of these old timers who have been in service 40 years or more. They recall that the motive power in those days consisted of 8,500 horses, 963 grip cars and only 201 primitive electric trolley cars on a few of the south side lines.

"I went to work for the Chicago City Railway Company four days after the Fair opened," W. A. Bessette, Superintendent at 77th Street, said. "After breaking in on Archer Avenue I was assigned as conductor on a trailer on the Cottage Grove Avenue grip line serving the Fair. My run was from the loop to 71st Street and I can tell you that passengers who complain about crowded cars these days don't know what a crowded car is.

Nearly 18 Hours

"I reported for duty at 7 o'clock in the morning and often worked until 1:30 the next morning. During all of that time every car was filled and in the rush periods passengers crowded the tops as well as the insides of the cars. As I lived four miles from the Cottage Grove Avenue station at 38th Street and always had to walk home after I got through work in the middle of the night, you can see that it was no easy job.

"We never knew how long we would have to work at night. We simply went to work at 7 in the morning and stayed on until we were told to turn in.

"I remember one night when I was com-

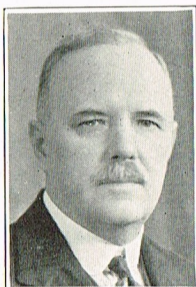
pletely worn out I couldn't find anyone in the supervisory force to tell me to turn in and I took it on myself to cut my trailer off at 12:30. It was a long time before I heard the last of that and I thought myself lucky at not being fired.

"When I started to work I was paid 19 cents an hour. Regular conductors got 21 cents an hour. Conductors and grip men on the cable cars which were serving the Fair were paid by the trip, but it didn't mean much difference in the amount of money received.

Crowds Good Natured

"One nice thing about the Fair crowds was that they were uniformly good-humored. Those who had to climb up on top considered it something of a lark and those who were packed inside the cars and trailers laughed and joked about it. To many of them the grip car was an innovation. They never had ridden on anything but a horse car before and they considered the grip car a rapid and almost luxurious means of transportation.

"The cable was geared to run at a speed of about 8 miles an hour from the loop to 39th Street and 10 or 12 miles an hour from there



W. A. Bessette



Going to the World's Fair in 1893

to the end of the line, but of course stopping and starting consumed considerable time and the cars did not make a scheduled speed of more than about 5 or 6 miles an hour. However, that was better than the horse cars, in spite of occasional trouble on the line due to cable operation.

"There are two days during the Fair that stand out in my recollection. One was the day when Mayor Carter Harrison was shot and the other was the day when the cold storage building at the Fair burned and several firemen were killed. The crowds on those days were hushed and quiet in contrast to their jolly humor on other days."

Great Contrast Now

During the World's Columbian Exposition the city was served by six street car systems and when a passenger changed from one system to another it cost him an additional fare. The slow speed of the service made it necessary for Fair visitors to live on the south side unless they were willing to spend a good part of their day riding back and forth.

In contrast with those early days, the visitor to the Century of Progress Exposition will find the largest street car system in the world and one of the best equipped ready to serve him in any part of the city. On the biggest day in the history of the Surface Lines nearly 3,000,000 revenue passengers were carried. The average load now is considerably less than 2,000,000 revenue passengers. Consequently with its available equipment the system now can take on an additional load of more than 1,000,000 revenue passengers a day without difficulty. Tracks in the vicinity of the Exposition grounds have been put in good condition and equipment is being overhauled and re-painted on an accelerated schedule.

The Surface Lines is ready to give a superior service to Fair visitors.

DEATHS ON THE SYSTEM SINCE FEBRUARY 1

Transportation—Division 1, Cottage Grove Ave.: James W. Esque, employed April 26, 1906, died February 6, 1933.

Division 3, Seventy-seventh: Hugh Quinn, employed April 22, 1911, died February 15, 1933. Norman E. Barnes, employed October 15, 1879, died February 20, 1933.

Division 4, Sixty-ninth: William J. Frank, employed January 6, 1883, died February 11, 1933. Henry F. Schultz, employed January 10, 1901, died February 21, 1933.

Division 5, Archer Ave.: Timothy Doody, employed February 15, 1882, died February 15, 1933.

Division 6, Lawndale: John J. Donovan, employed May 15, 1917, died February 2, 1933.

Division 7, Kedzie: Frederick J. Meyer, employed in 1907, died March 9, 1933.

Division 8, North Ave.: Quill H. Love, employed October 3, 1927, died February 3, 1933.

Division 9, Division: Arthur Lindahl, employed October 19, 1926, died March 1, 1933.

Division 12, Devon: Caesar Rehfeld, employed March 10, 1902, died February 1, 1933. Limits: Thomas J. Regan, employed August 8, 1892, died February 8, 1933.

Shops and Equipment—Division 10: Fredrick Rohr, employed June 10, 1886, died February 25, 1933. West Shops: George Gabryel,

employed March 28, 1918, died February 8, 1933.

Department of Accident Investigation: Daniel J. Burke, employed March 1, 1921, died February 6, 1933.

Track: Gerlando Micelli, employed May 4, 1923, died February 27, 1933.

CHICAGO IN 1867

Some interesting comments on Chicago in the early days of local transportation are given in a book entitled "Chicago—Past, Present, Future—Relations to the Great Interior and to the Continent" by John S. Wright, published in 1870. One paragraph of particular interest reads as follows:

"Wide Streets and Horse Railroads—Not a small benefit is it that the central part of the city has 80 feet streets; and the main avenues north and south for miles are of that width and wider. This not only gives abundant light and ventilation, but affords ample room for that important auxiliary to city locomotion, the horse-railway. Upon this level site, with rectangular streets, we shall ultimately and speedily adopt the Philadelphia plan, of a single track running up one street and down another. Two tracks, even on our wide streets, are a serious inconvenience; but a single track interferes very little with ordinary vehicles. The use of street cars has only just begun. How long before some ingenious man obtains a patent for a steam car superseding horses? In no city in the land are street railways more available than here, or improvements of more benefit."

The book also quotes an item from the "Chicago Post" which gives some statistics on street railways for the year 1867. These show that the West Division Railway at that time had 55 cars, 356 horses, 245 men and 26 miles of track and carried 6,059,724 passengers. The South Division had 53 cars, 375 horses, 198 men and 12 miles of track and carried 4,269,080 five cent passengers, 1,311,556 six cent passengers and 4,008 children at three cents. The number of passengers carried to the Union Stock Yards was 164,416. The North Division had 26 cars, 168 horses, 100 men and 11 miles of track and carried 2,566,793 passengers. A statement is made that 3 miles of line on Clark Street, etc., were taken up and relaid during the year and that the Clark Street line was cut up in laying sewers and pavement 180 days. The Chicago Avenue line had not been in operation since September last on account of street improvements.

TEMPERATURE OR TEMPERAMENT

Judge (in traffic court): "I'll let you off with a fine this time, but another day I'll send you to jail."

Driver: "That is exactly what I predicted."

Judge: "What do you mean?"

Driver: "Fine today—cooler tomorrow."

Do you like detective stories? Well here's one:

Sherlock: "Oh, Watson! I see you have put on your winter underwear."

Watson: "Marvelous, Holmes! How did you deduce that?"

Sherlock: "Well, you have forgotten to put on your trousers!"

"Company Is Coming"

Surface Lines Will Have Important Part in Entertaining Fair Visitors

By C. H. EVENSON
Superintendent of Transportation

Officials of A Century of Progress Exposition estimate that the paid attendance at the Fair from June to October will total approximately 50,000,000. A large proportion of these visitors will use street cars. The influence of the Exposition is already being felt and daily there are many out-of-town people in the city. As the date for the opening of the Fair approaches this number will increase rapidly.

The impression of Chicago the millions of out-of-town guests will take away with them will be influenced materially by the kind of treatment they get on public transportation systems. Every trainman on the Surface Lines should appoint himself a committee of one to see that he contributes to a favorable impression.

Will Ask Questions

It must be remembered that strangers are not familiar with the street car system or the city. Often they will have a very vague idea as to the location of the points they desire to reach. They will ask many questions both regarding the city and the service. It goes without saying that all questions should be answered courteously and intelligibly.

The plan of transferring, while understood reasonably well by all residents of Chicago, naturally will be more or less of a puzzle to visitors from out of town. Conductors should be particularly careful to answer as fully as possible all questions as to the use of transfers.

Surface Lines guides are being prepared for the convenience of visitors and the supervisory force will be allocated with a view to providing assistance at heavy loading points used by the Fair crowds. But it is on the conductors that reliance must be placed for direct contact with the great majority of visitors.

Sprucing Up

Cars are being overhauled and repainted on an accelerated schedule and tracks in the vicinity of the Exposition grounds have been put in good condition. The management is anxious that this system should make a good impression and the men must do their part by sprucing up their personal appearance and by being uniformly courteous.

As has been so often said, no hard and fast detailed rules can be laid down for courtesy. When all is said and done, courtesy is a part of the personality of the individual. By his every act—by the tone of his voice, by the way he answers questions, by the interest he shows in the safety and comfort of his passengers—courtesy, or the lack of it, is indicated by the trainman.

Perhaps the best general rule to follow is for the trainman to regard his passengers as his temporary guests and to treat them with the same courtesy and consideration that he would any other guest. If he does that he cannot be far wrong.

On February 28th, the cumulative standings of the sixteen depots in the Sixth Courtesy Contest were as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Comd.
1 Blue Island...	18	11	28	1	58	10
2 Lawndale	32	12	38	3	85	24
3 Lincoln	36	9	39	5	89	22
4 Burnside	18	13	29	4	64	30
5 North	89	44	115	25	273	53
6 69th	70	47	76	20	213	45
7 Limits	31	15	32	7	85	20
8 77th	110	62	111	16	299	90
9 Division	40	19	34	7	100	13
10 Elston	30	19	36	3	88	16
11 Kedzie	77	40	106	24	247	36
12 Devon	90	35	87	18	230	87
13 Archer	89	61	97	18	265	35
14 Cot. Grove...	72	24	46	17	159	44
15 Armitage	68	22	41	17	148	25
16 Noble	29	16	49	2	96	9
Total	899	449	964	187	2499	559

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

	Disc.	P. U.	Trans.	Q. S.	Total	Comd.
May, 1932	103	35	120	22	280	61
June, 1932	65	31	70	22	188	64
July, 1932	71	27	79	12	189	42
August, 1932	70	33	82	15	200	40
September, 1932...	81	38	98	8	225	45
October, 1932....	115	49	151	19	334	39
November, 1932...	88	46	107	22	263	55
December, 1932...	119	82	93	35	329	77
January, 1933....	99	43	114	15	271	77
February, 1933...	88	65	50	17	220	59
Total	899	449	964	187	2499	559

DEATH OF DANIEL R. BURKE

Funeral services for Daniel R. Burke, age 66 years, of the Accident Investigation and Legal Department, who died February 6 after an illness of several months, were held at the St. Columba Catholic Church in Ottawa, February 10, William Burke of Kewanee, a nephew, officiating as deacon.

Mr. Burke had been an employe of the company for about 12 years. He was born in Ottawa and completed his legal education at the University of Michigan. He served as city attorney of Ottawa and as assistant city attorney of Joliet and was also connected with the office of the attorney general of Illinois for some time prior to his connection with the Surface Lines. During the war he went overseas with the Knights of Columbus.

Mr. Burke is survived by his widow, Mrs. Mollie Burke, a daughter, Cecelia, residing in Chicago, and a sister residing at Ottawa.

SURFACE SERVICE MAGAZINE

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

PUBLIC SERVICE

Because it is our job to provide local transportation we are inclined to get into the habit of regarding it merely as a job and to sell street car service in the same unromantic way that a grocer sells flour. The many intricate problems which must be solved are all in the day's work. Each man performs his particular task, the machine functions smoothly and we seldom pause to consider the broad aspects of the business.

In a preface to the annual report for the fiscal year, President Richardson has called attention to the fact that the Surface Lines is not an inanimate industrial machine, operated solely for profit. As an organization, it has a high sense of its responsibilities to the community for service and of its obligations as an important factor in community life.

Thus, there has been a reluctance on the part of the management to decrease service and although riding is 29 per cent less than in 1929, car miles are only about 12 per cent less. Although there has been a loss of \$18,000,000 in gross earnings during the three years of the depression, none of the operating force has been laid off.

At a time when other taxpayers were refusing to pay their taxes, the Surface Lines not only met its obligations promptly, but, in addition, bought at face value from the issuing authorities tax anticipation warrants of the city and other local taxing bodies.

By keeping its operating force intact and through liberal contributions of employees, this organization has avoided increasing unemployment on the one hand, and on the other has afforded substantial assistance for the less fortunate in the community.

This splendid record of performance in

the face of an unprecedented industrial situation was made possible only because of the loyal and intelligent manner in which employees carried out the policies of the management. President Richardson recognizes this fact in the conclusion of the annual report, and extends grateful appreciation for the splendid spirit of co-operation which made much easier the task of readjustment to meet declining revenue.

BUSINESS AS USUAL

The bank moratorium was just another hurdle in the long list of obstacles with which the industrial depression has encumbered the road to business prosperity. The Surface Lines, however, continued its policy of "business as usual." Service was not decreased, although riding dropped off materially. Pay rolls were met on time and money was provided to cash pay roll drafts.

Every day this industry demonstrates anew its vitality and essentiality.

MR. WILKIE IN HOSPITAL

For the first time since the beginning of the publication of "Surface Service Magazine," Mr. Wilkie was unable to be at his desk to supervise its printing. He went to the Augustana hospital on February 27 for an operation, and while he is convalescing, he was unable to return in time to edit the magazine.

The material was so well in hand when he went to the hospital, however, that it was possible to get the magazine out without delay.

He will soon be back at his desk taking care of his official duties in his usual efficient manner.

H. O. Crews.

HOW TERRIBLE!

A young doctor, trying to be a little sobby while addressing a mothers' meeting, said: "In all the world there's nothing so sweet as the smile on the face of an upturned child."

HIS SHARE

After a special exhortation in support of foreign missions, when the contribution plate was presented to a certain man, he said to the holder, "I don't believe in missions."

"Then take some out," said the Deacon, "it's for the Heathens."

Who's Who in C. S. L.

Something Personal About the Men Whose Names Are Well Known

Over thirty-one years ago, Thomas H. Eigelsbach, then a young lad fresh from an Indiana farm, walked into the office of the superintendent of the Chicago Union Traction Company and asked for a job. His youthful appearance must have been against him because the superintendent quizzed him to a considerable length regarding his knowledge of the city. However, Tom measured up and was sent to the Blue Island Avenue depot. Here he was put to work as a conductor on the Blue Island Avenue cable, the 18-26th Street and the 21st and Canal Street lines.

In 1911 when the Board of Supervising Engineers was looking for men to make a city-wide survey Mr. Eigelsbach was chosen to assist in that work.

He received his first promotion in 1912 when he was appointed supervisor. The next year he was made chief supervisor for the Lawn-dale, Blue Island and Kedzie depots.

When the position of chief instructor was vacant in 1924 he was promoted to that position. In the following year he was advanced to the position of assistant division superintendent of division six, the position he now holds.

When questioned regarding his large acquaintanceship among the merchants on the south-west side, he stated that from the very beginning of his service with the company he enjoyed making friends. This invariably has made for a better understanding between the company and the business men of the south-west section.

During the past seven years he has been an active member of the Public Service Speakers' Bureau where his efforts have been highly commendable.

Because the general manager of the West Chicago Street Railway Company, the late J. B. Parsons, wanted an office boy in 1891, M. V. Morton received his start in the street railway industry. In those days the general office of the West Chicago Street Railway Company was located where the department of accident investigation is now.

Mr. Morton's first promotion was in 1892 when he was made a clerk in the treasurer's office. Six years later he was advanced to cashier of the department.

On July 1, 1899, the north and west side lines merged, forming the Chicago Union Traction

Company with headquarters at Clark and Division Streets. At that time Markham B. Orde was made treasurer. From that time to the present Mr. Morton has been Mr. Orde's able assistant.

One way to realize how the present system grew and expanded is to compare the methods of former years, which were entirely adequate at that time, with those of today. Mr. Morton recalls how, during the Chicago Union Traction days, the daily receipts were brought to the treasurer's office in leather bags by the barn foremen who rode the street cars. The money was counted and prepared for the bank and delivered there in an ordinary wagon. Later several short electric cars were used for collecting the daily receipts.

By virtue of his long and varied experience in the treasury department Mr. Morton has acquired an intimate knowledge of the banking business as related to the street car industry. His present position as assistant treasurer of the Chicago Surface Lines and assistant treasurer for the receiver of the Chicago Railways Company involves an extraordinary amount of trust and responsibility.

Joseph O'Connor started work in the Track and Roadway Department of the Chicago City Railway Company in 1905. He worked during the vacation periods of 1905 and 1906 while attending the Armour Institute, and upon leaving the Institute in 1907 accepted a permanent position with the Chicago City Railway Company as material clerk in the Track and Roadway Department. In 1908 he was changed to assistant timekeeper and served in that capacity for about two years.

From 1910 to 1920 he served as foreman and general foreman on the south side with the exception of 1915 and 1916 when he was assistant on track surveys. In 1920 he was appointed assistant engineer of estimates and served in that capacity until May, 1922, when he was appointed superintendent of the southern division, Track and Roadway Department, which position he holds at the present time. Mr. O'Connor's past experience on the Chicago City Railway and Calumet properties has proved very valuable.

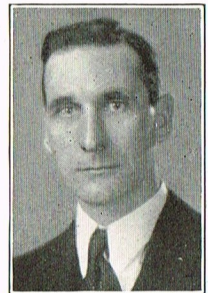
He has been a licensed aviation pilot since 1911 and has over 5,000 hours to his credit. He built and flew his first plane in 1911 at the Aero Club of Illinois Field then at 48th Avenue and 22nd Street. He has never crashed and has a clean flying record. He is also a pioneer of radio, having built one of the first sets in this part of the country and is an authority on same. He lives with his family at 8232 Avalon Avenue.



T. H. Eigelsbach



M. V. Morton



Joseph O'Connor

Keeping 'Em Rolling

*Armitage the February Winner, Moving Up from Fifth Place
Devon Second and Burnside Third*



Armitage's Successful Pull-In Crew

W. Krueger, J. Laing, E. Carlson, J. Foster, J. Liska, J. Norbutas, J. Pacononis, D. Buckley, J. Krempa, K. Fedukowicz, A. Brazauski, C. Pontoriero, B. Trokshel, P. Yankus, F. Van Vaerenbergh, R. Burns, A. Zilis, L. Rozic, F. Meka, A. Rienkus, L. Jimmy, J. Gerlicki, A. Bogusz, L. Stella, J. Nytko, A. Bartain, R. Evans, F. Pucek, A. Van De Putte, J. Gedwell, W. Zabinski, J. Wambaja, J. Connon, P. Zielen, M. Belstes, W. Skopis, M. Hoary, J. Cairns, E. Berecek, J. Chudzicki, S. Dykinga, F. Puchlewicz, F. Minter, P. Gotsis, W. Sushko, T. McTernan, F. Simo, M. Dominico, A. Masrax, J. Thureson, V. Pavilatis, A. Rodio, M. Mulvihill, A. Waskelis, D. Bielak, J. Cysek, J. Porter, J. Meka, D. Esposito, Wm. Gensbiger, F. Eddington, A. Lund.

Due to the severe snowstorm experienced this month, there was a considerable increase in the number of pull-ins as compared with the previous month. The average miles per pull-in for the system shows a decrease of 33.6%.

The record of each carhouse is shown below:

Rank	Carhouse	Zero Days	Miles Per		
			Pull-In in Feb.	Pct. Inc. or Dec.	
1	Armitage	16	32,509	32.7	
2	Devon	12	29,181	17.7*	
3	Burnside	15	25,861	16.1*	
4	Cottage Grove...	7	22,465	32.6*	
5	Lawndale	15	21,488	29.5*	
6	Archer	7	21,361	27.2*	
7	69th	4	20,919	21.6*	
8	77th	3	17,694	52.2*	
9	Limits	17	17,597	38.6*	
10	Lincoln	13	17,279	25.7*	
11	Kedzie	5	17,035	40.9*	
12	Noble	18	15,665	53.4*	
13	North	1	14,345	45.0*	
14	Blue Island	12	12,991	18.6*	
15	Elston	11	11,158	34.8*	
16	Division	8	9,974	28.8*	
		164	18,333	33.6*	

*Decrease.

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

Carhouse	Feb.	Jan.	Dec.	Nov.	Oct.	Sept.
Armitage ..	1	5	4	9	6	14
Devon	2	2	1	5	4	4
Burnside ..	3	6	2	3	5	11

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

EMPLOYEES RELIEF FUND

February, 1933

The Surface Lines Employees Relief Committee held four sessions during the month, at which 55 applications were considered. Of this number there were 20 emergency cases on which the Committee approved immediate relief, and 19 cases were approved for weekly payments.

Checks totalling \$10,603 were distributed. This sum, together with distributions since December 1930, heretofore reported, makes a total of \$301,168.41 paid to Chicago Surface Lines employees in relief to date.

The Surface Lines Relief Committee, in addition to the above disbursements, paid a total of \$120,000 to the Joint Emergency Relief Association during the period from November 1931 up to and including October 1932, making the total expenditures for relief to date—\$421,168.41.

Selling the Service

Pleased Customers Write to Commend Individual Trainmen for Courtesy and Efficiency

Among recent letters of commendation received by the Surface Lines is one which is of particular interest because it tells of the experience of a passenger in visiting unfamiliar territory.

Miss May B. Stripling, 1804 N. Luna Avenue, says that she seldom visits the south part of the city and when she does it is like new territory to her.

"The conductors on all my trips have been most helpful and for this I am sincerely grateful," she says in her letter. "Last Sunday afternoon I boarded a 69th Street car at South State Street. I asked the conductor if he stopped at Chappell Avenue and where it was. He told me he stopped at Clyde Avenue and that Chappell was about 2100 east. When we reached Clyde Avenue, he not only called it, but turned around to see if I was aware of it, at the same time informing me that Chappell was one block west."

Personal Commendation

As an indication that this evidence of appreciation of good service is not an isolated incident, here are a number of others:

Mrs. A. K. Walendy, 2416 N. Francisco Avenue, commends Conductor P. J. McGuire, Badge No. 332, of Armitage, for kindness and courtesy which he extended toward herself and her mother.

Mr. C. F. Spangler, 814 Washington Boulevard, commends Conductor P. J. Moore, Badge No. 360, and Motorman P. Looram, Badge No. 639, of Burnside, for the courteous treatment accorded their passengers.

Conductor G. Bixter, Badge No. 454, of 77th, by his politeness, courtesy and industriousness won for himself a letter of commendation from Miss Ada Robbins, 3313 Maypole Ave.

Mr. R. Muller, 902-100 W. Monroe Street, thanks Conductor A. E. Giesch, Badge No. 1376, of 77th, for his kindness in paying his fare when he boarded this conductor's car and found that he had no change other than a bill of large denomination which Conductor Giesch could not change.

Mr. W. T. Greig, Vice President, Bureau of Engraving, Minneapolis, Minn., compliments Conductor John E. Brennan, Badge No. 1474, of Cottage Grove, for his kindness and thoughtfulness in assisting two blind passengers to alight from his car and escorting them safely across the intersection and placing them on the car on which they wished to travel.

Mrs. F. L. Adair, 5844 Stony Island Avenue, made a telephone report of the courteous and pleasant manner of Conductor D. Burke, Badge No. 1926, of 69th, and wishes to commend him.

Mr. E. N. May, 9413 Vernon Avenue, expresses his admiration of Conductor W. G. Blackington, Badge No. 2260, of Burnside, in the matter of courtesy and politeness.

Mr. Edward Tierney, 1644 N. McVicker Avenue, thanks Motorman Otto Schoknecht, Badge No. 2519 of North Avenue, for holding his car

long enough to enable him to board it, even though he had the signal and the right of way to proceed.

Saves a Pigeon

Mr. D. Courtney, 5541 Everett Avenue, reports that while riding on the car operated by Motorman S. Elbe, Badge No. 3023, of Cottage Grove, the car stopped suddenly in the middle of the block. This aroused much curiosity and when he investigated he found that the motorman had observed an injured pigeon on the tracks and had gotten off his car and placed it on the sidewalk where it would be safe. Mr. Courtney highly commends this motorman for this humane act.

Miss M. H. Mitchell, National Broadcasting Co., Merchandise Mart, commends Conductor W. H. Carroll, Badge No. 3034, of 77th, for his admirable trait of calling every street car stop in a clear distinct voice.

Mr. A. T. Connelly, 2202 N. Clark Street, reports that through the honesty of Conductor O. Grubbe, Badge No. 1058, of Archer, he was able to recover a case containing merchandise and wishes to thank him.

Miss M. B. Wiley, 1136 E. 58th Street, compliments Conductor M. J. Waters, Badge No. 3490, of Cottage Grove, on his cheerful disposition and the courtesies rendered toward his passengers during the recent cold wave.

Mr. A. Pahnke, Carroll and Albany Aves., praises Conductor J. J. Kessner, Badge No. 3894, of Devon, for calling all street car stops in a clear voice and handling his passengers in a considerate manner.

Miss Ursula Wessel reports that Conductor C. H. Knoss, Badge No. 4936, of Devon, demonstrates efficiency, kindness and patience most excellently in the handling of his duties.

Mr. I. S. Friedman, 4303 N. Keeler Avenue, wishes to thank Conductor E. O. Landis, Badge No. 5656, of Noble, for his kindness in paying his fare when he was unable to change a bill that Mr. Friedman offered.

Mrs. H. P. Altman, 829 Cornelia Avenue, highly commends and thanks Conductor P. J. Oleinick, Badge No. 6038, of Limits, for holding his car long enough to enable her to board it, even though he had the right of way to proceed. She states that as the temperature was five below zero at the time this act was doubly appreciated.

Sprinkles Sand on Floor

Mr. C. A. Johnson, 1540 N. Springfield Avenue, reports that while riding on the car in charge of Conductor T. T. Lind, Badge No. 6542, North Avenue, passengers entering car dragging in snow made the floor slippery and dangerous. This conductor, noticing the condition, came in and sprinkled sand on the floor and eliminated the danger and earned the admiration and hence a letter of commendation from Mr. Johnson.

Mr. G. Sluka, 1638 S. Fairfield Avenue, thanks Motorman R. R. Halligan, Badge No.

6939, of Lawndale, for holding his car when he saw him running toward it.

Unusual courtesy on the part of Conductor F. J. Coleman, Badge No. 7436, of North Avenue, won for him a commendatory letter from Miss J. Richards, 2725 Pine Grove Avenue.

Mr. A. Bresler, 29 S. Dearborn Street, states that Conductor David Sax, Badge No. 7478, of Kedzie, deserves credit for his endeavor to spread a ray of sunshine by his cheerful manner in handling passengers on his car.

Mrs. J. Vernick, 1543 S. Clifton Park Avenue, commends Conductor H. G. Tint, Badge No. 8634, of Division, for his kindness in assisting an old lady to board his car, finding her a seat and later helping her to alight from the car and escorting her to the sidewalk.

Mr. A. K. Beck, 1622 W. Jackson Boulevard, thanks Conductor N. Rogerson, Badge No. 9344, of Kedzie, for his thoughtfulness in holding his car long enough to enable him to board it, even though he had every right to proceed.

Mrs. B. Gulberg, 1938 N. Lowell Avenue, thanks Conductor J. H. DeWaine, Badge No. 9306, of North Avenue, for his honesty in turning in to the Lost and Found Department her purse which she had inadvertently left on his car on which she had been a passenger.

Helped Break Blockade

Supervisor A. Disseldorf commends Conductor P. Foley, Badge No. 3964, and Motorman L. A. Koseba, Badge No. 9453, of Armitage, for services rendered during a blockade of their car by a stalled auto, conductor calling

for emergency truck and the motorman going back and rerouting cars.

Mr. Tom Canty, 1055 Wrightwood Avenue, telephoned a report of the courteous treatment accorded an old lady who alighted from the front platform of Motorman Felix Bronke's car.

Mr. A. M. Ready, 4644 S. Halsted Street, reports that Conductor R. Herold, Badge No. 10478, of Archer, did all in his power to revive a man who apparently suffered a heart attack, and at the same time collected fares and looked out for passengers after dispatching another passenger for a doctor.

Miss Louise Kirkham, 7423 Rogers Avenue, wishes to express her appreciation of the kindness and courtesy of Conductor J. R. Anderson, Badge No. 10970, of Lincoln, in helping her to board his car.

Mr. T. E. Williams, 9365 S. Humphrey Avenue, Oak Park, reports that Bus Operator A. E. Johnson, Badge No. 11222, of North Avenue, noticed a blind man who wished to board his bus. He immediately left the bus and assisted him in boarding, asked his destination, and when that point was reached assisted him in alighting and escorted him safely across the street through dense traffic. For this act of kindness Mr. Williams highly commends him.

Mrs. Elizabeth Baur, 5520 Broadway, wishes to commend the following motormen for waiting for her during the recent cold wave: J. J. Murphy, Badge No. 4627; J. W. Harrop, Badge No. 5161, and E. A. Davis, Badge No. 11353, of Limits.

Sixty-Ninth's Old Timers

A Score of Veterans with Seven Hundred and Ninety-Nine Years of C. S. L. Service



Following is the lineup of the veteran trainmen at 69th, with the number of years' service.

First row, left to right—Patrick Bradley, 45; Patrick Gallagher, 43; John Carney, 43; James Montgomery, 42; Timothy Hunt, 42; James Reed, 41; Thomas Cassidy, 41.

Second row—William Vincent, 41; John O'Connell, 41; Timothy O'Brien, 40; Charles Grant, 40; Thomas McGourty, 40; William Gleason, 40.

Third row—John Magee, 40; Oscar Little, 38; John Bossi, 38; Rawson Colegrove, 37; Fred Bening, 37; Charles Nelson, 35; John Lomasney, 35.

A total of 799 years of service is represented by the above group.

Blue Island-Lawndale Leads

*Takes First Place at Start of 1933 Accident Prevention Contest—
New Records Last Year*

Month of February, 1933

First Place	Division No. 6, Lawndale-Blue Island	90.04
Second Place	Division No. 1, Cottage Grove	89.60
Third Place	Division No. 11, Lincoln	87.97
Fourth Place	Division No. 2, Burnside	87.68
Fifth Place	Division No. 4, Sixty-ninth Street	86.96
Sixth Place	Division No. 3, Seventy-seventh Street	86.40
Seventh Place	Division No. 8, North Avenue	85.22
Eighth Place	Division No. 7, Kedzie	84.32
Ninth Place	Division No. 10, Elston-Noble	83.63
Tenth Place	Division No. 9, Armitage-Division	83.47
Eleventh Place	Division No. 5, Archer	80.89
Twelfth Place	Division No. 12, Limits-Devon	80.45

By WILLIAM PASCHE

Supervisor of Accident Prevention

The 1933 Accident Prevention Contest is now under way. A tabulation of the first month's results shows Blue Island-Lawndale, Division No. 6, leading the parade, closely followed by Cottage Grove, Lincoln and Burnside Depots.

The final figures on accidents occurring during the fiscal year 1932 compared with 1931 have been compiled. These figures show that there has been a decrease in the total number of reported accidents of 13.3 per cent, the lowest figure since 1919. Vehicle collisions decreased 18.9 per cent and the total was the lowest since 1915. Car and person accidents decreased 8.6 per cent, and the number was the lowest in Chicago Surface Lines history. Fatalities in connection with the operation of cars and buses decreased 22.6 per cent, by far the best showing ever made on this system.

This is a good time to think about how accidents can be reduced still further. Luck is not a factor in causing accidents. They occur because someone is doing something which is not correct.

The Pedestrian Hazard

The reduction in fatalities over the past few years, particularly the splendid showing for 1932, should be the cause of much gratification to everyone concerned and so should the reduction in the number of collisions with vehicles and persons struck by cars or buses.

Whenever a pedestrian leaves the sidewalk to cross the street he or she becomes a potential hazard and must be treated as such. Just sounding the gong when a person is crossing the street is not sufficient precaution. Brakes must be applied to be ready to stop if the pedestrian, for some unknown reason, does the unexpected. In these instances the motorman must take into consideration what other traffic is doing and how much of it is in the immediate vicinity, for this has a direct bearing on how pedestrians will conduct themselves. Sometimes persons will cross the street, pass in front of the car or bus in safety and because of other traffic turn and run back in front of the car or bus, running the risk of being struck.

Ever keeping in mind the possibilities of conditions others help to create will still further reduce the number of car and person accidents.

More Careful Chauffeurs

In last month's issue of SERVICE SURFACE MAGAZINE there was published a list of Utility Department Chauffeurs who had no accidents of any description for periods of from one to six years. It was suggested that to this list should be added the names of those who have had no chargeable accidents. Therefore, the following complete list of the Chauffeurs' No Accident Honor Roll, including all those who have had no "at fault" accident or none at all. No star indicates one year; two stars, two years; three stars, three years; four stars, four years; five stars, five years; six stars, six years, and seven stars, seven years:

F. Becker	J. Conlin****
T. Buglio	E. Fitzgibbons****
P. Carpino	A. Janke****
D. Dillon	J. Barret*****
A. Eiermann	A. Becker*****
P. Fitzgibbons	M. Brogan*****
L. Heise	C. Callahan*****
N. Janke	P. Dennehy*****
J. Lunn	F. Madsen*****
C. Martens	T. Lowry*****
V. McAllister	J. Jones*****
G. McCullum	W. McGinn*****
T. O'Connell	A. Anderson*****
J. Smith	T. Bennett*****
R. Brew**	J. Corbett*****
H. Doran**	E. Coutre*****
J. Dubin**	J. Coutre*****
E. Fehlhaber**	M. Doyle*****
M. Griffin**	J. Dudas*****
A. Haas**	A. Gray*****
W. Lemon**	J. Heisman*****
H. Lynch**	H. Hoover*****
E. McGinn**	C. Kuehl*****
W. Nolan**	E. Lawson*****
F. Peterson**	H. Lau*****
G. Potter**	P. McCaffery*****
W. Roskoff**	J. Mulree*****
T. Rusing**	E. Nolan*****
W. Vincel**	E. O'Brien*****
E. Witt**	W. O'Brien*****
J. Zeravich**	W. Peschel*****
E. Birns***	P. Rafferty*****
W. Bingham***	J. Rechs*****
P. Doran***	T. Rice*****
J. Lubner***	G. Rohde*****
R. Mau***	E. Schumacher*****
W. Smith***	E. Smith*****
I. Straubing***	H. Staley*****
C. Thomas***	J. Westman*****

Departments and Divisions

Shops and Equipment

North and West Division: Carl Berglund, artist car trimmer, received a card of recognition from the All Illinois Fine Art Society. His oil painting, "A Little Bit of the Ozarks," caught the fancy of the judges. Congratulations, Carl!

The West Shops bowling team, champion of last year, is again leading in the Clubhouse League. Led by Tony Vihnanek (who, by the way, is sporting a 180 average), the boys have finally hit their stride and are setting the pace for the rest of the teams.

The West Shops office force misses the sunny smile of Miss Ella Rall, who has been ill for a considerable length of time. We all hope for her speedy recovery.

We also wish to express our sympathy in their bereavement, to the family of George Gabryel, acetylene worker in the truck shop, who passed away on February 8, 1933. He had been with the company since 1918.

Division: Mr. Stoll, night foreman, is parading around in his new Rockne Six.

We wish a speedy recovery for Mr. O'Connor, day assistant foreman, and for his son, both of whom are ill.

We hope to have J. Brady and W. Schleh, who are off sick, back with us as soon as possible.

North Avenue Bus: Our sincere sympathy is extended to Patrick Finley, whose mother passed away on February 7.

The stork paid a visit to the home of L. Reilly and left a baby girl. Congratulations!

Earl Dykinga is the proud daddy of a 6 pound girl. Mother and baby are doing well.

Yvonne Randall.

South Shops: A rumor has been going around that a ping-pong league is about to inflict itself upon the lethargy of the office faculty.

Why not start an elimination tournament to find the South Shops champion of the jig-saw puzzle professors?

Our ever popular quartette—E. Frank, C. Buza, W. Cameron and J. Seaman—is now singing its swan song, which wails thusly: "It may be income tax to Uncle Sammy, but it's a moratorium on the wedding bells for us."

Cottage Grove: The night crew are having a dress rehearsal every night, ably assisted by that Parisian gigolo, Leo Keane, in preparation for the grand celebration of R. Ferguson's first wedding anniversary.

All the boys extend a hearty welcome back to Gus Lemka and Ernest Lindgren who have been on the sick list.

Archer: Frank Sherpetis recently celebrated his Silver Wedding Anniversary. Congratulations, Frank!

We are glad to see Charles Mikal back on the job after his recent illness.

We all extend sympathy to John Connor on the loss of his beloved sister.

Frank Pavlis, veteran car repairer, is on the sick list. He would appreciate a visit from the boys.

Elsie R. Smith.

Electrical Department

During the February snowstorm many exciting moments were experienced and queer happenings took place at Grand and Leavitt, but Harry Lauer was credited with the best "Believe It or Not" story when he reported that at Edgebrook the thermometer was almost at the breaking point with a temperature of 32 degrees below zero.

Julius Boisacq brought into use an extra heavy overcoat six years old and in the pocket he found a well-aged cigar. And did he smoke it? While the windows were open.

Our weather almanac, which predicted the sub-normal weather, was subject to criticism by E. Johnson of the meter testing department, but we heard that he is planning his vacation from the same almanac calendar. For Mr. Johnson's information our club's beach parties were also planned from the same calendar.

A speedy recovery is wished for Major Chadwick and also for Inspector Hansen's wife.

February 20 will be a day long remembered in Frank Roper's family. Mr. Roper's daughter on this day entered upon the sea of matrimony. Congratulations and best wishes for a happy future to the newlyweds.

Our sympathy is extended to George Becker, armature department, in the loss of his son and also to William C. Becker, the boy's grandfather.

"Billy."

Traffic and Schedule

On February 7 the stork delivered another baby girl at St. Bernard's Hospital for John Franzen. This is the third time the stork has favored John with a girl. Congratulations! The candy and cigars were enjoyed by all, as usual.

During the past few days, Lee Gilbert has been on the sick list. Here is hoping for a speedy recovery.

W. H. Burkhart made one of his periodical week-end trips to his old home near Peoria, where he visited his mother and father.

George Weidenfeller.

Around the Car Stations

Cottage Grove

Well, here we are again pinch hitting for John Pickin, who is still laid up with the after-effects of the flu. John came in to see us last week and we are glad to report that he is feeling much better and hopes to be back on the job in the near future.

March 1st, and general uniform inspection started. Let us all go into the office, uniforms spick and span, buttons all sewed on and shoes polished; then let us come out of the office and keep ourselves in this condition, not only at inspection time, but all the time.

Right now we have started to receive the advance guard of visitors looking things over. Let us conduct ourselves in such a manner that these visitors will return to their homes with the thought in their minds that they were treated with the best courtesy and that our men are a credit to the street railway industry.

Scribe.

Burnside

Barn Man Nicholas injured himself last week. Operator H. Hacker kindly consented to take him home, which he did. Such brotherly spirit is what is needed and Mr. Hacker is to be highly commended.

We are glad to see Motorman Albert Manson back at work after a long siege of illness. Mr. Manson is one of our "Old Timers" and was missed by many.

Have you met our expert ping pong player, Mr. Dooley? If you have not, all you need to do is to step up to the checking window; almost any day you will see his smiling countenance.

Some time ago Motorman Jack Dolan was asked by the clerk if he was married or single. Jack said, "Neither; I'm a bachelor." It has been suggested that Mr. Dolan hold consultation with our good friend, Motorman O. A. Michels. Congratulations to you, Mr. Michels!

W. D. F.

Seventy-seventh

For the second consecutive year our division finished in first place in the "Accident Prevention Contest," and what a thriller it was while it lasted.

Superintendent William A. Bessette and his capable assistant, John Becker, are greatly elated over your persistency during this contest. They fully appreciate your carefulness and good judgment, and realize that you had to carry on at times under very trying circumstances.

This division represents the largest car house in our transportation system, and this alone is reason for rejoicing at the splendid record that you helped to make this year and the previous year. Incidentally, we are tied with Lincoln Avenue (Division Eleven) with two wins, and now that another contest is already started, let us try and break this score and make another grand finish, thereby making three straight wins, which will be something to talk about.

We are very thankful to Mr. C. H. Evenson, Superintendent of Transportation, and Mr. William Pasche, Superintendent of Accident Prevention, for their very good counsel and devout efforts to drive home the meaning of averting accidents. Owing to their conscientious explanations of using good judgment, patience, and consideration for the well-being of our patrons and others, and our keen desire to govern ourselves accordingly, we are now occupying the front seat in the Accident Prevention Row.

We also wish to thank our supervisors and starters for their help, thereby making our cumulative and individual status better.

Also our hearty thanks to Mr. F. W. Meyers, foreman of car shops, and all the men of his department, for their splendid co-operation. The perfect condition of the cars helped us tremendously to put our division in front.

In conclusion, we are certainly glad that this contest is at an end, because the trainmen representing Lincoln Avenue (Division Eleven), and Burnside (Division Two) caused us plenty of worry. They made the competition keen.

Of course we are not avaricious, yet, if we had about a dozen more names of witnesses to accidents for the month of December, we would have been in first place in the "Rounding Up Witnesses" for the month of January. As a result we faltered, and have to be satisfied with second place honors. Not bad, of course, yet we could be in first place if we procured more

names. In the future, let us get more than enough.

Congratulations to Foreman F. W. Meyers and all the men of his department on winning the "Keeping 'Em Rolling" contest for the month of January. You co-operation and 100% maintenance of equipment has benefited us in our recent contest, for which we are very grateful.

Last month, with the snow falling fast, the cold winds howling, and the mercury dropping below the frigid point, there were no traffic delays on the "stork line." Unmindful of the variable weather conditions, Mr. Stork made his expected visits and delivered baby boys to the homes of Motorman J. Boyd and J. O'Connor; and to Conductor Emil (What'a Man) Salen, he delivered triplets. Congratulations, Happy Parents!

A one act playlet entitled "How I Hit 'Em" by Conductor Charles (Big-Hearted) Mischnick will be demonstrated by the author for the benefit of Conductor Jerry Gleason. The sand-bag, which is part of our gymnasium equipment, will be Charlie's target during the demonstration. Watch closely, Jerry, probably you will learn how to frustrate the "bad man's" attempt the next time.

Conductor Noah, who, by the way, is not related to the skipper of the famous Ark, is perfectly at ease only when he does not have to juggle those heavy sacks of salt. We recommend a good rub with a well known brand of liniment to relieve your aching bones.

Mrs. Annie T. Roth, wife of Conductor Henry Roth, went to her eternal reward on February 16. We express our deep sympathy.

We also express our profound condolences to Conductor F. McHale, whose dearly beloved mother passed away on February 18.

To Conductor E. Mulcahy and family we express our sorrow in the death of his dear daughter.

John T. Flynn.

Sixty-ninth

Motorman W. J. Henry and his Conductor, H. H. Boren, used their own good initiative when they came to a line of cars blocked at 63rd and State Streets eastbound at 11:37 a. m. on February 25. They discovered there was power east of State Street, so they backed up on the wrong track until they could switch and this crew maintained service east of State Street which was welcomed by the public and praised by the management.

It has been called to our attention that Operator E. Janda played an important part in the obtaining of witnesses and calling the wreck wagon when 535 run was pushed off the track by a cattle truck a short time ago. His services were appreciated.

Starter E. J. Dawson from 77th Street writes in a commendation on Motorman D. O'Connor and his conductor, R. G. Hosmer, and Motorman A. C. Hennig and his conductor, A. E. Neff. On February 25, at 9:30 p. m. they were blocked by a truck at South Park on 63rd Street. After calling the wreck wagon they obtained a chain and hooked it on truck and had 116 crew pull the truck off the track. The delay was 4 minutes and no switching of cars.

Division Superintendent Irvine commends Operator L. Lyons. When he arrived at 61st and Cottage Grove at 8:25 p. m. on February 16, he noticed his leader had taken an intoxi-

cated person to a hospital. Lyons put his passengers on his leader's car, obtained witnesses and continued on. "Real team work," commented Mr. Irvine.

Conductor M. W. Walsh is the proud father of a 7 pound and one ounce daughter, born February 12, while Conductor E. G. Bruin is telling everyone how proud he is of a 7 pound baby boy, born January 24.

Operators G. Clancy and E. F. Sullivan, who maintained service on 61st Street when 572 run became derailed at 11:55 p. m. on January 31, at 61st and Ingleside Avenue, are deserving of merit.

Motorman R. M. Plattner is the proud father of a 6 pound baby son, Eugene Donald. Congratulations!

W. L. Pence.

Archer

Motorman Thomas Pritchard is now at the German Deaconess Hospital where he underwent an operation for appendicitis. We hope that by the time this appears in print his condition will be greatly improved.

We very much regret to announce the death of another of Archer's oldest veteran conductors, Tim Doody. Tim well merited his position and was well liked by his fellow employees. He died Wednesday, February 15, and funeral services were on Saturday, February 18, from Our Lady of Good Counsel Church. His memory will live long with his co-workers who extend their heartfelt condolence to his family.

Conductor Leo Frank Maslowski is now fully qualified to enter the Royal Order of Proud Fathers of America. With a wide smile and a pocket full of cigars, Leo came to work and broke the news: "It's a boy (thank goodness!), weighs 7½ pounds, and we are calling him Robert Leo Maslowski." Both son and father are doing nicely.

John Howe, Archer's oldest motorman, has been on the sick list for a long time. It is the wish of your old-time friends that you have a speedy recovery, John.

Motorman C. T. Streysman is indeed proud to report the arrival of a baby girl born February 17. Christopher, we all congratulate you.

Our sympathy is extended to Motorman Anthony S. Ottis on the death of his son, who died February 15.

Dusty.

Blue Island

We wish to extend our sympathy to Motorman M. Grubbe in the loss of his father and to S. Barbour in the loss of his sister.

Conductor J. Vujtech (Sparkey) was presented with a 9½ pound girl on February 24. Congratulations!

C. P. Starr.

Kedzie

Conductor M. J. Tribble reports the arrival of a 7½ pound baby girl, born January 15. Congratulations!

Conductor R. M. Bloyd also reports the arrival of a 7 pound baby boy born March 4. Congratulations!

Motorman Harry Rumney joined the ranks of matrimony January 21. Here is wishing you and yours a world of success and happiness.

In the last week or so all trainmen have been called in to see the Division Superintendent

and given a short lecture on team work and handed a pamphlet issued by Mr. Evenson showing proper and improper co-operation between conductor and motorman. Keep up the good team work.

C. Sonders.

North Avenue

Conductor F. Napravnik, a veteran of the World War, was married February 24. Congratulations.

Conductor H. Pudwill announces the arrival of a 7½ pound boy February 11.

Conductors Tom Conlin and R. Connell have returned from Hot Springs, bringing Motorman Tom Kennealy with them.

Conductor Walter Merker and family have returned from their trip to Miami, Florida. They thought it best to come back to Chicago where it is safe.

We are not doing so well in getting witnesses, having slid down to fifth place. All of our men who have been doing jury service realize the vital importance of witnesses when a case comes to trial. It is up to us to do better.

C. A. Knautz.

Limits

Any of the following men on the sick list would welcome a visit from the boys: Conductors A. Gallagher, J. Duggan and Motorman J. Hamm.

All the boys congratulate Aaron Poore, former night clerk and scribe, on his promotion to the general office.

Also welcome our new assistant day clerk, Ray Peterson, formerly of Devon depot.

Our bowling team is now leading the league by five games. Keep up the good work, boys.

William Colgan.

Devon

Our sympathy is extended to Motorman B. Carver in the loss of his mother, who passed away at the age of 96.

We regret to report the death of Mrs. L. Warren, wife of Conductor L. Warren. Our sincere sympathy to the family.

Motorman A. Peterson was married about four weeks ago, but news of it happened to come out. We wish to congratulate him and his bride, although we are a little late in doing so.

We also had another marriage which took place February 25, that of Motorman C. Mason No. 2 to Miss Mary Johnson of 4319 Vista Terra. Congratulations, and we wish you and your bride much success and happiness.

Conductor William Negele reports the arrival of an 8 pound baby girl, born Friday, February 3, at his home. The child has been given the name of Dolores Imelda.

Conductor L. Englerth was presented with a 7½ pound baby boy.

Conductor J. Conway is the proud father of an 11 pound baby girl, born at the St. Francis Hospital, Evanston. Congratulations, boys!

Motorman H. Ball was called back to his home town, Mattoon, Illinois, on account of the serious illness of his brother. He was accompanied by his wife and son and Mrs. B. Geach. They met with an accident at Gilman, Illinois, and had to leave their car there and continue their trip by bus.

G. E. Land.