

SURFACE SERVICE MAGAZINE

Volume 9

FEBRUARY, 1933

Number 11

A Good Job Well Done

THE men of this organization who kept the Surface Lines open and the cars moving during the heaviest snowstorm of the winter won not only the admiration of the management but the gratitude and praise of the millions who availed themselves of our service. In these difficult times when impaired morale might be expected, when there might be a lack of enthusiasm in tackling a struggle with one of the meanest storms we have experienced, the men of the Surface Lines really covered themselves with glory. The whole snowfighting personnel and equipment clicked so effectively that not a line was lost anywhere on the system at any time. It was a heartbreaking fight ending with a heartwarming victory and the management gladly expresses its thanks to everyone who shared in the result.

It was particularly pleasing to me personally to observe the unusually friendly reaction of the public who were generous in their praise of the snow fighting army and appreciative of the special efforts of the motormen and conductors to give every consideration to their passengers under trying conditions.

We also received wonderful cooperation and help from details from the Police and Fire Departments and the Department of Public Works in clearing the loop of automobiles which interfered with the complete efficiency of the snow plows and to these municipal forces we have expressed our thanks.

My personal congratulations are extended to all participants in the maintenance of transportation for Chicago's car riders.

G. A. RICHARDSON, President.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 9

FEBRUARY, 1933

No. 11

Frank Talk to Trainmen

*Wrong Kind of Teamwork Results in Poor Service—A Warning
Against Loan Sharks*

By C. H. EVENSON

Superintendent of Transportation

Since the publication of the courtesy article in the January number of SURFACE SERVICE there has been considerable discussion of the reference made there to objectionable teamwork. In order to answer the question as to what is proper and improper co-operation between conductors and motormen, a pamphlet is now being published and will be circulated to all trainmen within a short time. It should be read by everyone in the operating force.

The tendency of train crews to protect each other to the detriment of the service is one of the glaring faults of two-man operation as compared with one-man operation. Trainmen are employed to serve the public. Rules of operation are established for the purpose of providing the highest quality of service. When train crews co-operate in the observance of these rules the service will be satisfactory, but when they co-operate in the protection of each other in the infraction or lack of observance of the rules, a poor quality of service is the result and the public has a right to feel that it is not getting the kind of transportation it has a right to expect.

Improper teamwork results in cars pulling away from passengers waiting to board, in passing up passengers on the street, in running ahead of time with its consequent bunching of cars and in other things that provide ample ground for complaint from patrons.

On the other hand, proper teamwork results in adherence to schedules, in giving ample time for passengers to board cars, in stopping for intending passengers and, generally, in smooth and efficient operation.

It is not the intention to enter into a detailed discussion of the subject here, but it is hoped that all trainmen on two-man cars will read the pamphlet when it is made available to them.

Loan Sharks

There is one other subject to which reference should be made at this time, and that is the tendency of some employees to become involved with loan sharks. This was made the subject of an editorial in a recent issue of the "Union Leader," which should be read by every member of the trainmen's union.

The man who is being hounded by a loan shark cannot be in the proper state of mind to make a good employee. He necessarily worries over his situation and the danger that garnishment proceedings may be brought against him.

The admonition to avoid loan sharks is not directed alone at the man who secures money on a loan. In order to obtain a loan it is necessary to have one or more joint signers of the application and often men consent to put their names on a note in order to help out a friend, not fully realizing that by that act they make themselves responsible for the payment of the loan. If for any reason the borrower fails to make the agreed payments, the lender can demand the money from the endorser of the note. He can go further and garnishee his wages if he does not pay it.

You may have all the confidence in the world in your friend, but circumstances over which he has no control may make it impossible for him to meet his obligation and if you have underwritten that obligation the burden then falls upon you.

It is easy to get money from a loan shark but it is not at all easy to pay the principal and the enormous interest rates that are charged. Going to the loan shark is inviting trouble. It results almost always in worry and anxiety and the man who is anxious and worried is not a good employee.

The management does all it can to prevent loan sharks from getting a hold on employees and it does not tolerate personal situations which result in garnishment of wages.

Standing in Courtesy Contest

On January 31st the cumulative standings of the sixteen depots in the Sixth Courtesy Contest is as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Comm.
1 Blue Island..	13	10	28	1	52	10
2 Burnside	16	9	26	4	55	23
3 Lawndale	27	12	36	3	78	21
4 Lincoln	33	9	33	5	80	21
5 North	79	36	111	21	247	48
6 Limits	25	12	29	6	72	15
7 69th	65	37	76	18	196	44
8 77th	97	53	104	15	269	81
9 Elston	29	15	32	2	78	15
10 Division	40	19	34	7	100	11
11 Devon	81	29	84	17	211	79
12 Cot. Grove...	62	21	44	15	142	39
13 Archer	82	55	91	15	243	30
14 Kedzie	77	35	105	23	240	31
15 Armitage	61	18	37	16	132	23
16 Noble	24	14	44	2	84	9
Total	811	384	914	170	2279	500

Seventy-Seventh (1) Lincoln (2) Burnside (3)

Result in the Accident Prevention Contest—A Great Race to a Close Finish

Cumulative—February 1st, 1932, to January 31st, 1933

First Place	Division No. 3, Seventy-seventh Street	93.171
Second Place	Division No. 11, Lincoln	93.027
Third Place	Division No. 2, Burnside	92.585
Fourth Place	Division No. 4, 69th Street	92.045
Fifth Place	Division No. 10, Elston-Noble	91.769
Sixth Place	Division No. 6, Lawndale-Blue Island	91.725
Seventh Place	Division No. 1, Cottage Grove	91.356
Eighth Place	Division No. 5, Archer	91.009
Ninth Place	Division No. 9, Armitage-Division	90.968
Tenth Place	Division No. 8, North Avenue	90.965
Eleventh Place	Division No. 12, Limits-Devon	89.729
Twelfth Place	Division No. 7, Kedzie	88.503

Month of January, 1933

First Place	Division No. 2, Burnside	94.360
Second Place	Division No. 3, Seventy-seventh Street	93.487
Third Place	Division No. 9, Armitage-Division	92.429
Fourth Place	Division No. 1, Cottage Grove	91.910
Fifth Place	Division No. 11, Lincoln	91.803
Sixth Place	Division No. 6, Lawndale-Blue Island	90.588
Seventh Place	Division No. 12, Limits-Devon	90.467
Eighth Place	Division No. 4, 69th Street	90.403
Ninth Place	Division No. 8, North Avenue	90.311
Tenth Place	Division No. 10, Elston-Noble	89.388
Eleventh Place	Division No. 5, Archer	88.660
Twelfth Place	Division No. 7, Kedzie	88.308

By WILLIAM PASCHE Supervisor, Accident Prevention

Not until the reports covering January 31 up to midnight had been recorded and analyzed was it possible to name the winner in the 1932 Accident Prevention Contest. The race was the closest of the series and Seventy-Seventh Street for the second time carried away the honors, with Lincoln second and Burnside third. The Accident Prevention Department and all of the Surface Lines official family extend congratulations to Mr. Bessette and the men of Seventy-Seventh who entered so wholeheartedly into the plan for the reduction of accidents.

The 1933 contest is now under way and the standings of the divisions are being compiled on the same basis of chargeable or avoidable accidents as in the five previous contests. With this reminder on how the contest is tabulated, trainmen working out of all divisions should make sure that every accident is properly recorded not only in protection of their work records but also for the benefit of their division's standing in the Accident Prevention Contest.

One sure way of protecting both of these records is to write complete and understandable reports explaining as clearly as possible just how an accident occurred. All reports should be accompanied by the names of as many witnesses as it is possible to obtain. At the time of taking the names note which were in the best position to see the accident and identify these by a checkmark in the upper right hand corner of the card.

Blind Cases Chargeable

"Blind" cases or unreported accidents are hard to understand, but there are some trainmen who seem to think that an incident which apparently involves no injury or property dam-

age need not be reported and as a result blind cases are increasing at a tremendous rate. In the thought that such incidents may be ignored trainmen are very much in error. Every incident which is an accident, no matter how slight it may be, must be reported. If it is not, and a claimant turns up with identifying car number and place and time and a careful check of the evidence indicates that either of the trainmen knew something happened and failed to report it, it will be entered on the records as chargeable.

These seemingly unimportant cases may be such as stumbling from the step to platform while in the act of boarding, or slipping while alighting, in many instances not even falling; or, possibly after having boarded safely a passenger, standing on platform at the time the car starts, is bumped against the rear vestibule by the momentum of the car, or trips when entering the interior of the car from the platform. All these, which sometimes seem trivial, must be reported if for no other reason than to give the Department of Accident Investigation information essential to a proper defense against unjust claims—a very important phase of our work through these trying times.

There are some few cases involving collisions with vehicles that come in as blind cases because a motorman, conductor or operator omits writing a report on the assurance of the other party at the time of occurrence that "there is no damage" and to "let it go." We know from past experience that some of such cases have been the direct cause of large expenditures.

Most cases that trainmen fail to report are those which would not have been marked chargeable had they been reported, so why take the chance of spoiling an otherwise good work record by having a chargeable entry due to failure to report?

A Case in Point

Illustrating how a blind case might originate it may be well for the writer to detail an experience while riding on a Blue Island Avenue car bound for the loop on February 7 while the snow storm was at its peak. The east-bound car arrived at Western Avenue, made its regular stop at the proper place, started and was over the northbound track when a northbound automobile ran into the side of the street car at about the front trucks. The impact was not heavy.

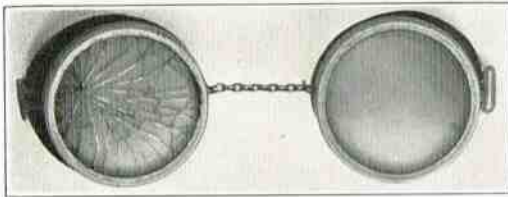
At the time of the occurrence four people were on the front platform—a police officer, a street car man who evidently works out of Blue Island Depot, a civilian and the writer. As soon as the machine collided with the car, which had come to an instant stop someone made the remark, "No harm done." The motorist backed away from the car seemingly undamaged and the motorman immediately continued on his way. After he was reminded by the writer that a report should be made in connection with this incident he obtained the names of the officer and the street car man, all of which should have been done without being told about it.

In this case it was a motorman who seemed to have had many years of experience. As the writer saw this accident it would have been impossible by any stretch of imagination to have declared it a chargeable accident but the motorman was inviting just such a disposition of the case by failing to do that which is so important to our business. It goes without saying, of course, that this accident was reported with witnesses' names accompanying it but only after a reminder to the motorman from the writer.

How about it, old timer; can you afford to have chargeable accidents in your record just because someone, be he police officer or otherwise, says, "There's no damage, let's go?"

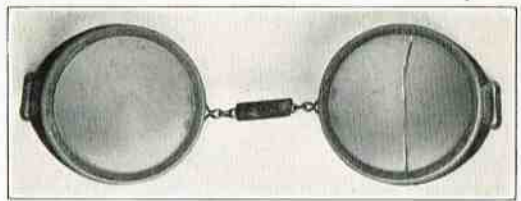
More Eyes Saved

In this issue SURFACE SERVICE is glad to report four instances in which the eyes of workers were saved from injury from flying particles of concrete and steel by wearing safety goggles.

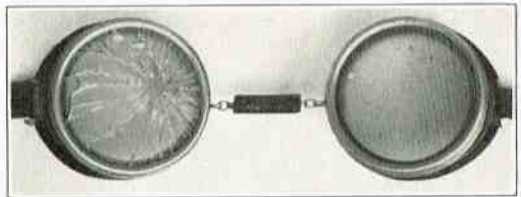


Note particularly the first pair of goggles above, which were worn by S. Bullaro. The gang was removing granite block paving and Bullaro was holding a concrete point for men who were sledging, when a piece of granite about the size of an egg struck his goggles. The lens was shattered and the frame was dented, but the wearer suffered no injury. It doesn't take much imagination to appreciate what the result would have been if this man had not been wearing his goggles. We wish to congratulate these men and trust that the other men will profit by their experience.

C. Sullivan while working with a welder at Clark and Dewey had the lens of his goggles badly cracked by a flying piece of steel as shown in the accompanying cut.



A. Vello while working at Western and Cortland had his goggle lens smashed and a chip knocked out by a piece of concrete as illustrated herewith.



V. Milechovich's goggle lens was badly cracked by a flying piece of concrete while working at Elston and Damen with a gang and is also illustrated.



The fact that these men suffered not the slightest injury to their eyes by their precaution in wearing goggles should influence all workers who are endangered by flying particles of concrete, steel or granite to take advantage of these safety goggles.

One Eye Lost by Not Wearing Goggles

On the afternoon of January 13, 1933, a Track Foreman directing a gang of men had his left eye struck by a piece of steel. The eye was injured so badly it had to be removed. This man had 11 years' experience in the Track and Roadway Department and was well aware of the possibility of injury to anyone not wearing goggles where men are breaking concrete, chipping stone, etc., but he violated the rule by not wearing the goggles which the company had provided for him. All foremen should bear this in mind and set a good example to the men by wearing their goggles.

Cheering Innovation

Real Estate Agent: "Well, what do you think of our little city?"

Prospect: "I'll tell you, brother. This is the first cemetery I ever saw with lights."

"Well, doctor, how am I?"

"Very well; your legs are still a bit swollen, but that doesn't disturb me."

"I understand, doctor; if your legs were swollen, it wouldn't disturb me, either."

Devon's Gallant Old Timers

*A Score of Veterans with Eight Hundred and Three Years of
C. S. L. Service*



The following is the line up of the Veteran trainmen at Devon with the number of years service:

First row, left to right—Oscar Isenberg, 45; Patrick Broderick, 45; William Pohlman, 45; Gus Rueter, 44; Charles McKiel, 43; Gustaf Matthias, 43.

Second row—Albert Gloede, 42; James McCurdy, 42; George Armstrong, 41; John Clutts, 41; Jacob Welvert, 40; Robert Coburn, 39; Andrew Danielson, 39.

Third row—John Rasmussen, 39; James Burr, 38; Henry McDonough, 36; William Linden, 36; William Harrington, 35; Frank Bebbler, 35; Otto Kunnow, 35.

A total of 803 years of service is represented by the above group, whose combined ages is 1,333 years.

CAREFUL CHAUFFEURS

The Utility Department Has a Fine Group of Men Who Have Driven Without Accident

Employees in this department are on the streets in all kinds of weather and at all times of the day or night on emergency calls and otherwise. They include all chauffeurs on passenger automobiles, trucks and wreck trucks and emergency line trucks. To be free from accidents of any kind indicates alertness and attention to a job which carries with it all of the hazards of driving through the streets of the city of Chicago. Following is a list showing the names of chauffeurs who have driven for periods of one year or more without a single accident of any description. Two stars indicate two successive years; three stars, three years; four stars, four years; five stars, five years; six stars, six years, and seven stars, seven years of safe driving:

F. Becker
T. Buglio
P. Carpino
D. Dillon
A. Eiermann
L. Hiese

W. Lemon**
G. Potter**
W. Roskoff**
W. Vincek**
E. Witt**
J. Zeravich**

H. Lau
J. Lunn
C. Martens
F. Madsen
V. McAllister
G. McCullum
R. Mau
T. Rice
E. Schumacher
H. Staley
M. Brogan**
R. Brew**
J. Corbett**
H. Doran**
J. Dubin**
E. Fehlhaber**
M. Griffin**
A. Haas**
J. Hiesman**

E. Coutre***
H. Hoover***
E. Lawson***
J. Lubner***
J. Mulree***
I. Straubing***
C. Thomas***
W. Bingham***
A. Becker****
M. Doyle****
C. Callahan*****
T. Bennett*****
W. O'Brien*****
E. O'Brien*****
J. Coutre*****
P. McCaffery*****
E. Nolan*****
G. Rhode*****

It's a Hard Life

Doctor (questioning negro applicant for chauffeur): "George, are you married?"
"No, suh, boss, no, suh. Ah makes my own living."

Friends Made by Little Courtesies

Appreciative Patrons Write to Express Satisfaction With Meritorious Service Rendered

Mr. J. E. Olson, 8542 S. Justine Street, reports that his little daughter became separated from the party with which she was travelling and boarded the car in charge of Conductor F. A. Schroeder, Badge No. 13994 of 77th. After she had ridden on his car almost to the end of the line it became apparent to him that she was lost. As this was his last run for the day he took her to the end of the line and from there to his house to get his automobile and then delivered her safe and sound to her home and parents, and for this act of unusual courtesy Mr. Olson wishes to sincerely thank and commend him.

Miss M. H. Freeman, 421 Winneconna Parkway, thanks Conductor J. McKeon, Badge No. 13222 of Cottage Grove, for his honesty in turning in her purse which she had inadvertently left while a passenger on his car.

Mrs. Mary Flynn, 8147 S. Green Street reports that the alertness of Motorman J. B. Smith, Badge No. 13171 of 77th avoided what would have been a serious accident and she wishes to commend him on his quick thinking.

Miss E. E. Robertson, 5734 W. Ohio Street wishes to thank and commend Conductor O. Batzlaff, Badge No. 12966 of North Avenue for his kindness in paying her fare when she boarded his car and found that she had forgotten her money.

Mr. J. Esler, 5434 Glenwood Avenue commends Motorman T. Kirchberg, Badge No. 12743 of 77th for his thoughtfulness in holding his car in order to permit him to board his car even though he had received the signal to proceed.

Mrs. J. Crilly, 7301 S. Paulina Street wishes to commend Motorman Paul Gunther, Badge No. 12665 of Blue Island for his courtesy in assisting a passenger to alight from his car.

Mr. Milner, 1809 Devon Avenue phoned his commendation in behalf of Motorman C. L. Mason, Badge No. 12351 of Devon, stating that he rides with this man frequently and finds him courteous, pleasant and extraordinarily attentive to his duties.

Mr. G. R. Hans, 1515 E. 54th Street compliments Conductor R. Harrop, Badge No. 12320 of 69th for his courtesy in assisting elderly people to board and alight from his car.

Mr. L. Winterberg, 2212 E. 69th Street, expresses his thanks to Conductor J. Kuhnlein, Badge No. 11396 of Cottage Grove for turning in a package to the Lost and Found Department which he had inadvertently left while a passenger on his car.

Courtesy on the part of Conductor F. Eckwall, Badge No. 6386 and Motorman T. Moriarty, Badge No. 11297, both of 77th, won for them a commendatory letter from Mrs. Margaret Kenny, 9442 S. Racine Ave.

Mr. E. McGahey, First National Bank wishes to thank Conductor J. P. Hanson, Badge No. 11028 of Elston for his kindness in paying his fare when he boarded his car and found that he had no small change besides bills of large denominations.

Courtesy extended to an old feeble lady by Conductor John F. Donnellan, Badge No. 9452

of 77th won for him a letter of commendation from Miss Rhoda Edmonds, 1439 N. Clark Street.

Mrs. M. Hannibal, 4415 Irving Park Boulevard thanks Conductor H. Torgerson, Badge No. 8902 of Elston for turning in her purse which she had left on his car on which she had been a passenger.

Mr. J. Hamilton, 5853 S. Michigan Boulevard compliments Conductor Walter Black, Badge No. 8724 of 77th for his courtesy to old people, helping them on and off his car and warning them to look out for passing autos, etc.

Mrs. L. Porter, 7358 S. Michigan Avenue reports that while preparing to alight from the car in charge of Conductor P. Becker, Badge No. 8438 of Division she dropped her purse to the street, whereupon this conductor rang the emergency bell, jumped off the car, ran back and recovered her purse running the risk of being struck by vehicular traffic, and for this act of kindness and courtesy she wishes to thank and commend him.

Mrs. L. B. Wambold, 231 Loomis Street compliments Conductor B. Amsterdam, Badge No. 8194 of Kedzie for his kindness and courtesy to his passengers.

Mr. A. Lindberg, 8104 S. Green Street commends Conductor C. Rose, Badge No. 7920 of Devon for his courtesy and kindness in taking charge of a small boy which Mr. Lindberg turned over to his care in order to deliver him safely to his destination.

Mrs. W. E. Haseltine, 1208 Foster Avenue thanks Conductor Alexander Klein, Badge No. 710 of Devon Depot for his kindness in assisting to board his car and escorting her inside and securing a seat for her which she greatly appreciated being handicapped by an injured leg.

Mr. D. J. Phelan, 5531 Lakewood Avenue compliments Conductor G. L. Lennartz, Badge No. 6812 of Devon for his active efficiency, announcing street names in a clear distinct voice and in giving information in a definite and polite manner to those patrons requesting same.

Conductor A. Soch, Badge No. 6576 of Lincoln is thanked by Miss N. A. Magnuson, 1346 N. La Salle Street for his honesty in turning in her purse which she had inadvertently left on his car.

Mr. M. Hogarth, 4015 N. Ashland Avenue commends Conductor J. A. Fichter, Badge No. 6566 of Lincoln for his kindness, courtesy and efficiency in handling his duties.

Unusual courtesy on the part of Conductor C. Andrews, Badge No. 6298 of Devon won for him a commendatory letter from Miss E. J. Nelson, 1416 Farragut Ave.

Mr. W. H. Clayton, P. O. Box 266, states that the car in charge of Conductor L. E. Filsikon, Badge No. 6208 of Armitage was crowded and he was extremely busy but in spite of the difficulties under which he labored he was at all times cheerful and courteous and called out all street names in a clear distinct voice and for this Mr. Clayton wishes to commend him.

Mr. M. Smaller, 2510 N. Laverne Avenue thanks Conductor J. G. Kelly, Badge No. 6056

of North Avenue for paying his fare when he boarded his car and found that he was without funds.

Miss G. M. Halter, 1347 N. Springfield Avenue makes the courtesy extended to her by Conductor F. Courtney, Badge No. 5992 of Kedzie the subject of a commendatory letter.

Mr. J. W. Bicknell, 1105 N. Elmer Street, South Bend, Indiana, thanks Conductor E. C. Carlson, Badge No. 244 and Motorman James Dooley, Badge No. 1115 of 77th for returning to him a wallet which he had lost while a passenger on their car.

Mr. H. W. Traub, M. D., 30 N. Michigan Avenue wishes to thank and commend Conductor W. M. Horan, Badge No. 1242 of Cottage Grove for his honesty in turning in to the Lost and Found Department a brief case belonging to him which he had inadvertently left while a passenger on his car.

The enunciation of street names in a clear distinct voice won for Conductor W. Neydlik, Badge No. 5836 of Blue Island a commendatory letter from Mrs. A. Moore, 832 W. 53rd Street.

Mr. J. Slan commends Conductor Martin Size, Badge No. 5774 of Cottage Grove for the manner in which he handled a difficult situation involving an irate passenger who abused him unjustly.

Mr. R. H. Rice, Board of Supervising Engineers, commends Motorman A. T. Malmquist, Badge No. 5432 of Armitage for calling street names in a clear voice.

The cooperation of Motorman J. Gietl, Badge No. 8389 and Conductor C. Hayes, Badge No. 6638 of Blue Island in handling their passengers won for them a letter of commendation from Miss Irene Fojut, 2458 S. Kedzie Avenue who related how they waited for intending passengers, assisting them to board and alight from the car and in general doing a good job.

Mr. C. H. Smith, 9432 Jefferson Street, Brookfield, thanks Conductor O. F. Klemz, Badge No. 5332 of Lawndale for his honesty in turning in a package to the Lost and Found Department which he had found on his car belonging to Mr. Smith.

Supervisor J. Brennan reports that Bus Operator P. Smith, Badge No. 1132 of North Avenue should be commended for his good work in filling in a delay on North Avenue with his pull in bus, picking up bus passengers to make connections with car switched at North Avenue and Cicero.

Mr. S. Cohn, 7 S. Dearborn Street commends Conductor P. Loughran, Badge No. 5224 of Devon for his kindness in assisting him when he attempted to board his car when handicapped by a sprained ankle.

Mr. W. P. Walsh, 8251 wishes to commend the courtesy of Conductor M. Burke, Badge No. 4246 of 69th shown to a lady who boarded his car.

Miss M. B. Stripling, 1804 N. Luna Avenue compliments Conductor J. P. Quinn, Badge No. 3996 of 69th for courtesy rendered to her.

Mrs. C. Gunderson, 5820 S. Whipple Street praises Conductor W. P. Lowry, Badge No. 3686 of Division for his kindness in assisting a blind man to board his car and escorting him inside and securing a seat for him.

Mr. A. Pernod, 4426 Lake Park Avenue reports the kindness and courtesy of Conductor A. T. Lindquist, Badge No. 3062 of Burnside in assisting an old lady to board his car and later

to alight and escorting her to the sidewalk and wishes to commend him.

"Perfect service" is the way that Mr. F. W. Rugh, 6709 Cregier Avenue described the actions of Conductor M. S. Waters, Badge No. 3490 of Cottage Grove and he wishes to commend him.

Miss M. Strachan, 2349 Cottage Grove Avenue handed what she thought was a dollar bill to Conductor R. Barry, Badge No. 2782 of Cottage Grove in payment of her fare and received change accordingly. A little later the conductor entered the car and handed her a dollar bill telling her that there had been two of them stuck together and for this act of honesty she wishes to compliment him.

Mr. J. S. Tyley, 608 S. Dearborn Street commends Conductor P. H. Heyer, Badge No. 2210 of North Avenue for the gentlemanly manner in which he explained a strained situation between himself and Mr. Tyley and pointed out Mr. Tyley's error.

Mrs. Krauss, 5659 N. Artesian Avenue thank Conductor O. Wilson, Badge No. 896 of Division for his kindness in paying her fare when she boarded his car and found that she was without funds.

Mr. M. D. Williams, 1320 W. 107th Place commends Conductor A. Jacobsen, Badge No. 594 of Burnside for his courtesy and efficiency.

Miss Ruth Oldfield, 5147 LaCrosse Avenue compliments Conductor L. R. O'Neil Badge No. 14082 of Devon for his kindness in assisting an elderly woman to alight from his car.

Mrs. J. E. Wilkie of 540 Briar Place wishes to commend Conductor Hugh Hayes, badge No. 7376 of North Avenue for his courteous and tactful effort in having a child taken on its mother's lap to make room for a lady who could not find a seat on his car.

Mrs. C. W. Ernst, 2758 Lawndale Avenue, Evanston, compliments Conductor M. L. Urganus, Badge No. 12688 of Kedzie, for his kindness in assisting a blind man to alight from his car and escorting him to the sidewalk.

Conductor D. J. Fox, Badge No. 12876 of Burnside, is complimented by Mrs. H. L. Herbert, 5484 Greenwood Avenue, who reports that a woman fainted on this conductor's car and he was very solicitous, opened windows, did all he could and then took her into a drug store for proper attention.

Mrs. S. Reese, 1709 E. 73rd Street, wishes to thank and commend Conductor D. J. Fox also, for turning in her purse to the Lost and Found Department which she had inadvertently left while a passenger on his car.

Mrs. H. C. Courtright, 7949 Crandon Avenue, compliments Conductor H. G. Paul, Badge No. 13358 of Cottage Grove, for assisting a blind man to alight from his car and escorting him across the street in safety.

The good nature of Conductor F. W. Rickey, Badge No. 13556 of North Avenue, won from Mr. A. L. Scheel, 2849 Dickens Avenue, a letter of commendation in his behalf.

The tact with which Conductor A. Christensen, Badge No. 13754 of Cottage Grove, handled an unusual situation was made the subject of a letter of commendation by Mr. H. Barnett.

Mr. P. Foster, 5834 Prairie Avenue, thanks Conductor M. Neafsey, Badge No. 14980 of Noble, for his kindness in paying his fare when he boarded his car and found that he was without funds.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

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CHICAGO

Volume 9 February, 1933 No. 11

John E. Wilkie - - - - - Editor
C. L. Altemus - - - - - Assistant Editor

A FINE TRIBUTE

No editorial bouquet could be more sincere or effective than this letter from a lady whose praise is so justly bestowed on the men of the Surface Lines. It is one of many:

February 9, 1933. Gentlemen: I want to voice my appreciation of the very fine service that your Lines have given the public during the last three or four days. One thing which has contributed to better service is the wide snow plow and I realize that you could have done a much better job had the right of way been free from trucks and passenger cars. Considering all the difficulties, however, I think you have done a splendid job and the public in general should be grateful for it.

I also wish to express my appreciation of the attitude of motormen and conductors during this trying time. In my experience they have been most considerate and have seemed to do their utmost to help passengers to avoid the worst consequences of the storm. I had at least three personal experiences which convinced me of their desire to serve the public as well as possible and I think you should be congratulated on this spirit on the part of your employes.

Very truly yours,
Susan E. Ramsey,
care Jane B. Smith & Co.,
1246 W. 59th St.

McILRAITH'S ADDED DUTIES

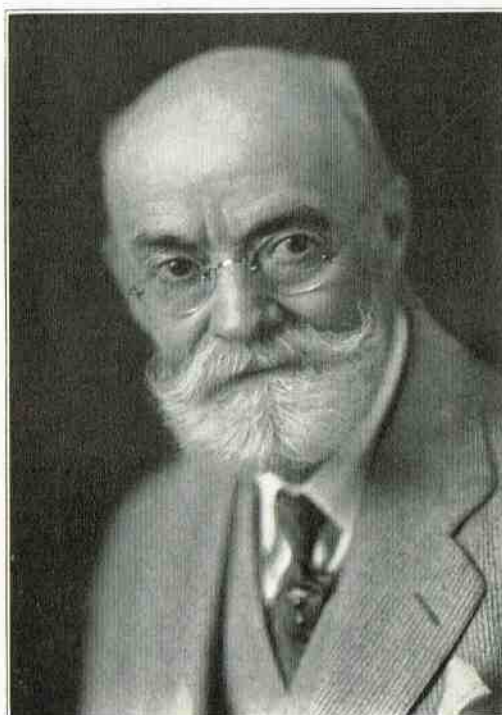
**Elected as Chicago Railways' Engineer Member
of B. O. S. E.**

At the meeting of the Board of Directors of the Chicago Railways Company on Feb. 8 Mr. Evan J. McIlraith, staff engineer of the Surface Lines was elected to serve as the Chicago Railways engineer member of the Board of Supervising Engineers to fill the vacancy caused by the death of Mr. Charles Weston. Mr. McIlraith has had a wide experience in all branches of building, equipping and operating electric transportation properties and as a student of the traffic problem of large cities has won recognition as an authority on these subjects. His method of applying the progressive system of traffic control signals has been adopted by many municipalities here and abroad.

CHARLES VALENTINE WESTON

Death Takes One of Our Distinguished Engineers After a Short Illness

Charles Valentine Weston, who passed on after a brief illness on January 27, 1933, had been identified with the Surface Lines as a Consulting Engineer since 1920, a member of the Board of Directors of the Chicago Railways Company since 1923 and the Chicago Railways' engineer member of the Board of Supervising Engineers since 1924.



Mr. Weston was a native of Kalamazoo, Michigan, where he was born Feb. 14, 1857. Upon completing his public school course he followed his ambition to become a construction engineer by practical experience, starting as a transit man with one of the surveying parties sent out by the Texas Trunk Railway Company in the survey of proposed extensions in the Southwest. His rise was steady and within a comparatively short time he became Assistant Engineer on the Missouri, Kansas and Texas Railroad properties. Later with an established reputation for success in dealing with engineering difficulties, he came to Chicago where he specialized in tunnel construction, first for a water supply bore under the lake and later was in charge of the work on the Van Buren Street tunnel for the West Chicago Street Railway. Still later after engaging in private engineering projects associated with his brother, George, he was prominently identified with the construction of the elevated lines and was President and General Manager of the South Side Elevated Railway. His experience in this direction led to his appointment in charge of the Market Street Elevated Division of the Philadelphia Rapid Transit Company and upon severing his

relations there, he returned permanently to Chicago.

Mr. Weston was a distinguished member of the American and Western Society of Engineers and was an old time member of the Union League Club.

Funeral services were conducted under the auspices of Union Park Lodge A. F. & A. M. on January 30th, the ritual being preceded by an eloquent tribute to his fellow engineer by Secretary Edgar S. Nethercut of the Western Society of Engineers.

At Mr. Weston's expressed wish his body was cremated and in the Spring his ashes will be scattered in a section of the Forest Preserve, which, as a lover of nature he had long admired.

Mr. Weston is survived by Mrs. Weston and one daughter, Mrs. John W. Stanley, of Needham, Massachusetts.

Deaths on the System Since January 1

Transportation—Division 1, Cottage Grove Ave.: Walter J. Foley, employed November 4, 1919, died January 19, 1933. James Watson, employed April 7, 1896, died January 29, 1933. James W. Esque, employed April 26, 1906, died February 6, 1933.

Division 3, Seventy-seventh: Albert J. Behrens, employed August 21, 1896, died January 11, 1933.

Division 4, Sixty-ninth: Robert Booth, employed September 24, 1900, died January 24, 1933. James Fenton, employed February 11, 1909, died January 25, 1933.

Division 6, Lawndale-Blue Island: Carl Prescott, employed September 15, 1923, died January 15, 1933. John Stuart, employed March 8, 1906, died January 23, 1933. John J. Donovan, employed May 15, 1917, died February 2, 1933.

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

Division 9, Armitage-Division: Thomas A. Larson, employed September 10, 1899, died January 28, 1933. Louis Kahane, employed September 1, 1909, died January 28, 1933. August Johnson, employed August 4, 1889, died January 6, 1933.

Division 11, Lincoln Ave.: Supervisor Charles J. Doherty, employed February 26, 1904, died January 8, 1933.

Division 12, Limits-Devon: Michael J. Bindig, employed November 14, 1922, died January 29, 1933. Caesar Rehfeld, employed March 10, 1902, died February 1, 1933. Harry H. Dixon, employed October 31, 1924, died January 9, 1933.

Building: Frank O. Norman, employed August 1, 1914, died January 9, 1933.

West Shops: Albert Manthey, employed October 18, 1917, died January 24, 1933.

Shops and Equipment, Division 6: Frank Macyuskas, employed April 1, 1908, died January 29, 1933.

Track and Roadway: Peter McCabe, employed August 8, 1924, died January 3, 1933.

MAKING CHILDREN HAPPY

Mr. and Mrs. James Norton Have Had a Tree for Little Friends for Fifteen Years

Mr. James Norton of the Treasurers' Office and his wife each year at Christmas decorate a tree, as pictured here, and have the neighbors' children in on Christmas Day, each to see and



enjoy the tree and to be given a little gift for themselves.

When asked why they had this annual Christmas party, he stated that some thirty years ago his wife's father was killed in an accident and was buried on Christmas Day and that in memory of him they resolved to make someone happy on that day, forgetting their own sorrow. Mr. and Mrs. Norton have no children of their own and it gives them great pleasure to play host to some fifteen or more children every year.

Unfortunately the five children pictured with the tree were the only ones present when the photographer arrived, the rest having tired of playing and gone home. The tallest boy in the picture was brought by his mother when he wasn't a year old to see the tree and has been present at each party for the past fourteen years.

Mr. and Mrs. Norton have had these gatherings for the past fifteen years and hope to continue having them for many more years to come.

Conductor Haussen in 1902



Thirty-one years ago Edward Haussen was employed at the old Western Avenue barn and was given one of the 24 runs then operated on Western Avenue between 14th Street on the South and the river on the North. He has been running night cars for eighteen years on Chicago, Grand and Crawford Avenues.

Who's Who in C. S. L.

Something Personal About the Men Whose Names Are Well Known

Bert Greenway began his railway career in 1898 by entering the service of the Syracuse Rapid Transit Co. as a material clerk. In 1900 he became connected with the Cleveland Electric Railway Company, Cleveland, Ohio, and worked there until 1903 when he went to New York and for a short time was employed in connection with the Grand Central Station electrification work. He entered the service of the Hudson Companies, which constructed the McAdoo tunnels under the Hudson River between Hoboken, New Jersey, and New York.



Bert Greenway

As assistant engineer of this work he was in charge of the construction of the first track laid under the Hudson River during 1906 and 1907.

In 1908 he came to Chicago and was connected with A. L. Drum & Co. on the construction of the Chicago and Milwaukee Electric Railroad between Racine and Milwaukee, and the rehabilitation of a portion of the tracks of the Consolidated Traction Co. in Chicago.

He left Chicago in 1910 and was with the Lorain Steel Co. at Johnstown for about two years and then became connected with the Brandon Municipal Railway at Brandon, Manitoba, and the Regina Municipal Railway at Regina, Saskatchewan.

In November, 1917, he returned to Chicago and entered the employ of the Chicago Surface Lines, working as assistant engineer of estimates at the Clark and Division streets Track Department office and served in that capacity until Feb. 15, 1919, when he was appointed division superintendent of the Central Division, Department Track and Roadway, which position he holds at the present time. Mr. Greenway's wide experience in street railway work has proven very valuable. He says his favorite recreation is working in the Loop District on Sundays.

Although B. O. Ratner of the accounting department was born and raised in Dallas, Texas, he finished his public school education by graduating from high school in Oklahoma City.

After completing a business course with an accredited business college in that city, he secured a position as secretary to the president of a wholesale house and was advanced to several positions of trust and responsibility. At this time he made a decision to follow the medical profession.

Leaving Oklahoma City in the year 1910, he came to Chicago and became affiliated with the Chicago City Railway Company, taking charge of the accounts receivable. Before long he was placed in charge of the voucher system.

After the unification of the underlying companies into what is now the Chicago Surface Lines, Mr. Ratner was placed in charge of both the vouchers and the accounts receivable, which position he holds today.

In the meantime, his ardor for following the medical profession having cooled, he took a



B. O. Ratner

complete course in higher accounting at Northwestern University.

Mr. Ratner's position is one involving considerable trustworthiness and exactitude, two characteristics he has thoroughly developed.

Back in 1901, if you had occasion to ride on the Halsted-O'Neil, 69th or Wentworth Avenue lines, you might have ridden with a young business-like conductor on one of the first electric cars (open vestibule) used on the south side, and the conductor might have been Floyd J. Frank.



Floyd J. Frank

With the opening the new 69th Street depot he was made chief day clerk and held that position until 1922. In the year 1923 he was appointed depot clerical supervisor and worked out of Mr. Evenson's office standardizing the work of depot clerks over the system.

In 1924 he was appointed assistant division superintendent at Archer depot, the position he now holds. He has ably represented the Chicago Surface Lines on the Public Service Speakers' Bureau where he has had many opportunities to make numerous friends for the C. S. L. His hobby is collecting rare antiques.

Keeping 'Em Rolling

77th Wins January Contest—Devon Second—Noble Third



Foreman Meyers and His Winning Crew

F. W. Meyers, J. Ditchie, J. Warnkin, F. Hagins, M. Sayre, P. Murphy, F. Havlin, J. Waisvilas, F. Wolf, J. Nodus, 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. Poszskus, J. Kundrotis, T. Gudinsky, C. Friehstich, R. McClelland, C. Janikas, M. Seahill, F. Phillipswic, 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. Kenchan, C. Kakta, E. James, R. Tomasunas, T. Yercin, J. Sarsavage, J. Lee, Frank 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. McMahan, M. Reidy, M. Stone, J. Callahan, C. G. Leinaner, F. Rudis, W. Boussis, G. Riedhauser, L. Basso, P. Plegakes, W. Baer, P. Faherty, T. Thermon, J. Brannan, A. Pundwicz, G. Poulos, S. Kuoga, N. Theodore, J. Havel, C. Evett, A. Valovick, R. McCormick, G. Staveides, A. Mavrinac, C. Galkus, G. Milonas, J. Bugar, J. McInerney, M. Urbanek, M. Urbates, J. Ciechna, S. Kutscher, J. Narvelas, Alex Lapinski, T. Leondis, Z. Kasparowicz, S. McElwee, H. Thompson, D. Mangan, F. Gaughan, G. Koclanis, J. Casey.

Seventy-seventh is the winning carhouse for the month of January, operating 37,023 miles per pull-in due to failure of equipment, an increase of 139.7% over the month of December. Seventy-seventh was in eleventh position last month.

Devon, which was the winning carhouse for the previous month, holds second position, and Noble moved from tenth place to third place and Archer moved up from fourteenth to eighth place.

An increase is shown in the average miles per pull-in for the entire system, as shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-In in Jan.	Pct. Inc. or Dec.
1	77th	11	37,023	139.7
2	Devon	17	35,458	14.2
3	Noble	22	33,583	110.7
4	Cottage Grove	14	33,331	57.6
5	Armitage	18	31,479	38.0
6	Burnside	14	30,833	15.6
7	Lawndale	19	30,466	71.7
8	Archer	11	29,353	118.9
9	Kedzie	11	28,821	36.6
10	Limits	22	28,652	16.2
11	69th	9	26,667	20.3
12	North	7	26,097	52.5
13	Lincoln	13	23,251	69.1
14	Elston	18	17,110	38.0

15	Blue Island	16	15,958	45.6	
16	Division	11	14,003	8.6*	
			233	27,605	55.4

*Decrease.

HOLD-UPS THAT FAILED

At 12:50 A. M., on January 29, 1933, Conductor J. Murtaugh, badge No. 946 of Kedzie Depot, was selected as the victim of a hold-up by two young men who boarded his car on Harrison Street west bound at Laramie Avenue. One of the men pulled a gun from his pocket and said, "This is a stickup." The other man caught Conductor Murtaugh by the arm. Conductor Murtaugh, however, did not fulfill a part of the program scheduled for him but jerked away and ran to the front platform of the car. Both would-be hold-up men then jumped off the car at the next stop.

At 5:00 P. M., on the same day, January 29, Conductor W. J. Mahoney, badge No. 10142, also of Kedzie Depot, was east bound on Taylor Street at Ogden Avenue when a would-be hold-up man boarded his car, pulled a gun out of his pocket and told Conductor Mahoney to put his hands up. Conductor Mahoney did not comply but ran to the front of the car. The hold-up man immediately jumped off of the car.

TRANSPORTATION IN 1893

Equipment of the Companies That Took Care of the World's Fair Crowds

In view of the near approach of the opening date of the Century of Progress Exposition, interest attaches to the facilities offered by local transportation companies during the World's Fair of 1893. Following is a list of the street railway companies with certain information as to each of them during that year:

The Chicago City Railway Company had 160 miles of track of which 98 were for horse car lines, 35 cable and 27 electric. There were 1,739 cars of which 1,355 were horse car or trailer, 62 motor cars and 322 grip cars, also 2,618 horses. The president was George H. Wheeler; first vice president, J. C. King; second vice president, E. M. Phelps; secretary, F. R. Green; treasurer, T. C. Pennington; superintendent, M. K. Bowen.

The West Chicago Street Railroad Company, including Chicago Passenger Railway, had 185 miles of track, of which 151 were for horse cars and 34 cable. Also 1,900 cars of which 1,475 were for horse and 425 for grip car or trailer, also 4,500 horses. The president was Charles T. Yerkes; vice president and general manager, J. B. Parsons; secretary and treasurer, R. C. Crawford, and superintendent, C. F. Nagl.

The North Chicago Street Railroad Company had 83 miles of track of which 66 were for horse and 17 cable. Also 641 cars, of which 116 were grip cars and 525 horse or trailer, also 1,300 horses. The president was Charles T. Yerkes; vice president, W. F. Furbeck; second vice president and superintendent, J. M. Roach, and general manager, F. L. Threedy.

The Calumet Electric Street Railway had 44 miles of track, presumably all electric, also 101 cars of which 50 were motor cars and 51 trailers. The president was W. D. Jacobs; vice president, J. C. Adams, and general superintendent, F. O. Rusling.

The South Chicago City Railway Company had 30 miles of track, all electric, and 86 cars of which 46 were motor and 40 trailer. The president was D. F. Cameron; vice president, D. M. Cummings, and superintendent, R. D. Rowe.

The Cicero and Proviso Street Railway Company had 27 miles of track, all electric, and 54 cars of which 43 were motor and 11 trailer. The president was D. J. Kennedy; vice president, T. A. Snow, and general manager, George Butters.

"TUNNELS A HUMBUG"

The "Chicago Evening Journal" in June, 1853 printed the following comment on a projected municipal venture:

"In place of the bridge bore it is proposed to have a tunnel, and the Council Committee has reported in favor of communicating with Mr. Miller of Jersey City to obtain plans and specifications.

"We fear this tunneling business is of the humbug stripe, and that, like many other experiments undertaken by the city, it will cost a great deal more than it will come to in the end. In all our reading we have never yet learned of a tunnel under a navigable stream that is used as a wagon way. Steam ferries at the ends of the streets, with slips for the boats to run into, would be far preferable."

More Notes of Early Days

The following is quoted from the Chicago Tribune of February 24, 1864:

"The different horse railway companies are endeavoring to meet the demands of the public for increased facilities for public travel. The West Division Railway Company recently extended their lines on Halsted Street and Blue Island Avenue and on Milwaukee Avenue and propose, as soon as arrangements can be perfected, to construct another line to the southwest, reaching to Bridgeport.

"President Turner ordered three improved steam dummies. They have about twenty horsepower and seat thirty passengers, and can draw from three to four cars in a train.

"They make no noise, throw no sparks, and consume their own smoke."

EMPLOYEES RELIEF FUND

January, 1933

The Surface Lines Employes Relief Committee held five sessions during the month, at which 85 applications were considered. Of this number there were 44 emergency cases on which the Committee approved immediate relief, and 18 cases were approved for weekly payments.

Checks totalling \$10,775.00 were distributed. This sum, together with distributions since December 1930, heretofore reported, makes a total of \$290,565.41 paid to Chicago Surface Lines employes 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 \$410,565.41.

ROUNDING UP WITNESSES

Elston-Noble Holds Lead— 69th Mounts from Sixth to Third Position

With only one depot, Elston-Noble scoring 4.00 or better and the rest scoring below 3.92 the figure made by 77th, the average for the system for the month of December dropped to 3.62 as compared to 3.71 in the previous month. Sixty-ninth Street showed improvement by spurring from sixth to third position and Cottage Grove which showed so badly last month took a new grip and climbed from eighth to fifth place while Burnside dropped from third to eighth place and Lawndale-Blue Island dropped from fourth to seventh place. After the improvement made in November it was hoped to increase the average for the system during December, but as this was not accomplished why not try and raise the score in the coming months?

Detailed figures are as follows:

	Dec.	Nov.	Oct.	Sept.
1. Elston-Noble	4.10	4.28(1)	3.75(6)	3.68(6)
2. 77th Street	3.92	4.26(2)	3.85(4)	4.22(2)
3. 69th Street	3.84	3.77(6)	3.75(6)	3.17(11)
4. North Avenue	3.82	3.82(5)	3.54(8)	3.86(3)
5. Cottage Grove	3.75	3.57(8)	3.92(2)	3.75(5)
6. Archer	3.70	3.46(9)	2.42(11)	3.67(7)
7. Lawndale-Blue Isl.	3.69	4.07(4)	4.10(1)	3.62(8)
8. Burnside	3.60	4.10(3)	3.82(5)	4.25(1)
9. Kedzie	3.51	3.58(7)	3.90(3)	3.84(4)
10. Lincoln	3.49	3.15(11)	2.66(10)	3.45(9)
11. Armitage-Div.	3.04	3.31(10)	3.59(7)	3.75(5)
12. Devon-Limits	2.96	3.04(12)	3.14(9)	3.42(10)
Av. for System	3.62	3.71	3.65	3.71

Departments and Divisions

Accounting

The deans of the Timekeeping Department, Joe Brunswick and Dan McKinnon have been battling "Old Man Flu." Dan was a winner, and Joe is convalescing. That old spirit of youth simply will not be downed.

We were deeply grieved to hear of the deaths of B. A. Hall's father and the mother of Charles Dorsett, Auditor for B. O. S. E. The employes of the department extend their heartfelt sympathy to the bereaved families.

Mrs. Yvonne Randall has been transferred to the West Shops and the best wishes of the department follow Mrs. Randall in her new position.

Miss Agnes Helein is on the list of prospective brides after receiving a beautiful diamond from Mr. George G. McCann. We wish to offer hearty congratulations and the very best of wishes.

For the convenience of employes of the department who wish to attend tap dancing lessons at the Lake Shore Playground located at Chicago Ave. and the Lake every Monday night, the following employes, Misses Margie McIntyre, Sarine Davis, Mrs. Lillian Hunter and Mrs. Nina Ebeling are members of the class, and will gladly furnish any information necessary.

Mr. and Mrs. Francis Carroll (formerly Della Kilham) are receiving congratulations on the birth of a son weighing 9½ pounds, at the German Deaconess Hospital on Thursday, January 19, 1933.

Miss Rose Kleefeld and her boy friend suffered an unpleasant experience on Thursday night, January 12, 1933. After witnessing a picture show, they started for home in their automobile, but suddenly were interrupted by automobile bandits who relieved them of their valuables with instructions to keep going. The police were notified, but this case was filed with their unsolved robberies.

T. F. Coan.

Engineering

We are happy to know that M. Brogan of 20th & Dearborn and F. Peterson of Grand & Leavitt are on the road to recovery and hope to see them with us soon.

The Track Department Bowling Team is holding second place in the Club House League by a narrow margin. Andy Flood is individual leader with an average of 177 pins for 41 games.

We wish to report the marriage of Joseph Dennehy of Madison & Springfield to Gertrude Bernecke on January 14, 1933 at St. Peter Canisius Church, followed by a reception at home that evening. Congratulations Joe, and to the beautiful bride we extend our heartiest wishes.

Steve Ivich, Section Foreman of the Track Department is recovering from a severe attack of pneumonia. Steve had a close call according to his doctors, but the "Strong Man" fooled them and pulled through. We hope to see him back at work soon.

John Ruzich of Clark & Division was host at a coffee and doughnut party given to the

members of the Bowling Team recently. Captain R. J. Rumatz gave the boys one of his well known "Pep" talks.

Nick Kamenjarin, Foreman in the Track Department, is back to work after a long absence due to an injury to his foot. All the boys are glad to see Nick back.

Our condolences are extended to Mrs. George C. Leaders, Mr. and Mrs. Harry Leaders, and family in their bereavement over the death of George Leaders who was employed at the Western Avenue Sub-station.

N. R. Alexander arrived at the office one morning bedecked in "Clark Gable" style wearing his muffler tied "ascot" and topping it off with an English "Bowler" of latest design. My word! Transit.

Traffic and Schedule

Our sincere sympathy is extended to Frank O. Irvine in the loss of his mother, who passed away on January 14, 1933, at Weston, Ontario.

The stork paid a visit to the home of M. B. O'Niell, leaving a baby girl at the Lewis Memorial Hospital for him. Congratulations! We enjoyed the candy and cigars.

On January 31, Gus Lohse completed 40 years of service with this company. Harking back to 1893, Gus was here doing the part required of him, during the World's Fair. He is here now doing his part. May he be here 40 years hence when the next World's Fair comes along.

G. Weidenfeller.

Shops & Equipment

West Shops: Mr. Albert Manthey, Armature Winder at our West Shops, passed away on January 24, 1933 at the age of 57. Mr. Manthey had been in our employ, intermittently, since August 1907. The cause of his death was pneumonia. Mr. Manthey is survived by his wife, to whom we extend our sincere sympathy in her bereavement.

We wish to extend our belated best wishes to Mr. and Mrs. A. J. Cummins. Miss Jane McCarthy was married to Mr. Cummins on February 12, 1932, and it was kept a deep, dark secret until shortly before Christmas. And they say a woman can't keep a secret! Together with their best wishes, the "Sir-Faced-Lions" Employes of the West Shops presented Mrs. Cummins with a beautiful pull-up chair when she left the services of the company on February 1, 1933. The girls of the West Shops held a farewell party for Mrs. Cummins at the home of Miss Mildred Habeger on Friday night, January 27, 1933. She was presented with a beautiful coffee table. Delicious refreshments were served by our hostess.

We are pleased at this time to extend our welcome to Mrs. Randall, who has been transferred to the Shops & Equipment Department from the Financial-Accounting.

Y. R.

South Shops: Doc. Stork left a lovely baby boy, weighing eight pounds, at the home of F. Bramik, Machine Dept., on January 23, 1933. Congratulations and best wishes for baby.

Joe Seaman, Jr., is all enthused about the auto show. If you would like to know the deficiencies or efficiencies of any automobile, just ask Joe.

Paul (Buckeye) Hoger, of the Utility Dept., is teaching John Kasparastis that old favorite, "Just One More Chance."

Seventy-Seventh Street: What is this that

Bill Burke knows about the country-born scrapper?

It seems that Tony Marvinas is using mascara on his upper lip.

Anyone knowing the daily route of the "Hand Soap Man" let Bob McClelland know, as Bob is specializing in free samples.

Elsie R. Smith.

CLUB SPARKS

Following are the directors for the year 1933 recently chosen by members of the Surface Lines Club: Accounting, T. F. Coan; Engineering, J. W. Hewitt; Legal, H. A. Smith; Accident Investigation, P. N. Simmons; Executive, J. V. Sullivan; South Shops, A. H. Williams; West Shops, W. C. Wheeler; Treasury, A. F. Andresen; Transportation, T. F. Moore; Electrical, S. D. Forsythe; M. & S. (West), J. Devery; M. & S. (South), O. Hoger; Insurance-Purchasing, L. Q. Simpson; Schedules, L. C. Dutton. The only contest was in the Schedules Department where Mr. Dutton was successful over Messrs. Norman Johnson and R. L. Manville. Other new directors are Mr. Simmons for the Accident-Investigation, and Otto Hoger for the M. & S. South.

At a meeting of the new Board, held on January 11, all officers were re-elected for the ensuing year from President Wheeler downward except that T. F. Moore was chosen Assistant Secretary to succeed C. J. Mersch. There is no present intention of renewing club activities but if conditions warrant the new Board will be ready to get matters under way.

Around the Car Stations

Cottage Grove

Well! our old friend, John Pickin, is still on the sick list, so I will have to be the scribe again. John, we hope that by this time you are feeling much better and trust that you will soon be with us.

On Sunday, January 29th, Conductor J. Watson was killed by an auto truck in front of the depot. We all join in extending our sympathy to his loving family. Leaving home early on Sunday morning, Jim alighted from a north bound car and was struck by a truck which was south bound and was killed almost instantly.

Our old friend, Motorman J. Birmingham, is again off sick; some time ago Joe was off for quite a while and came back to work for a short time. Then he was taken down and removed to a hospital on Sunday, January 29th. We hope to hear that he is getting along well by this time.

Another of our old pals has crossed over the bridge of life; we are sorry to announce that Jim Esque passed away at Grand Chain, Illinois, on February 6th. A grand old man with

a happy smile will be missed by all of us. Our sympathy goes out to his loving family.

An old time motorman paid us a visit last week. Motorman A. Swanson came strutting in the office and he also met his old friend, Bud Cunningham. We will always remember the greeting of these two old timers, just regular boys, greeting each other in the same old street car men's way. August, we were glad to see you and hope that you will be able to come in once in a while and say hello.

In passing, let us say that "Accidents don't happen; they are caused." Don't be the cause. Ruthless Babe.

Burnside

Our old friend, "Buddy" Dean, has left for Palm Beach to spend the winter months. Up to this time we have not heard from him. Maybe he is saving the news for his return and, believe it or not, Buddy is the boy who can tell it.

The mother of Motorman W. C. Schultz passed away on February 1, 1933. The boys at the depot extend their sympathy.

The writer was given definite instructions last month not to mention the fact that Conductor D. J. Fox was united in holy matrimony. This month he has been off sick with ulcers of the stomach. What's the matter, J. D.?

A baby was born to the daughter of Motorman E. W. Fritsche Wednesday, February 1, 1933. Pleased to meet you, Grandpa!

W. D. F.

Seventy-Seventh

The check and double check on the way we (conductors and operators) are punch marking our transfers of late is very gratifying to our superintendent, Mr. W. A. Bessette.

In order to assist the other conductors and operators to read our transfers with rapidity and accuracy, it is important that the transfers should be punch marked exactly between the lines to distinguish the exact zone, and directly below and above the lines in the clock dial to show the specific hour and minutes.

Undoubtedly, some of the transfers that have been presented to us showed punch marks straddling the lines, and has caused us embarrassment while we tried to figure them out, because we are interested in our duty, and at the same time we are mindful of the instructions we received from our assistant superintendent, Mr. J. B. Becker. While we are pondering over this kind of a transfer we put the passengers in a very embarrassing position and sometimes it gives vent to an uncalled for controversy.

It is true that we want to be correct in reading the transfers when they are presented to us, and we should be equally exact in the manner we perforate them, because it will certainly eliminate unnecessary controversies between the other conductors and operators and the passengers presenting their transfers for a continuation of their ride.

Mrs. Bridget McVerry, wife of Motorman Owen McVerry, was laid to rest Friday, Jan. 6. We are very sorry for your great loss, Owen; we express our deep sympathy to you and your family in your bereavement.

Our sympathy is extended to Motorman H. J. Humphrey, on the death of his dearly beloved mother, who passed away Jan. 24, 1933.

Officer Edward C. Post, son of Conductor R. A. Post, was laid to rest Thursday, Jan. 12. To Conductor Post and the members of the bereaved family we express our sympathy in your sorrow.

John T. Flynn.



Motorman E. Salinski of 69th and Family in an Apple Tree Near Traverse City, Michigan

Archer

Our deepest sympathy is extended to Motorman Paul Wensloff, who was called upon to part with his dear mother who died February 3 at the age of 79 years.

Conductor August F. Witt reports the arrival of a daughter, born Friday, January 20, and answers to the name of Lois Beverly Witt. Congratulations, Augie, and may the next be a boy.

George Zimmerman celebrated his golden anniversary on Saturday, January 28, by a feast at his home. It is reported that two hundred participated in the celebration.

Conductor John Clohessy was called upon to part with his wife through death on February 1, 1933, after a long illness. Buried February 4 from St. Leo's Church; interment at Mount Olivet cemetery. John, the boys of Archer extend to you their deep and sincere sympathy.

Conductor Carl William Schaber announces the arrival of a bouncing baby girl, born January 29. Daddy and baby doing fine.

Motorman John Mizar's mother died January 14 and was buried on Wednesday, January 18.

Another stork story, and it's a baby girl who made her appearance at the home of Clerk Harry L. Swanson on the morning of January 29. Congratulations are now in order.

Dusty.

Blue Island

We wish to extend our sympathy to Motorman J. Lloyd and family in the loss of his wife.

Conductor Chas. Paszternak was presented with an eight-pound baby girl on January 27, 1933. Congratulations, Charlie.

Geo. Washack heard some noise around his garage and thought someone was trying to steal his Ford. George went out with a shotgun and ran into a Police Squad who thought he was a prowler they were looking for. After consid-

erable explaining they persuaded George in joining them with the hunt. Now you should see him throw out his chest. He is now known as "Pop Eye, the Detective."

C. P. Starr.

Lincoln

The stork hasn't been very busy so far this year around the Lincoln Station, only bringing two babies, a seven-pound girl to Conductor Sladek and wife on Jan. 7, and a ten and one-half pound boy to F. Mertens and wife on Jan. 19. Best wishes to both mothers and babies.

Charles Doherty, for a good many years a supervisor, died at his home, 1518 Addison St., on Wednesday, Jan. 11. He was very well liked by all the boys and a large group of his associates marched in a body from the home to St. Andrew's Church, where High Mass was read, after which he was taken to Calvary cemetery where he was laid to rest. Our sincere sympathy to the family.

Perhaps some of the boys will be glad to know that I met Charlie Huff, who left the company several years ago on account of illness. He says he is feeling fine again, and he sure looks wonderful.

H. Spethman.

North

Extra Conductor Quill H. Love passed away suddenly February 3, having entered service September 13, 1927. Quill was a quiet sort of a chap, with a pleasant southern drawl, being from down Arkansas way. The heartfelt sympathy of all North Avenue men is extended to his family in their loss.

Clarence Darrow Voss arrived at the home of Conductor C. Voss Dec. 3, weighing six pounds two ounces.

Bus Operator J. H. Walker is the father of a seven pound eight ounce boy who was born Jan. 20, 1933.

It's to every man's interest to read all of the bulletin boards every day, and no one will then have occasion to say, "I didn't see any notice about that."

Ask Shelton about the night-gown.

C. A. Knautz.

Devon

Motorman C. Gutzmer announces the arrival of a nine pound baby boy, born January 5. Motorman C. Henne is the proud daddy of an eight pound baby girl born January 20. Motorman C. Roy is the proud father of another baby girl born December 30. Congratulations, boys!

Motorman T. Devane was happily married January 14. Congratulations, Tom, and we wish you and your bride much success and happiness.

We are sorry to hear of the deaths of the following men: Motorman A. Johnson, who passed away January 6; Conductor H. Dixon, January 9; Motorman M. J. Bindig, January 29; Conductor C. Rehfeldt, February 1. Our heartfelt sympathy is extended to their friends and relatives.

G. E. Land.

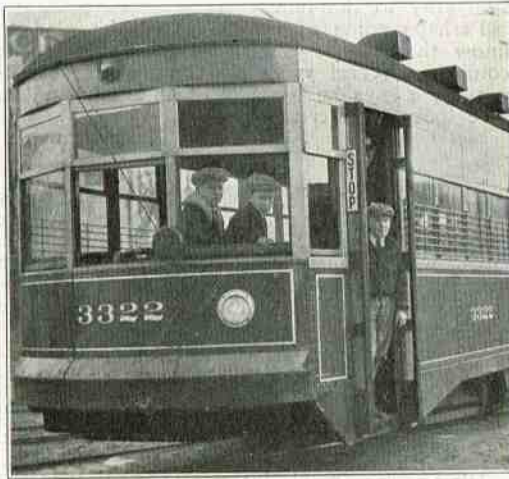
Always a Night Owl

The young bride was asked what she thought of married life. "Oh, there's not much difference," she replied. "I used to wait up half the night for George to go, and now I wait up half the night for him to come home."

Car Design Improvements

West Shops Doing Experimental Work to Increase Comfort and Reduce Noise

In order that the management may be in a position to secure more suitable equipment for operation on the Surface Lines, the Committee on Car Design and Noise Reduction has carried on for the past three years a series of experiments in car design. One example of this work is represented by car No. 3322 which is one of the 1929 Front Entrance Center Exit cars in operation on Clark Street.



This car has been reconstructed with a rear door, treadle operated, but under the control of the conductor. The purpose of this door is to provide an exit way at the rear of the car so that the passengers may have exit facilities without having to return to the center of the car, and thus make the rear portion of the car more attractive to the passenger.

This car is also equipped with a pair of special trucks and is one of three cars of this type under which special trucks are now undergoing tests. These trucks on No. 3322 are provided with four 50-horsepower motors of the high-speed type, which are fitted with anti-friction armature bearings and are not mounted on the axle as is customary with the conventional railway type motor. The motors weigh approximately 800 pounds each, as compared to an average of 2,200 pounds for the conventional motors of same horsepower on this series of cars. These motors are connected to a worm drive mounted on the axle, similar to those used generally in the automotive

field for heavy duty bus and truck purposes, as well as on all our trolley buses, and provides exceptional quietness in service. By mounting the motor on the truck frame independently of the axle, considerable unsprung weight is removed from the axle and this aids materially in reducing noise, particularly on crossings or special work.

These trucks are equipped with 24-inch diameter wheels, while the other two pair of special trucks are equipped with 22-inch diameter wheels. Tests are made with these small wheels, as they will probably be used in the future, in order to provide low floor heights. The truck frames are carried between the wheels instead of outside as is customary, and the journals are of the anti-friction type. On all of these sample trucks there is an independent brake cylinder mounted on the truck itself, eliminating the body mounted brake cylinder as used on the conventional street car design, and the levers and pull rods which are required. Much more rapid and effective operation of the brakes is secured with this design, as well as quietness. Car No. 3341 and car No. 3342 are equipped with the other two pair of special trucks. These trucks are equipped with double reduction drive instead of worm drive.

Another test which is being carried on at the present time is in connection with the improvement of the automatic control used on the cars of this type. Ten cars were equipped with a modified automatic control, providing a greater number of rates of acceleration than was used in the original installation. This gives more flexibility to the operator in handling the car, to secure smooth operation by proper selection of rate to be used.

A Word to the Wise

Mistress: "Mary, when you wait at table tonight for my guests, please don't wear any jewelry."

Maid: "I have nothing valuable, Ma'am, but I thank you for the warning."

Johnny Morgan on the Job

Proud Suburban Lady: "You know my husband plays the organ."

Depressed Acquaintance: "Well, if things don't improve, my husband will have to get one, too."