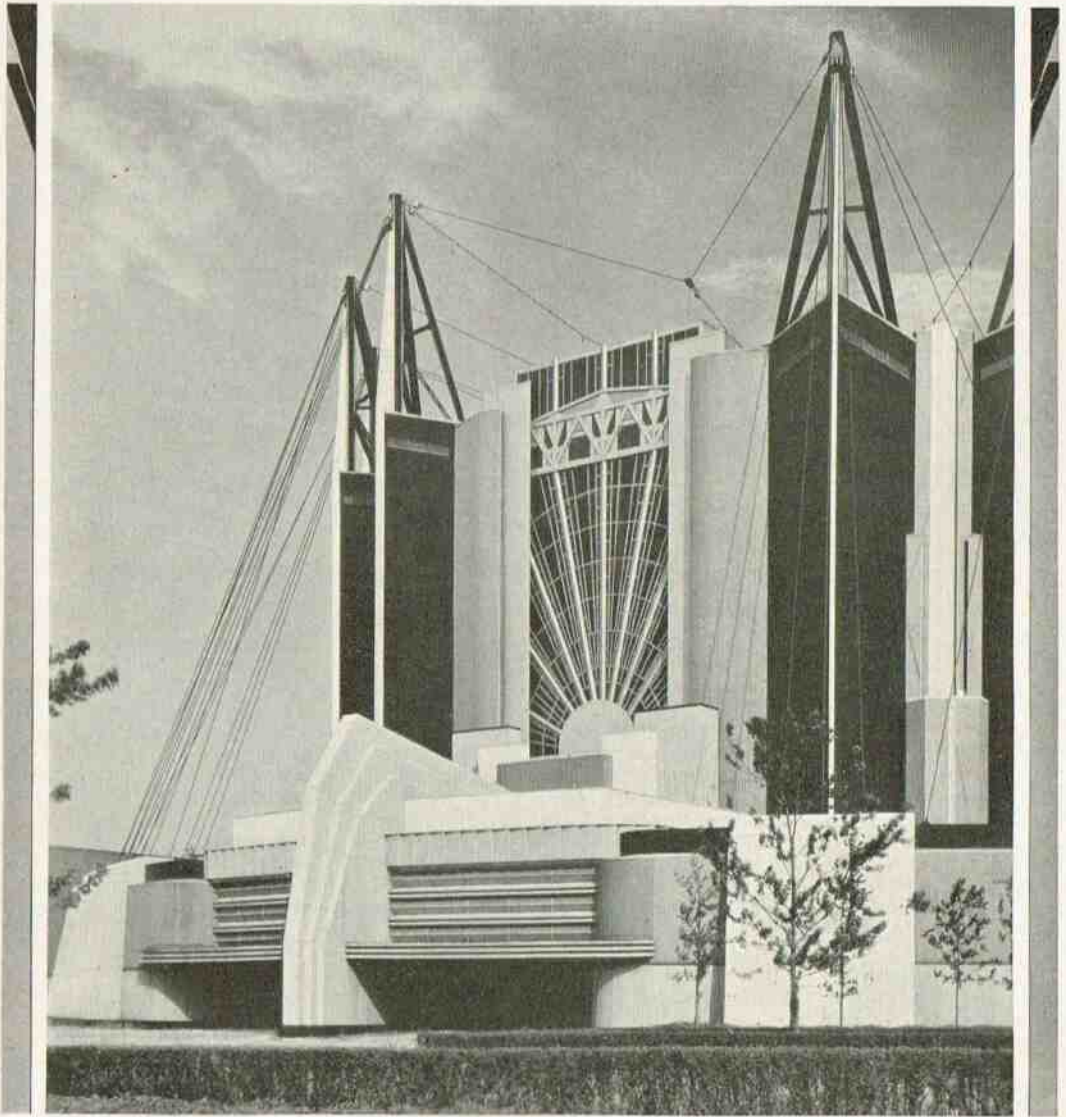


# SURFACE SERVICE MAGAZINE

Volume 10

MAY, 1933

Number 2



*AN UNUSUAL VIEW OF THE CENTRAL SECTION OF THE  
WORLD'S FAIR TRANSPORTATION BUILDING*

# Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 10

MAY, 1933

No. 2

## World's Fair Traffic Hazards

*Unusual Caution Will Have to Be Used to Avoid Accidents in Crowded Street*

Cumulative—February 1st to April 30, 1933

First Place	Division No. 11, Lincoln	91.43
Second Place	Division No. 3, 77th Street	91.21
Third Place	Division No. 2, Burnside	90.97
Fourth Place	Division No. 1, Cottage Grove	90.87
Fifth Place	Division No. 4, 69th Street	90.54
Sixth Place	Division No. 10, Elston-Noble	90.38
Seventh Place	Division No. 6, Lawndale-Blue Island	89.72
Eighth Place	Division No. 9, Armitage-Division	89.58
Ninth Place	Division No. 8, North Avenue	88.49
Tenth Place	Division No. 5, Archer	87.92
Eleventh Place	Division No. 7, Kedzie	87.70
Twelfth Place	Division No. 12, Limits-Devon	86.51

### Month of April, 1933

First Place	Division No. 3, 77th Street	94.15
Second Place	Division No. 10, Elston-Noble	94.12
Third Place	Division No. 11, Lincoln	93.21
Fourth Place	Division No. 2, Burnside	92.92
Fifth Place	Division No. 4, 69th Street	92.80
Sixth Place	Division No. 1, Cottage Grove	92.68
Seventh Place	Division No. 9, Armitage-Division	92.55
Eighth Place	Division No. 5, Archer	91.43
Ninth Place	Division No. 8, North Avenue	91.05
Tenth Place	Division No. 6, Lawndale-Blue Island	90.99
Eleventh Place	Division No. 7, Kedzie	90.68
Twelfth Place	Division No. 12, Limits-Devon	90.56

By WILLIAM PASCHE

### Supervisor of Accident Prevention

The months of June, July, August, September and October will bring many visitors to our city to attend the Century of Progress, which opens officially on May 27, 1933.

Many of these visitors will use our service to and from the Fair and other points of interest in the city. Many will drive automobiles, some of whom, because of being in a strange city, probably will not exercise the same care and caution that they display when at home. This means that it will be necessary for motormen, conductors and operators to be constantly on the alert. Many visitors will ask questions on how to reach certain points about the city. This will require patience and tact.

Calling of streets and places of interest will help to keep passengers informed as to their whereabouts. It will also have a tendency to eliminate confusion and unnecessary hurrying on the part of visitors. This will immediately be reflected in a fewer number of fallen in car and alighting accidents.

Looking out alongside of the car for intending passengers should also be practiced even to a greater extent than ever, because many visitors will be rushing for cars both around

the front and rear ends of street cars. This will call for constant alertness on the part of all operators of street cars and buses to avoid many boarding accidents, which surely will occur if this is not practiced.

When a pedestrian or intending passenger is in the street we must exercise care and caution, always believing that the person who is in the street is not paying any particular attention to the street car. This is especially true when it is a pedestrian who is attempting to cross the street. In many instances, when the person in the street is an intending passenger he will be seen hurrying around the front end. In such cases it is the motorman's duty to give passengers an opportunity to board safely, even though they have just run across in front of the car as the go ahead signal has been given.

When intending passengers run around the rear end of the car it is the duty of the conductor to be on the alert and give them a chance to board safely. This can very easily be taken care of by the conductor if he will ever keep in mind that intending passengers will sometimes come from the rear of the car and not always from the front.

If something should happen, such as stumbling while boarding or falling while in the

act of coming around the front or rear of the car, be sure to obtain the names of witnesses and the person involved and as soon as possible thereafter write a report of the occurrence. This practice will forestall blind cases, which usually grow out of what seem to be trifling incidents.

Special efforts should be made for smooth, even starting and stopping of cars and buses. Ever have in mind that during the Fair period visitors will be riding in our cars together with friends carrying on conversations about their experiences while visiting throughout the city or some especially interesting exhibit or entertainment they had seen while in the Fair Grounds, at the same time not thinking much

about balancing themselves while standing in or walking through a moving vehicle. This is particularly true when the car is about to stop at an intersecting street or just after they have boarded and are stepping from the platform to the interior at the time it starts. Many fallen in car accidents happen as the car is being brought to a stop or as it is starting, and these are usually caused by jerky operation.

Surface Lines employes have every reason to be proud of their accident record and by making a special effort during the months that World's Fair visitors are with us you can impress them with the fact that street cars in Chicago are not only the fastest but also the safest vehicles in the streets.

## Research in Car Design

### *Preliminary Reports Indicate Important Developments in Noise Elimination and Comfort*

Encouraging, indeed, are the results of the preliminary tests of equipment developed by the engineers of the Electric Railway Presidents' Conference. To those who have been in touch with the progress of the work it appears that the final designs promise to be far superior to anything that has been available to the industry up to the present time.

The significance of this development would be difficult to over-estimate. While fares, headways, condition of track, and the like, influence the patronage of electric railway service to a considerable extent, the design of the car itself is far more important. The early success of the industry was due to the superiority of the electric rail car over the other types of vehicle then available for urban and interurban transportation. For the past several years it has been becoming increasingly evident that the whole future of the electric railway depends on the operation of faster, quieter and more comfortable cars.

Recognition of the urgent need for better cars was the reason for the formation of the Electric Railway Presidents' Conference three years ago. Its object was to analyze the shortcomings of existing equipment and develop improved designs that would transform the electric rail car into a thoroughly up-to-date vehicle. The studies of the characteristics and performance of existing equipment were completed last year. Based on these findings, new designs were developed and subjected to test. While this work is still some distance from completion, the progress that has already been made is sufficient to stimulate high hopes for a large measure of ultimate success.

Particularly significant is the progress made in the development of wheels and trucks. Designs have been produced wherein all forces, driving and rolling, are cushioned on rubber. These promise a notable reduction of noise and impact stresses on equipment and track while having adequate carrying capacity for heavy loads.

Substantial improvements have been effected also in the power plant and its control. Means have been found to accomplish much smoother starting with high rates of acceleration. Braking apparatus weighing far less than the present conventional type has been developed. It is so designed that smooth and effective braking

can be obtained without the uncomfortable jerk at the end which passengers dislike and which also has marked effect on car maintenance.

While the car body has been considered the simplest part of the problem from the technical standpoint, its importance from the standpoint of passenger appeal has been fully recognized. The objective has been to effect a happy compromise between first cost and luxurious appearance. The improvements in starting, braking and riding quality, together with attractive exterior appearance, are expected to have strong customer appeal.

Throughout all the research and experimentation the practical side of the problem has been kept in mind. Indications are that the desired improvements in noise reduction, speed and comfort can be obtained without sacrificing simplicity and economy of maintenance. Thus it is expected that when the work is completed, the industry will have at its disposal a vehicle which is well suited to meet the exacting demands of modern rail operation.—*Transit Journal, May.*

### EARLY TAYLOR STREET TROUBLES

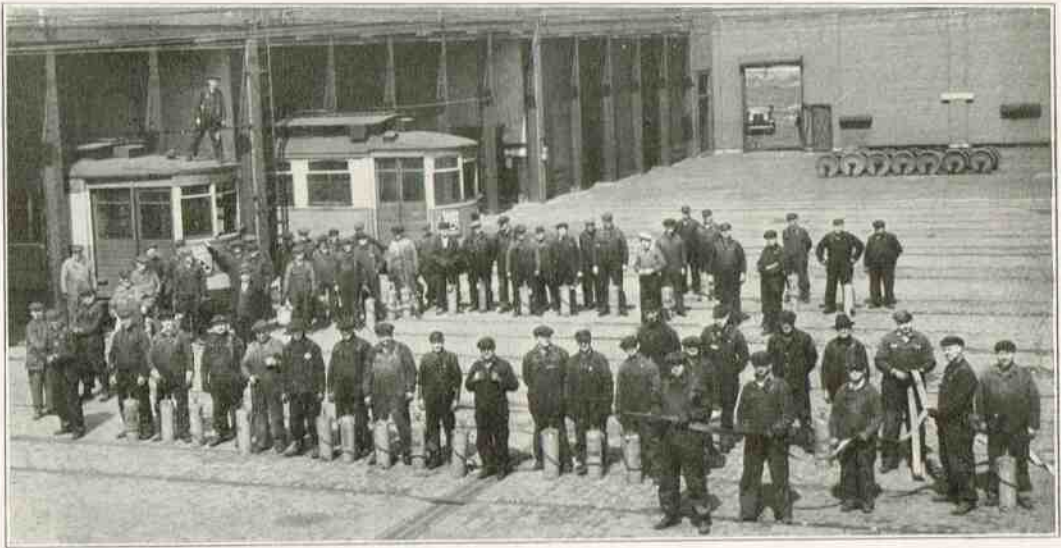
The following interesting item in connection with the early days of transportation was submitted by Motorman T. H. Shumon of Armistage Depot, from a clipping from the Tribune of February 1, 1889:

"A meeting was held by the West Taylor Street property owners who were agitating a bridge for Taylor Street. Nicholas Sennot, representing the West Division Street Railway Company, read a proposition from that corporation to move the bridge from Adams Street to Taylor and place it on the pier, provided the property owners would request the council and that body would grant the privilege of building a double track from Canal Street to Western Avenue, passenger cars to be run by cable, electric or horse power. Mr. Dwyer and Mr. Ryan had consulted an attorney and considered the proposition favorable if the word 'electric' were stricken out, as they did not want freight cars running along Taylor Street."

The Surface Lines carry more revenue passengers than all of the steam railroads in the United States combined, and they have been holding this lead each year since 1926.

## C. S. L. Fire Protection

*Frequent and Unannounced Fire Drills Keep the Fire Fighting Units on Their Toes*



Fire Drill at Seventy-Seventh Shops

Next in importance to actual fire prevention at the various car houses is the practice of responding promptly and each man covering his assigned position when the fire alarm is turned in.

Recently the company photographer, Mr. Chouinard, happened to be at the 77th Street car house when an alarm was sounded. In the fire drill each man has a definite work to do. Some put the trolley poles up preparatory to running the cars out of the house, others man the controllers, and the rest bring pieces of fire-fighting equipment. The general instructions and methods are the same at all operating car houses.

At this particular location the equipment consists of 156 2½ gallon calcium chloride fluid containers, 5 firing guns, 44 lengths of 2½ inch fire hose and 8 pails of sand, all of which are evenly distributed over the property and regularly inspected.

Mr. G. W. Dunlap, who supervises this work all over the systems, drops in at the various car houses at all hours of the day and night, sounding the alarms and timing the arrival of the last man. This usually consumes from 5 to 45 seconds. On various occasions the efficiency of the men in these fire drills has been demonstrated to the members of the Chicago Board of Fire Underwriters and fire insurance brokers, whose comments invariably have been very commendatory. Compliments coming from this source speak for themselves.

There are 135,000 incandescent lamps on the Surface Lines' system, having a capacity of 5,000,000 watts and consuming 14,000,000 kilowatt hours of electricity per year, which would give plenty of illumination to many a small town in the United States.

### ROUNDING UP WITNESSES

#### Elston-Noble Takes Lead—Burnside Slides to Eighth Place

Elston-Noble, who in February were in seventh position, showed what they can do if they really set out to accomplish something. Result: First place for them in March with an average of 4.45. Burnside in January stormed from eighth to first place and held that position for a month, but evidently the strain was too great, and in March weakened and dropped back to eighth place. 69th Street put forth extra effort also and boosted itself from sixth to second place. With the exception of 77th Depot, which is in fourth place, every depot changed positions during the month.

With the Century of Progress Exposition near at hand, thousands of visitors are expected to be in town, riding our cars and buses. Extreme care should be used to avoid accidents, but when, unfortunately, one does happen, get out and get witnesses—it is your duty and it is of extreme importance to our Legal Department.

Detailed figures are as follows:

	Mar.	Feb.	Jan.	Dec.
1. Elston-Noble .....	4.45	3.78(7)	3.74(7)	4.10(1)
2. 69th Street .....	3.94	3.81(6)	3.76(6)	3.84(3)
3. Lawndale-Blue Is. ....	3.80	3.86(2)	4.20(2)	3.69(7)
4. 77th Street .....	3.77	3.84(4)	3.82(3)	3.92(2)
5. North Avenue .....	3.79	3.85(3)	3.77(5)	3.82(4)
6. Cottage Grove .....	3.64	3.83(5)	3.29(11)	3.75(5)
7. Archer .....	3.61	3.70(8)	3.78(4)	3.70(6)
8. Burnside .....	3.39	4.38(1)	4.21(1)	3.60(8)
9. Kedzie .....	3.20	3.46(10)	3.37(9)	3.51(9)
10. Devon-Limits .....	3.12	3.06(11)	3.50(8)	2.96(12)
11. Lincoln .....	2.98	3.00(12)	3.27(10)	3.49(10)
12. Armitage-Div. ....	2.82	3.52(9)	2.88(12)	3.04(11)
Average for System.....	3.55	3.68	3.63	3.62

In the three years of depression the Surface Lines traffic dropped 29%, while service has been reduced less than 12%.

# West Shops Champion Bowlers

Beat Out Rivals in Clubhouse League—Accident Investigation 2nd, Track 3rd

The Surface Lines Clubhouse Bowling League completed its schedule April 18 after a pleasant season, filled with the old Clubhouse spirit of sportsmanship and good-natured rivalry.

Notwithstanding the fact that the Surface Lines Club was discontinued and could not assist bowling financially, a league of eight teams was formed on a self-supporting basis. The cost of bowling was necessarily increased to cover all expenses and provide an attractive prize list. The manner in which the bowlers supported their teams was absolute proof that the season was successful.

For the second consecutive year the West Shops team finished in first place, winning two-thirds of their games. The team was composed of Louis Spolec, captain; Anton Vihnanek, John Hasto, Fred Getz and Al Bollinger. The Accident Investigation Department team and the Track Department team finished second and third, respectively.

Dan O'Brien was the individual leader for the season, overtaking Vihnanek on the last night of the league.

Bill Pinasco of the Purchasing Team amazed the world (including himself) by shooting 631 for high three game series.

George Pellicore, after a study of aviation, ascended great heights on two occasions, bowling games of 256 and 253. That's bowling in any league. Good work, George.

The final standing of the league is listed below:

Team	Won	Lost	P. C.	Total Pins	High	Average
West Shops...	56	28	.667	69,559	979	828
Acc. Invest....	48	36	.571	66,623	967	790
Track .....	45	39	.536	67,678	930	806
Carhouse .....	43	41	.512	67,164	904	798
Clubhouse .....	40	44	.476	67,124	951	798
Legal .....	40	44	.476	64,207	937	764
Purchasing .....	35	49	.417	65,355	919	778
Electrical .....	30	54	.357	63,763	963	759

### High Team Average

- (1) West Shops—2,727.
- (2) Electrical—2,718.

### High Team Game

- (1) Acc. Invest.—967.
- (2) Clubhouse—951.

### INDIVIDUAL STANDING

Bowler and Team	Games	Pins	High	Avg'e
O'Brien, Carhouse.....	78	13,853	225	177.60
Vihnanek, West Shops.	83	14,730	225	177.47
Spolec, West Shops...	84	14,711	232	175.13
Flood, Track .....	74	12,942	234	174.89
Fish, Acc. Invest.....	68	11,814	225	173.74
Sedlack, Electrical....	82	14,172	233	172.83
Ebeling, Clubhouse....	84	14,228	222	169.38
Vitalie, Track.....	72	12,148	211	168.72
Eger, Legal.....	84	14,133	235	168.25
Ambler, Purchasing...	83	13,953	218	168.11
Boness, Acc. Invest...	81	13,526	213	167.00
Collins, Carhouse.....	72	11,989	216	166.51
Hasto, West Shops...	81	13,217	215	163.17
Cummings, Purchasing.	84	13,703	205	163.13
Wendt, Carhouse.....	84	13,688	223	162.95

Doyle, Acc. Invest....	72	11,664	234	162.00
Pellicore, Clubhouse...	84	13,596	256	161.87
Roesler, Clubhouse....	80	12,909	218	161.36
Getz, West Shops.....	78	12,574	212	161.21
Boccio, Track .....	84	13,397	243	159.49
VanDrees, Clubhouse..	84	13,370	212	159.17
Hoskins, Acc. Invest..	69	10,952	222	158.73
Bollinger, West Shops.	81	12,851	214	158.65
Rumatz, Track.....	84	13,237	224	157.61
Midland, Acc. Invest..	33	5,185	205	157.12
Ruzich, Track.....	84	13,195	210	157.09
Geiger, Legal.....	81	12,691	218	156.68
Hoenecke, Electrical... 70	10,900	222	155.71	
Heath, Purchasing....	81	12,556	225	155.01
Schenck, Electrical....	24	3,655	196	152.29
Kutz, Electrical.....	75	11,410	244	152.13
Dinneen, Legal.....	78	11,864	232	152.10
Stoll, Carhouse.....	84	12,710	207	151.31
Pettigrew, Carhouse...	84	12,674	213	150.87
Zamzow, Clubhouse...	81	12,174	209	150.30
Lewis, Legal.....	84	12,529	196	149.15
Sears, Purchasing....	84	12,371	203	147.28
Pinasco, Purchasing...	84	12,220	220	145.48
Jacobsen, Electrical... 81	11,622	188	143.48	
Moore, Legal.....	78	11,168	207	143.18
Nattinger, Acc. Invest.	78	11,163	224	143.10
Pogani, Electrical....	34	4,821	196	141.79

### High Individual Average

- (1) Pinasco—631.
- (2) Fish—629.
- (3) O'Brien—625.

### High Individual Game

- (1) Pellicore—256.
- (2) Pellicore—253.
- (3) Kutz—244.

Following the completion of the regular schedule, a Handicap Tournament for "Singles" and "Doubles" was held. Three nights were required to stage this tournament and at the conclusion the following were winners:

In the "Doubles" 1st, Linn and Vihnanek; 2nd, Lewis and Eger; 3rd, Stoll and Pettigrew; 4th, Hasto and Getz; 5th, Pinasco and Ebeling; and high game to O'Brien & VanDrees.

In the "Singles" 1st, Heath; 2nd, Cummings; 3rd, Lewis; 4th, Pettigrew; 5th, Pellicore; and high game to Geiger.

Harold Ebeling,  
Chairman.

### Diary of a Politician

March 5—Found \$5,000 in my old suit. Quite a pleasant surprise.

March 8—Got registered letter with \$4,500 inside. Wonder who could have sent it?

March 10—A man in the elevator handed me a package of \$10 bills. He must have made a mistake.

March 14—Bank tells me an account of \$7,000 has been opened in my name. I can hardly believe it.

March 20—Opened my safe this morning and found a tin box full of Liberty Bonds. Seems like a dream.

March 23—Two men want to lend me \$100,000. Think I will take a trip to Europe.

# Keeping 'Em Rolling

Cottage Grove Wins First Place for April—Average for System Is 26,992



Cottage Grove's April Winners

J. Gamen, C. Winzenholler, E. Eyer, L. Keane, R. Ferguson, A. Vitkus, M. Shernis, S. Baranoskas, A. Yavas, T. Casey, J. Griffin, J. Gudjonis, P. Jaksiboga, N. Meyers, S. Petrosius, G. Girdzush, E. Timpe, S. Ukso, E. Danhour, M. McGroarty, T. Cronin, M. Kazlauskas, G. Chernak, J. Wozlik, A. Schwagzdys, J. Gotautas, F. Simon, M. Kelly, J. Hurgait, C. Pitun, W. Schiller, J. Chrabaszcz, W. Gorska, J. Drigot, E. Lindgren, W. Johnston, F. Egitis, W. Proudfoot, C. Margetic, P. Barone, J. Bakshis, A. Suma, A. Yuste, S. Londos, J. Banis, A. Patton, G. Kladis S. Pappas, V. Verdis, F. Wenslow, G. Tanis, M. J. Mahoney, L. Babeock, J. Lyons, D. Gleason, M. Jelinski, C. M. Chappell, I. Guntor, K. Zilinskis, P. Fotopoulos, G. Lemka, W. Lamont, J. Howe, N. Newcomb, W. Demas, G. Stacey, J. Shaughnessy, A. Kalantzopoulos, D. Griffin, C. Richerme, G. Brand, J. Russell.

A decrease is shown in the number of pulls due to equipment failures for the month of April as compared with the previous month. The leading carhouse, Cottage Grove, moved up from 4th position, Devon kept second position, and 69th St. moved from 7th place to 3rd position.

The individual records are shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Cottage Grove	18	41,577	43.1
2	Devon	17	37,829	58.9
3	69th	11	31,396	37.7
4	Blue Island	21	30,973	23.4
5	Limits	20	30,434	32.8
6	Lawndale	19	29,297	11.6*
7	77th	8	28,796	18.5
8	Noble	20	28,763	5.2*
9	North	6	28,030	27.9
10	Archer	8	25,750	29.8*
11	Armitage	18	25,727	10.9*
12	Burnside	12	23,831	46.1*
13	Lincoln	14	22,094	13.3
14	Kedzie	7	21,771	3.5*
15	Division	18	21,208	43.8
16	Elston	16	13,757	20.1*
		233	26,992	8.6

\*Decrease.

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

Carhouse	Apr.	Mar.	Feb.	Jan.	Dec.	Nov.
Cottage Grv.	1	5	4	4	6	1
Devon	2	9	2	2	1	5
69th	3	11	7	11	5	2

Blue Island	4	7	14	15	16	12
Limits	5	10	9	10	3	4
Lawndale	6	3	5	7	8	8
77th	7	8	8	1	11	10
Noble	8	4	12	3	10	7
North	9	13	13	12	9	13
Archer	10	2	6	8	14	11
Armitage	11	6	1	5	4	9
Burnside	12	1	3	6	2	3
Lincoln	13	14	10	13	13	6
Kedzie	14	12	11	9	7	14
Division	15	16	16	16	12	16
Elston	16	15	15	14	15	15

### One Thing Lacking

A Captain said to his sergeant, "Sergeant, we're going to have that military funeral soon, and I want you to see that the men are thorough drilled."

"Very well, sir," said the Sergeant, who was one of the most "hard-boiled" men in the army, and he started to put the men through their paces, in the funeral drill. Having opened the ranks, so as to admit of the passing of the supposed cortege, he ordered the men to "rest on their arms reversed." Then by way of practical illustration, he walked slowly down the lane formed by the two ranks, saying as he moved, "Now I'm the corpse, attention!"

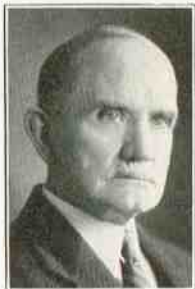
He reached the end of the squad, looked at them steadily for a few moments, and said:

"Your hands is right, and your heads is right, but you haven't got the look of regret you ought to have."

## Who's Who on the C. S. L.

### Personal Facts About Men Whose Names Are Well Known in the Organization

Henry G. Bauer of the Electrical Department has twenty-eight years of service to his credit, having been employed by the late John Z. Murphy, then Chief Engineer of the Chicago Union Traction Company. This was just previous to the rehabilitation period and there was much topographical work to be made ready for the new conduit and overhead construction on the north and west side systems.



Henry G. Bauer

Topographical drawings were Mr. Bauer's special line and to this work he applied himself, with many a night session, over a period of five years.

Notwithstanding this strenuous concentrated effort, Mr. Bauer was never off sick or absent a day through a period of twenty years.

During the last twelve years of Mr. Murphy's life, Mr. Bauer was his confidential assistant.

He is the father of two daughters and three sons. The latter were graduated from Northwestern University; two saw service in the World War and all three are now members of the Officers' Reserve Corps.

Mr. Bauer's present position is office manager for Mr. A. J. Klatte in the Electrical Department.

He and his family have lived in Edgewater over thirty-two years.

The acceptance of Mr. J. M. Johnson's application for the position of conductor at the 13th and Ogden horse car barns in 1895 started him on his street railroad career.



J. M. Johnson

Seven years later he was promoted to receiver and paymaster, serving also as an extra receiver. He was again promoted eight years later to the position of supervisor.

On June 21, 1912, Mr. Johnson was advanced to Superintendent of Lawndale depot. Two years later he was appointed Assistant Superintendent of Division 6, and in 1918 he was transferred to Armitage depot as Assistant Division Superintendent of Division 9.

In 1921 he was assigned to the position of Superintendent of Train Service Employment. Three years later he was transferred to Lawndale as Assistant Division Superintendent of Division 6.

Then, with thirty years of experience back of him, he was appointed Chief Instructor. After six years at this work he was sent to Noble Street depot as Acting Division Superintendent.

Last August he was appointed Acting Assistant Division Superintendent at Kedzie depot, the position he now holds.

With such a variety of employment, it is only natural that he enriched his experience.

This, with his wide circle of friends, has made his services also valuable to the Company as a speaker on the Public Service Speakers' Bureau.



Harry M. Schlachter

Harry M. Schlachter, Chief Clerk of the Track & Roadway Department, entered the service of the Chicago Surface Lines in September, 1916. He had previously worked with the Los Angeles Railway Company as a Timekeeper for approximately five years, and in view of his training and experience in that line of work his first position with our Companies was in the capacity of Travelling Timekeeper in the Track & Roadway Department. In February, 1917, he was appointed Head Timekeeper, and in April, 1920, he was promoted to the position of Chief Clerk.

Mr. Schlachter has a thorough working knowledge of all of the varied office and clerical details in the Track & Roadway Department, and has plenty of occasions to exercise that knowledge in the course of his work.

Judge (to amateur yegg): "So they caught you with this bundle of silverware. Whom did you plunder?"

Yegg: "Two fraternity houses, your Honor."

Judge (to sergeant): "Call up the downtown hotels and distribute this stuff."

# SURFACE SERVICE MAGAZINE

Published Monthly by

**Chicago Surface Lines**

231 South La Salle St.

CHICAGO

Volume 10	May, 1933	No. 2
John E. Wilkie	- - - - -	Editor
C. L. Altemus	- - -	Assistant Editor

## IN THE SPOTLIGHT

Chicago has invited the world to become its guests for five months. It has constructed a city of marvels on the shore of Lake Michigan, where the achievements of a Century of Progress will be displayed in fascinating array for the education and enjoyment of the visitors.

While the Fair is the magnet that will draw the millions to this city, Chicago itself will undergo a searching examination by the strangers, thousands of whom have known it only by a reputation based on misrepresentation and exaggeration.

Its municipal government will be studied, its police efficiency closely observed, but, above everything else, its transportation facilities will be subjected to daily and hourly tests of the greatest severity.

No other activity will enjoy such close personal contact with the visitors, and it may well be said that transportation will be the chief factor in contributing to their comfort and satisfaction.

The Surface Lines, as the principal agency for the transportation of great masses, will undergo the closest sort of scrutiny as to its personnel and operation. The management will be measured by the character of the service and particularly by the treatment accorded our patrons by the trainmen, who are the representatives of the management.

There will be many difficulties growing out of abnormal crowds largely composed of strangers unfamiliar with our routes and rules who will require much information to assist them in getting about the city. Courtesy, good temper and consideration, with special care in protecting the safety of the riders, will earn their friendship and good will and make their experiences with the Surface Lines something to remember with pleasure and satisfaction.

To meet the requirements of this historical occasion the Surface Lines have an army of neatly uniformed men who know their business and who understand the value of a smile and who are helpful to women and children and especially the aged and infirm. If among these men there are any who fail to live up to the high standards established by the management it will not be because of any lack of effort on the part of the Superintendent of Transportation and his associates, who have been preparing for this supreme test by two years of intensive educational training:

With the knowledge that we are in a national, if not international, spotlight, every effort should be made to maintain an enviable reputation for this organization and the city it serves.

## EMPLOYEES RELIEF FUND

April, 1933

The Surface Lines Employees Relief Committee held four sessions during the month, at which 74 applications were considered. Of this number there were 31 emergency cases on which the Committee approved immediate relief, and 26 cases were approved for weekly payments.

Checks totaling \$12,595 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$326,455.91 paid to the 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 \$446,700.85.

## SATISFACTORY SUPERVISION

**Lindblom High's Business Manager Compliments Supervisors Gillespie and Sturm**

Under date of April 21, Business Manager Rupprecht of Lindblom High School wrote:

"This is a grateful 'Thank You' note from the 6,000 folks, many of whom depend on your car service, for the splendid efforts of your office and particularly the two gentlemen, Gillespie and Sturm, who rendered the supervisory service on 63rd and 59th Streets on the occasion of our three performances.

"I should be glad to have you use this as a testimonial in your service monthly as you once did before. It is a testimonial that Mr. Harry Keeler and all of us appreciate not having to wait for cars because of an unusual crowd.

"I want to call your attention to the fact that on Tuesday we were responsible for shifting the time from 11:00 P. M. to 11:30 for the 'break-up' and, as we had announced to the audience that you were supplying special service we were afraid we'd gummed up the works—but no! your two wizards had slowed down the cars so they were 'spotted' for the 'break-up.'



## Praise from Car Riders

### *Appreciative Passengers Write in Commendation of Courtesy and Satisfactory Service*

#### A GRACIOUS ACKNOWLEDGEMENT

Chicago, April 29. Chicago Surface Lines, Gentlemen: I wish to express my appreciation of the kind and prompt attention given my letter of the 22nd, and I want you to know that it gave me a feeling of great satisfaction to know that my suggestion was so graciously accepted and acted upon. Be assured that your endeavors to cooperate with and serve the public will always be upheld by me, as my contacts with your office have been most pleasant, as well as definitely indicating your readiness to rectify any trouble and act upon suggestion submitted for the betterment of your service.

Yours truly,

Mrs. John C. Bartell,  
5435 N. Lawler Avenue.

The following communication under the title of "Radiance" appeared in the *Chicago Daily News* on April 9, 1933, the trainman referred to being Motorman John A. O'Connor, Badge No. 2445, of 77th:

"I have watched him at his work and during these strenuous days for most people he smiles. I do not know his name, but on his hat the number 2445 appears and above his head the sign '111th-Sacramento' shows he is a motorman.

"I have been a passenger on his car when rain and snow pounded against his windows, when his fuse blew out and when an intoxicated man hung over his shoulder and told him his life's history. But through it all he just smiled.

"Brother, your light is not hid under a bushel."

Charles Fickett,  
1722 W. 106th St.

Mrs. J. L. Lyons, 5536 S. Talman Avenue, commends Conductor L. M. Prendergast, Badge No. 458, of Archer for his kindness in alighting from his car and assisting a woman with two children in placing them safely aboard.

Miss M. Hendrickman, 3347 Southport Avenue, thanks Conductor T. J. Walsh, Badge No. 926, of Lawndale for information given her as to how she might reach her destination and commends him for his pleasant, kindly manner.

Miss A. Staehle, 906 E. 77th Street, thanks and praises Conductor J. Usinger, Badge No. 1124, of Cottage Grove for his honesty in turning in a nurse to the Lost & Found Department which she lost while a passenger on his car.

Mrs. M. Hesprich, 6649 Champlain Avenue, thanks Conductor T. McMahon, Badge No. 1269, of Cottage Grove for returning to her a package which she had inadvertently left on his car.

Motorman R. J. Pelland, Badge No. 1541, of Limits is complimented on the smooth operation of his car by Miss Florence Juul, 1548 N. Dearborn Parkway, and is also thanked by her for his thoughtfulness in waiting for her to board his car, even though he had the signal to proceed.

Mr. R. M. Lloyd, 4409 N. Ashland Avenue, wishes to commend Conductor John Davis, Badge No. 1748, of Devon for his kindness in paying his fare when he boarded his car and found that he was without funds.

Dr. J. L. Greenwald, 6255 S. Ashland Avenue, thanks Conductor L. W. Horn, Badge No. 1802, of 69th for his courtesy in notifying him that he had found a piece of mail which he had lost on his car and would mail it for him.

Mr. C. E. Williams, 208 S. LaSalle Street, commends Conductor J. T. Mullen, Badge No. 2002, of Cottage Grove for his honesty in returning excess far inadvertently paid by him.

Mrs. M. Haumesser, 2858 Arthington Street, wishes to thank Conductor J. R. Stahl, Badge No. 2142, of Archer for taking care of her young daughter and seeing that she reached her destination when it was necessary for her to travel on the car alone.

Mr. J. F. Bowers, Jr., 8 S. Dearborn Street, compliments Motorman D. McCarthy, Badge No. 2211, of 77th for his courtesy and accommodating manner in handling his passengers, together with cheerful detailed replies to requests for information.

Miss F. Hildenbrand, 5650 S. Lincoln, thanks and commends Supervisor H. E. Harris of 69th for the return of money which she lost while waiting for a car and also Conductor F. P. Curran, Badge No. 2250, and Conductor A. Soiberg, Badge No. 2342, of 69th for their patience and courtesy in handling a group of school children which she and another teacher were escorting to one of the public buildings.

Conductor T. F. Cleary, Badge No. 342, and Motorman A. J. Burgess, Badge No. 2839, of Burnside are commended for their courteous treatment of passengers riding on their car by Mrs. Emma Pauls, 12008 S. LaSalle Street, one of the many satisfied patrons whom they serve.

Mr. G. F. Knitter, 8958 S. May Street, also commends the above crew, stating that they run strictly according to schedule and make the car and bus connections perfectly at the end of the line.

Mrs. J. McMahon, 2223 E. 68th Street, expresses her appreciation of the honesty of Conductor J. I. Lyons, Badge No. 3584, of 69th in turning in her purse to the Lost and Found Department when he found it on his car, on which she had been a passenger, accidentally dropping it.

Unusual courtesy on the part of Motorman Bernard O'Neil, Badge No. 4333, of Blue Island won for him a letter of commendation from Mr. G. W. Koe, 4236 W. 21st Place.

Mr. W. H. Bradford commends Conductor C. A. Andrews, Badge No. 6298, of Devon for calling all street car stops in a clear, distinct voice.

Mr. G. Allendorph, 2025, 1 N. LaSalle Street, compliments Conductor S. Rasmussen, Badge No. 6516, of Lincoln on his courtesy, his neat appearance and the efficient manner in which he performs his duties, calling out distinctly the names of streets as the car approaches them.

Supervisor A. Unsen commends Motorman E. Windfeld, Badge No. 3927, and Conductor W. Williams, Badge No. 7660 of Armitage for rerouting their followers when their car was blocked by a disabled truck.

Miss Eleanor Grabe, 5245 S. Racine Avenue, wishes to commend Operator P. J. Dignan, Badge No. 7937, of Burnside for the courteous treatment of her mother and sister, who were passengers on his car and were traveling in unfamiliar territory.

The courtesy shown Mr. W. Macher, 214 S. Damen Avenue, by Conductor William G. Pretzel, Badge No. 8018, of North Avenue was made the subject of a commendatory letter.

Mrs. H. Hanson, 4930 Winthrop, in behalf of herself and five or six other persons, wishes to thank the following trainmen for service rendered: Motorman W. J. O'Shea, Badge No. 401, of North Avenue; Motorman A. Barry, Badge No. 4849, and Conductor P. Swalzak, Badge No. 8066, of Limits, and Motorman J. Ryan, Badge No. 6467, of Devon.

Unusual courtesy on the part of Motorman James Hardin, Badge No. 8221, of 69th toward a young mother carrying a baby and also for the smoother operation of his car won for him a letter of commendation from Mrs. W. E. Smith, 11303 Hermosa Avenue.

Miss Esther Seigel, 1400, 134 N. LaSalle Street, wishes to commend Conductor W. Fahy, Badge No. 1952, and Motorman E. H. Withner, Badge No. 8429, of Kedzie for their unusual courtesy and patience, representing the acme of service in never failing to wait a few seconds for passengers running for the car instead of pulling away from them.

Mrs. E. A. Knaak, 2438 N. Sayre Avenue, compliments Bus Operator J. I. Fitzmaurice, Badge No. 9649, of North Avenue for the tactful manner in which he handled an intoxicated, abusive passenger who tendered a void transfer for passage.

Conductor J. Costello, Badge No. 9998, of 69th is the recipient of a letter of commendation from Miss M. Keenan, 7836 Green Street, who noticed the manner in which he performed his duties.

Conductor J. A. Gebel, Badge No. 10938, of Armitage is commended by Supervisor W. Nellis, who reports as follows: "Motorman made regular stop. There was an elderly lady with a cane up near front end of car. Conductor looked out, got off his car, went up to the lady, helped her to rear end, then assisted her onto the platform of car."

Mr. E. J. Donnelly, 4440 Washington Boulevard, reports that he must walk with the aid of a cane and when he signaled Motorman T. Fisher, Badge No. 10985, of Kedzie to wait for him, this motorman did so, even though he had received the bell to proceed, and Mr. Donnelly wishes to thank him.

One of the most observant and appreciative of our patrons is Miss Marie E. Isler, who in her last communication commended the following trainmen for meritorious service: Conductor J. L. Fitzgerald, Badge No. 884; Conductor H. H. Gressman, Badge No. 2428; Conductor W. Miller, Badge No. 2648; Conductor C. K. Bushe, Badge No. 3310, Conductor A. E. Wolff, Badge No. 5448, and Conductor Edward McCabe, Badge No. 11916, all of 77th; Conductor J. Brown, Badge No. 1372; Motorman T. J. Brosman, Badge No. 2241; Motorman J.

Magee, Badge No. 2999, and Conductor J. Lomasney, Badge No. 3052, all of 69th, and last but not least Conductor G. C. Rose, Badge No. 7920, of Devon.

Mrs. A. Arnold, 3700 McLean Avenue, wishes to commend and thank Conductor E. Papula, Badge No. 13082, of Armitage for exceptional service and courtesy rendered to her when she was a passenger on his car.

Bus Operator G. B. Tyriver, Badge No. 13609, of North Avenue, is commended by Miss M. McDermott, 20 N. Wacker Drive, for courtesy shown her when she was a passenger on his bus.

Mr. and Mrs. A. Beyerlein, Mokence, Illinois, wish to thank Flagman W. J. Storey, Badge No. 193, of Burnside for helping to push his car off the tracks when it was disabled and directed him to the nearest garage where he might store it.

**BLUE ISLAND COURTESY WINNER**  
**Burnside Second in Close Race With**  
**Lawndale Third**

On April 30, at the close of the Sixth Courtesy Contest, the standings of the Sixteen Depots, are as follows: Blue Island is the winner with Burnside a close second.

	Disc.	P.U.	Trans.	Q.S.	Tot.	Comd.
1 Blue Island .....	22	11	36	1	70	14
2 Burnside ....	19	13	34	4	70	39
3 Lawndale ..	38	13	45	3	99	29
4 Lincoln .....	44	12	47	5	108	28
5 North .....	113	59	129	32	333	64
6 69th .....	89	52	86	23	250	65
7 Limits .....	37	16	37	7	97	27
8 77th .....	130	73	121	18	342	115
9 Kedzie .....	89	45	124	28	286	50
10 Elston .....	37	21	43	4	105	19
11 Division ...	45	20	45	11	121	14
12 Cottage Grv.	81	27	58	17	183	59
13 Devon .....	108	44	106	26	284	106
14 Archer .....	112	65	119	22	318	47
15 Armitage ..	75	26	48	18	167	32
16 Noble .....	31	17	54	3	105	9
Total .....	1070	514	1132	222	2938	717

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

	Disc.	P.U.	Trans.	Q.S.	Tot.	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
March, 1933....	84	26	85	19	214	88
April, 1933.....	87	39	83	16	225	70
Total .....	1070	514	1132	222	2938	717

"I went to the dentist yesterday."  
 "Does your tooth still ache?"  
 "I don't know; he kept it."

Her father (from upstairs): "Alice, what time is it?"

Her: "I don't know, father; the clock isn't going."

Her father: "Well, how about the young man?"

## Departments and Divisions

### Accounting

We regret to announce the death of Mr. Albert Lucenti, brother of Miss Christine Lucenti, of the ledger room, who passed away on Monday, April 24, 1933. The employes of the department extend their heartfelt sympathy to the bereaved family.

Mr. and Mrs. Thomas Hough (formerly P. Meagher) are receiving congratulations on the birth of a girl weighing  $8\frac{1}{2}$  pounds at the Lying-In Hospital.

Miss Hildur Olson is now convalescing after an operation for appendicitis at Augustana Hospital and we are pleased to hear at this time of the progress she is making.

The employes of the Financial Department were very sorry to hear of the death of Mrs. D. McKinnon, wife of Timekeeper Daniel McKinnon on Monday, March 13, 1933. We extend our heartfelt sympathy and condolence to this employe and other members of the family.

At this writing we are sorry to report Mrs. Frances Bach on the sick list, but we are looking forward to her speedy recovery.

Saturday evening, March 18, 1933, will always be remembered by Miss Lillian Hoeft as the unfortunate evening that some young man held her up and ran away with her purse.

If by chance Mrs. Helen Johnson forgot that Monday, April 17th was the anniversary of her first year of married life, a number of her girl friends did not, for at noon on that day in one of the leading restaurants she was surprised to receive a Waffle Iron.

The reason for all the spring finery that was seen about the office on Saturday, April 22nd, was, according to the office gossip heard Monday, April 24th, as follows: Date—Saturday, April 22nd, Time—3 P. M. Place—At the home of Mrs. Clara L. Bannister. Event—Bridge and "500" Party given for the girls of Trip Sheet Analysis Division. Prizes were won by Misses Elizabeth Sullivan and Mirney Chelstrom at bridge, and Mrs. Laura Janczyk and Miss Sarine Davis at "500". Miss Elbe Dedic has again proven herself quite a pianist adding much enjoyment to the afternoon's program. Evening found everyone reluctant to leave, and those who found it possible to stay, had their sweethearts and husbands join them and so on into the night. A good time was had by all. (24 in number.)

Miss Helen Baar had the misfortune of receiving a severe bruise on her head caused by a fall in the loop when she was crossing the street on Tuesday, March 21, 1933.

T. F. Coan.

### Accident Investigation and Legal

The members of this department were shocked to learn of the sudden death by heart disease of Jacob H. Casper while engaged in his daily work on the evening of March 9th, 1933, at the age of 33. "Jake," as he preferred to be addressed, entered our service in 1917 and grew up in the department, becoming one of our most capable and well-regarded young men.

He was treasurer of the Illini Lodge, A. F. & A. M. 1070, the members of that lodge conducting the funeral services, which were held at the funeral chapel at 704 South Crawford Avenue, the interment being at the Jewish Oak Ridge Cemetery on March 12th, 1933. Mr. Casper was the son of the late Meyer and Esther Casper and left surviving his brothers Henry, Sol and William and a sister Lillian. The members of this department extend their sincere sympathy to the bereaved family.

Florence Bohlin of our department returned after a considerable absence while "enjoying" a slight case of scarletina. Her brother, Ernest P. Hoskins, is now at home having a run of the same thing—presumably with the same amount of "enjoyment." This eliminates "Ernie" as a prize winner in the Club House bowling league—much to somebody's disgust.

Blackstone.

### Electrical

Line Foreman Ed Case, who lives in the vicinity of Lawrence and Rockwell Streets where an explosion took place recently, was given quite a fright. He tells the story that when he looked out the rear door of his home, the entire porch was torn away and all the windows were broken. Ed was thrown out of bed and his first thought was that the judgment day had come.

Henry Bauer has been sporting a new black derby. It sure does lend an appearance of some rank of nobility.

Our sympathy is extended to Leo Purcell in the loss of his brother.

R. C. Callahan of the meter-testing division has been elected to the position of secretary of Section 2 of the Public Service Speakers' Bureau.

Last, but not least, congratulations are in order for Lineman Frank J. Klebber and his wife. The proud father and mother of their 13th child, born March 13, and weighing 13 pounds. No superstitious thought should ever be in this child's mind.

"Billy."

### Engineering

The announcement of the marriage of Mr. Victor Walling, one of our young Track Department Engineers, came as a distinct surprise to his many friends. He had intimated that he will give an elaborate bachelor's dinner shortly before the happy event takes place. We all wish Victor and his fiancee much happiness and prosperity in the years to come.

Gene Bosco of Grand & Leavitt announces the birth of 9 pound Baby Eugene Louis. Our congratulations are extended to the proud parents.

The Track Department Bowling Team finished third in the Club House League, which has just finished their schedule. Andy Flood was high man on the team with an average of 176.

Patrick Hanley, a veteran of 38 years' service in the Track Department, died on March 22. To his surviving wife and children we extend our sincere sympathy.

Transit.

### Material and Supplies

We are fortunate in having in our midst a boot-black who does first class work. Ask Walter Miller for full particulars.

Since jig saw puzzles became the thing of the hour, Otto Hoger spends a good part of his time making his own. He has become quite a master of this art.

Ed Hoger—Did you ever get that candy you were promised some time ago? Remember, patience is golden.

"Chuck," what is this strange rumor which is going around the System about you?

J. Whitmore has been seen sporting around in a Packard. Someone is sure getting up in the world.

M. Goldman is thinking of changing her theme song from "All Alone" to "Tea for Two."

"Max" claims that he is having trouble getting his "sleep lately. One remedy, "Max," would be to have her move closer. Is there any connection between this and your new clothes?

George claims that he recently took his radio apart and made a midget set out of the surplus parts.

Stanley Thompson recently took a party through the NBC Studio and a good time was had by all.

R. E. Buckley.

### Shops and Equipment

**North Avenue:** The boys at North Avenue wish a speedy recovery to John Nuisl, Asst. Day Foreman, who is at home recuperating from a recent operation.

**North Avenue Bus:** Did you hear the news? T. Carroll is going to get married. How about it, Tom?

**Division:** We regret to report the death of the baby girl of Jos. W. Pieczinkas, stock clerk, on March 20th.

**Elston:** We extend our sympathy to W. Hall and family in the loss of their beloved wife and mother on February 19th.

We also extend sympathy to Mrs. Rohr and family in the loss of Fred Rohr, who died Saturday, February 25th, after being in the service of the Surface Lines close to 40 years. He will be missed by all.

Yvonne Randall.

**South Shops:** W. Broadfield, Machine Dept., has another percolator and it's a V2, with a propellor on the rear bumper. Kerosene ignition and real tonsils in the carburetor.

A big, beautiful baby boy is now the big boss in the home of F. Bramik, Machine Dept. Congratulations.

That young whippersnapper, "Foxy" Hellman, Blacksmith Dept., has a hidden Madonna in his possession and, boys, it's hid behind his mirror. Looks like Foxy has gone Ga Ga.

That Forgotten Man called "Dusty" Fontana is praying the return of dear wifey from the country. Can it be the Sales Tax that's bothering Dusty?

**Cottage Grove and 69th Street:** Joe Gamen and Jack Keane, known as the "Forgotten Twins," have become so engrossed in trying to compute the fifth dimension of jig saw puzzles that they have become unconscious of the fact that SURFACE SERVICE is still being issued every month.

**77th Street:** Jim Hopkins has a new trick to attract feminine attention. He now sports his necktie as a Lovers' Knot.

**Archer:** Our sincere sympathy is extended to Anton Kasmauskas and family on the loss of their beloved son, Peter, who passed away March 11, 1933.

Theodore Buturusis was married to Genevieve McCarthy at St. Constantine Church on February 25, 1933. Congratulations and thanks for the cigars.

We are glad to have Frank Pavlis back with us after his recent illness.

Elsie R. Smith.

### Schedule and Traffic

If you noticed one of the Schedule Checkers running half way down the block trying to count the number of passengers on some car that he had let pass him by at the corner—if your observations were in April—think nothing of them! No one could hold it against the Schedule Checker under the pressure of the news that leaked out the middle of April which told of the marriage two years before—now brace yourself—of Miss Lulu E. McCormick to Mr. Michael Francis McInerny. April 25, 1931, was the day of the happy event that was to prove the surprise of the Century of Progress season to years later! For two long years "Lulu" has had the laugh on the boys who have kidded her. How "Lulu" has kept the secret will always be a mystery! After the shock of the news had subsided and the inhabitants of the Schedule Department had come back down to earth and reality all were unanimous in congratulations and good wishes. Mr. and Mrs. McInerny are at home to friends at 6323 Harper Avenue. It's still a mystery—not the wedding but how she kept it!

Our sympathy is extended to Norman Johnson whose father passed away recently, and also to J. F. Gaskey whose mother passed away.

Glenn Crump, who during the past month was operated on for appendicitis at the Ravenswood Hospital is able to be out again and is rapidly recovering from the operation.

Now that spring is with us again our suburban colony composed of Fred Excell, Frank, Irvine, John Blare and Max Kipping are very busy studying the seed catalogues. It has been suggested that a garden contest be started among the colony with Lee Gilbert as judge. While Lee is no longer a suburbanite, he keeps up his interest in those things so dear to the heart of a suburbanite.

From all accounts Norman Johnson's new Dodge Sedan is doing very well; speed and mileage reports are not available at present.

Geo. Weidenfeller.

## Around the Car Stations

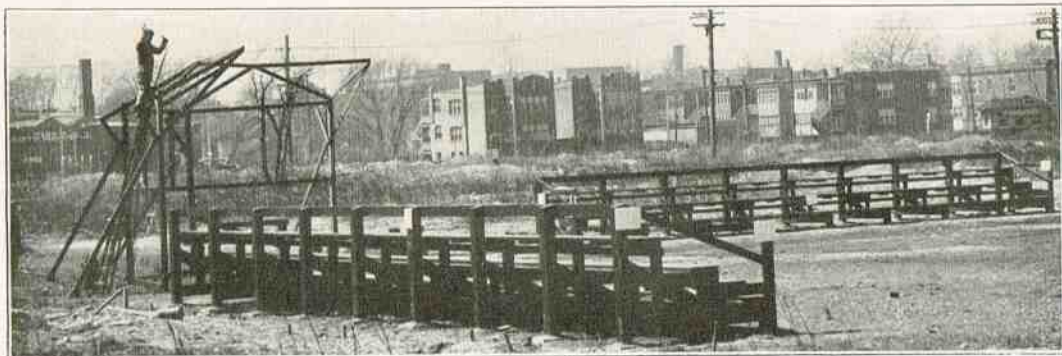
### Cottage Grove

To our friend, Conductor Charles Mischnick, we would suggest that in the future he should buy pennies either in bulk or wrapped in cellophane—then he will not pay such a high price for slugs rolled in penny wrappers.

Conductor C. Laursen is very grateful to his many friends who visited him while he was laid up with a broken arm.

Best wishes and good luck to former Motormen P. J. McCarthy and J. Regan, No. 2, in their new role as police officers.

The following boys are on the sick list and



Seventy-Seventh's Bleachers in the New Ball Field

to them we send greetings, hoping that they will be back in harness very soon: J. Bermingham, J. Pickin, D. J. Fitzpatrick, M. T. Farrell, Fred Thiele, P. Ryan and F. Drake. A visit to some of these boys will cheer them up.

Last month the following trainmen had the sad misfortune of parting with their dearly loved ones: Conductor Chas. Kamin, his wife; Conductor A. J. Hacker, his father; Motorman W. Butler, his sister; Conductor G. H. Schwappach, his brother; Motorman S. L. Chanda, his wife, and Conductor P. A. Stewart, No 2, his mother-in-law. To these trainmen and the members of their families we express our deep sympathy in their sorrow.

To the members of the bereaved families of Conductor J. L. Meyers and Motorman J. Caslin, who passed away last month, we also express our deep sympathy in their bereavement.

Have you noticed the spirit of the men in regard to clean up and brush up? Just look at some of those new uniforms, then look in the looking glass. Enough said.

Let our motto be: "Be fair to the visitors to the Fair."

John T. Flynn.

#### Archer

Sympathy is extended to Conductor Jeremiah E. O'Shanghnessy in the loss of his mother on March 31st. She was laid at rest on April 3rd, 1933.

Conductor John Bragiel is now prominently identified as the father of twin boys, who were born on March 24th. They will answer to the names of Frederick and James. This increase now makes a grand total of three boys in the Bragiel home.

Miles P. Callahan, our Executive Board Member, Division No. 241, we learn is on the road to recovery after a severe attack of pneumonia and heart trouble. Miles, you have the best wishes from the boys for your speedy recovery.

Conductor Al Kubas is indeed proud to report the arrival of twin girls at his home on Sunday, March 19th, and answer to the names of Esther and Edith. We all congratulate you on this happy event, even though the cigars remain to be purchased.

Dusty.

#### North Avenue

Supervisor R. J. Bailey announces the arrival of a big boy March 15. The announcement was made to the tune of a box of El

Productos for all the lads and a lot of glad sounds that sounded a wee bit like bragging. Conductor Al Thorpe is papa to an 8-lb. boy, who arrived March 8. This bit of news was turned in by Motorman Joe Reinhardt, who arrived in this world on the same date many years ago. Conductor Joe Michalke reports the birth of a girl, March 7, weighing 7 lbs.

The new method of raising funds for gymnasium expenses met with a most generous response from all the men. A goodly sum was raised pronto. We have a new radio with amplifier attached, by which the melodious voices of our callers reach to all corners of the building. A ping pong table has been installed in the gym, and the boys are pinging and ponging on the table and pawing on the floor for the ball.

Conductor Harold "Smoking" King got off the rear end and walked up to remonstrate with a driver who had his car parked so as to block the street car. As he got to within ten feet of the auto three men with guns in their hands came running out of a store, jumped in the machine and sped away. "Oh boy," says Harold; "if I could have only got there a minute sooner."

Read the bulletins every day. Transfer checks are frequent these days.

And we are still in the witness getting contest. Do your bit.

C. A. Knautz.

#### Lincoln

A very pretty home wedding took place on Saturday evening, April 15, in Chunute, Kansas, when Miss Hildur Lofgren of that city was married to Conductor Alex M. Wingblade of this station. The service was performed by the Rev. V. F. Cloniger of the Grant Avenue Baptist church. The bride's sister, Mrs. Jim Gilbreath, was matron of honor and Jim Gilbreath was the best man. An informal reception followed, guests included only the immediate families and a few friends. Following the wedding the bride and groom left for a short honeymoon trip, returning to Chunute for a few days before coming back to Chicago, where they intend making their future home. Our congratulations to the newlyweds.

Only one birth to record at the time of this writing, a 9½ pound baby girl, born to Motorman and Mrs. Falls April 17 at the Grant Hospital. Best wishes to the mother and baby daughter.

H. Spethman.

# Veterans' Roll of Honor

Employes in Service of the Chicago Surface Lines and Constituent Companies 40 Years or More Number 383

<i>EXECUTIVE DEPARTMENT</i>			
Triplitt, C. J.	1893	Long, J.	1889
<i>FINANCIAL DEPARTMENT</i>		Blakely, T.	1890
Mackey, D. F.	1873	Polish, J.	1890
Van Horn, L. G.	1874	Smith, E.	1890
Burke, J. P.	1875	Mitchell, A.	1891
Lundblad, A.	1881	Nelson, M.	1891
Peterson, J. A.	1885	Dillon, D.	1892
Cook, C. E.	1887	<i>SCHEDULES AND TRAFFIC DEPARTMENT</i>	
Andresen, A. F.	1888	Lohse, G. F.	1893
Beatty, J. J.	1889	<i>TRANSPORTATION DEPARTMENT</i>	
Plowright, E. G.	1889	Moore, Nicholas.	1875
Morton, M. V.	1891	Ohlson, O. A.	1879
Ball, E. W.	1891	Bell, George	1880
Bergholtz, F.	1892	Fennema, Fred	1880
<i>ELECTRICAL DEPARTMENT</i>		Maguire, Edward L.	1880
Donnegan, M.	1881	McGuinness, A.	1880
Nelson, P.	1887	Heelan, David	1881
Conway, P.	1890	Keller, Wm.	1881
Spellman, W.	1892	King, Thomas	1881
Jones, J. W.	1892	McLaughlin, Michael	1881
Rowe, F.	1892	Moriarty, John	1881
Steglich, J.	1892	Bohnoff, August	1882
Van Norden, A.	1893	Clochessy, John	1882
<i>LEGAL AND ACCIDENT INVESTIGATION</i>		Curtis, Caleb	1882
Bouland, Charles	1878	Foley, Patrick H.	1882
Rood, Charles	1881	Keaveny, James	1882
Krieger, Aug.	1881	McCann, Patrick	1882
Wilson, Andrew J.	1890	Miller, Johann	1882
Guilliams, C. W.	1892	Brown, Arthur E.	1883
Schaf, F. J.	1892	Frank, Wm. J.	1883
<i>SHOPS AND EQUIPMENT</i>		Johnson, John	1883
Farrow, J. C.	1881	Kennedy, Terrence	1883
Ristow, C.	1881	Quilty, James J.	1883
Anderson, J.	1882	Horrigan, James J.	1884
Carlson, F.	1882	Harrington, M.	1884
Hansen, H.	1882	Hennessy, Michael	1884
Hildeman, R.	1882	McCarthy, James T.	1884
Quinn, T.	1882	Tullen, Nels	1884
Martin, F.	1884	Zimmerman, George	1884
Polowski, M.	1885	Barthold, Otto	1885
Gerber, J.	1886	Burgee, J.	1885
Guy, J.	1886	Casey, Owen	1885
Kaufman, J.	1886	Cronin, Benjamin	1885
Marsden, R. C.	1886	Dudman, George	1885
Orbett, C.	1886	Emmerson, John B.	1885
Rohr, F.	1886	Fuller, Varion J.	1885
Kressler, M.	1887	Holley, Patrick	1885
LaPierre, E.	1887	Holloway, Philip	1885
Lund, A.	1887	Kerigan, Mathew J.	1885
Regan, M.	1888	Kriete, Joe	1885
Olsen, C.	1889	McGinty, Peter	1885
Felske, E.	1889	Murphy, Patrick	1885
Rowley, J.	1889	Rogers, George L.	1885
Gedt, J.	1889	Schweiger, Wm.	1885
Jespersen, H.	1890	Smith, Herman L.	1885
Danielson, A.	1890	Smith, Thomas	1885
Bergman, P.	1890	Sorenson, Sam	1885
Minter, F.	1891	Storey, W. J.	1885
Almqvist, C.	1891	Watson, Wm.	1885
Carlson, J.	1891	Watson, Wm.	1885
Meyers, F. W.	1891	Zechs, Peter	1885
Sundberg, F.	1891	Barnicle, Joe	1886
Schleh, W.	1891	Baumhardt, H.	1886
Anderson, E.	1891	Boos, C.	1886
O'Shea, W.	1892	Cronin, Peter	1886
Peterson, E.	1892	Eichhorn, H.	1886
Peterson, A.	1892	Hansen, Max	1886
Flynn, B.	1892	Hennessy, David	1886
<i>ENGINEERING DEPARTMENT</i>		Holmes, Wm. H.	1886
Bouland, F.	1879	Howe, John	1886
Coglianses, T.	1879	Lang, Paul	1886
O'Brien, P.	1880	Lund, August	1886
Mercier, G.	1881	McComb, James	1886
Urry, W.	1881	O'Brien, Michael	1886
Manning, T.	1883	Ritter, George	1886
Colfer, J.	1884	Rohr, Frederick C.	1886
Stiglich, E.	1884	Roy, Augustine	1886
Brinker, F.	1885	Smith, Nigh L.	1886
Nelson, T.	1885	Coleman, Patrick	1887
O'Connell, M.	1885	Croat, Michael M.	1887
O'Donnell, W.	1885	Doody, Timothy	1887
Doyle, P.	1886	Eilert, H.	1887
Gibson, C.	1886	Fox, John K.	1887
McQuinn, M.	1887	Jenkins, R. M.	1887
Milos, J.	1887	Johnson, John B.	1887
Carlson, E.	1888	Kennedy, Thos. J.	1887
Dunn, J.	1889	Lake, William	1887
		Lyster, George	1887
		Marshall, Thomas	1887
		Mathews, Lee M.	1887

Miles, Michael	1887	Strobeck, Chas. A.	1890
Nelson, Peter	1887	Suhr, Herman	1890
Quian, M. B.	1887	Sutherland, James E.	1890
Reynolds, Patrick	1887	Walsh, Maurice	1890
Schaefer, Thos.	1887	Allen, Edward	1891
Taber, Wm. L.	1887	Burchill, John	1891
Ahern, E. W.	1888	Calder, James	1891
Altermat, Adolph	1888	Christensen, K. C.	1891
Barnes, N. E.	1888	Gerard, Eli S.	1891
Berg, Wm.	1888	Gloede, Albert H.	1891
Bradley, Patrick	1888	Hankins, Edward H.	1891
Burke, Martin J.	1888	Hanley, Patrick	1891
Cadogan, A. E.	1888	Hinkle, Fred	1891
Fossum, Henry	1888	Hunt, Timothy	1891
Fried, A.	1888	Jones, Wilber S.	1891
Garvin, Patrick	1888	Kaley, Charles P.	1891
Goggin, Thomas	1888	Kavanaugh, Thomas	1891
Goodinson, W. H.	1888	Kehoe, James	1891
Griffin, James	1888	Kinney, Edwin L.	1891
Handley, John P.	1888	Kleppin, John F.	1891
Keester, J. H.	1888	Knospe, Wm. H.	1891
Linden, Joseph	1888	Kuck, Wm.	1891
Nelson, Nels	1888	Larson, Gustav	1891
Pohlman, Wm. M.	1888	Locke, Louis	1891
Powell, Walter	1888	Lowery, John T.	1891
Quilty, Wm.	1888	Lynk, Edward J.	1891
Rotchford, J. S.	1888	Madsen, A.	1891
Shaw, John	1888	McCurdy, James	1891
Smith, John H.	1888	McMahon, John M.	1891
Swanson, Andrew G.	1888	McMahon, Patrick	1891
Bosnak, Sam	1889	Montgomery, James	1891
Brennan, John	1889	Moore, Myron F.	1891
Broderick, Patrick	1889	O'Connell, J.	1891
Covert, R. A.	1889	Ohlsen, Peter	1891
Crowley, Dennis	1889	Pearson, Charles	1891
Cunningham, R. C.	1889	Quinlan, Wm.	1891
Dougherty, J.	1889	Rahn, August	1891
Durkin, Thomas	1889	Regan, Walter W.	1891
Enberg, August	1889	Remers, Chas. O.	1891
Enright, Dennis	1889	Schoonmaker, John J.	1891
Fleming, Jeffery	1889	Schwuchow, Fred	1891
Grady, John	1889	Waters, Patrick F.	1891
Hughes, George W.	1889	Williamson, August	1891
Hultman, August	1889	Blakely, Wm. J.	1892
Hutchins, Richard	1889	Kopp, Albert	1892
Isenberg, Oscar	1889	Olson, John	1892
King, James	1889	Reid, James W.	1892
Krygsman, Harry	1889	Reimers, Louis	1892
Longtin, Samuel	1889	Armstrong, George	1892
Lucbr, Fred	1889	Baker, Edward	1892
McDonald, Anthony W.	1889	Bartholmey, Harry	1892
Newell, Thomas	1889	Bingham, C. E.	1892
Noble, Walter	1889	Block, Fred G.	1892
Olson, August	1889	Bowles, D. F.	1892
Peterson, Nels	1889	Brittain, Harry S.	1892
Pielan, James R.	1889	Byron, George	1892
Ray, Michael	1889	Callaghan, John	1892
Reuter, Gus	1889	Campbell, T.	1892
Roville, Fred	1889	Cassidy, Thomas	1892
Rump, William	1889	Cloonan, Bernard	1892
Scanlon, Garret T.	1889	Clutts, John W.	1892
Sheridan, James	1889	Cody, William H.	1892
Swanson, M.	1889	Demaris, Joseph	1892
Walsh, Patrick	1889	Durnin, Sylvester	1892
Anderson, Fred	1890	Flanders, Frederick	1892
Benson, August	1890	Fowley, J.	1892
Briese, Gustav	1890	Henderson, C.	1892
Carney, John	1890	Hooker, John C.	1892
Cleary, John	1890	Johnson, Gust	1892
Collins, Wm.	1890	Kirkwood, Edw. H.	1892
Coloney, John	1890	Koth, Godfrey	1892
Craig, James	1890	Krygsman, John	1892
Crawford, Wm. M.	1890	Kuntz, Fred E.	1892
Dahlen, Gus	1890	LaSalle, Leon A.	1892
Delea, John	1890	Lavelle, Patrick	1892
Downey, Martin	1890	Lonquist, Carl O.	1892
Doyle, John J.	1890	McCutcheon, James	1892
Fitzgerald, Edw.	1890	Meanev, Patrick	1892
Fyffe, Robert	1890	Miskell, John J.	1892
Gallagher, Patrick	1890	Mopper, Thos. W.	1892
Gubbins, John	1890	Mulcahy, Eugene	1892
Hellmers, Wm. J.	1890	Murray, John A.	1892
Johnson, Olaf	1890	Neitzel, Herman	1892
Jones, Bert B.	1890	O'Brien, James	1892
Kehoe, John	1890	O'Connell, John	1892
Lane, James	1890	O'Connell, Patrick	1892
Lantz, Edward M.	1890	Olson, John	1892
Lawrence, Martin	1890	Pauley, Henry	1892
Lysaght, Patrick	1890	Paulsen, Henry L.	1892
Mackian, Frank	1890	Regan, Thomas G.	1892
Matthias, Gustav	1890	Reid, David J.	1892
McDowell, Chas. N.	1890	Roll, Bernard O.	1892
McGuinness, Peter	1890	Ross, Andrew	1892
McKeil, Chas. H.	1890	Ryder, Edward	1892
Moloney, William B.	1890	Schmidt, Henry	1892
Roder, John	1890	Sherman, James	1892
Schreiber, Fred	1890	Simon, John	1892
Schultz, Henry C.	1890	Sims, George	1892
Sebastian, Nicholas	1890	Snyder, John	1892
Snyder, Wm. H.	1890	Sorenson, Sam	1892
Strom, Fred	1890		

Vincent, Wm. G.	1892	Hays, R. L.	1893
Whitney, Wm.	1892	Irvine, S. G.	1893
Bessette, W. A.	1893	Larsen, Swan	1893
Conway, Michael	1893	Ross, Orrin N.	1893
Goorsky, John	1893	Roeser, J. M.	1893
Grice, Isaac	1893	Walsh, R.	1893

## Kedzie's Old Timers

*Twenty Veterans With a Total of 851 Years of Transportation Service*



Following is the lineup of the veteran trainmen at Kedzie, with the number of years' service: First row, left to right—Patrick H. Foley, 51; Peter McGinity, 48; Matt Kerigan, 47; George Ritter, 46; James J. Griffin, 45; Sam Bosnak, 44; Edward Lantz, 43.

Second row—William J. Moloney, 42; James Craig, 42; Lui. Locke, 42; Gustaf Larsen, 41; John Klippen, 41; E. R. Kirkwood, 41.

Third row—James Sherman, 40; George Sims, 40; Sam. Larson, 40; William Moore, 40; August Anderson, 40; Gus Hartmann, 39; Leslie Cotton, 39.

### APOLOGIES TO COTTAGE GROVE

In the April issue of SURFACE SERVICE the picture of Cottage Grove's good-looking old-timers appeared under a caption that described them as the Devon group. This was an error which is regretted and for which the Editor apologizes.

### OBITUARY

#### Deaths on the System from April 9, 1933 to May 5, 1933

Transportation—Division 3, Seventy-seventh: John Nerney, employed January 4, 1898, died May 2, 1933.

Division 4, Sixty-ninth: Henry George Jung, employed November 18, 1910, died April 14, 1933. Michael J. Campbell, employed April 24, 1929, died April 22, 1933.

Division 5, Archer Ave.: Frank Lewandowski, employed June 10, 1922, died May 2, 1933.

Division 7, Kedzie: John F. Regan, employed December 10, 1920, died May 1, 1933. John J. Schoomaker, employed September 14, 1891, died May 3, 1933.

Division 12, Limits-Devon: Albert C. Ortman, employed February 20, 1923, died May

1, 1933. William A. Schuller, employed July 24, 1929, died April 17, 1933.

Shops and Equipment—Division 7: Harry James Brown, employed February 3, 1919, died April 29, 1933.

Division 10: John Palka, employed January 24, 1927, died April 19, 1933.

West Shops: James J. Murray, employed May 1, 1897, died April 23, 1933.

Track: Charles Gill, employed February 16, 1925, died April 22, 1933.

Utility: John T. O'Brien, employed September 18, 1929, died April 28, 1933.

There are 28,500,000 pounds of copper on the Chicago Surface Lines. This would make enough trolley wire to extend from here to Bombay, India.