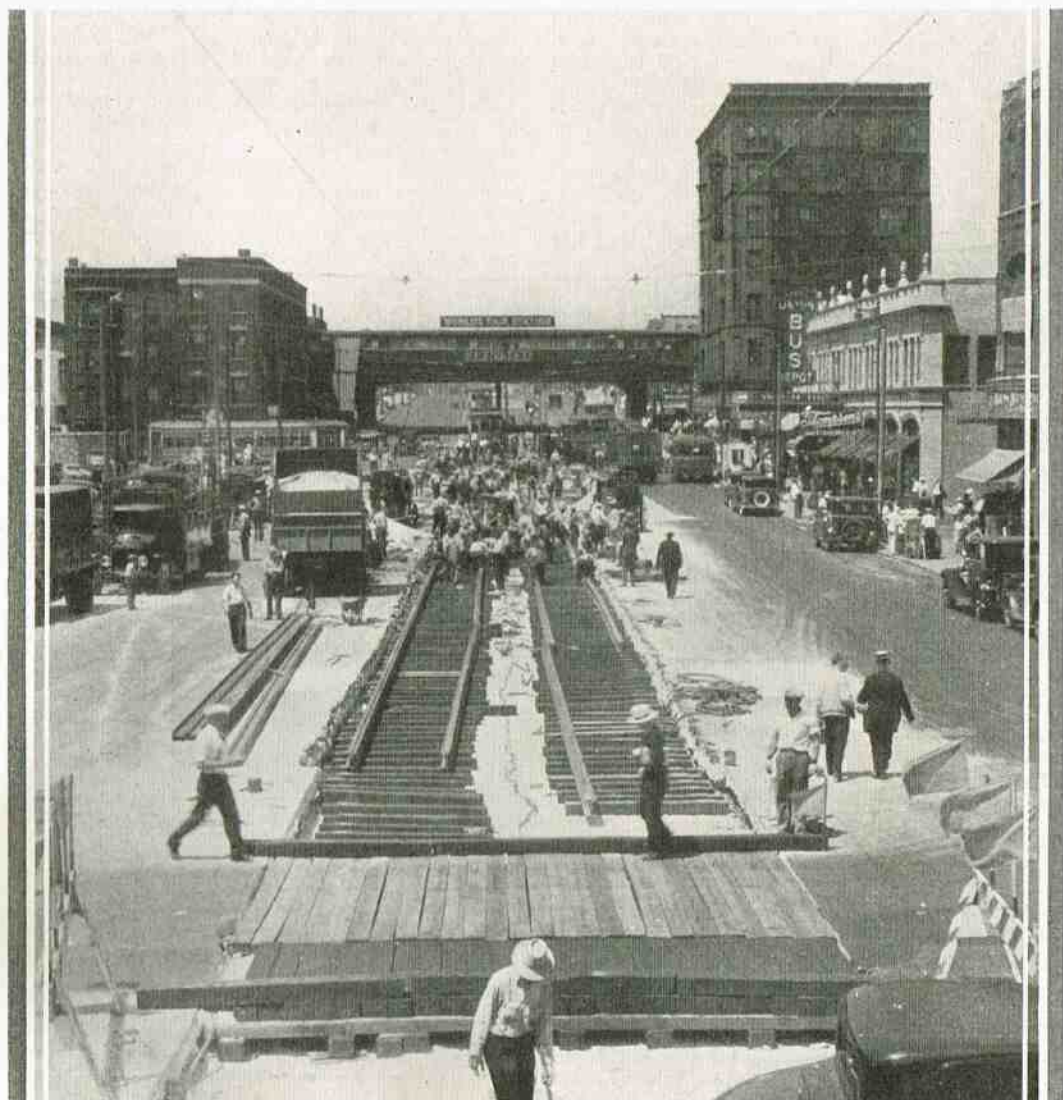


SURFACE SERVICE MAGAZINE

Volume 10

JULY, 1933

Number 4



*RUSHING THE ROOSEVELT ROAD EXTENSION EAST TO
MICHIGAN AVENUE*

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 10

JULY, 1933

No. 4

Evidences of Real Service

Reports and Letters Show Appreciation of Employees' Courtesy and Consideration

One morning in the last week of June three passengers boarded a southbound Through Route 1 car between Devon and Argyle. Two of them were men and one was a lady rather advanced in years. The first man who boarded the car, after inquiring the amount of the fare, asked the conductor if the car would take him near the Historical Society's building.

"Yes sir," replied the conductor pleasantly, "we will take you within a hundred yards or so of the building."

"Please let me know when we get there," said the passenger as he entered the car.

The lady was the next one to board the car and the conductor was helpful in assisting her to the platform.

"Is this the right car for the Art Institute?"

"Yes, madam, we will take you within a block of it."

"Thank you," said the lady, "where shall I get off?"

"At Adams Street, madam," said the conductor. "I'll let you know when we get there."

The next stranger wanted to know if the car would take him to or near the Drake Hotel.

"Yes sir," the conductor assured him, "it is only a short walk from the car to the hotel. I'll notify you when we get there."

The car picked up a standing load by the time it reached Diversey Boulevard and the conductor was kept busy making change, answering questions and issuing transfers. However, when the North Avenue stop was made, he leaned well into the car and called "North Avenue! Chicago Historical Society." The passenger for this stop rose and rapidly made his way to the platform where with a pleasant "thank you" he alighted. All of the intersections were called distinctly and clearly as the car proceeded and at Oak Street, he announced loudly "Oak Street! Off for the Drake Hotel!"

Nobody moved but he had his passenger spotted sitting in the second seat from the rear of the car and stepping inside touched the passenger on the shoulder and said, "Off here for the Drake." The gentleman who was apparently in profound study and had not heard the first announcement apologized profusely as he left the car.

The incident was duplicated at Adams Street when he announced the stop for the Art Institute and assisted the old lady in alighting, saying to her as she stepped down from the car, "The Art Institute is just one block east to your left. Look out for passing automobiles." And then he straightened up and gave the starting signal.

This is the type of service given by Conductor James Hanley of Devon, which was the subject of a complimentary letter from Mr. John Crampton Redmond of 417 Barry Avenue who concluded his letter with this observation: "It was a remarkable exhibition of efficiency and I congratulate the management on having such a representative."

Personal service of this character evidenced by a large number of complimentary letters showed that Surface Lines' trainmen were doing their share in counteracting any unfavorable impressions that visitors might have received through unfriendly comment in newspapers of other cities and earned for these men the warm congratulations of the management.

The following record makes mighty pleasant reading for Superintendent Evenson and his associates and trainmen.

Superintendent McKinney Back Tracks a Lost Visitor to Find Where He Was Living

Monday evening, June 19th a gentleman from Wisconsin approached the Surface Lines' starter at the 18th street loop and said that he did not know how to get home.



Supt. R. J. McKinney

He had driven to the home of an in-law the night before and forgot the in-law's name and address, apparently because of their hospitality in serving 3.2. In the morning he had been directed to walk to a nearby street-car line and ride to the end of that line and then board a car marked "World's Fair Direct." They had also given him a card on which they had written their name, their address and specific instructions on how to return home but he had lost the card. He had gone to the Information Bureau in the World's Fair grounds but they had been unable to help him and had referred him to the street car supervisors who might be able to help him.

Our starter then turned the man over to Superintendent McKinney who, after listening to his story, asked him if he could remember the name of the line on which he came into the park but he could not. Mr. McKinney then asked him if the Wentworth Avenue line sounded like the line, but it did not.

"Cermak Road?"

"Nope."

"Broadway?"

"That's the line, now we've got a start anyway."

Superintendent McKinney then asked him if he could not think of the line on which he had transferred to Broadway but without success. Superintendent McKinney then asked, "Was it Lawrence?"

"Nope."

"Was it Montrose?"

"Nope."

"Was it Irving Park Boulevard?"

"That's the line. Now we're getting pretty close to home but I don't know where I got on that darned line."

Thereupon Superintendent McKinney named every street on Irving Park Boulevard, starting at Broadway and when he finally said "Keeler" the man said, "That's the street! Now for God's sake write that all down before we forget it. If the car will stop for me at that street and let me off, I will be able to find my in-laws because they live only a few doors from the car line and I bought a seegar at the corner store and maybe that man will show me where to go."

Compliments from a New York Lady

June 20, 1933. Gentlemen: I am a visitor from New York, stopping off in Chicago to see the sights and I must say that of all the cities I have been in, the Chicago Surface Lines are the most prompt and efficient in service. They are certainly to be congratulated.

I also extend my sincere thanks to conductor badge No. 6094 (Frank Lux, of 69th) on Racine Avenue car line for his kindness in directing me to certain buildings in the loop, his promptness in calling the streets—and calling them clearly—and above all, his pleasing manners. It is indeed a pleasure to ride with such a courteous employe of the Chicago Surface Lines.

I am leaving Chicago in a few days and hope when I return in a few months I will have another occasion to congratulate the men employed by you.

Very truly yours,

Mrs. Catherine Mason.

Expert Operation in Emergency

Gentlemen:

I wish to express my appreciation of one of your motormen, badge No. 4745 (Stanley Strychalski, Limits). I am on a visit to Chicago from New Jersey.

On June 14, 1933, about 10:00 P. M. I was on one of your Surface Lines cars on Belmont Avenue going west. About the middle of the block near Hoyne Avenue two drunken men staggered out into the middle of the street, right in the path of your car. Your motorman was going, I would judge, at his regular allowed speed, with his car according to the law required when I saw those two intoxicated men stand and stagger and wave for the car to stop in the middle of the block. I was

horrified because I expected them to be run over. I could not see how your motorman could avoid such an accident in such a short time, but I want to thank him through the Chicago Surface Lines for the wonderful way he controlled his car and avoided a most serious mishap.

Gentlemen, I am grateful and I am glad to write and tell you my experience. I want to compliment the Chicago Surface Lines on their wonderful transportation. I have ridden quite considerably on the Surface Lines since I came to Chicago and I want to thank both motormen and conductors on all lines for their consideration and courtesy shown me during my visit in Chicago, which I am prolonging for an indefinite time.

Let's Go Chicago!

Yours respectfully,

Walter P. George,

4920 N. Western Avenue.

It All Makes Pleasant Reading

Miss Mary Knapik, 816 Townsend Street wishes to compliment Conductor T. J. Borucki, Badge No. 8630 of North Avenue for the courtesy he displayed in waiting for her to board his car even though he had the right to proceed.

Mr. A. Alessi, 2908 Lowe Avenue thanks Conductor L. E. Grunewald, Badge No. 472 of Division for his kindness in paying his fare when he boarded this conductor's car and found that he had left his money at home.

Mr. E. Tangen of the Legal Department reports that a lady came into that office hysterical because she had lost her purse and asked if he would call our depots to see if it had been turned in. After calling several he finally learned that the purse had been found and turned in by Conductor F. E. Lash, Badge No. 490 of Lawndale. This lady was very grateful and asked Mr. Tangen to see that this conductor was thanked and duly commended in her behalf.

Mrs. Catherine Schaefer, 7850 Aberdeen Street reports that on her way to the Century of Progress she was very much pleased to note the politeness and courtesy of Conductor J. E. Holly, Badge No. 544 of Lawndale in the handling of his passengers and wishes to commend him.

Mr. J. J. Hart praises Motorman W. E. Matthiesen, Badge No. 611 of Kedzie for his thoughtfulness in stopping his car half way over an intersection to avoid running over a package which a lady had dropped when crossing the street and feared to attempt to recover in face of heavy traffic. Mr. Hart also stated that this motorman answered questions asked by passenger cheerfully and in a clear manner.

Unusual courtesy and kindness on the part of Conductor D. Mahoney, Badge No. 1250 of Cottage Grove won for him a commendatory letter from Mr. A. E. Berg, 7066 N. Ashland Avenue.

Mrs. H. Meland, 6421 S. Hermitage Avenue thanks and commends Conductor H. Schenold, Badge No. 3662 of 69th Street for his honesty in turning in a suitcase to the Lost and Found Department which she had left on his car.

The courtesy and tact with which Conductor J. S. Trinen, Badge No. 4046 of 77th handled a somewhat difficult situation involving a passenger was made the subject of a letter of commendation from Mr. R. Nolan, 2501 New

England Avenue who complimented him also on the efficient manner in which he handled his duties.

Mr. M. H. Lobdell, 4119 Ellis Avenue reports that Conductor J. Kehoc, Badge No. 4056 of Cottage Grove went into the car and informed a lady passenger that her stop was the next one and took her valise and carried it onto the platform and assisted her to alight safely and he wishes to commend him for this act of kindness.

Mr. G. T. Hood, 520 N. Michigan Avenue reports that Conductor L. B. Humer, Badge No. 4276 of Armitage is an exceptionally competent and courteous man.

Mr. H. N. Lemley, 153 Institute Place wishes to thank Conductor Ralph H. Adams, Badge No. 5528 of 77th for his kindness in paying his fare when he boarded his car and found that he was without funds.

Mr. H. A. Farwell, 3640 Lake Park Avenue thanks Conductor T. J. Noonan, Badge No. 7016 of Cottage Grove for his honesty in turning in a suitcase to the Lost and Found Department which he had inadvertently left while a passenger on his car.

Mr. B. I. Twery, 6505 Greenview Avenue highly commends and thanks Conductor J. W. Cesak, Badge No. 7832 of Devon for the courtesy rendered to Mrs. Twery while a passenger on this conductor's car and accompanied by her small son.

Mrs. N. M. Munro, 4226 Gladys Avenue compliments Conductor P. McAndrews, Badge No. 8068 of Kedzie for his honesty in returning to her excess change which she had tendered in payment of fares for herself and friends.

Mr. A. Kawiski, 2134 Thomas Street wishes to thank Motorman F. Manson, Badge No. 8185 of Lawndale for his thoughtfulness in waiting for him to board his car even though he had the signal and right-of-way to proceed.

Mr. D. Foley, 1619 Le May St., Detroit, Michigan expresses his appreciation of the courteous attention rendered him by Conductor J. C. Taylor, Badge No. 8848 of Lincoln when he visited this city and this conductor graciously tried to assist him in locating a lost relative.

Mr. J. O. McCord, 20 E. Jackson Boulevard, highly commends Motorman A. B. Nelson, Badge No. 9189 of 77th for the very smooth and skilful operation of his car.

Dr. F. L. Strauss, 5107 Blackstone Avenue desires to commend Motorman A. Roche, Badge No. 10255 of Cottage Grove and states that this conductor is most courteous, calls street names each block, gives patrons time to get on and off cars and has a pleasant smile for everyone.

Mrs. Brown, 8543 Justin Street thanks Conductor H. J. McGuire, Badge No. 10300 of 69th for his kindness in assisting her to board and alight from his car inasmuch as she is handicapped by a broken arm.

Mr. D. H. Abrahams, 1313 W. Randolph Street expresses his appreciation for the kindness extended to him by Conductor W. A. Haupt, Badge No. 10958 of Lawndale who paid his fare when he boarded his car and found that he was without funds.

Mr. C. T. Fish, 20 N. Wacker Drive, compliments Motorman P. McKenna, Badge No. 10963 of Burnside for his quick action in stopping his car to avoid hitting two children who darted out in front of his car from behind the

pillars under a viaduct. Mr. Fish stated that he is positive had not this motorman been on the alert both of these children would have been seriously injured, possibly killed.

Courtesy on the part of Conductor J. J. O'Donnell, Badge No. 11728 of Archer in assisting Miss F. E. Saner, 4438 N. Richmond Street to board his car when burdened with two heavy traveling bags won for him a commendatory letter from her.

Mr. V. K. Mayer, Fairbairn Hotel, Detroit, Michigan, compliments the Surface Lines management in general in the matter of service and Conductor F. S. Bielski, Badge No. 11772 of Archer in particular for courteous service rendered, explaining to him transfer regulations with which he was unfamiliar and also for restoring a coat to a lady passenger who had left it on the seat when leaving the car, forgetting about the coat.

Mr. H. W. Smith, American Indoor Sign Company, 733 W. Ohio Street, wishes to compliment Conductor Oliver P. Wright, Badge No. 3674, of Devon for his fine "salesmanship" and the extraordinary care he takes to see that his passengers are comfortable.

Mr. B. W. Bell, 4918 Medill Avenue, reports that Motorman Hugh White, Badge No. 4839, of Kedzie very courteously notified a passenger when he had reached his destination and wishes to commend this action on the part of the motorman.

Mrs. Hegarty, 859 N. Avers Avenue, wishes to express her gratitude to Conductor Louis C. W. Pothe, Badge No. 310 of Archer for paying her fare when it was discovered that the fifty cent piece which she tendered was counterfeit.

The unusually clear manner in which Conductor Clarence C. Voss, Badge No. 760, of Devon called out street names elicited a commendatory letter from Mr. A. B. Clothier of the Union Special Machine Company, 400 North Franklin Street.

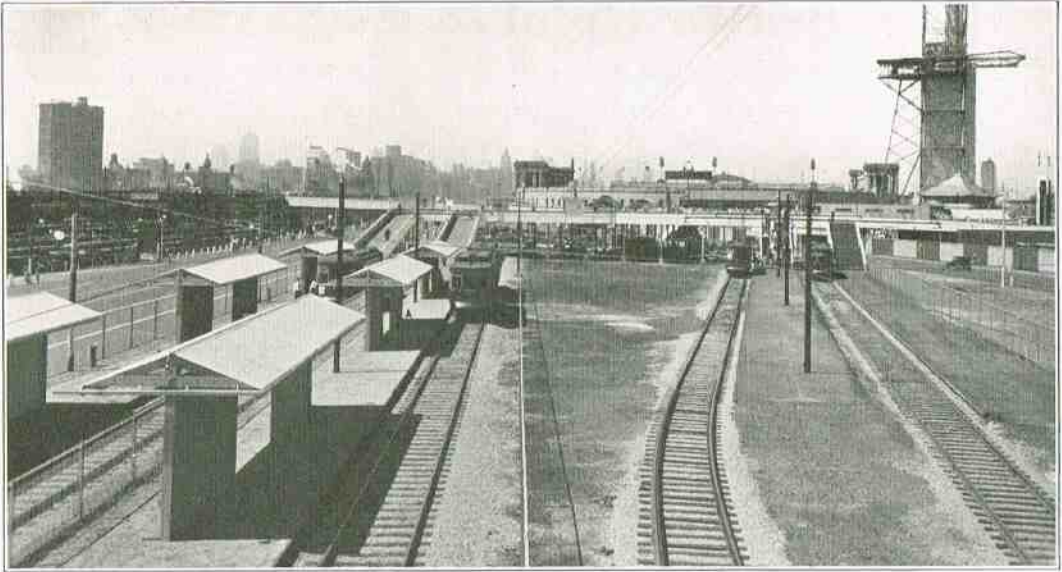
Mr. G. C. Johnson, 20 E. Jackson Boulevard, reports that Conductor John F. Nisson, Badge No. 5916, of Devon announces street intersections in a manner clearly audible to all the passengers in the car and wishes to commend him.

Mrs. S. G. Holt, 1738 Touhy Avenue, reports that Conductor Daniel A. Murphy, Badge No. 11790, of 79th Street was very helpful when she boarded his car accompanied by visiting relatives loaded down with luggage. He found room for the bags and then assisted in getting them off. She wishes to express her appreciation for his courtesy.

Conductor Jerry P. Gleason, Badge No. 13622, of 77th Street is the recipient of a commendatory letter from Mr. M. Carroll, 1611 N. Hoyne Avenue, for the courteous manner in which he handled a transfer difficulty.

Mr. J. W. Byrne, 7832 Ingleside Avenue, wishes to commend Conductor F. Brosius, Badge No. 1036, of 77th Street for his courtesy and efficiency in carrying on his work.

Conductor Thomas Greenan, Badge No. 528, and Motorman Fred Broderius, Badge No. 547, both of Burnside, discovered a wash-out in the right-of-way of the Illinois Central System just north of Riverdale and realizing the perilous possibilities of such a situation, immediately went into action. There was a train approaching and the two gained the tracks in time to flag it. Mr. W. M. Vandersluis, Gen-



Complete Discharging and Loading Platforms at 18th Street

eral Superintendent Telegraph and Signals, of the Illinois Central System wishes to commend and express his gratitude to these men for their prompt action in averting a serious accident.

Mr. Harold C. Sloan and family wishes to compliment Operator John A. Nelson, Badge No. 579, and Operator Leo A. Ruder, Badge No. 9330 of North Avenue for the fine service and smooth operation these men are giving on their run.

Miss Anna E. Wolf wishes to commend Motorman Ovid D. Moses, Badge No. 6873, and Conductor Thomas B. Quinn, Badge No. 8234, of 77th for their courteous and helpful attitude when Miss Wolf's car broke down in the right-of-way.

Mr. William B. Walker, Director of Concessions, Chicago Air Race Corporation, Hotel Sherman, thanks Conductor LeRoy A. Harper, Badge No. 13156, of 69th Street for paying his fare when he boarded the car with a large bill which the conductor could not change.

Mrs. O. Jochima, 6436 S. Hermitage Avenue thanks and commends Conductor E. J. Priscal, Badge No. 11870 of 69th for his honesty in turning in her purse to the Lost and Found Department which she had inadvertently left while a passenger on his car.

Conductor Frank K. Rittenhouse, Badge No. 12432 of Cottage Grove is thanked by Mr. Lewis Lieber, 232 E. Erie Street and Miss Shirley Behr, 5535 Jackson Boulevard for turning in two watches which they had left while passengers on his car. They also express their appreciation of the courtesy extended to them by Assistant Superintendent Harry P. Hooper of Cottage Grove when they called at that depot to claim their property.

Mr. J. J. Robinson, 134 S. La Salle Street, thanks Bus Operator W. A. Riend, Badge No. 12588 of North Avenue for giving his wife his name when he witnessed a slight accident which she had in the event that she should need a statement from a witness as to the accident.

Rev. James M. Moore, 3560 Congress Street,

compliments Conductor J. Sherpan, Badge No. 12664 of Lawndale, for the courtesy extended to an elderly woman passenger who had boarded his car and then passed her destination, telling her that he would take care of her and see that she arrived at her destination.

Supervisor E. Gagler commends Conductor L. A. Hernet, Badge No. 12864 of Armitage, who was off duty when he noticed an accident at Armitage and Leavitt Street. He called for the wreck wagon which was out at the time and then enlisting the aid of several bystanders cleared the wreckage so that there was no delay to service.

Mr. E. A. Berger, 1254 Columbia Avenue, reports that Motorman M. J. Hartnett, Badge No. 13293 of Devon, is to be commended for his quick thinking and courtesy when he opened his front door of his car and snatched to safety an old lady who evidently bewildered by traffic leaving the Fair ground was wedged between car tracks and auto traffic. At the next crossing he escorted this lady to the curb.

Mr. R. F. Walgren, 5321 Magnet Avenue, reports that he was very much impressed by the courteous, efficient and gentlemanly manner in which Conductor W. J. Negele, Badge No. 13918 of Devon, handled his duties and wishes to commend him.

Miss D. H. Norris, 2970 Sheridan Road, commends Conductor A. J. Balciunas, Badge No. 13540 of Kedzie, and Starter P. T. Meske, of Elston, for the courteous service rendered her in helping her transfer 48 boys whom she was taking to the Municipal Airport.

Mr. A. B. Clothier, 400 N. Franklin Street, congratulates Conductor C. C. Joss, Badge No. 760 of Devon, on the manner in which he performed his duties and particularly for the calling of all street car stops in a clear, distinct voice.

The courtesy and kindness of Conductor D. A. Murphy, Badge No. 11790 of 77th, was made the subject of a telephoned commendation by Mrs. S. G. Holt, 1738 Touhy Avenue, the recipient of his graciousness.

Being Helpful to Visitors

Surface Lines Employes Have an Opportunity to Win Praise for Themselves and Chicago

By C. H. EVENSON

Superintendent of Transportation

In another column in this issue of SURFACE SERVICE MAGAZINE is an interesting story of how Superintendent McKinney helped a bewildered World's Fair visitor to find his way home. It should be read by every trainman because it illustrates extreme courtesy and helpfulness in aiding strangers in the city.

I am not suggesting, of course, that every conductor should or could go into this much detail with all the passengers who have forgotten where they want to go. It would be a physical impossibility to devote that much time to a process of elimination.

The story, however, shows that a little patience in answering questions will result in helpful information to the out-of-town passenger. The stranger who is not used to big cities is likely to become confused. His questions may seem foolish to the conductor but a courteous and helpful answer is very important.

Thousands of these out-of-town visitors will be using our lines every day during the Century of Progress Exposition. It is of the utmost importance that they be given every consideration. That is true not only from the standpoint of our duty to the public, but also from the selfish standpoint. The individual visitor may not spend more than one or two days in Chicago and his business is not a matter of vital concern.

Good Impression Important

But every one of these visitors is going to take back home with him a report, good or bad, relative to the transportation facilities of Chicago. His neighbors and relatives who come later will be guided by his report and will use the transportation facilities that he recommends.

Courtesy in Start and Stop

The desire of trainmen for a quick getaway at intersections is readily understood. Speed with safety in operation is one of the policies of this company and as little time as possible should be consumed at intersections.

This does not mean, however, that smoothness of starting and stopping is to be sacrificed in order to get away quickly. A letter on this subject received the other day was read to the division superintendents for their information. A quotation from this letter may not be amiss here.

"I desire to call your attention to the manner in which the motormen are starting and stopping their cars," this correspondence says. "They start and stop the cars so suddenly that it throws people off their balance and many have been seriously injured. In my opinion, and in the opinion of many others, this is entirely unnecessary."

The correspondent then cites some instances of injuries resulting from this practice. He continues:

"I, as well as many friends, have had very disagreeable mishaps on the car both in stopping and starting, and I am calling your attention to these accidents as undoubtedly they

will prove very serious and damaging to the company unless this unwarranted method of stopping and starting is stopped.

"I wish to also call to your attention another very disagreeable practice that the conductors indulge in, namely, starting the car before passengers are fully aboard. This has happened to me several times, while boarding the car at Adams and Clark Streets going north. One evening I had one foot on the step and the conductor pulled the rope and the car started and threw me off. My secretary's mother had a similar experience. She was boarding a car at 63rd and State Street, going south, and the conductor started the car when she had one foot on the step. The car started forward with a jerk and she was thrown on the landing platform, injuring her knee very severely.

"I am confident that it is not the wish of the management of the street railway that the cars be operated in this injurious manner so, therefore, I am bringing this to your attention."

Through to the Fair via Madison Street

Commencing Friday morning, July 14, every other Madison Street car will operate east in Madison Street to State Street, south in State to Cermak Road, and east to the 23rd and 18th Street entrances of the World's Fair. Returning the cars will operate north in State Street to Polk Street, to Dearborn Street, to Monroe Street, and then west via their regular route. After the evening rush hour all Madison Street cars will operate to the World's Fair. It is, of course, understood that if the riding requires more than every other car will be sent over during the day.

Clark-Roosevelt-Downtown Service Planned

The construction of curves at Clark Street and Roosevelt Road has been approved and when the Roosevelt Road Extension to Grant Park is completed, it is planned to operate a Clark-Roosevelt-Downtown service, looping at the north end via Illinois, Wells and Kinzie Streets.

C. H. E.

COURTESY CONTEST STANDINGS

At the end of May, 1933, the first month in the 7th Courtesy Contest, the standing of the sixteen depots was as follows:

	Disc.	P.U.	Trans.	Q.S.	Tot.	Comd.
1 Blue Island	1	..	1	..
2 Elston	1	..	1	..
3 Burnside	..	2	2	2
4 Armitage	..	3	..	2	5	4
5 Noble	..	3	..	1	4	1
6 Division	..	4	1	..	5	..
7 Lawndale	..	1	1	10	12	2
8 Lincoln	..	3	2	5	2	12
9 Devon	..	11	3	6	2	22
10 Kedzie	..	6	..	18	1	25
11 77th	..	12	6	12	5	35
12 Limits	..	3	1	6	1	11
13 North	..	14	3	24	4	45
14 Cottage Grove	..	7	5	8	2	22
15 69th	..	13	3	14	5	35
16 Archer	..	13	4	23	4	44
Total	..	95	30	130	26	281
						61

Keeping 'em Rolling

Lawndale Steps From Second to First Place With an Average of 48,707 Miles Per Pull-In



The Lawndale Repair Experts

Lawndale, the winning carhouse, operated 48,707 miles per pull-in due to failure of equipment, which is an increase of 48.4% over the month of May, when they were in 2nd position.

Although a decrease in percentage is shown by nine of the carhouses, twelve of the sixteen carhouses operated their cars over 22,000 miles per pull-in.

The individual records are shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Lawndale	21	48,707	48.4
2	Burnside	20	40,303	39.1
3	Archer	12	33,567	39.7
4	Limits	21	33,084	25.2
5	Cottage grove	11	27,775	.5*
6	77th	6	27,224	30.5*
7	Noble	19	26,716	2.2*
8	Blue Island	17	26,052	10.4*
9	Devon	9	23,484	15.9*
10	69th	5	23,378	24.9
11	Lincoln	16	22,607	26.6
12	Armitage	14	22,238	1.2*
13	Alston	20	18,295	26.8*
14	Division	12	15,606	13.0*
15	North	1	13,161	18.7*
16	Kedzie	4	12,793	18.7*
		208	22,380	2.2*

*Decrease.

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

Carhouse	June	May	April	March	Feb.	Jan.
Lawndale	1	2	6	3	5	7
Burnside	2	4	12	1	3	6
Archer	3	10	10	2	6	8
Limits	4	8	5	10	9	10

Carhouse	June	May	April	March	Feb.	Jan.
Cottage Grv.	5	6	1	5	4	4
77th	6	1	7	8	8	1
Noble	7	7	8	4	12	3
Blue Island	8	3	4	7	14	15
Devon	9	5	2	9	2	2
69th	10	12	3	11	7	11
Lincoln	11	14	13	14	10	13
Armitage	12	11	11	6	1	5
Elston	13	9	16	15	15	14
Division	14	13	15	16	16	16
North	15	15	9	13	13	12
Kedzie	16	16	14	12	11	9

ROUNDING UP WITNESSES

Lawndale-Blue Island Takes Lead in May—Burnside Drops Back to Eighth Place

Lawndale-Blue Island, after wavering between second and third place for the last four months, finally attained first place with a score of 4.70. Burnside, varying between first place in February, eighth place in March, first again in April, consistently slid once more into eighth place. Cottage Grove, in its determined progress toward the coveted first place, turned a fine performance by vaulting from sixth to second place. The average for the system was the best for months.

Detailed figures are as follows:

	May	Apr.	Mar.	Feb.
1. Lawndale-Blue Isl.	4.70	4.00(2)	3.80(3)	3.86(2)
2. Cottage Grove	4.09	3.66(6)	3.64(6)	3.83(5)
3. North Avenue	4.08	3.95(3)	3.70(5)	3.85(3)
4. 77th Street	4.05	3.90(4)	3.77(4)	3.84(4)
5. Archer	3.84	3.53(8)	3.61(7)	3.70(8)
6. Kedzie	3.74	3.34(9)	3.20(9)	3.46(10)
7. Elston-Noble	3.70	3.83(5)	4.45(1)	3.78(7)
8. Burnside	3.53	4.30(1)	3.39(8)	4.39(1)
9. Armitage-Div.	3.24	2.75(12)	2.82(12)	3.52(9)
10. Limits-Devon	3.06	3.10(11)	3.12(10)	3.06(11)
11. Lincoln	2.98	3.13(10)	2.98(11)	3.00(12)
12. 69th Street	2.76	3.54(7)	3.94(2)	3.81(6)
Average for System	3.81	3.60	3.55	3.68

SURFACE SERVICE MAGAZINE

Published Monthly by

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CHICAGO

Volume 10 July, 1933 No. 4

John E. Wilkie - - - - - Editor

C. L. Altemus - - - Assistant Editor

MORE CONGRATULATIONS

A CENTURY OF PROGRESS

Administration Building
Chicago, Illinois

June 19, 1933. Dear Mr. Richardson: You are to be congratulated on the record time in which you completed the street car extension at 23rd street. With the total of attendance increasing daily, the number of admissions at our 23rd street entrance shows that the public appreciates and is making use of this terminal.

May I express our gratefulness for your continued assistance and cooperation.

Very truly yours,

A CENTURY OF PROGRESS

LENOX R. LOHR,

General Manager.

WORLD'S FAIR SERVICE

The city has passed the Roosevelt Road extension ordinance and the necessary permits have been issued. The Surface Lines Engineering Department anticipating the construction by the city of the viaduct over the Illinois Central terminal lost no time in starting its work on the extension. The picture on the cover of this issue shows the construction gang making short work of the surface extension from Wabash Avenue to Michigan Avenue, which became the new terminal temporarily of all of the Roosevelt lines heretofore stopping at Wabash Avenue.

With the completion of the Roosevelt Road extension, for the convenience of those desiring to enter the Fair at the north end, the Surface Lines will have two important lines into the Lake Front park, and while both of these will be of enormous advantage to World's Fair visitors, the really significant fact is that

for years to come this service will be available to the Chicago families for convenient and inexpensive travel to the Field Museum, Soldier's Field and the manifold attractions of a park bordering on the lake—a privilege heretofore constantly denied them.

PLEASANT READING

The record disclosed by letters from pleased car riders, residents of Chicago and visitors from other cities alike, filling the first several pages of this issue, made pleasant reading for the management as it undoubtedly will do for the rank and file of the organization. It only goes to show what can be done by concerted effort to render courteous and efficient service.

EMPLOYEES' RELIEF FUND

June, 1933

The Surface Lines Employees' Relief Committee held four sessions during the month, at which 31 applications were considered. Of this number there were 11 emergency cases on which the Committee approved immediate relief, and 11 cases were approved for weekly payments.

Checks totaling \$12,188.50 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$349,761.27 paid to the 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—\$469,761.27.

Conductor August P. Henning Pleases Detroit Visitor

Gentlemen: While in Chicago last week I attended the Century of Progress Exposition and really marvelled at the courtesy extended to the public by your employes.

Am anxious to mention the remarkable courtesy extended by conductor badge No. 6892 whose car we were on returning from the Fair Grounds. We got off at Sunnyside and Lincoln Avenue at 11:25 P. M., June 24th. This conductor while courteous to all, was especially solicitous to the aged and cripples. Felt that you would appreciate my mentioning it.

Sincerely,

E. B. McNurney,
1778 Wabash Ave.,
Detroit, Mich.

Conductor E. Ammann, Badge No. 506 and Motormen L. Larson, Badge No. 6179 and G. Hansen, Badge No. 5745 of the Armitage Depot are commended by Assistant Division Superintendent L. Milz for their help while subways were flooded. These men worked changing cars and throwing switches while Supervisor Disseldorf was at subways.

Too Many Blind Cases

Failure to Report Incidents Results in Unnecessary Expense to the Legal Department

Cumulative—February 1 to June 30, 1933

First Place	Division No. 11, Lincoln	92.19
Second Place	Division No. 3, 77th Street	92.09
Third Place	Division No. 2, Burnside	91.92
Fourth Place	Division No. 10, Elston-Noble	91.21
Fifth Place	Division No. 4, 69th Street	90.89
Sixth Place	Division No. 1, Cottage Grove	90.88
Seventh Place	Division No. 9, Armitage-Division	90.78
Eighth Place	Division No. 6, Lawndale-Blue Island	90.19
Ninth Place	Division No. 5, Archer	89.71
Tenth Place	Division No. 8, North Avenue	89.16
Eleventh Place	Division No. 7, Kedzie	88.46
Twelfth Place	Division No. 12, Limits-Devon	88.06

Month of June, 1933

First Place	Division No. 10, Elston-Noble	94.22
Second Place	Division No. 1, Cottage Grove	93.13
Third Place	Division No. 3, 77th Street	93.12
Fourth Place	Division No. 2, Burnside	92.93
Fifth Place	Division No. 5, Archer	92.44
Sixth Place	Division No. 11, Lincoln	92.40
Seventh Place	Division No. 9, Armitage-Division	92.40
Eighth Place	Division No. 6, Lawndale-Blue Island	90.56
Ninth Place	Division No. 12, Limits-Devon	90.52
Tenth Place	Division No. 4, 69th Street	89.83
Eleventh Place	Division No. 7, Kedzie	89.40
Twelfth Place	Division No. 8, North Avenue	88.90

By WILLIAM PASCHE

Supervisor of Accident Prevention

Claims in blind cases continue to increase with each succeeding month. Just why this should be so is extremely hard to understand, especially in these days when every effort is being made to arrive at proper marking of the trainman or operator concerned as being "at fault" or "not at fault." Most trainmen have learned that it is best to report all incidents that happen on or near their cars, but there are still altogether too many who do not show the proper interest in their jobs and the company's business. Possibly a few illustrations of actual blind cases that have come in may help to show just how and why they occur.

Case No. 1. A lady passenger boarded a crowded street car. Being the last to board she was standing near the open doors. The conductor closed the doors and the passenger's arm was caught. The lady called to the conductor that her arm was caught and the door was opened by the conductor, permitting the passenger to remove her arm, but the conductor failed to write a report. The claimant gives the car number and approximate time of accident which was several minutes after the car which bore the number given by the passenger was due at the point mentioned as the place of occurrence. In answer to this blind case the conductor says: "I know nothing about this accident." While the conductor denies knowing anything about the case we know that it did cost \$35 and that it would have cost much less had the conductor given the passenger a little courteous attention.

Case No. 2. A passenger attempted to board a car just as it started and was dragged 10 feet. The car did not stop after accident. Claimant gave time and car number and produced two witnesses who saw the accident and

said that the man who fell was carrying a suitcase. The Conductor said that he knew nothing about such an accident until informed by his Division Superintendent. Surely where a passenger was dragged 10 feet at a time of day when the car was only carrying a small load of passengers, the conductor must have known that the accident occurred. While the conductor says he knows nothing of such an occurrence, we know that it did cost \$25.

Case No. 3. A passenger states that she was about the last of a crowd to board the street car and just as she had her foot on the step the car started and dragged her and that passengers on the rear platform grabbed her. Car stopped, passenger boarded car and rode west. In this case the claimant gives the conductor's badge and transfer number. The conductor says he knows nothing about this accident. Surely stopping the car and taking the passenger on after the occurrence was sufficient for him to know that something had occurred. But again no attention was given to the passenger. A little courteous treatment at such a time probably would have saved \$15.

These cases are typical of the general run of unreported accidents. In Case No. 3 a careful checkup disclosed the fact that the conductor whose badge number was given by the passenger had issued the transfer which was turned in by the claimant. This information was taken directly from the conductor's trip sheet which also shows the car number given. Each case described shows the information contained in the completed Department of Accident Investigation files. These files contain information not at hand when trainmen are first interviewed about blind cases and are given here for the purpose of acquainting all operators with the fact that we are making exhaustive investigations of all blind cases and reported accidents. Writing reports of all incidents that

happen, no matter how slight, is positively necessary.

During the extremely hot days we have noticed with considerable concern that motormen are running for long distances with the front doors open. This is especially noticeable on new type Clark-Wentworth cars. This practice should be discontinued at once.

Conductor's punches swinging from long straps striking boarding passengers when the conductor leaned out to look forward have been commented on by visitors to the Century of Progress. Punches when not in use should be kept in the conductor's pocket.

Within the past few weeks there have been several collisions with large trucks which carry on an interstate cartage business. Most of these have been side-swipes with the truck traveling in the opposite direction from that in which the car was moving. In several instances there have been such collisions where the truck seems to have made a short left turn. We believe that some of these accidents can be prevented or least the extent of personal injury or property damage can be lessened by motormen and operators being especially alert and slowing down their cars when they see large trucks approaching.

Noble's Old Timers

Twenty Veterans With a Total of 766 Years of Transportation Service



First Row, left to right—August Bohnhoff, 50; Peter Cronin, 46; August Hultman, 43; Fred Storm, 42; Knuth Christensen, 42; Edward Allen, 41; Charles O. Lonquist, 41.

Second Row—Fred Kuntz, 40; John Olson, 40; Gust Parbst, 39; Michael Madden, 37; Nick Nebels, 35; William Rooney, 35.

Third Row—John Van Reekum, 35; Judson Custer, 35; Morgan Flaherty, 35; Herman Gunther, 33; Frank Claus, 33; John Jennings, 33; Frank Hammer, 31.

SOME BANANA

A Japanese boy, who was learning English, was told to write a short thesis on the banana. A reader sends me the result, which may be new to most of my readers:

"The banana are great remarkable fruit. He are constructed in the same architectural style as sausage, difference being skin of sausage are habitually consumed, while it is not advisable to eat wrapping of banana.

"The banana are held aloft while consuming; sausage are usually left in reclining position. Sausage depend for creation on human being or stuffing machine while banana are Pristine Product of honorable mo'her nature. In case of sausage, both conclusions are attached to

other sausage; banana on other hands are attached on one end to stem and opposite termination entirely loose. Finally, banana are strictly of vegetable kingdom, while affiliation of sausage often undecided."

Yvonne: "Cordelia married Josephus to reform him."

Eusebia: "And did she succeed?"

Yvonne: "Yes she made a perfect angel out of him."

Eusebia: "That shows what a woman can do."

Yvonne: "Oh, she wasn't so good—she never hit him till the third shot."

Around the Car Stations

Cottage Grove

The recent rainstorms which caused so much damage and flooding of subways in this division were responsible for extensive re-routing of cars. Mr. Cricks, our superintendent, and his assistant, Mr. H. Hooper, and their staff of supervisors as well as the trainmen are to be congratulated on their re-routing and giving such splendid service to the public after such a storm. This again proves what co-operation will do. Let us all co-operate to cut down our accidents. Be polite and courteous and civil and send our World's Fair visitors back home again fully convinced that the Chicago Surface Lines employees are the most accommodating to be found anywhere.

The trainmen of Cottage Grove are extremely sorry to hear of the serious illness of E. Ahern, chief receiving clerk and treasurer of the S. & A. Club, who is at St. Bernard's Hospital between 63rd and 64th street on Harvard avenue. We are glad to learn he is gradually improving and can now be seen. A visit to him will help to cheer him and make his burden lighter. We wish him a complete and speedy recovery and may God spare him to be with us for many years is the wish of the boys of Cottage Grove depot.

Conductor Frank Drake and Motorman Farrell, who have been sick a long time, are around but not able to work. Motorman Martin Hennessey is still in the hospital and will be glad to see some of the boys. To each of these trainmen we wish a speedy recovery.

We are pleased to welcome Conductor C. J. Hickey back to work again after an illness of three months, caused by an infected ear. We hope his recovery is permanent.

It is with profound regret we report the death of Conductor Wm. Gamet on June 22. His cheerful and gentlemanly disposition will be missed in the trainroom where he had made a great many friends. The trainmen extend their sincere sympathy to his immediate family.

The trainmen extend their heartfelt sympathy to the following families whose relatives passed away during the past month: Motorman Winters, whose son was drowned in Sherman Park; Conductor T. J. Ryan, on the loss of his father, and Conductor J. C. Cook, whose 28-year-old son passed away just when he was about to enter on a very successful university career.

Operator L. A. Slee of this depot and Margaret M. Albright of Indiana were married at the Second Presbyterian Church, 20th street and Michigan, June 28. After the wedding supper was served the bride and groom hid themselves in the woods of the north part of Michigan. Mr. Slee is one of our most popular men and we trainmen offer both our congratulations.

J. H. Pickin.

Seventy-seventh

"We congratulate Mr. F. W. Meyers and the men in his department for winning the "Keep 'Em Rolling Contest" for the second time this year. This department has the distinction of

being the only car house to register two monthly wins so far this year. We trainmen appreciate the good work of Mr. Meyers and his men, as it benefits us immeasurably in our contest.

In this column last month the name of Conductor Bill Gill, in connection with our recent dance, was omitted unintentionally and we are very sorry that this happened, because Bill was responsible in a great measure for putting our dance over, for which we are very grateful.

It is evident that Conductor Charles Tipner is not only considerate in giving our passengers service and courteous treatment, but when he put on a young lady's heel, using a door handle for a hammer, he also proved that he is interested in their comfort while riding our cars. Attaboy, Charlie!

One day last month while taking in the sights at the Fair grounds, we observed Conductor Francis Boland having his picture taken standing alongside of a clown. We wonder why?

We are of the opinion that there are no more fish in Channel Lake, after listening to Conductors John Shaw and Vic (Schmaltz) Belanger tell us about their recent catches.

Motorman Mike Sarther has his left arm in a cast, and we hope that it will mend quickly, because Mike is a pleasant fellow and his big smile and courtesy will help a lot to win for us the consideration of our visitors.

The following trainmen parted with their dearly beloved ones last month: Conductors J. J. Robinson, his mother; D. F. White, his mother-in-law; R. T. Elitzer, his mother-in-law, and J. J. Stanton, his daughter. Motorman C. L. Norton, his son; F. E. Connors, his brother, and J. P. Weber, his mother. We are sorry for these trainmen and the members of their respective families and we express our condolences in their sorrow.

To the members of the family of Motorman S. Burke, deceased, we express our deep sympathy in their bereavement.

John T. Flynn.

Sixty-ninth

Motorman H. T. Meyer is the proud father of a baby daughter born on June 7, 1933.

When Motorman M. G. Mechan observed a 10-foot piece of split rail east bound on 63rd place and Meade Avenue he used good judgment in his very prompt report of same thereby avoiding any possible accident.

Bereavement is expressed to the Jones Brothers of this depot, W. R. and T. R. in the loss of their dear mother who passed away on Saturday, May 6th, 1933. Sympathy is also expressed to Conductor Frank Grabianocki in the loss of his father on June 8th, 1933 and to Mr. and Mrs. P. J. Carey No. 2 in the loss of Mr. Carey's mother-in-law.

Commendation is coming to Motorman P. J. Carey No. 2 when he was delayed Saturday night, May 13th, at 8:41 P. M. at the Archer bridge, he switched at 55th street and got in place.

A large crowd gathered around the radio in the trainroom when John O'Hare of Station WJJD began calling off the names of the loyal White Sox fans from the 69th street depot who sent in a dime for T. Lyons of the White Sox and the list of names included many who were in the audience at the radio and it seemed like a roll call of the entire depot.

Clerks E. Volland and W. J. Daly are the very proud fathers of a boy and girl respectively. Congratulations, boys!

The air races were held at the Municipal airport July 1 to July 5 and this division was called upon to furnish extra service on short notice in the middle of the day to get the people (who were good natured about it) to the 63rd street airport. The Division Superintendent and the trainmen worked hard to please the public and we feel that they are deserving of praise for their splendid work.

Rumor has it that Mr. O. Keller, clerk, got married on his vacation. W. L. Pence.

Archer

It becomes our misfortune to report the death of Motorman George W. Hughes, one of Archer's early pioneers who died June 27 after a long illness. George was a loyal and faithful worker, leaving a record that one can be proud of. The boys of Archer depot extend their deepest sympathy to his family.

Conductor Charles J. Powers is now the proud daddy of a bouncing baby boy, born June 26, at the Holy Cross Hospital, and answers to the name of "John." Congratulations, Charles!

Conductor Lester John Winters underwent an operation June 22 for appendicitis at the Englewood Hospital. We are glad to report he is coming along fine and expects to be back on the job in the very near future.

Clerk Charles Vanek is vacationing at Braidwood, Ill., renewing old acquaintances and giving his family a treat to the country breezes.

Our bachelor motorman, Thomas McLaughlin, quietly slipped away to Michigan on June 24 and took unto himself a wife. Their honeymoon was celebrated in Chicago. Lots of luck and happiness, Tom.

Conductor W. J. Leahy has been wearing an unusual smile. He's the proud father of an eight pound baby boy, born June 1, and answers to the name of "John." Bill says it's just what he ordered. Mother and baby doing nicely.

Our sympathy is extended to Conductor H. C. Prestine on the death of his wife who passed away June 10 after several weeks of illness.

We also extend to Motorman James Minogue our sincere sympathy on the death of his wife who had been under the doctor's care for a long time. "Dusty."

Kedzie

Motorman Thomas King was called to the great beyond June 10 after a short illness. The sympathy of his many friends is extended to the bereaved ones.

Conductor Theo. Lowy died very suddenly June 13. Theo. was known to be one of the strongest men in the depot but death takes even the strong people. His many friends extend their deepest sympathy to the bereaved family in their sorrow.

Our sympathy is extended to Conductor P. Bresnahan in the loss of his wife who died June 9.

Motorman J. Delahunty lost his beloved wife June 24th, the boys are with him in his sorrow.

Motorman John Thomas' mother died June 23. He has our heartfelt sympathy.

Motorman Wm. Fleischman's chest has expanded for the fourth time, a baby girl this time. Mother, Daddy, and baby doing fine.



Conductor Michael Mulligan of Kedzie and His Family

Conductor John McGrail received his first anniversary present one day early, a bouncing baby boy, July 4. Congratulations old boy.

Now we know why Clerk John Bombicino was so anxious to have his vacation in June. While we knew it was the month for Cupid yet we were surprised when a box of cigars arrived at the office with a little note attached—just married and shuffling on to Buffalo. John must have seen the picture 42nd Street. Our heartiest congratulations and best wishes are extended to the newlyweds.

C. Sonders.

North Avenue

Conductor L. Shea is the proud father of a ten pound boy who arrived June 15. Congratulations Lenny old boy. Bus Operator V. Mainock is also daddy to a boy who arrived about June 1.

Our handsome Relief Receiver Fred Meyers is now a happy married man. Congratulations to you and your bride Fred.

Ben Gawlik, our transfer, has returned from his vacation spent at Eagle River, Wis., and is his face and back and arms red?

Clerk Marty Blaa and family spent their vacation at Riverview, near St. Joseph, Mich. Marty is all through peeling by now and can sleep nights.

Sympathy is expressed to conductor George Graco and family in the loss of their eight year old daughter who passed away suddenly.

Everybody was glad to see our Assistant Division Superintendent, Mr. Solberg, back on the job after five weeks of serious illness.

C. A. Knautz.

Lincoln

Our chief clerk Fred Murbarger thought of spending his vacation in Buffalo, but was seen taking in the sights at the Century of Progress show right in our own fair city. That's right Fred, we need the home folks for our Fair boosters.

Motorman Keilman, Badge No. 7211, was recently taken suddenly ill and given a blood transfusion. The blood being given by Supervisor Greenslade. Motorman Keilman is improving and gaining rapidly.

Motorman E. A. Mootz joined the married men's ranks again, taking a bride on May 17. Congratulations.

We extend our sympathy to Motorman Larger who lost his father by death and Motorman Ness whose wife passed away June 25.

H. Spethman.

Devon

We have received a large number of men from several depots and from all indications they are kept quite busy at our depot. Most of them are well pleased with the transfer as they are all getting plenty of work.

We were sorry to receive the news of the death of Motorman Robert Coburn, who died June 29 suddenly. He had many years with the company and was well liked by all who knew him. We wish to extend our heartfelt sympathy to his family and relatives.

Motorman E. Swiontek was married June 17, and we wish him and his bride much success and happiness.

Conductor Tom Devine tells me about a new arrival at his house—a 10-lb. baby boy; and is Tom proud! Congratulations, Tom.

We have another proud daddy in our barn, and that is none other than Conductor C. Hicks, whose new arrival was also a boy weighing 10 lbs. and 10 oz. He was born June 7 at the home of his wife's parents in Shelbyville, Ill., and Conductor Hicks is going down home over this week end to see him for the first time. Congratulations, Cass.

Laud.

Departments and Divisions

Accounting

Miss Mary Valentino surprised her many friends by announcing her marriage to Mr. Marcus Stomner on Friday, May 5, 1933. To the happy couple the department presented sherbets, goblets and plates and many other beautiful presents, and also extend to them an abundance of good luck and happiness.

Anyone who can hit the bull's eye the way O. Stack and L. Sikora do during noon hour are certainly entitled to a little consideration.

Candy was distributed by Mrs. Sophie Danielson on Wednesday, June 21, when she passed another milestone. Besides receiving plenty of good advice from her friends, congratulations were also in order.

We wish to extend our most sincere sympathy to the relatives of Miss Alta Korb of the ledger room, who passed away on Saturday, June 10th, 1933.

Speaking about "Prosperity being just around the corner," the question has come up: Why did B. A. Hall and L. J. Francoeur send their big boys on children's day to "A Century of Progress"; also what rate of fare was paid on the street car?

Someone told Miss Bernice Uhlich when you go on your vacation you can have a splendid time at "A Century of Progress" for \$1.00, but she says she had the time of her life for \$0.70, and thanks to the weather man for making her week a "sunny" one.

"See Chicago First" seems to be the slogan of Miss Ethyl Swanson, who on her vacation spent a number of days at the "Fair," played a few sets of tennis, visited friends in Andover

and Rock Island, Ill., and the balance of the time trying to keep cool.

As this goes to press, we are looking forward to the speedy recovery of Mrs. A. W. Malmquist, who is at the Holy Cross Hospital convalescing from an operation.

Having enjoyed her vacation by motoring to Milwaukee, Wisconsin, and making several motor trips in and around Chicago, also by having a good rest, Miss Catherine McCormick is perfectly contented.

Covering various points of interest in and around "Old Chi" helped to make Miss Ruth Wohlford's vacation pleasant.

T. F. Coan.

Engineering

John Ruzich of the Track Department has taken up amateur photography in a big way. He promises to have some interesting pictures for the magazine in the near future.

We join with Vaughn McAllister of Grand & Leavitt in his joy over the arrival of Baby Lucille Vaun on June 11th.

The wife and children of Joseph O'Connor, Superintendent in the Southern Division of the Track Department, are on the road to recovery, after a long and serious illness. We sincerely hope that at this issue they have fully recovered.

We wish to announce the marriage of Pete Rechs to the former Helen McGinnis on May 24th. Our congratulations and best wishes are extended to the happy couple.

Dick Battles of the Track Department spent his vacation visiting A Century of Progress Exposition.

Harold Koch of 13th & Ogden has a good reason to smile these days over the birth of Harold Jr., a strapping youngster weighing 10 pounds. Even Grandpa Bill Peschel of 77th & Vincennes is crowing over the new arrival.

P. McCaffery of Madison Wreck Truck Station and G. Mander of 20th & Dearborn are confined to their homes and would appreciate visits from any of the boys. We wish both a speedy recovery.

Transit.

Electrical

Mr. Frank Patterson, formerly superintendent of line construction, paid us a visit at Grand and Leavitt. Mr. Patterson is now on his way to the east.

Clarence Mimmack has been seen dodging trees and stop lights with his new Dodge car. Careful driving will help keep that original finish.

Ed Keating, telephone operator at Grand and Leavitt, must have had a real restful vacation. We don't hear him telling any fish stories.

Adolph Kutz of the Downtown office has been seen driving up and down the automobile ramps in the vicinity of the World's Fair parking place at the 18th Street entrance in his new Chevrolet. That is a good place to get driving experience as a hill climber.

Manager Harry Lauer is proud of his "Kilowatts," the Electrical Department ball team who won three of the four games played. Harry Lauer and Julius Boisacq, both ardent rooters, were perched upon a high sand pile watching all points of the players.

Mike Carrigan, in charge of Grand Avenue, is confined in the hospital suffering from an attack of appendicitis. We all hope for a speedy recovery.

An old-timer and well known in the Electrical Department, Jim Smith, late chief of the Twentieth and Dearborn Sub-station, passed away very suddenly. Jim, as a friend, was of the highest type and was well liked by all his fellow workers. We all mourn the loss of Jim and extend our sympathy to the members of the Smith family.

"Billy."

Shops and Equipment

West Shops: Art McIntosh reports a very pleasant trip to Florida on his vacation. However, you simply can't beat the Scotch when it comes to saving money (and old rear axles). Two years ago he was told his car needed a new rear axle, the old one was ready to give out at any time, so he bought a new rear-axle but put it in his tool box and used the old one. On their trip the old axle broke, after giving him two years more service than it would have anyone else, so they hauled out the new one and away they went. Not a bad idea at that.

Louis Pluta says Chicago is a good place to spend a vacation this year. He had time for a good rest in between his visits to the World's Fair.

We express our deepest sympathy to the wife and family of Peter Burns, painter at the West Shops, who passed away very suddenly on June 28th.

We regret to report Art McIntosh on the sick list, and hope he will be with us soon.

Kedzie: Our sincerest sympathy is extended to the family of August Dettlof, who passed away on June 21st.

Lincoln: Mr. Bollinger finds his new glasses, which are slightly magnifying, a great aid in judging the sizes of the fish he has been catching lately.

Yvonne Randall.

South Shops: Our most sincere and deep sympathy is extended to Mr. H. Alton, General Foreman South Shops and South Division Carhouses, and Mr. S. A. Keyser, Car Repair Dept., upon the death of their beloved sister and wife, who answered the call of the Master on Saturday, June 14, 1933. Funeral was held from her late home, 9335 Racine Avenue. Services at Auburn Park Methodist Episcopal Church. Interment Mt. Hope Cemetery.

Believing Chicago is the world's greatest summer resort Joseph Birmingham of the Machine Dept., is enjoying his vacation seeing Chicago—plus trips to the World's Fair.

L. E. Mohrman, Car Repair Dept., spent a most pleasant vacation in Indiana. He mentioned that he had practically finished the pump?

J. Hecht, Paint Department, has gone up to "Fisherman's Haven," Shawano Lake, Wis., to pleasantly while away his vacation hours. The fish are always biting for Joe. There are plenty at this retreat for a good fisherman and Joe, being a disciple of Isaac Walton, promises a good supply.

N. Sobal, Machine Department, is touring points East on his vacation, New York, etc.

Cottage Grove: Mrs. Cecilia Gamen, beloved mother of Foreman Gamen, passed from all worldly care on June 10, 1933. We offer our deepest sympathy to Foreman Gamen and the bereaved relatives.

We wish D. Gleason and T. Casey, who are on the sick list, a speedy recovery and hope we'll see them soon.

Burnside: There is a strong rumor around that Wm. Doering is in the market for a new car. We wonder what could have happened to Old Faithful.

J. Margetic is planning a three week vacation at Hart, Michigan. Are fishing and swimming the only attractions up there—or?

E. Johnson who was on the sick list for three weeks has returned to work. Welcome back, Elmer.

'Tis said that our handsome Bachelor, G. Kokologienis, has finally taken himself a partner for life. Good luck George and remember two can live as cheap as one.

Archer: Our sympathy is extended to Joseph Peleckis on the death of his beloved wife.

An adorable baby boy weighing nine pounds was presented to Anthony Clair, by our old friend, Doc. Stork. Congratulations to Mother and Dad, with best wishes for Baby Dear.

Elsie R. Smith.

OBITUARY

Deaths on the System from June 8, to July 8, 1933

Transportation—Division 1, Cottage Grove: William D. Gamet, employed July 23, 1903, died June 21, 1933.

Division 3, Seventy-seventh: Clarence C. Bohne, employed June 12, 1926, died July 5, 1933. Stephen Burke, employed September 7, 1918, died June 25, 1933. Denis Carroll, employed July 5, 1917, died June 16, 1933.

Division 5, Archer: Patrick James Hoar, employed June 1, 1910, died June 20, 1933. George W. Hughes, employed September 7, 1890, died June 27, 1933.

Division 6, Lawndale-Blue Island: John J. Doherty, employed October 8, 1897, died June 29, 1933. Daniel Fitzpatrick, employed October 11, 1899, died June 29, 1933. John Kipper, employed April 9, 1928, died June 21, 1933.

Division 7, Kedzie: Thomas J. King, employed June 15, 1933, died June 10, 1933. Theodore Lowy, employed July 1, 1918, died June 14, 1933.

Division 10, Elston-Noble: George J. Slimm, employed June 20, 1908, died June 13, 1933.

Division 12, Limits-Devon: Robert Joseph Coburn, employed March 10, 1894, died June 29, 1933.

General Office, Accounting: Alta Caroline Korb, employed May 3, 1926, died June 10, 1933.

Material and Supplies, South Shops: Frank Joseph Gepford, employed July 6, 1927, died June 14, 1933.

Shops and Equipment—Division 7, Kedzie: August Dettlof, employed April 20, 1920, died June 21, 1933.

Division 12, Limits-Devon: Charles L. Verstraete, employed September 6, 1911, died July 4, 1933.

West Shops: Peter Burns, employed March 6, 1924, died June 28, 1933.

Track: Andrew Kobich, employed June 21, 1927, died June 6, 1933. Joe Martich, employed September 4, 1923, died June 20, 1933.

The Surface Lines employ about 16,000 persons, and assuming the average family per person this would represent about 64,000 individuals. There are also about 30,000 holders of the Surface Lines' securities.



C. S. L. Illuminated Sign Pointing the Way to Convenient Transportation

SURFACE LINES "WHO'S WHO"

Facts About Men Whose Names Are Well Known Through Years of Service

Soon after Charles L. Schwertfeger began working for the Chicago City Railway in 1895 in the capacity of timekeeper in the Electrical Department, his duties expanded. In a short while he was inspecting electrical equipment of the cars and inspecting buildings for fire hazards. When new motormen were hired it was also his duty to instruct them in the correct use of the electrical equipment.



Charles L. Schwertfeger

In 1909 he was promoted to his present position, Chief Estimator of the Electrical Department. This includes estimating the cost of any new electrical installations, keeping records of the length of time various materials have been in service and testing the wearing qualities of hardware used in trolley suspension.

His home for years has been in Auburn Park where he lives with his wife and three children.

R. L. Hays began working on the west side as a gripman in June, 1893.

The World's Columbian Exposition was in progress and there was plenty of work for trainmen. During the rush hours cable trains consisting of a grip car and two trailers furnished one and a half minute service on Madison Street. As many as seventy-five passengers rode the grip car alone.

After eleven years as a gripman on Madison Street, Mr. Hays was appointed Supervisor in the loop. In a short time, in March, 1903, he was placed in charge of Lincoln Avenue depot and is still Superintendent of that division.



R. L. Hays

Since Mr. Hays has been in charge, Division 11 has captured the Silver Trolley Car Trophy by winning three annual Accident Prevention Contests. Besides this, a number of emblems won in various contests adorn the walls of Lincoln depot.

F. J. Smith started to work for the Chicago Surface Lines as a motorman at Devon depot March 4, 1904.

In 1918 he left for service in the army during the World War. He was honorably discharged in March, 1919.



F. J. Smith

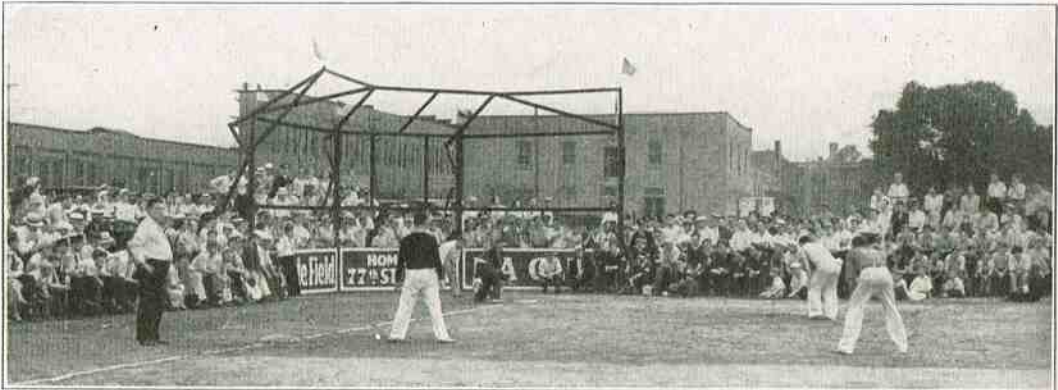
He returned to his former position and was soon promoted to Supervisor. He was promoted again to assistant Division Superintendent of Division 12 in November, 1923, and to Superintendent of Division 12 in 1925, the position he now holds.

He has a knack of having cars when and where needed.

His greatest hobbies are motoring and fishing.

Bessette Field Dedicated

Fans Gather at the New Seventy-Seventh Ball Ground to See Opening Game



Dedicatory Soft Ball Game at Seventy-Seventh

The dedication of Bessette Field, the new indoor baseball diamond, which was a presentation from the management for our finishing in first place in the Accident Prevention Contest for last year, took place on Wednesday evening, June 28, at 77th and Yale Ave. The following personages participated: Mr. C. H. Evenson, Superintendent of Transportation; Mr. Wm. Pasche, Supervisor of Accident Prevention; Mr. W. A. Bessette, Division Superintendent, and his assistant, Mr. J. B. Becker; Executive Board members Dan McNamara and R. P. Ellerbeck.

The game was played between Sheriff Meyerings's team and the L. & A. Club team, the Sheriff's team winning 1 to 0, when the game was called in the last of the seventh inning on account of rain. The Meyerings had the great Mat Ruppert pitching for them, and what a pitcher! He enjoys the reputation of being the

best in Chicago, so the boys did not do so badly. Our own pitcher, F. J. Oberster, held the Meyerings to only four hits, so all in all it was quite a night, with about a thousand people attending the ceremonies. This new field was named after our Superintendent, W. A. Bessette, and we trainmen are glad to have this opportunity to show our appreciation to him.

Speaking of good games, come out any night of the week and see a game. To date the standing of the league is as follows:

Team	Win	Lose
Giants	3	0
Pelicans	2	1
Tigers	1	1
Sox	2	2
Pirates	2	3
Shamrocks	2	3
Yanks	1	3



Some of the Fans and Players at the Opening Game