

SURFACE SERVICE MAGAZINE

Volume 10

SEPTEMBER, 1933

Number 6



*NOBLE'S BEAUTIFUL FLORAL DISPLAY IS THE SUBJECT
OF MUCH FAVORABLE COMMENT*

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 10

SEPTEMBER, 1933

No. 6

Transporting Fair Crowds

Immense Amount of Detailed Study in Advance Insures Adequate Service When Wanted

A Chicago business man was standing on the observation deck of the west sky ride tower the other day, watching the operation on the Chicago Surface Lines loops at 18th Street and at the terminus of the Roosevelt Road line.

"Pretty soft for the street car company since they built these extensions," he said. "All they have to do is to run their cars in, load them up, and away they go. No worry about traffic or other interferences."

He was expressing the view of the general public on street car operation. He hadn't given a thought to the planning and organizing that is necessary, to the scheduling of special trips, supervising, and the high degree of cooperation among all employes that are necessary in order to have cars when and where they are needed. All of this is behind the scenes. All that the car riding public knows is that the car is there when it is wanted and that it takes them where they want to go.

Plans Made Early

To provide for a sufficient flow of cars to take care of the Fair visitors, the transportation department began making its plans months ago. While the engineering department was busy constructing the extensions, the transportation and schedules departments were making traffic counts, surveying the entire situation, conferring with World's Fair officials and writing schedules. The lines that were to operate into these terminals were selected with a thorough knowledge of the needs of each section of the city. The schedules were written on the basis of carefully made estimates as to the demands that would be made on each line. The supervisory force was organized and their training began. Destination signs were ordered from the shops and equipment department for the cars to be used for this service and special signs were printed for the front and rear dash of these cars. The public relations department prepared a series of car cards and printed pamphlets to advise the public of the service that was to be provided. Directional signs were ordered to be erected at suitable places on the ramps to assist the people in finding the proper loading platforms. A loud speaker system was ordered for the 18th Street terminal for the purpose of advertising the service to people as they left the grounds.

In short, every detail that could be worked out in advance was given attention. The same process was followed in advance of the opening of the Roosevelt Road extension.

Ready for Emergencies

But all of this preliminary planning was but the beginning. As in a military campaign, the army must be carefully organized and the plan

of battle determined upon, but once the engagement begins, conditions change from hour to hour and it is up to the commanding officer and his staff to meet whatever situation arises.

The transportation department knows that it can depend upon a certain regularity of habit on the part of the Fair visitors. They begin going to the Fair shortly before the gates open in the morning and the incoming peak is between 11 o'clock and noon. The evening peak can be expected between 10 and 11 o'clock at night. The attendance varies greatly from day to day, however, and this requires the greatest alertness on the part of those in charge. They must estimate in advance how many cars will be needed in the peaks and during the day and must also know on what lines the heaviest traffic can be expected.

The transportation department keeps in constant touch with the traffic division of the World's Fair in making these estimates. It watches certain key lines to ascertain the approximate number of persons using them in going to the Fair. It gets a report hourly of the paid admissions at the gates and estimates the number of persons on the grounds at given hours. Cars are constantly in readiness to be sent out on extra trips if the morning business demands more service.

By 7:30 o'clock in the evening the superintendent of transportation has a fairly accurate knowledge of how many cars are going to be needed to take the people home and of the probable use to be made of the cars on various lines serving the Fair. He also knows with a fair degree of certainty where the heaviest transferring will occur and how many cars will be required at intersecting lines and when these cars will be needed to take care of the business.

Use of Lines Varies

How this varying use of different lines changes from day to day can be illustrated by two events at Soldiers' Field recently. On the occasion of the Music Festival, for instance, riding was diversified normally, as the people came from all sections of the city. On Polish Day, however, the Roosevelt Road line and others serving Polish districts were by far the most heavily used.

All of these things must be taken into consideration in preparing to handle the daily crowds.

Once the number of extra trips that probably will be required is determined upon, orders are issued to car stations and the cars are stored at convenient places ready to be marshalled into service on a moment's notice. Points usually used for car storage of this kind are on Dearborn Street between Archer and 21st Street, 21st Street between Dearborn and State, Went-

worth Avenue between 22nd and Archer, Clark Street southbound between Archer and 22nd, Canal Street between Harrison and Roosevelt, Clinton between Harrison and 14th, and Wells between Polk and Roosevelt.

At each of these places a man is stationed near a telephone waiting for word from the central office. He is told when and how many cars to send out from time to time as they are required for the home-going crowds.

Accurate Estimates Made

The transportation department does no guessing on the demand for service when events are held in Soldiers' Field. Observers are sent into the stadium with charts showing the number of seats in each division. A glance tells them approximately how many of the seats are filled and how many are vacant. The reports of these men make possible a very accurate estimate of the number of people in the stadium and the probable requirements for service at the Roosevelt and 18th Street terminals. Experience shows that about 75 per cent of Soldiers' Field crowds use the Roosevelt terminal and 25 per cent walk to the 18th Street terminal.

It is necessary also at these events to have advance notice of the breakup. An observer in the stadium is in constant touch with those in charge of the program and usually can give from 15 minutes to half an hour's notice of the exact time for the departure of the people. This is easy in such events as the East-West Football Game. By listening in on the radio, an assistant superintendent of transportation was able to judge accurately when the game would end and to give orders for cars some time in advance. At the Music Festival, however, the program ended 45 minutes before it was scheduled to close and in that case it was necessary to be in close touch with the men in charge of the event.

That gives a little insight into the problem of scheduling service. When it is realized that as many as 180 cars can be put through one of the terminals in an hour's time, the magnitude of the job becomes apparent. From 18,000 to 20,000 passengers can be carried out of each of the terminals at Roosevelt Road and 18th Street in one hour.

Maintaining Flow of Service

Having the cars available as they are needed is one problem, but loading them, getting them through the terminals and keeping them going after they get out on the street is another problem, and this is a story in itself. Division Superintendent R. J. McKinney is in general charge of operation at both the Roosevelt and 18th Street terminals. He has under his direction a number of supervisors manning all of the loading platforms at Roosevelt Road, 18th and 23rd Street. These supervisors in turn are assisted by loaders and front end collectors.

Compared with the 18th Street terminal, operation out of Roosevelt Road is relatively simple. There it is necessary only to load the cars promptly and keep them moving.

At 18th Street, however, the problem is complicated by the fact that consideration must be given to large numbers of people who will board at 23rd Street, after the cars have left the terminal. It has been found that loading and operation are facilitated by operating a bank of five cars at a time. At the 18th Street terminal

these five cars are sent out with only a seated or less than a seated load. From that time on the most perfect cooperation is required in order to take care of the crowds at 23rd Street, where loading must be done in the street shared with other traffic. The bank of five cars moves up to 23rd Street and stops to take on passengers. Only one minute can be allowed for loading.

As the next bank of five cars moves up a man stationed north of 23rd Street sounds a bell signal. The loading cars at 23rd Street must then move on to make way for the incoming cars. A slight delay in the movement of either bank of cars will disrupt the entire system and delay the flow of traffic.

The cooperation of the South Park police at men is absolutely necessary to provide the 23rd, the supervisors in charge and the train-clock-like service that is being given at this point.

Keeping Them Moving

After the cars load at 23rd Street they must be put through three signal-controlled intersections without loss of time. A supervisor is stationed at each of these points and he handles street car traffic in such a way as to utilize every second of the green signal in putting the cars across.

All along the car tracks leaving the Century of Progress on both Cermak Road and Roosevelt Road, men are stationed to keep automobile and truck traffic out of the tracks so as to give freedom of movement to street cars. At the heaviest transfer points along these lines supervisors are in charge to direct people to the proper cars and to see that there is no unnecessary delay.

Supervision and special service are provided at intersections serving the 31st and 35th Street gates, both of which are convenient to surface lines cars.

It must be remembered also that while all this planning and supervising is being done in order to get to and from a Century of Progress, all of the other lines in the city require attention and service. The Fair crowds come from every section and the daily job of the Surface Lines in handling the local transportation of a city of three million people cannot be neglected.

Enough people to make up the entire population of a comparatively large city are transported comfortably and quickly to the Century of Progress Exposition every day, while the Surface Lines is continuing to provide its usual good service for the people of Chicago.



This Souvenir Ticket for '93 Chicago Day is owned by Mr. H. Lawrenson of 1548 N. Keeler avenue.

Importance of Accident Reports

They Are a Real Protection to Trainmen's Records and to the Management—Standing in Contest

Standing in Accident Prevention Contest

Cumulative February 1 to August 31, 1933

First Place	Division No. 2, Burnside	92.27
Second Place	Division No. 3, Seventy-seventh Street	91.89
Third Place	Division No. 11, Lincoln	91.88
Fourth Place	Division No. 1, Cottage Grove	91.34
Fifth Place	Division No. 5, Elston-Noble	91.25
Sixth Place	Division No. 9, Armitage-Division	90.78
Seventh Place	Division No. 6, Lawndale-Blue Island	90.25
Eighth Place	Division No. 5, Archer	89.90
Ninth Place	Division No. 8, North Avenue	89.62
Tenth Place	Division No. 4, 69th Street	88.82
Eleventh Place	Division No. 7, Kedzie	88.66
Twelfth Place	Division No. 12, Limits-Devon	87.91

Month of August, 1933

First Place	Division No. 1, Cottage Grove	93.24
Second Place	Division No. 2, Burnside	92.66
Third Place	Division No. 3, Seventy-seventh Street	92.27
Fourth Place	Division No. 5, Archer	92.27
Fifth Place	Division No. 11, Lincoln	92.16
Sixth Place	Division No. 8, North Avenue	91.66
Seventh Place	Division No. 10, Elston-Noble	91.16
Eighth Place	Division No. 4, Sixty-ninth Street	90.57
Ninth Place	Division No. 9, Armitage-Division	90.22
Tenth Place	Division No. 6, Lawndale-Blue Island	89.60
Eleventh Place	Division No. 7, Kedzie	88.71
Twelfth Place	Division No. 12, Limits-Devon	87.46

By WILLIAM PASCHE

Supervisor of Accident Prevention

Again we are calling your attention to the value of protecting your work records. This can best be accomplished by making inquiry of your Division Superintendent as to the disposition of any accident you have had. That is, has it been marked chargeable? If so, and you feel that it has not been correctly marked you should have the case reopened by coming to the General Office where we will be glad to discuss the merits of the case with you or by having your Division Superintendent take up the case for you.

This is absolutely necessary and you owe it to yourself to protect your work record because next to your seniority it is the most important thing you have. It is also a protection to you in the position you now have.

The record for the past six years or more is the best evidence we have to offer of the management's desire to dispose fairly of all matters affecting the operating forces in the protection of their records.

We have long ago gotten away from discussing accidents on the basis of numbers only. It is positively our policy to discuss accidents only on the basis of chargeability and for this reason if for no other: All accidents no matter how unimportant, must be reported, even though the other party says it was not your fault or says, "Nothing to it, there is no damage or injury." A report is a protection to yourselves and the management.

We have no patience with men who knowingly pass up the reporting of accidents and, later on, when confronted with the claim filed

against the company deny it ever happened even though there is positive identification and the facts point positively to them as having knowledge of the occurrence.

We are perfectly willing to discuss with you and make allowances for things that happen and we are able to understand that sometimes you have happenings that you know nothing about. But it is just impossible to do anything for the man who will not do his job as it should be done under the system which we work.

There has been developed a system of tabulating accidents and individual trainmen's records which makes possible a constant checking of current accidents, that is, those which are about a month old. The files in these cases are about as complete as it is possible to make them. The information contained therein is carefully analyzed and then passed on to the Transportation Department. We do point out any discrepancy between your statement and those of disinterested witnesses. This analysis positively establishes the importance of obtaining the names of as many witnesses as possible and the writing of clear and complete reports, setting out the facts as nearly correct as you can.

There is no reason for dodging because we are sure to catch up with the man who wilfully misrepresents the cause of the accident.

The day for "getting away" with handling the truth carelessly so far as accidents are concerned is passed forever.

Give this article your best thought, then govern yourself accordingly. You just have nothing to fear because of the number of reports written.

Expressions of Satisfaction

Letters From Patrons Who Have Found Surface Lines Employees Helpful and Courteous

A Courteous and Helpful Crew

Chicago Surface Lines, Gentlemen: I was in Chicago to attend the World's Fair, also to visit a few friends.

On Sunday evening August 20th, about 7 o'clock, my sister and I boarded a street car on Clark and Randolph Streets. Being strangers in the city we had to make inquiries, so before getting on the car I inquired of the motorman whether or not this car crosses Garfield Avenue and if the name of the streets were called. In a very courteous manner he said just step into the car, both the conductor and I will call the streets.

The car was very crowded but we finally wedged our way up to the conductor. I told him that we wished to get off on Garfield Avenue and made further inquiries how to get to Cleveland Avenue. He was very polite, gave me the desired information in a very clear and direct manner and said I will call the street and you will know when to get off the car. After leaving the car we had no difficulty in finding the home of our friends.

The conductor's number is 6472 (Joseph A. Kratt of Devon). Sorry but I failed to get the number of the motorman of the car. (George E. Land, Badge 3339, Devon).

These lines are to show appreciation of service rendered by these two employees.

Very truly yours,

Mrs. Charlotte D. Riess, 505 Indiana Trust Bldg., Indianapolis, Indiana.

Wichita Visitors Pleased

Chicago Surface Lines, Gentlemen: My wife and I just returned from a two weeks visit at A Century of Progress Exposition in Chicago. For convenience we used the street cars for transportation nearly all the time we were there.

I wish to state that we were never in any city before, where we as visitors, were treated with such courtesy and kindness as we were in Chicago. Every car we were on, all our numerous questions were answered promptly.

We noticed one conductor in particular, as we happened to ride with him quite frequently, that seemed to go to any extreme to be nice to us, as he knew we were out of town visitors. We never learned this man's name, but noticed his badge number was 2254 (Daniel J. Stewart of 69th), and he was on the 63rd Street car line.

At any rate if all the conductors are like him, and no doubt they are, people visiting Chicago shouldn't have any trouble getting around the city if they ride street cars.

Yours very truly,

L. P. Everett, 509 E. 13th Street, Wichita, Kansas.

Motorman Flynn Uses His Head

Starter E. J. Dawson of 77th commends Motorman J. J. Flynn No. 1, Badge No. 885 for his interest in the good of the service and his helpfulness in clearing up a delay in a few minutes which would have been quite a delay.

On August 9th at 8:41 P. M. Motorman Flynn who lives at 209 W. 72nd Street saw from his home that the Wentworth Avenue cars were blocked at 71st Street. Going there he found that there had been a collision of automobiles, one of which had been pushed into a north-bound car and two persons in the auto severely injured. Flynn helped the crew to get names, then told them to take care of the injured, that he would get the line opened by taking their car back to 69th and switching it out of the way. He then brought the car back to 77th Street where the crew found it after having taken care of the injured.

Starter Barry of 77th Complimented

Chicago Surface Lines, Gentlemen: Tuesday of each week for the past nine weeks, I have been conducting a party of school children from the Barnard School, 104th and Charles Streets, on an educational tour of the World's Fair.

The series of ten trips will be concluded Aug. 22 and while reviewing various experiences in connection with the arduous task of keeping track of a group of from fifteen to twenty-five each week and made up of children ranging from the lower to the higher grammar school grades, your general service stands out quite prominently.

One of your representatives, Mr. Harry Barry, has met us each Tuesday at 9:00 A. M. at 104th and Vincennes and has been very courteous and efficient in seeing that we all got safely on one of your cars and then when we got to 81st and Halsted he was there ahead of us to see that we all got safely on the proper car going direct to the Fair grounds.

This has been a big help to us and the pleasant recollection of your service in general has been greatly enhanced by the good and kindly work of Mr. Barry.

You are entitled to the thanks of the general public for your painstaking efforts to furnish high grade gentlemen of Mr. Barry's type to represent you.

I would feel that my debt of gratitude was not properly paid without this tribute to Mr. Barry and your service in general.

Yours very truly,

Miss Helene D. Knapp, 11601 Hale Ave.

Mrs. J. R. Seaton, 635 Garfield Street, Oak Park, highly commends Conductor A. Christensen, Badge No. 13764 of Cottage Grove for his thoughtfulness in assisting a blind man to board his car safely, finding him a seat and later when he was ready to alight helped him to do so and escorted him to the curb.

Mr. J. L. Enright, Union League Club, 65 W. Jackson Boulevard, thanks Conductor Joseph Hodys, Badge No. 13564 of Kedzie for turning in his bag to the Lost and Found Department which he had inadvertently left on his car.

Miss May Gilbert, 10429 Vernon Avenue, highly commends and thanks Conductor A.

Elie, Badge No. 13476 of Lincoln for his honesty in turning in her purse which she had left on his car on which she had been a passenger.

Mrs. Nellie Munhine, 6835 Champlain Avenue compliments Motorman R. W. Reichert, Badge No. 13461 of 69th for his kindness in assisting a crippled woman to board his car, reminded her when her transfer point was reached and helped her to alight safely without delay to service.

Mr. T. M. O'Connor, 5461 Washington Boulevard wishes to thank Conductor W. G. Smith, Badge No. 13164 of Kedzie for paying his fare when he boarded his car and found that he was without funds.

Mr. A. A. Miller, 3403 S. Wall Street, commends Conductor Daniel McCauley, Badge No. 12884 of 69th for his thoughtfulness in holding his car long enough to enable Mr. Miller and his family to reach the car safely when they were held on the curb by passing traffic.

Conductor J. J. O'Neil, Badge No. 11442 of North Avenue is complimented on his courtesy in directing two out of town visitors to the World's Fair by Mr. A. M. Scholl, 7516 N. Seeley Avenue, who states that these two people were somewhat bewildered and were afraid of losing their way, but that the kind consideration of this conductor allayed their fears and put them wholly at ease.

Miss Cora M. Turner, 5064 Avondale Avenue praises Bus Operator L. F. Kamowski, Badge No. 9740 for the manner in which he handled his passengers when his bus was involved in an accident.

Mr. E. T. Jones, 7538 Parkhurst Avenue wishes to thank and commend Conductor J. B. Condon, Badge No. 9454 of Cottage Grove for his courtesy in giving him explicit directions as to how he might reach his destination without delay, informing him when his transfer point was reached.

Mrs. K. L. Harris, 8215 Evans Avenue wishes to compliment Conductor R. Lundy, Badge No. 9336 of Burnside for his kindness in assisting a blind colored man to alight from his car and escort him safely to the sidewalk.

Mr. F. F. Crawford, 3223 Sheffield Avenue wishes to praise Conductor C. Fick, Badge No. 9208 of Limits for the courtesy shown to an old lady who boarded his car by mistake.

Conductor J. A. Bennett, Badge No. 7748 of Archer is complimented for his courtesy in assisting a blind colored lady passenger to alight from his car by Mrs. Jahnke, 3006 Princeton Avenue.

Miss K. Donovan, 4151 Wilcox Street commends Conductor David Sax, Badge No. 7478 of Kedzie for his courtesy in alighting from his car and assisted a woman accompanied by a small child and carrying a baby to board his car, finding her a seat in the car before giving the signal to proceed.

Miss Theresa V. Holman, Augustana Hospital, compliments Conductor B. O. Roll, Badge No. 7228 of Kedzie on his clear enunciation of street names and also for his kindness in going into the car and reminding a passenger when his transfer point was reached.

Mrs. D. Korn, 3123 W. 19th Street highly compliments Motorman J. Werner, Badge No. 6859 of Kedzie for his alertness and quick action in avoiding an accident when a careless woman stepped in front of his car.

Mr. S. Gallagher, Jr., 37 S. Wabash Avenue

wishes to commend for his courtesy and patience Conductor N. L. Thorson, Badge No. 6454 of Lincoln. Under a barrage of questions, both from visitors and city people, he answered quickly and clearly and always in a kindly patient manner.

Conductor J. M. Gaskin, Badge No. 6278 of 77th is complimented on his courtesy by Mrs. William De Zee, San Diego, California.

Mr. F. H. Miller, 5475 Drexel Avenue states that Motorman O. A. Michels, Badge No. 6049, Burnside, deserves especial mention for his courtesy and kindness towards his passengers.

Mr. Carl P. Wagner, Chicago Rapid Transit Company, 72 West Adams Street, thanks Conductor L. Prendergast, Badge No. 458 and Motorman T. B. Jamieson, Badge No. 5833, both of Archer for helping him in separating his auto when his bumper became locked with another car in front of him.

Mrs. A. Westerlund, 6450 N. Trumbull Avenue writes to express her gratitude for the courtesy and tactfulness shown her by Conductor John Batka, Badge No. 5648 of Devon when she boarded his car and found that she was without funds, paying her fare without questioning and saving her embarrassment in front of the crowd riding on his car.

Mrs. W. Karsh, 6546 N. Ashland Avenue commends Motorman L. C. Lemmon, Badge No. 5449 of 77th for his kindness in assisting a crippled woman to board his car and refraining from giving the signal to proceed until she was safely seated in the car.

Mr. Dan Actipis, 3704 Cottage Grove Avenue thanks and commends Conductor P. H. McNamara, Badge No. 5254 of Burnside for turning in his papers to the Lost and Found Department which he had inadvertently left while a passenger on his car.

Mr. and Mrs. R. Medbury, 5617 Leland Avenue highly commend Conductor Denis Noonan, Badge No. 5202 of Armitage for his efficient service.

Miss Esther Selby, 7328 Rhodes Avenue sincerely thanks Conductor J. Kane, Badge No. 4598 of Cottage Grove for turning in her purse to the Lost and Found Department which she had inadvertently left on his car which contained her pay and other valuables.

Unusual courtesy on the part of Motorman F. A. Sundmacker, Badge No. 3363 of Devon won for him a commendatory letter from Mrs. C. Timmons, 209 S. State Street.

Miss E. M. Flanagan, R. N. 6419 Wayne Avenue thanks and commends Conductor J. S. Rasmussen, Badge No. 2262 of Devon for his honesty in turning in her purse to the Lost and Found Department which she had left on his car on which she had been a passenger.

Miss Marion Wightman, 6828 Parnell Avenue wishes to compliment Conductor H. E. Menou, Badge No. 2242 of Burnside for his courtesy to elderly passengers who ride on his car.

Mr. R. W. Hall, 6319 S. Rockwell Street commends Conductor L. W. Horn, Badge No. 1802 of 69th for his courtesy and kindness in helping two ladies to alight from his car and carrying their baggage to the sidewalk for them. He also compliments him for calling all street car stops in a clear voice.

Mr. Wallace J. Landry, Baton Rouge, La., reports that he sat next to Motorman G. J. Lucas, Badge No. 1597 of Devon on his way to

Lincoln Park and that when the motorman found he was from out of town extended every courtesy toward him.

Miss E. Toner, 3235 N. Oakley Avenue thanks Conductor J. E. Hamerton, Badge No. 1364 of Kedzie for his courtesy in informing her how to reach the Fair grounds without difficulty.

Mr. O. T. Frash, 1621 N. Lotus Avenue commends Motorman T. L. Teeling, Badge No. 12761 of 77th for holding his car long enough for him to board it, even though he had been given the signal to proceed.

Motorman E. Latimer, Badge No. 12003 of Burnside is complimented on his efficient service by Mr. M. H. Lobdell, 4119 Ellis Avenue.

BANDIT MAKES A MISTAKE

Tackles Conductor Coury With a Gun and Goes to the Hospital Almost Immediately

One of the important points in the education of a holdup man is to teach him that a Surface Lines conductor should never be picked for an easy mark.

One six-foot colored stickup artist who had failed to take his lesson to heart made the sad mistake of tackling Conductor J. Coury, Badge No. 6170 of the Kedzie station, who had run



Conductor Coury

No. 89, a Madison Street-World's Fair through car, on the night of August 24.

The bandit boarded the car when it was east-bound at Damen Avenue but waited until it had turned south in State Street and was approaching Congress before deciding it was time for him to act.

Sticking a gun into Conductor Coury's ribs he issued the conventional order, "Stick 'em up!" Instead of following instructions, Coury grabbed the gun, twisted the arm of the holdup man behind his back and socked him in the jaw so hard that he dropped the gun. The struggle continued for several minutes and as they were approaching Eleventh Street Coury gave his motorman a three-bell emergency stop signal just as the bandit broke his hold and ran to the front of the car.

Coury hopped off the rear platform, ran to the front and nailed his man as he jumped off and as his prisoner continued to struggle was forced to knock him out with a blow from a switch iron. When the police arrived on the scene the would-be bandit was placed on a stretcher and taken to the hospital. Coury

turned the gun over to the police officers and later on the prisoner was bound over to the Grand Jury where his case is pending. Coury was highly complimented by the officers for his nery resistance and success in capturing his assailant.

BELIEVE IT OR NOT

Street Car Patrons Forget and Overlook the Most Unforgettable Things

With all the advancement of science demonstrated at a Century of Progress Exposition, we have yet to hear of any device that will help passengers remember not to leave any packages on street cars.

The old question comes up again, "Why is the public so forgetful?" One answer may be as good as another, but it would seem that city life is so complex and people have so many things on their minds, important for the time being, that remembering to pick up and take with them that set of false teeth, plan for a building, clarinet, sack of potatoes or brief case with important contracts, seems too trivial to impress itself deeply on one's mind. Nevertheless, it is difficult to account for a person's becoming so pre-occupied as to leave a marriage license on a street car.

So the duty to turn in every lost article found in the street cars of Chicago has been for years an important part of the service rendered every day. However, it is unfortunate for the loser that we are not always the finder of the lost article.

Once a year a detailed report is sent to the superintendent showing how our trainmen have upheld their reputation for honesty during the past year in turning in lost articles.

There are many instances where the owner's joy in having recovered their lost purses, watches or valuable papers is voiced by letters to the management commending the finders for their integrity.

It is noteworthy that during the past year money to the amount of \$2,168.20 was turned in. The following is a list by divisions of some of the peculiar lost articles and the amounts of money found.

Division 1—A typewriter, a doctor's stethoscope, 19 purses containing \$56.00 and a postal savings certificate for \$250.00.

Division 2—Two purses containing \$34.73.

Division 3—Two white rats, a live cat, wrist watches and 52 purses containing \$292.39.

Division 4—A puppy, a police club, a cornet and 4 purses containing \$104.53.

Division 5—A three-year old boy, gold fish, a sack of flour and 3 purses containing \$75.04.

Division 6—A lady's fur piece, a bass drum, an incubator and 8 purses containing \$65.00.

Division 7—A box of antitoxin, a card table, a baby's bed and 35 purses containing \$155.00.

Division 8—Vacuum cleaner, camera, a hay fork and purses containing \$579.78.

Division 9—A violin, a loaded revolver and 4 purses containing \$18.00.

Division 10—A barrel of beer and 4 purses containing \$81.44.

Division 11—A large flood light, a wedding ring, a flute and 18 purses containing \$125.11.

Division 12—Marriage license, a dog, 5 large fish, \$4,000 in postal savings certificates and 41 purses containing \$581.18.

SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 10 September, 1933 No. 6

John E. Wilkie - - - - - Editor

C. L. Altemus - - - Assistant Editor

MAKE IT UNANIMOUS

The increasing number of letters of commendation from out-of-town and local car-riders is gratifying evidence of the high average courtesy of Surface Lines trainmen. The response to Superintendent Evenson's talks on courtesy has been so satisfactory and so general that any failure to treat passengers with consideration becomes so conspicuous that, as the saying goes, "it sticks out like a sore thumb" and is the cause of abnormal irritation. Passengers who are the victims of discourteous treatment express wonder that a single individual should be so lacking in pride as to bring discredit on an organization which has an excellent reputation for courtesy. And it is not surprising that men who are a real credit to the management resent the inexcusable acts of the "grouches" and "bad actors" among their associates.

OUR COVER

Foreman D. Striker is chiefly responsible for Noble's beautiful floral display, and he developed his groups of flowering plants in the face of most unfavorable growing conditions. The weather was against him all the season and his success is all the more creditable and remarkable.

TRANSIT CODE N. R. A.

The transit code hearings before Deputy Administrator Malcolm Muir in Washington on August 29 established what is said to be a new record for proceedings of this character. Only 43 minutes were required to present the agreement which had previously been the subject of consideration by the Code Committee of the Transit Association and the Amalgamated Association of Street and Electric Railway Employees. The *Transit Journal News* in its report of the hearings stated that at the close of the proceed-

ings Deputy Muir complimented the transit industry in the following language: "I think for this industry, which has been sorely tried in the last two years to come forward voluntarily, and for the representatives of labor in the industry to do the same, and to sit down together, work out a code and present it to the Administrator is a very fine demonstration of what co-operation between employer and employee can mean."

It is understood that the code now only awaits the approval of the President.

EMPLOYES RELIEF FUND

August, 1933

The Surface Lines Employees Relief Committee held five sessions during the month, at which 28 applications were considered. Of this number there were 11 emergency cases on which the committee approved immediate relief, and eight cases were approved for weekly payments.

Checks totalling \$12,073.00 were distributed. This sum together with distributions since December, 1930, heretofore reported, makes a total of \$371,157.27 paid to the Chicago Surface Lines employes 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—\$491,157.27.



Lois, Six Months Old Daughter of Conductor A. F. Witt of Archer

The panes of glass used in cars and buses of the Surface Lines number 358,814. Some pane!

Trainmen Recognize Obligations

Feeling Responsible for Comfort of World's Fair Visitors They Are Doing a Good Job

By C. H. EVENSON

Superintendent of Transportation

Letters received by the Company and by the newspapers, comments made by visitors and reports of our own employes, all indicate conclusively that Chicago Surface Lines trainmen have been doing a good job in handling traffic during the Century of Progress Exposition. From all sources come reports of courteous and efficient service, proving that Surface Lines trainmen realize that, in a sense, they are hosts to World's Fair visitors and have a direct obligation to see that strangers are treated with every consideration. We are doing a big job and on the whole doing it very well indeed.

This general cooperative attitude on the part of employes, however, serves to make more conspicuous the comparatively few in the organization who do not measure up to Surface Lines standards and who have failed to grasp the significant fact that a representative of any company who comes in contact with the public must be a real public servant if he values his job.

My attention has been called to a conductor, for instance, who calls street names as though he had his mouth full of mush. They all sound alike. Madison Street might be Harrison Street so far as the passenger can make out by the way the names are called.

The other day an elderly woman asked this conductor to let her know when she reached a certain street. For an answer he merely grunted. She took her seat and rode some distance past her destination.

At last, becoming worried, she went to the conductor and asked how much farther it was to the street where she wanted to alight.

"If you'd listened to the calling of streets you'd know that we passed it several blocks back," he said in a surly tone. "You'll have to ride back."

It is quite evident that this conductor, although he has been in the service for a number of years, has not learned what it is all about. He does not know even the first principles of courteous service and he has no business in this organization.

Unfortunately, one man of this kind can destroy the good will built up by a hundred courteous and efficient trainmen. The public properly expects good service and often people give no more thought to good service than they do to the sunshine, because it is common. They are shocked by acts of discourtesy on the part of employes, however, and these acts, because of their infrequency, are all the more noticeable and are remembered.

Of course, this is unfair to the great majority of trainmen who are cooperating fully in the effort of the management to provide satisfactory and attractive transportation. Nevertheless, the fact remains that the few discourteous acts on the part of trainmen greatly outweigh the thousands of courteous and kindly services of the vast majority of employes.

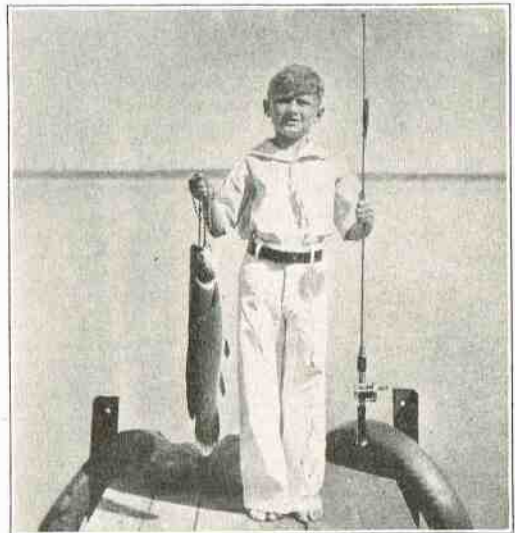
Many of these misfits in our organization have disappeared and more of them are going

to be weeded out. It is not fair to the other trainmen to keep them in positions where they can damage the reputation of the organization and the management cannot afford to tolerate them as its representatives in meeting the riding public.

For the vast majority, who have done a good job during the Fair and are still doing it, the highest praise is not too extravagant. There is no more exacting work than the handling of large numbers of people during peak hours when track capacity will not accommodate a sufficient number of cars for all. Patrons become impatient and unreasonable and a cool head and unlimited patience are required on the part of the trainmen.

When the history of the Century of Progress Exposition is written, the street car system will have an important place in it. Without the expenditure of half a million dollars in providing extensions to the gates, the effective organization to insure the highest type of service and the hearty cooperation of employes in raising the standard of that service to the highest point it has ever attained, the Century of Progress Exposition could not have been as great a success as it has.

Local transportation is an essential element in any enterprise of this kind and since 80 per cent of the local transportation of Chicago is provided by the Surface Lines, it is quite evident that our part in the Exposition that has meant so much to Chicago was by no means a small one. Every man on the system who has cooperated in this effort shares the credit that is due the Surface Lines from the people of Chicago and the officials of the World's Fair.



The Eight Year Old Son of Motorman A. N. Sands of Cottage Grove With a Fish Weighing Five and a Half Pounds, Twenty-three and a Quarter Inches Long, Which Was Landed by the Youngster After a Twenty Minute Tussle.

Keeping 'Em Rolling

Limits Takes Lead with 51,750 Miles Per Pull-in—Fourteen Carhouses Over 20,000 Miles



Limits Pull-In Crew

G. Chamberlin, K. Wasseto, W. Stevesand, L. Demzien, J. Nardiello, T. Dwyer, L. Buyle, I. Poulouskis, P. Irwin, H. Hayden, S. Solak, W. Tiechner, S. Golembki, J. Lehocky, J. Ziaja, G. Teppe, S. Kerdulis, N. Schweig, P. Cupak, J. Majkszak, L. Matich, J. Pielia, C. De Ridder, P. Van Boven, H. Pettigrew, J. Fordon, G. John, J. Kaypust, M. Kressler, N. Pappas, J. Warchal, V. Freda, S. Burzynski, K. Vrpbe; R. Zink, A. Andriowlos, J. McMahon, L. Gawlik, L. Kurtyka, M. Gitt, B. McAlinden, W. Jackusak, J. Craig, B. Rice, T. McGill.

Limits leads the carhouses for August after a jump from 6th place the previous month to top position. Cottage Grove was second and had the largest percent increase of all the carhouses. Blue Island holds third place after rising from thirteenth last month.

Nine of the sixteen carhouses show increases in the percentage column.

Standing of each carhouse for the past half year follows:

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

Each carhouse record is shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Limits	24	51,750	60.0
2	Cottage Grove	18	46,549	64.6
3	Blue Island	26	36,516	60.4

4	Lawndale	17	35,759	1.5*
5	Burnside	14	34,936	2.3*
6	Archer	8	33,721	7.1
7	Devon	12	32,384	21.9
8	77th	9	30,596	14.8
9	69th	7	26,528	43.1*
10	Lincoln	15	24,620	10.9*
11	Elston	21	23,546	28.5*
12	Armitage	17	22,068	18.3
13	Kedzie	3	21,591	7.4
14	Noble	18	20,178	38.4*
15	Division	5	17,384	17.6
16	North	..	12,345	51.8*
		224	25,470	6.2*

*Decrease.



Reverse of '93 Chicago Day ticket shown on Page 3.

DEATH OF WILLIAM PASCHE'S SON**Popular Young Army Flyer Killed During Aerial Maneuvers at Randolph Field**

Thousands of the friends of William Pasche, Supervisor of Accident Prevention, were shocked when they read the newspaper reports of the airplane tragedy at Randolph Flying Field, Texas, August 29, in which William Pasche, Jr., and two others lost their lives as the result of a mid-air collision. William, Jr., who was the second son in the Pasche family, was born November 1, 1910. Following his graduation



Cadet William Pasche, Jr.

from the Austin High School he entered the United States Naval Academy at Annapolis, June 1, 1929, graduating with his class on June 1, 1933. Cuts in the governmental appropriations for the navy having made it impossible to commission all of the graduating class, young Pasche with a number of his fellow ensigns enlisted in the U. S. Flying Corps as a Flying Cadet on June 26, and was assigned to Randolph Field, Texas, where he arrived on July 3. It was while engaged in aerial maneuvers that two of the planes came together at an altitude of about five hundred feet and three of the four aviators engaged in the practice lost their lives.

The young officer's body was sent to Chicago with a military escort under command of Cadet Richard Black of Los Angeles, a classmate and fellow aviator. Services were held at the family residence, 4127 Dickinson Avenue, on Saturday, September 2, interment following at Oak Ridge Cemetery with full military honors.

Among the many beautiful floral offerings that filled every available space in the family residence was one from Mr. Pasche's Surface Lines friends accompanied by the following letter:

Dear Mr. and Mrs. Pasche:

Among the scores of your Surface Lines friends whose tears mingle with yours today are many whose privilege it was to have known this dear son for a number of years.

They knew him during the period of his later high school attendance when his teachers, recognizing his sincerity as a student and knowing of his ambition to win a place in the government's famous academy at Annapolis, considered it an honor to have a part in his preparatory work. And his instructors aside from their admiration for his earnestness and his determination to overcome the difficulties of the severe technical examination he was facing had a high regard for his interest in clean sports in which he had distinguished himself.

These friends of yours watched with keen interest his growth from youth to young man-

hood and through the years at Annapolis, rejoicing with you that he broadened and developed so splendidly under the stimulus of the traditions and teachings of the great Naval Academy.

They observed with affectionate approval his love of parents and of home—especially his tender consideration for the devoted mother who gloried in his progress in his chosen career and would voice no fears of hers to swerve him from the path of duty along which he was traveling with honor and with credit.

The tragedy that took him from us was a shock to every Dad and Mother who knew and admired this fine upstanding, courageous lad. He was an officer and a gentleman, a credit to those who gave him to the world and to the country he served.

To you and yours whose grief we share today we extend assurances of our deep and abiding sympathy.

Surface Lines Friends.

OBITUARY**Deaths on the System from August 8 to September 7, 1933**

Transportation—Division 1, Cottage Grove: James Keaveny, employed September 29, 1882, died August 14, 1933. Andrew G. Swanson, employed January 22, 1888, died September 1, 1933.

Division 2, Burnside: Charles Deam, employed May 25, 1895, died September 3, 1933. Richard A. Ford, employed May 9, 1903, died August 10, 1933. George Gallati, employed May 18, 1898, died August 24, 1933.

Division 3, Seventy-seventh: Fanton E. Deming, employed October 10, 1904, died September 5, 1933.

Division 4, Sixty-ninth: Thomas Duggan, employed October 20, 1920, died August 21, 1933.

Division 6, Lawndale-Blue Island: James Farrell, employed August 5, 1909, died August 15, 1933. John Worth, employed April 1, 1910, died August 10, 1933.

Division 8, North Avenue: Rudolph J. Kreamer, employed June 8, 1907, died August 31, 1933. Jerry O'Connon, employed December 12, 1895, died August 12, 1933. Christian Pedersen, employed June 6, 1917, died August 8, 1933.

Division 11, Lincoln: Peter J. Keilman, employed March 25, 1907, died August 16, 1933. Henry C. Stute, employed January 1, 1893, died August 21, 1933.

Division 12, Limits-Devon: Henry W. Gustafson, employed September 9, 1898, died August 12, 1933.

Accident Investigation: John F. Sullivan, employed June 5, 1905, died September 5, 1933.

Materials and Supplies: Charles W. Howard, employed July 24, 1918, died August 14, 1933.

Shops and Equipment, Division 4: Angelo Arduini, employed March 14, 1928, died August 17, 1933.

Division 11: Nickolas Origer, employed December 1, 1910, died August 13, 1933.

West Shops: John A. Johnson, employed August 10, 1894, died September 4, 1933.

Track: Thomas Peranic, employed August 28, 1929, died September 3, 1933.

Safety loading zones on the Surface Lines system number 1,160.

Departments and Divisions

Accounting

Cupid has scored another hit. Miss M. McIntyre came to work on Thursday, August 17, wearing a great big smile, the reason being that she was displaying a beautiful new diamond presented to her by Mr. Daniel O'Keefe of the Timekeeping Division. We wish to offer hearty congratulations and the very best of wishes.

Attending a number of ball games at Wrigley Field, A Century of Progress, and taking short motor trips in and around Chicago is the way Miss Olga Wagner enjoyed herself.

"See Chicago First" seems to be the slogan of Miss E. Jones who reports a good time while visiting various points of interest at home.

Congratulations and much happiness is our sincere wish for Miss Helen Baar and Mr. John Carr, who were married on Saturday at 5 P. M. on August 26, 1933, at St. Sylvester Church, Humboldt Boulevard and Palmer Square. Miss L. Hitzmann of her department was one of the bridesmaids. Miss Baar was guest of honor at a shower and luncheon given by her friends on Thursday, August 17, at the Fair where she received many beautiful gifts.

On Friday evening, August 25, the Financial Department Champions of the C. S. L. soft ball league went out of their class to play a game of fast ball pitching against the "Cream of the Crop" of 77th Street Depot Literary and Athletic Club at Bessette Field. Our boys certainly displayed championship ball playing by coming out victorious by the score of 3 to 2.

Christ Pacelli spent his vacation in Minneapolis and returned with a stiff neck, caused by staring at tall blondes. He is now confronted with a problem of choosing between two girls, one in Chicago, and one in Minneapolis, both of whom want him. The Minneapolis blonde wants him in Chicago and the Chicago brunette wants him in Minneapolis.

J. E. Jones spent his vacation in Fowler, Ind. with his 90 year old mother. Reports that she is enjoying good health.

A. M. Vitale visited A Century of Progress, during his vacation, spending most of his time in the Streets of Paris and the Oriental Village. Tony is now considered not only an authority of pre-historic monsters, but one of the most ardent fans of Sally Rand.

Our head timekeeper, H. Kirkman, is getting a much needed rest by going into seclusion during daylight, but at sundown he saunters forth, carefully arrayed in what the well dressed man should wear, to mingle with high and select society and being entertained nightly by such charming ladies as Sophie Tucker, Evelyn Thaw and Texas Guinan.

T. F. Coan.

Engineering

Charles Gremley and Clarence Kelly spent their vacation fishing on a deserted island in the Eagle River district, living close to nature. They subsisted principally on sardines and kippered herrings.

Harry Debus of Grand and Leavitt and Brother Eddie in company with their wives

toured to Niagara Falls and other scenic wonders.

N. R. Alexander spent two weeks at his fishing lodge on Bangs Lake. Fish were plentiful and Aleck caught his share, among them being a 3½ pound bass.

William Doherty of Flournoy Yard says Chicago is the best place to spend a vacation.

Joseph P. Shields, material clerk in the South Division of the Track Department, died at the Englewood Hospital on July 30th, following an operation. To his bereaved wife and relatives, the heartfelt sympathy of his fellow-workers is extended. Transit.

Legal

The Legal Department lost one of its loyal employes on September 5, 1933, when John F. Sullivan died after an illness of several months. Mr. Sullivan entered the services of the Claim Department of the Chicago City Railway Company on June 5, 1905, where he was an assistant to Mr. Rowley in transfer and police court matters. Shortly after unification he became a legal investigator, which position he held only a short time when he was promoted to court assistant, engaged in assisting our trial lawyers in the preparation of cases for trial, as well as attending the trials as assistant to the lawyer. He continued in this work until he became ill in June, 1933.

Mr. Sullivan was born May 20, 1877. In 1912 he married Miss Margaret Madden, who survives him. The funeral services were held on September 8, 1933, at St. Sabina's Church with interment in Holy Sepulchre Cemetery.

ROUNDING UP WITNESSES

Burnside Holds the Lead with Seventy-Seventh Street in Second Place

Burnside still holds the top position for the month of July with a figure of 4.28, with 77th Street in second place with a score of 4.06, climbing from the fourth notch. Sixty-ninth Street keeping up the good work climbed from eighth to fifth place after having previously advanced from twelfth to eighth place in June. Archer Avenue however lost control and skidded from third to eighth place. The average for the system, 3.54, is lower than that of last month and is not very encouraging.

Possibly after reading Mr. Pasche's article in this issue trainmen will realize the value of getting witnesses to accidents, no matter how trivial, thus protecting their work records and also bettering this average.

Detailed figures are as follows:

	July	June	May	Apr.
1. Burnside	4.28	4.02(1)	3.53(8)	4.30(1)
2. 77th Street	4.06	3.86(4)	4.05(4)	3.90(4)
3. Cottage Grove	3.98	3.80(5)	4.09(2)	3.66(6)
4. L'ndale-Blue Isl.	3.80	3.92(2)	4.70(1)	4.00(2)
5. 69th Street	3.70	3.62(8)	2.76(12)	3.54(7)
6. North Avenue	3.48	3.67(7)	4.08(3)	3.95(3)
7. Elston-Noble	3.39	3.72(6)	3.70(7)	3.83(5)
8. Archer	3.24	3.88(3)	3.84(5)	3.53(8)
9. Devon-Limits	3.22	3.25(10)	3.06(10)	3.10(11)
10. Kedzie	3.10	3.44(9)	3.74(6)	3.34(9)
11. Armitage Div.	3.06	3.11(11)	3.24(9)	2.75(12)
12. Lincoln	2.96	2.88(12)	2.98(11)	3.13(10)
Average for System...	3.54	3.58	3.81	3.60

Last year the average number of revenue passengers carried on the Surface Lines each weekday was 1,873,939, each Saturday 1,759,437, while the average for Sundays and holidays was 1,079,447.

Around the Car Stations

Cottage Grove

The trainmen read with great satisfaction the many complimentary letters that were published in the August magazine relative to the courtesy and efficiency of the Chicago Surface Lines trainmen rendered to our out of town patrons during their visit to the Century of Progress. We appreciate their many letters and we wish to say our superintendents and other officials have at all times instilled in their trainmen courtesy to the passengers.

The calling of all principal places and streets by the conductor on the rear and the motorman on the front platforms has been a great assistance to the passengers.

We are pleased to note a slight gain in the contests by our depot which is appreciated by our superintendent, Mr. Cricks, and his assistant, Mr. Hooper.

Chief Clerk P. Atkinson has returned from his vacation. He left Chicago in his Master Buick to visit New York and when about half way there he changed his mind, was afraid of the heat of that great city, so he visited other places in search of old coins to add to his fine collection but he was unable to find anything he didn't have. Better luck next time, Percy.

We are glad to see an addition to our train room, a modern, up-to-date drinking fountain purchased by the S. & A. Club at great expense, and was installed free by the company's efficient plumbers. Members, please take notice and pay your dues to the club secretary, P. Atkinson.

We are pleased to report E. Ahern is home from the hospital and is progressing favorably.

We are glad to see Motormen W. Collins, L. Davis and E. Hamer back to work again after a brief illness.

Motorman P. Ryan is still sick at home. We hope he will soon be with us again.

Motorman Fred Ludke is also sick. The trainmen wish him a complete and speedy recovery.

Motorman M. L. Farrell, who was injured last January, was seen around the depot recently and we were glad to see him.

A. G. Roy, one of our old time conductors, is in the city to pay us and the World's Fair a visit. We certainly welcome a visit from one of our old timers.

Several of our old time trainmen recently passed away: Motorman Thos. Kennedy, who had 46 years of service, passed to the great beyond July 22 after an illness of several years. Conductor J. Cullen, who had 35 years' service, was killed by an automobile July 13 when on his way home. Conductor James Kearney, who had 51 years' service, suddenly passed away August 14. Motorman Wm. (Dr.) Crawford, for many years at this depot and who recently transferred to Rockwell depot, passed away after suffering for several years. To the families of these trainmen we extend our sincere sympathy.

The trainmen wish to extend their sincere sympathy to Conductor E. L. Kinney on the

death of his wife who had so patiently suffered for several years.

The sympathy of the trainmen of Cottage Grove is also extended to Supervisor of Accident Prevention Wm. Pasche and his family on the loss of his 22 year old son by an airplane accident in Texas.

Word has just reached us that Motorman Andrew G. Swanson has passed away at the age of 81 years and was interred in Oakwood Cemetery Sept. 5. To his three daughters, Anna, Helen, Hazel, and his daughter-in-law, Mrs. Geo. W. Swanson, we extend our most sincere and heartfelt sympathy.

J. H. Pickin.



Motorman Thiel of Burnside Uses Air Transportation for Out-of-Town Trips

Seventy-Seventh

Our chief night clerk, Art Lipphardt, and his wife spent their vacation in Dowagiac, Michigan, and they enjoyed their sojourn very much. A notice of their arrival there was published in the society column of the town's leading paper.

Another one of our clerks, Mike McKenna, returned recently from his vacation, and Mike being of the conservative type spent his time in Ogden Park.

Motorman Lew Hoffman, a resident of Koehlerville, Ill., served on the jury last month, and of course he enjoyed the experience very much. Lew says anything else to do is better than regular farm chores.

Motorman Charles Sagotz, captain of the Tigers, who are in last place in our soft ball league, says a team made up of players of different nationalities is better than all of one kind, and if he only had a few Irish names in the lineup, chances are that our league standing would be better. Maybe you are right, Charlie.

If you happen to see Conductor Art Karter in a boat wearing a bathing suit and equipped with a grappling hook, net, or what have you, and gliding over the dull water in the river just north of Archer Ave., do not get alarmed, men; he is perfectly sane. He is only trying to recover his cap that was blown into the river by one of the four winds while he was adjusting the trolley pole.

To miss your regular car on your way to work in the early morning hours means something to all of us, and to rely on a taxi is sometimes a relief, but after riding a few blocks in

it and to have the motor stop, is something else. Well, to make a long story short, our man from Lexington, Ky., Motorman Heckleman, hitched on a truck that was previously loaded with cattle, and reported for work just a minute ahead of time.

Conductor T. E. Renison was automatically off Saturday and Sunday of last week, and he and his wife availed themselves of the opportunity to visit Niagara Falls and see its turbulent waters.

Hearty congratulations to Conductor Emil Salen on the arrival of a baby boy, and Conductor J. W. Meegan, on the arrival of a baby girl, at their respective homes.

We extend our condolence to Conductor W. Sztinewski, in the loss of his father; Starter Williams Storey, in the loss of his wife; Conductor Jack Shaw, in the loss of his step-brother, and C. S. Fitzsimons, in the loss of his brother. John T. Flynn.



Conductor D. Enderlin, Burnside, Is an Expert Drummer in Chesterfield Post American Legion

Blue Island

Clerk Nick Hodan reported a wonderful time touring the country.

James (Sheeny) Powers has a new pair of shoes he is willing to give away to someone in need but it seems he cannot find anyone with feet large enough to fill them.

Relief Clerk Charles Batterson was boasting of the wonderful car he had. Charlie has stopped boasting since he was seen being pushed down the street by eight trainmen. How come, Charlie, no gas?

Motorman Frank Krska is to be complimented for his good work in preventing an unnecessary delay to service by rerouting east bound Blue Island Avenue cars and notifying the dispatcher when on his way home one morning he noticed a truck had run into the safety island at Blue Island and Hoyne Ave. and was blocking the east bound track.

C. P. Starr.

Lawndale

Motorman J. Klouzer, badge No. 13027, and Conductor Leo Herr, badge No. 12040, were operating their car east bound on Cermak Road at Morgan Street on Tuesday, Aug. 23, 1933, at 5:40 P. M., when a crippled man with both legs off, threw himself under a moving freight train. Motorman Klouzer with the assistance of his conductor pulled him out from under the moving train, which then stopped. After a while

the train started again, and this time the same man threw himself under the train again, but this time took hold of the rails with both hands and held on and Klouzer, although he saved the man's life, was unable to get his hands off the rails before the wheels passed over them, cutting off both hands at the wrist. When Klouzer got back on his car a lady passenger said: "Motorman, you sure have steel nerves."

Motorman H. Christman's wife passed away after a serious illness. The boys extend their heartfelt sympathy to the bereaved family.

Motorman Wm. Powell has entered the matrimonial column and when asked where he was going to spend his honeymoon, he said, "Oh that part is all over; I put it over on you fellows." The boys wish him and his better half a bright and glorious future.

Conductor J. Prochaska is the proud father of a baby girl. Mother and baby doing nicely.

Wm. Hackbarth.

Kedzie

Sadness has come into the home of Conductor V. C. Hamlin, who lost his beloved wife August 13. The boys are with you in your sorrow.

Our sympathy is extended to Conductor Geo. Gustafson in the loss of his father who died August 13.

We also extend our sympathy to Conductor P. Cunningham in the loss of his mother who died September 2 after a brief illness.

Our bachelor motorman, J. Bowler, quietly slipped away July 22 and took unto himself a wife. Their honeymoon was spent in Chicago. Here is wishing them lots of luck and happiness.

Conductor Thos. Ryan has been wearing an unusual smile these days, for he is the proud father of twins—a boy and girl born July 19. Mother and babies doing nicely. Congratulations!

Conductor O. McGowan is the proud daddy of a 7½ lb. baby boy who arrived August 6. This makes a boy and a girl. Congratulations!

Motorman Thomas Murphy also reports the arrival of a 7½ lb. baby girl August 10. Daddy and baby doing fine.

Conductor M. Fogarty announced the arrival of a baby girl at their home August 12. This makes two girls for Michael. Congratulations!

Conductor Thos. Wynne also tells us he is again the proud daddy of a baby girl August 27, and Conductor W. J. Mahoney informed us he is a daddy to an 8 lb. baby girl born August 30. Congratulations, boys!

C. Sonders.

North

Three of our men have passed on during the past month. Conductor Christian Pedersen died August 8 from gun wounds received in a holdup while on duty. Conductor Jerry O'Connor died August 12 after a week of illness. Conductor Rudolph J. Kreamer passed away suddenly August 30. These men were old-timers, having seen many years of good and faithful service with us. The deepest sympathy is expressed to their bereaved relatives.

Relief Clerk Earl Peterson and wife have just returned from a pleasant auto trip through Wisconsin and Minnesota.

Conductor Henry Ranberg reports the arrival of a son, John Ronald, on August 10. That makes two pair for Henry and he is still a young fellow. Conductor Ernie Kreamer re-

ports the arrival of a daughter which he says means ringers from now on. Motorman Louis Wieringa came in all swelled up on August 18, announcing himself as granddad to an eight pound boy born to his daughter.

Conductor Jeff Fleming, who was collecting fares long before the last World's Fair, is an air race fan. He is out watching the speed boys every day of the meet.

Big Harry Whitney, who operates a bus out on Montrose, took his mother to the fair. After seven hours of sight-seeing his mother said, "Come on, we've got a lot to see yet." "Yes," said Harry, "but we are going to see it some other time; my legs say we are going home."

Conductor Hans Hansen, who sustained a fractured ankle by being hit by an auto while on his way home from work, is out of the hospital and at home, and a visit from some of the boys while he is on the mend will help to while away the time.

We have got to do something about getting more witnesses. Time was not so far back when we were away up there by ourselves, but the other depots have shoved us down and down. A little of the old North Avenue spirit, boys, and we will get back up there.

Conductor Neugebauer "Bones" wants to know why it is that all White Sox fans listen to the Cub broadcasts.

Bus Operator Cale has just returned from an auto trip to his ranch in Montana. He and his pal found a huge cheese on the road on the return trip.

It begins to look as though half of our conductors will be sporting walking sticks by the time the Fair is over if they continue to turn them in to the lost and found department at the rate they have for the last month.

C. A. Knautz.



Margaret Luwayne, Daughter of Motorman A. W. Shreffler Ready for a Ride

Lincoln

Gus May, one of our star first basemen of the old Lincoln team, went out Sunday, Aug. 27, for a little recreation and played ball with some of his friends, and while throwing the ball, slipped and fell, tearing some of the ligaments in his left leg. He was taken to the Alexian Brothers Hospital and we hope he will soon recover. He is in room 273 and would be very much pleased to see any of the boys who would care to come and visit with him.

It's almost an impossibility to keep a secret from leaking out around the station, so we found out that Conductor M. Richards went into double harness, getting married on Wednesday,

Aug. 8. Congratulations to the happy couple from the boys.

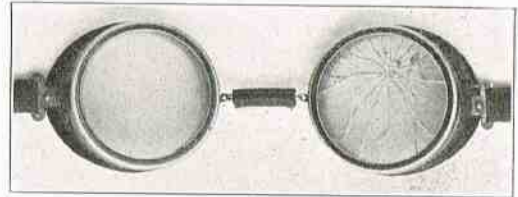
A new young lady added to the population when an eight pound baby girl was born to Conductor J. G. Klein and wife Aug. 29. Best wishes to the mother and baby.

Another one of our comrades and fellow workmen, Motorman Peter J. Keilman, who after being very sick and given a blood transfusion improved considerably, had a sudden relapse and passed away Saturday, Aug. 19. He was taken from his home, 2031 Berwyn Ave., to St. Gregory's Church where services were held, and laid to rest in St. Boniface Cemetery. The sympathy of the boys is extended to the family and friends.

H. Spethman.

Another Eye Saved

Another track worker, V. Somponato, who had the good sense to take advantage of and wear his safety goggles is rejoicing now that he had done so. As will be observed in the accompanying picture his goggle lens were badly damaged by a flying piece of concrete which flew up under the force of a blow of a hammer as he was cleaning granite blocks.



In almost every issue of SURFACE SERVICE there is published a pair or maybe more than one pair of broken goggles which saved the eyes of those who wore them and that in itself should be sufficient warning to those who persist in working without them although surrounded by many hazards, to take advantage and wear them.

Depends on the Sound

The conductor and a brakeman on a Montana railroad differ as to the proper pronunciation of the name Eureka. Passengers are often startled upon arrival at this station to hear the conductor yell: "You're a liar. You're a liar." Then, from the brakeman at the other end comes the cry: "You really are. You really are."—South China Morning Post.

Partly Withdrawn

Congressman Johnson of Indiana called a colleague an ass and was ordered to withdraw.

"I withdraw the expression, Mr. Speaker," he said, "but I insist that this gentleman from Illinois is out of order."

"How am I out of order?" yelled the man from Illinois.

"Only a veterinary surgeon could tell you," was the retort.

"How did the Smith wedding go off?"

"Fine until the parson asked the bride if she'd obey her husband."

"What happened then?"

"She replied, 'Do you think I'm crazy?' and the groom, who was in a sort of daze replied: 'I do.'"

After Softball Honors

Financial Department Wins Company Championship and Enters National Contest



Interest in Softball, awakened last Fall, blossomed forth this Spring when a six team league was formed. It was our initial entry in this sport, which is fast becoming popular throughout the country; and our first season can be considered highly successful.

The league consisted of teams representing the Financial Dept., managed by H. Kirkman; the Electrical Dept., with H. Lauer, mgr.; the Track Dept., with J. Ruzich, mgr.; The Claim Dept., G. Griffin, mgr.; The Mail Boys, C. Pacelli, mgr.; and the West Shops, with H. Ebeling, mgr.

In addition to becoming the mythical Softball Champions of the Chicago Surface Lines, the teams had another incentive to win, when our league became associated with the World's Fair Softball Tournament. Mr. Matt Ruppert, president of this tournament and a great softball pitcher of local and national renown, was personally instrumental in our entry in this tournament. A beautiful trophy and a chance to play for the national championship were the prizes offered to our champions; and enthusiasm ran high among all the teams.

The schedule called for a home and home game between all teams and at the conclusion, the teams from the Financial and Electrical Depts., were tied for first place. A playoff of this tie was arranged and an unusually exciting game was the result. The Financial Dept. won 9 to 4, due mostly to their timely hitting and the inability of the Electricians to connect safely with the pitching of Dick O'Brien. Play of both teams was superb and the managers and players are to be complimented on their performance and sportsmanship.

As a result of this game, the Financial Department was awarded the trophy, emblematic of the championship and to the surprise of everyone, each player received a gold medal presented by Mr. Ruppert.

On Sunday, October 15th, the Surface Lines Champion and All Star team will compete in

the National and International Championship games to be held at the Chicago Stadium. At 2:00 P. M., they will play the Rapid Transit team, following which they will play either Detroit or Minneapolis in the evening for the championship and another trophy.

Good luck and more power to our boys. Let's give them a hand.

Harold Ebeling.

Story Without Words

First Waitress: "And Nan asked him if the grapefruit was juicy."

Second Waitress: "Did he answer?"

First Waitress: "No, but she read the answer in his eyes."

Like Dad

A wealthy real estate operator had given his little girl a splendidly equipped doll's house. On his return after a week's absence, he asked her how she liked it.

"It's very nice, Daddy."

"But where is it?" he inquired, not seeing it anywhere around the nursery.

"Oh, I rented it furnished to Cousin Betty for 50 cents a week." —Boston Transcript.

Well, Mrs. Murphy, how are you today?"

"Oim bether than I wuz, Mrs. McGinnis, but I ain't so good as I wuz before I got as bad as Oi am now!"

Mrs. H.—"What on earth are you doing with my dress and shoes on?"

Mr. H.—"My love, I have to get a haircut, and this is the only way I can get any attention, at the barber shop any more."

"So Madge has discovered that the man she married doesn't wear a halo after all."

"Yes, she says he has a yellow streak, all right, but it isn't around his head."

—Sydney Post.