

SURFACE SERVICE MAGAZINE

Volume 10

OCTOBER, 1933

Number 7



*DASH SIGN DISPLAYED BY SURFACE LINES OCT. 2 WHEN
TRANSIT CODE BECAME EFFECTIVE*

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 10

OCTOBER, 1933

No. 7

Teamwork Brought Results

Trainmen, Supervisors and Police Responsible for Success in Great Transportation Feat



Supervisory Force at World's Fair Terminals

Reading from left to right, First Row: R. J. McKinney, J. Milton, J. J. Harrington, S. D. Sim, F. F. Yost, J. P. Reynolds, J. B. O'Connell.

Second Row: A. Ure, S. J. Bitel, A. N. Moreland, J. F. Maloney, J. Mathley.

Third Row: J. A. Berg, C. D. Anderson, G. J. Janda, J. A. Jacoby, E. Gagler, J. A. Volkart.

Fourth Row: J. F. Krause, L. C. Bartelheim, J. Hart, C. W. Zeiher, J. A. Kelly, J. J. Hubberts.

By C. H. EVENSON

Superintendent of Transportation

When the gates of A Century of Progress Exposition are officially closed and Chicago's second World's Fair has passed into history, Chicago Surface Lines men and management can look back over this busy five-month period with the greatest satisfaction. This organization has done the biggest local transportation job ever attempted in this country. It has done it so well that even the professional knockers have been silenced and the general public has recognized that only efficiency and perfect teamwork could have provided service with such clock-like regularity, such courtesy on the part of the men and such reliability in performance of equipment.

The good public relations created in this way is of inestimable value. The people of Chicago and the millions who have visited the Fair from all parts of the United States and the world will long remember the service rendered them by the street car organization.

In the first place, we were equipped to handle the crowds. The extension of lines to the gates, the construction of adequate terminals and the working out of satisfactory schedules, as well as the splendid condition of all the Surface Lines properties from the standpoint of maintenance, were essential to the quality of service

rendered. But all of this planning and expenditure of money on the part of the management would have been of little avail except for the hearty cooperation and perfect teamwork on the part of the men.

Credit is due the men of every division of the city, regardless of where they operated, for the direct service to the Fair was tied in with all other lines at transfer points and Fair service could be good so long as all of the other lines were operating properly. Efficiency had to be on a city-wide basis, and it was.

Because they had the most difficult job, however, special credit is due to the supervisory and operating employees immediately concerned with Fair traffic. The supervisory force at the 18th Street, 23rd Street and Roosevelt Road terminals under the direction of R. J. McKinney handled the many difficult situations at those terminals in a way that is deserving of the highest praise. Trainmen on the lines using these terminals have been always on the alert not only to obey orders, but to anticipate them.

Leading electric railway officials attending the national convention of the American Transit Association here last month were enthusiastic in their comments on the way in which the cars were put through the two terminals. They were quite as enthusiastic also in their praise of the city-wide service maintained under trying conditions.



South Park Police Officers in the Night Group

Reading from left to right—R. White, W. Gounode, M. Murtaugh, J. Coyle, Sergt. C. Cullinan, Lieut. J. Grant, J. Farrell, H. Chevrle, J. Cerny, J. Ivers, W. Toomey. These officers handle the traffic on the 23rd Street viaduct at the entrance to the World's Fair.



South Park Police Officers in the Day Group

Reading from left to right—E. Beutner, J. Egan, Lieut. S. Henderson, Serg. W. McKinney, T. Mannix, L. Henderson, D. Hughes. These officers handle the traffic on the 23rd Street viaduct at the entrance to the World's Fair.

It can be truthfully said that there were practically no infractions of rules or failure to follow instructions at either of the terminals. The trainmen recognized the importance of the work they were doing in providing for the convenience and comfort of Fair visitors and they were as eager to do their work well as were the management and the supervisory force.

In this connection recognition also is due the South Park policemen, particularly those stationed at 23rd Street, and the city police force which aided in keeping the cars moving, often under most trying traffic conditions.

The handling of the crowds at 23rd Street was a difficult problem throughout. The 23rd Street bridge was shared by street cars with other traffic and the junction of 23rd Street and Leif Eriksen Drive created a serious traffic situation. It was impossible to provide adequate facilities for loading and unloading opposite the ramp into the 23rd Street gate, but a large percentage of the passengers preferred to alight and board at this gate rather than at the 18th Street terminal, where better facilities were afforded. But for the intelligent cooperation of the South Park traffic police at this point, congestion would have interfered with street car movement to such an extent as to make good service an impossibility.

The police did cooperate most effectively, however, with the result that millions of people were handled under these difficult conditions without inconvenience or delay.

The public will not soon forget the spirit shown by the men of the Chicago Surface Lines, aided by the city and park police, in taking on

the enormous burden of Fair traffic, in addition to their usual task of providing transportation for two million passengers a day who use street car transportation. We have made friends—an



Police Officers J. Lynch and A. Fuchs of the Day force

army of them—and all we have to do to keep them our friends is to continue performing our daily duties in the same efficient manner.

Paper Work

Traffic Cop—"Let me see your license."
 Tourist—"Marriage, car, driver's, campfire, fishing or hunting? Open the license trunk, Maria."
 —De Laval Monthly.

It All Depends on the Individual

Prevention of Accidents a Matter of Proper Selection and Education of Men

The annual National Safety Congress opened in Chicago on October 2 and closed October 6. This congress again brought together accident prevention workers from every state in the Union. Each industry's representatives met daily during the congress in what are known as Section Meetings for the exchange of ideas on how best to promote safety in the individual lines of business. The Electric Railway Section met and listened to a very interesting talk by President Richardson on "The Human Factor in Accident Prevention" which we are reproducing in part and which we commend to careful consideration by everyone in the organization.

After commenting on the fact that the records for 1932 showed a decrease in traffic accidents for the first time in the automotive era although the number of fatalities is still appalling, he credited the measures that have been taken toward accident prevention with a reduction from what might have been expected in view of the tremendous increase in street traffic. Twenty years ago there were but 1,700,000 automobiles in the United States while today there are approximately 26,000,000. This is particularly significant when it is remembered that steets are no wider today than they were when horse drawn vehicles set the standards for speed and regulations. Not only has there been this tremendous increase in the number of vehicles but a vastly greater increase in speed of operation and therefore a much greater potential accident hazard than the increase in volume of vehicles would indicate.

Much has been accomplished but much yet remains to be done. The segregation of traffic according to speeds and the improved equipment of all vehicles has helped materially; and another improvement has been the widespread education and agitation against recklessness on the part of drivers of vehicles. Electric railway trainmen who operate on fixed tracks with precise clearances have therefore fewer hazards are selected with great care and thoroughly trained before being allowed to operate a car. Something of the same requirements should be made in the case of those who operate private automobiles which are really more dangerous than are street cars since they are free agents, weaving in and out of traffic and starting, stopping and turning at the will of the driver. It might be that some form of federal license for drivers who go from one state to another would be an additional advantage, as with our greater system of national highways, interstate traffic is general and interstate driver regulation seems to be the feasible way to secure uniformity.

The problem of increased safety in public streets is one in which the electric railway operator is vitally interested as traffic hazards have a direct and most important bearing on his business and the principal concern of the industry is to discover what can be done to improve operating practices from the standpoint of safety. In this connection he referred to the experiments of the President's Car Conference Committee which has resulted in the designing

of a car of the immediate future which will be on a comparable basis with the automotive vehicle in quick acceleration, smooth starting and stopping, braking efficiency and riding comfort, all of which will contribute to the prevention of accidents.

In addition to this development in the industry long strides have been made in the selecting, training and management of men—the most fertile field of accident prevention for, after all, the human equation is by far the most important.

Building Morale

"Good employment practices however," Mr. Richardson continued, "can change the character of the train force only by slow degrees. In the period prior to the depression the annual turn-over in train forces on large properties was about 10 per cent, and since that time it has been negligible. The big problem in dealing with the human factor, therefore, is to build the proper morale and sense of individual responsibility in the operating personnel. Many of these men have been in the service for years. They entered it when the life was not nearly as strenuous as it is today, and some of them have not adjusted themselves to the changed conditions. These men must be brought to see that most accidents are preventable and that they must train themselves in accident prevention.

"I am not much of a believer in safety preachments. Golden rule talks on man's duty to man and generalizations on the necessity for "playing safe" do not hit the mark. Like everything else that is worth doing, accident prevention must be systematized.

"The first step in any system of accident prevention is to provide accurate and detailed information on every accident, fixing the responsibility squarely where it belongs. On the Chicago Surface Lines we have had such a system in operation for the past six years and the results in the decreased number of accidents seem to indicate that we are on the right track.

"Under this plan accidents are classed as chargeable or nonchargeable. The supervisor of accident prevention gets a report of every accident immediately after it occurs, makes an investigation and places it in the classification where he believes it belongs. The man involved in the accident has a right to appeal to the supervisor for a change in classification if he does not agree with the decision, and he also has the right to appeal from the decision of the supervisor to a committee on accident prevention consisting of the heads of the operating departments.

"When the classification is determined it is made a part of the man's record. In this way it is easy to spot the accident-prone men—those who have a number of chargeable accidents—and also to give credit to the men who have no chargeable accidents marked up against them.

"The proof of any system is in the results and we are very well pleased with the results obtained by this method. Last year 8,040 men out of the total train force of 12,000 had no

chargeable accidents during the twelve months. Of this number 1,895 had had no chargeable accidents in the six years since the system was established.

"A comparison of certain types of accidents during this six year period as against the previous six year period shows a decrease of twenty per cent in car or bus and person accidents, of fifty three per cent in car or bus collisions, twelve per cent in car or bus collisions with vehicles and sixteen per cent in fatalities. The number of motormen who had six or more accidents in one year has decreased fifty per cent as compared with 1930.

"Whatever success in accident prevention has been attained on this property has been the result of keeping eternally at it. Under the direction of the supervisor of accident prevention, the staff committee with whom he advises and the heads of all operating departments, there is a constant hammering at this problem. The results of the study of all accidents are passed on to the men for their information. They are shown how certain types of accidents could have been prevented and intersections which have proved particularly dangerous, because of the number of accidents occurring there, are spotted and the men are warned to be unusually careful at these points.

"Accident prevention contests are carried on throughout the year among the various divisions and suitable awards are made to the division with the best record. Eye tests are required and the men must wear glasses when they are needed. Group meetings are held at which all types of accidents are discussed and helpful suggestions are requested.

"Especially do we make it a point to recognize good records. I am thoroughly convinced that more can be accomplished by a word of appreciation for the man who has done a good job than by harsh disciplinary measures and the general attitude of taking it for granted that those with good records have only done their duty.

"When you have provided the best type of equipment and have done all you can in co-operation with public officials to secure satisfactory regulation of street traffic, the prevention of accidents in local transportation simply resolves itself into a problem of psychology. Our trainmen are human, like the rest of us. They have the same reactions to praise or blame; they are just as anxious to earn the good opinion of those about them and they enjoy the same satisfaction in going home to their families at night with a feeling that they have done a good day's work—that something attempted, something done has earned a night's repose."

"The man without a well-developed feeling of self-respect is not worth his salt. The average trainmen has as much self-respect and pride in his work as the man higher up in the ranks, unless they have been ground out of him by an unsympathetic management. These qualities must be recognized and directed.

"'The proper study of mankind is man,' and the proper function of an executive is an understanding of human nature and the development of management and supervision with a practical comprehension of the vital relationship of the human factor to every phase of successful operation.

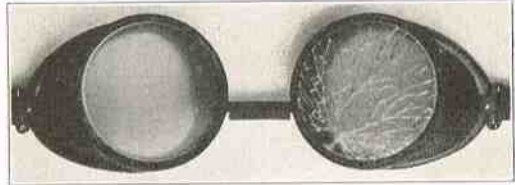
"The destiny of any transportation property is in the hands of its operating employees; they

can make it or break it. They can be driven by the lash of discipline to perform their duties servilely, but servile obedience to rules destroys self-respect and initiative. On the other hand, they can be made to feel that they have the confidence and the respect of the management, that they are relied upon for intelligence and loyalty and that they will receive congratulations for work well done as well as censure for neglect of duty.

"In short, it's easier to lead than to drive men, and that applies to accident prevention as well as to every other activity in industrial relations. Invariably, the operating organization with an exceptionally good morale also has an outstanding accident prevention record.

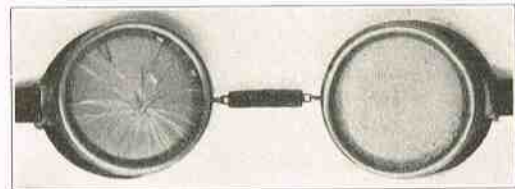
"I am in favor of every possible improvement in equipment and traffic regulation in the interest of safety, but the big thing, after all, is the development of self-respect and a feeling of personal responsibility on the part of the men who operate the equipment."

TWO MORE EYES SAVED



The above shown damaged goggles were worn by F. Felske while working with a track gang at Wells and Whiting Streets on September 27, 1933, the lens being broken by a flying piece of concrete. Due to his carefulness and foresight in taking advantage of and wearing his safety goggles he received no eye injury, and this incident should influence those of you who still persist in taking unnecessary chances when working under hazardous conditions to follow Felske's example and wear your goggles.

J. Colleta, another worker in the Track Department, also had his eye saved by wearing his safety goggles. He was using a pick to chip out concrete when a piece of concrete flew up and shattered the lens as illustrated in the



accompanying cut. You may be sure that with this experience behind him he will not fail to wear his goggles, and he is to be commended on his carefulness and caution

A man walked reluctantly into a haberdasher's shop.

"I just lost a bet," he said, "and I want to get a soft hat."

The salesman, selecting a hat from the shelf behind him, handed it to the prospective purchaser with the remark:

"This is the softest hat we have."

The customer gazed at it speculatively. "What I want," he said reluctantly, "is something a little more tender. I've got to eat it."

Accident Prevention Contest

*Burnside Holding First Place at the End of
September*

Cumulative—February 1 to September 30, 1933

First Place	Division No. 2, Burnside	92.30
Second Place	Division No. 3, Seventy-seventh Street	91.50
Third Place	Division No. 11, Lincoln	91.34
Fourth Place	Division No. 10, Elston-Noble	91.31
Fifth Place	Division No. 1, Cottage Grove	90.84
Sixth Place	Division No. 9, Armitage-Division	90.62
Seventh Place	Division No. 6, Lawndale-Blue Island	90.06
Eighth Place	Division No. 5, Archer	90.03
Ninth Place	Division No. 8, North Avenue	89.58
Tenth Place	Division No. 4, Sixty-ninth Street	89.07
Eleventh Place	Division No. 7, Kedzie	88.69
Twelfth Place	Division No. 12, Limits-Devon	87.89

Month of September, 1933

First Place	Division No. 2, Burnside	92.50
Second Place	Division No. 10, Elston-Noble	91.84
Third Place	Division No. 5, Archer	90.92
Fourth Place	Division No. 8, North Avenue	90.91
Fifth Place	Division No. 4, Sixty-ninth Street	90.23
Sixth Place	Division No. 9, Armitage-Division	89.23
Seventh Place	Division No. 7, Kedzie	88.93
Eighth Place	Division No. 6, Lawndale-Blue Island	88.54
Ninth Place	Division No. 3, Seventy-seventh Street	88.17
Tenth Place	Division No. 12, Limits-Devon	88.10
Eleventh Place	Division No. 11, Lincoln	87.79
Twelfth Place	Division No. 1, Cottage Grove	87.27

THE STORY OF A LOST PURSE

Miss Mary Teresa O'Donnell of the Irish Free State Exhibit Relates Her Experience

August 12, 1933. Mr. Evenson, Chicago Surface Lines. Dear Sir: About two weeks ago, I traveled on a No. 1 car from 31st St. to Irving Park and Broadway, at 5 P. M., arriving at Irving Park about 6 P. M. As soon as I stepped off the car I found I had left my purse on the seat where I was sitting, but the car had already started. I saw a Broadway right behind and ran and asked the conductor if he would allow me to ride on his car, I had no car fare. He said, "Sure, hop on." I did so and then told him what had happened and asked if it were possible to overtake the No. 1, which was just ahead. He said they were already late and might be able to make it. However, it was not until we nearly reached Devon that we got near enough to signal the No. 1. We got off and searched the car, but the purse was gone. The lady sitting next to me had gotten off somewhere along the route and taken it with her.

Now I was very upset over that purse. It only contained about \$4.00 but that is a lot of money these times, but it had my keys and some letters of value connected with my business, and several other things which I could not replace. The keys covered everything I have of value, and also the exhibit above mentioned, where I am employed, and my pass. I would be inconvenienced and put to expense to get out of the dilemma I was in, so naturally I was very upset. The car men were very nice about it, and when I got off and stood there I should have had to walk home, which would have been a hardship as I was tired and hot, had not the conductor on the Broadway car slipped a quarter into my hand and said I had better go home.

I asked for his name, but he said, "Never mind, glad to be of service to you."

I took the next car home, and found that in the meantime the lady who sat next me had gotten off the car at Lawrence, where she lived, and taken my purse with her. She called my home and I went there after dinner, and got the purse and everything safely in it.

When the conductor was leaving me I noticed the number of his cap which was No. 2236, Broadway car going north, time between 5 and 6 P. M. on July 27th, and as he would not give me his name I am taking a chance that this will find him, for I certainly feel I ought to say a word of praise for the very considerate and kind way he treated me.

We are very prone to grumble when the conductors are short with us and abrupt in their manner some times, and are always ready to write and complain about them, but I feel when we are treated as this man treated me, that I should express myself accordingly. The Street Car Company is lucky when they have men in their service like this one.

Will you please deliver the enclosed letter to him for me, as I want to pay him back what he lent me?

Thanking you for your consideration, I am
Very truly yours,

IRISH FREE STATE EXHIBIT.

Miss Mary Teresa O'Donnell.

(The letter was delivered to Conductor Bernard W. Demarest at Devon.)

Salesman: "I was out with two school teachers last night."

Another: "How were they?"

First Salesman: "Not much. One had no class and the other no principle."

Surface Lines "Who's Who"

Personal Bits About Men Whose Faces Are Familiar On and Off the System

Back in 1893, when cable cars were operating on Madison Street, Charley Triplitt became possessed with the idea that the job of conductor on a Madson Street Cable train would be just about exciting enough for him. So he was soon collecting fares on Madison Street.



Charles Triplitt

During this period of traction history it appears that the north and west side companies had maintained a joint claim office located at La Salle and Washington Streets.

In 1894 the two companies abandoned the idea of a consolidated claim department, the West Side going to 600 Washington Boulevard and the north side to Clark and Division Streets. It was at this time that Charley went to the west side office as an investigator but soon found himself in the position of time-keeper. When the companies consolidated and the main office was moved to Clark and Division Streets, he was appointed chief time-keeper of trainmen's time. This position he held until 1914 when the timekeeping department was reorganized and he went to North Avenue as a starter. He very soon advanced from starter to supervisor and to Assistant Division Superintendent at North Avenue. In 1920 he was again promoted, this time to the general office.

Since October 16, 1928, his position has been Assistant Supervisor of Accident Prevention.

If you can imagine a typical west side youngster hanging around the old Rockwell Street



William Schenck

and the Washington and Western Avenue power houses, watching the installation of machinery, wondering what it was all about, you

may be able to get an early picture of William Schenck.

Ever since the Public Relations Department adopted moving pictures to tell the Surface Lines story, he has had charge of the projection work.

Those who know Bill may believe that his hobby is planning a good time for his family at the little farm up in Michigan. Those who are really acquainted with him realize that his hobby is furnishing entertainment for others, whether it be a Christmas party or delighting the children at a picnic or staging a stunt at the club house or cooking red-hots at a beach party. The truth is we all have had many good times that might not have been quite so good but for Bill's untiring efforts.

P. N. Simmons was born and raised in a small Mississippi town of 1500 inhabitants called



P. N. Simmons

Sardis. Along with the other youths of the town he had ambitions of some day becoming a field engineer for the Illinois Central Railroad which runs through the town.

After graduating from the Sardis High School and from a class in railway electrical engineering at the University of Illinois, his ambition changed and he became identified with the Chicago Surface Lines on August 1, 1928.

Starting in as a student engineer, Mr. Simmons learned how to repair cars, was a motor-man at Devon depot, a register clerk at North Avenue and for a time worked in the Track Department. At the time of the installation of trolley buses he was a clerk in the Electrical Department. From there he went to the Transportation Department on various special studies. After a short period in the Schedule Department under Mr. McIlraith he was assigned to organize special records for the Accident Prevention Department.

In November, 1932, he became engineer of the Legal and Accident Investigation Department. In a general way his duties include aiding in the development of investigations from the physical standpoint and working with the trial lawyers in the technical phases of their defenses.

After reading the foregoing experiences of Mr. Simmons one would believe he favored hurdle jumping as his favorite sport. That would not be far from correct as his favorite sport and hobby is taking mental hurdles.

SURFACE SERVICE MAGAZINE

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Volume 10 October, 1933 No. 7

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

STAGGERING FIGURES

While it will not be possible to know exactly what the Surface Lines' passenger record to and from the Fair will be until the Fair gates are closed, our Schedule and Traffic Department is able to approximate the totals very closely. There is no definite information disclosing the number of riders who attended the Fair over the 35th Street line nor who traveled via Cottage Grove, Stony Island and T. R. 1 and walked directly to the Fair gates, but the checks of the riding to and from the Roosevelt Road, 18th-23rd Street and 31st Street entrances have been as follows: May 27 to June 13, estimated, 396,000; June 14 to July 31, actual, 3,041,464; August 1 to September 30, actual, 5,842,018; October 1 to October 31, estimated, 2,450,000; or a grand total of 11,729,482. To transport these millions of riders there were 266,974 trips. With these figures in mind it will be easy to understand the significance of the elaborate preparations to care for the World's Fair crowds that were described in detail in the September Surface Service magazine, and will suggest the tremendous importance of the facilities afforded by the special terminals as a contributing factor in making access to the Fair convenient to the mass of visitors.

ROUNDING UP WITNESSES

Burnside Make It Three In A Row—Average For System Boosted To 3.70

"Three in a row"—baseball lingo—a phrase most appropriate in these World Series' times, but in this instance we refer not to baseball but to the interesting fact that Burnside has now for three consecutive months held the lead in this contest, and like a real championship team has bettered its average month by month. Lincoln for August put forth a little extra effort and climbed from last to ninth place while 69th Street took a bad slump and dropped from the fifth to tenth position. In August, with three divisions scoring better than 4.25 and not one division scoring under 3.00 the average for the

system was boosted to 3.70, the best showing made since May.

Detailed figures are as follows:

	Aug.	July	June	May
1. Burnside	4.48	4.28(1)	4.02(1)	3.53(8)
2. L'ndale-Blue Isl.	4.29	3.80(4)	3.92(2)	4.70(1)
3. 77th Street	4.25	4.06(2)	3.86(4)	4.05(4)
4. Cottage Grove	3.92	3.98(4)	3.80(5)	4.09(2)
5. Elston-Noble	3.81	3.39(7)	3.72(6)	3.70(7)
6. Archer	3.75	3.24(8)	3.88(3)	3.84(5)
7. Devon	3.46	3.22(9)	3.25(10)	3.06(10)
8. North Avenue	3.44	3.48(6)	3.67(7)	4.08(3)
9. Lincoln	3.41	2.96(12)	2.88(12)	2.98(11)
10. 69th Street	3.34	3.70(5)	3.62(8)	2.76(12)
11. Kedzie	3.26	3.10(10)	3.44(9)	3.74(6)
12. Armitage-Div.	3.04	3.06(11)	3.11(11)	3.24(9)
Average for System	3.70	3.54	3.58	3.81

EMPLOYES RELIEF FUND

September, 1933

The Surface Lines Employees Relief Committee held four sessions during the month, at which 18 applications were considered. Of this number there were 4 emergency cases on which the Committee approved immediate relief, and 10 cases were approved for weekly payments.

Checks totalling \$9,106.92 were distributed. This sum together with distributions since December, 1930, heretofore reported, makes a total of \$380,264.19 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, \$500,264.19.

THE INTRAMURAL OF '93

The Power Plant of That Day Was Something to Get Excited About—Old Time Transportation News

In connection with the Century of Progress, Motorman Shumon of Armitage submits the following, from the Tribune of June 4, 1893:

"Build a huge engine—Mammoth dynamo placed in the Intramural power-house—Largest piece of machinery at the Fair—It will operate the electric trains on the World's Fair Grounds—Is of itself one of the wonders of the Exposition—Constructed on the grounds at a cost of \$100,000. It has a maximum capacity of 3,500 horse-power.

"The largest and probably the most costly piece of machinery in the Exposition is now being erected in the Intramural Power-house at the extreme south end of the grounds.

"It was necessary, if the big dynamo was to be had, to have it built on the grounds because cars and railroad bridges were not of sufficient strength to endure the strain of transporting it.

"The steel shaft alone weighs 200 tons or nearly twice as much as the big Krupp gun. The entire machine cost \$100,000 to build.

"The Intramural trains are composed of a motor car, with three trailers. There are but six of them now in operation, driven by a smaller, reserve dynamo, attached to a Corliss engine. As soon as the machinery is completed there will be eighteen trains run, and the speed will be materially increased. It is hoped to have the full complement of trains running in two weeks. Their speed is to be twenty miles per hour."

Employes in service forty years or more now number 384, while those in service twenty-five years or more total 2,726.

Cars of New Design to Be Tried

Two Noiseless Models With Novel Mechanical Features Purchased by Surface Lines



By H. O. CREWS

A practical demonstration of what can be accomplished in quiet and efficient operation and attractive design of street cars will be seen by the people of Chicago in the course of a few weeks.

Judge James H. Wilkerson on Sept. 29 entered an order in the federal court authorizing the purchase of two new type passenger cars to be used on the Chicago Surface Lines, embodying principles worked out by engineers after three years of study and experiment.

One of the cars was ordered from the J. G. Brill Company of Philadelphia and the other from the Pullman Car and Manufacturing Corporation of Chicago. Each of these companies was instructed by the Surface Lines to design a car in line with their ideas of what the modern street car should be in the light of the studies and experiments conducted by the Presidents' Conference Committee, made up of electric railway operators and manufacturers, under the direction of Professor C. F. Hirshfeld of New York. The cars as soon as completed will be placed in operation in Chicago.

The J. G. Brill Company has designed a car which in general appearance is radically different from the existing surface cars. It employs stream line features designed by O. Kuhler of New York, who served as consultant artist. The Pullman Car and Manufacturing Company's car will be built of aluminum alloys and therefore will be remarkably light and strong, due to the application of the knowledge they have gained by their recent experience with other developments.

The trucks of both the Brill and Pullman cars are to be thoroughly insulated with rubber and this, together with the use of resilient wheels of the cushioned type and care in body construction, will make the cars practically noiseless in operation. The motors for propulsion, as well as the brake equipment for stopping, are also a radical departure from present and past practices. These are being developed by the General Electric Company and by the Westinghouse Electric and Manufacturing Company.

Each of the cars will seat 58 passengers. Modern indirect illumination, ventilation and heating devices are employed. Both are designed for single-end, two-man operation, with

triple stream entrance doors at the front, double stream exit doors at the middle and a single stream exit door at the rear. Their light weight and sturdiness will make possible quick acceleration and stopping without inconvenience to passengers. With this high acceleration and deceleration, not only will traffic be quickened in congested districts but passengers and street traffic will be safeguarded to a greater extent than at present, due to the performance provided by motor and brake control.

The lighting and ventilation will be given special attention. While the two cars are not being equipped exactly the same way, both of them use the same principles for light and air. In the Pullman car, for instance, along the center line of the roof and forming a part of the headlining running the length of the car, will be a duct blending into the interior contour to give a pleasing ceiling effect and used to remove foul or overheated air from the car by means of an exhaust fan located at one end. During winter months fresh air is drawn in at one end near the roof. A forced draft system is used to blow this over electric heaters grouped at the end on either side and the heated air is carried by ducts along the floor line and discharged into the car to provide uniform heat in sufficient volume without discomfort to passengers.

During the periods when heat is not required, the forced draft and distribution system is used to provide a very much increased quantity of fresh air for ventilating purposes. The amount of exhausted air is increased in a like proportion.

At the outer sides of the exhaust duct located below the roof are continuous trough-like members which receive reflectors used for the indirect lighting. The illumination is of the soft glow type but with an extremely high intensity, permitting the reading of the finest type printed matter without effort, and objectionable glare is avoided. The high average figure of 7-foot candles is obtained at the reading position of a seated passenger.

Everything has been done to make the operator's duties very simple. He will always be in a seated position and his controls will be located somewhat similar to those in the modern automobile.

The work of the Presidents' Conference Committee is not yet complete, but enough principles have been determined upon for the construction and equipment of the ideal car to make possible practical demonstration. President G. A. Richardson of the Surface Lines has

been a member of this committee throughout and has followed with the closest attention all of Professor Hirshfield's work.

The cars will be constructed as quickly as possible and placed in operation for tryouts and tests on various lines.

Good Men, Good Service

Letters from Chicagoans and Visitors Praising Individuals for Courtesy and Honesty

Headwork in An Emergency

Supervisor M. J. Lyons wishes the crew on 79th St., run 675, commended for their good work in keeping the cars moving in a delay caused by a broken trolley wire which was lying in the street between Coles Ave. and Exchange Ave. on 79th Street on October 2nd at 6:31 P. M. when there was no supervisor available to take care of the street. When the crew on run 675 arrived their two leaders were standing east bound. Motorman B. Wagoner, badge No. 8643, and Conductor E. C. Tocci, badge No. 3334, instructed the first crew to take their car and go back from Exchange Ave., the next crew to follow on their time. There was a car east of the delay due to pull into depot, which they rerouted via Coles Ave. to 75th to depot. After the wire was picked up they switched themselves into place so that only one car lost a portion of its trip on a 17-minute delay. Division Superintendent Bessette was pleased to record this commendation.

Pleased in Many Ways

Chicago Surface Lines. Gentlemen: We wish to express our appreciation and thanks to your company and especially to one of your conductors by the name of M. J. O'Mara, No. 13592 (69th Street). This conductor was on a "Racine" car the night of August 30, 1933.

We were visitors to the Century of Progress Exposition that week (4 adults and 2 children). We were standing on the corner of Archer and 22nd Street at about 9:15 the night of August 30th waiting for a Halsted car, having received transfers from a Cermak car. Several other people were also waiting there.

Two cars drew up to the corner at once. The first was a "Racine" and the second was a "Halsted." We boarded the vestibule of the Halsted and then noticed that our boy of 11 years was not with us. We all got off that car again and spent the next hour worrying and trying to find him.

We won't bother you with any of the details of what we did to find him, but here is what happened. He jumped on the Racine car without any one of us seeing him. As soon as the Racine car got under way the boy noticed that the rest of us were not there and he told the conductor of his plight and wanted to get off. The conductor asked him if he knew the address at which he was staying and luckily he did. It was the corner of Carpenter and 72nd Street. The conductor let him off at 72nd and from there he found his way home. I found out through the Stock Yards Police that he was home and then we took the next Halsted car for home.

Please express our sincere thanks and grati-

tude to this conductor. We also wish to express our appreciation to your company for the courteous and helpful attitude of all of your conductors. We used the street railway for several days and they were at all times ready and willing to help us find our way. We think your service was fine in every way. Plenty of cars and they made good time. We thoroughly enjoyed our visit to Chicago and A Century of Progress.

Sincerely yours,

M. H. De Fouw,
607 Lawndale Court, Holland, Michigan.

Praise for Smooth Operation

Chicago Surface Lines. Gentlemen: Having been to the fair and used your street cars, I want to tell you of one of your motormen. He is always sure of his corners in stopping. No jerking and knocking in the car while standing. A passenger auto was coming right along and we were making a corner and they both stopped within a few feet of each other. They evidently were strangers and didn't think about turning. Always polite to passengers and calling streets, and just now when there are so many strangers who don't know just where to go for him to always answer them politely. I know how trying conditions are just now with the crowds that are coming and going. His number is 12255. (William J. Welcome, Kedzie.)

Respectfully yours,

Mrs. Frank L. Martin,
Ripon, Wisconsin.

An Act of Kindness

Chicago Surface Lines. Gentlemen: I was visiting in Chicago about three weeks ago, staying with friends on the South Side of the city. Of course, my trip would not have been a success if I didn't see Chicago's famous loop and have a ride on a trolley car. One of the things that impressed me most while on that trip to the Loop was the kindness and thoughtfulness of the conductor, No. 6094, Racine Avenue (Frank E. Lux, 69th) in assisting an elderly lady on the car.

Such courtesyness should not go unmentioned.

Very truly yours,

Miss Margaret Shannon,
854 Penn Street, Bryn Mawr, Pa.

Honesty Appreciated

Chicago Surface Lines. Gentlemen: About two weeks ago I was riding on your car No. 5121. In getting off at 35th and Ashland I dropped my purse containing \$25.00. When I reached the Unemployment Relief Service Office I noted my loss and found on looking up

from my desk the street car conductor coming across the room with my purse in his hand, and money undisturbed. If anything could be more like a fairy action in these times, I don't know what it could be.

I took occasion to note that he held up the street car long enough to render the kind act. On calling the Archer car barns I found that the unusual young man was Marvin Mulconrey, Badge No. 4080.

I wish to pause long enough and offer him a reward which is not money, but has more far-reaching value than dollars and cents which I am unable to give him. The kind deed which Mr. Mulconrey committed is to be commended in the highest manner. Such a thing would happen once in a thousand years with strangers, and with relatives never. Being a social service worker, it is my opinion that honest men are the greatest need in the present crisis.

Respectfully yours,

Miss F. G. Orr,
5726 Blackstone Ave.

Bouquets for Five

Chicago Surface Lines. Gentlemen: I use the street cars a great deal and I have come in contact with a large number of conductors. All of us like to know if the efforts we make are appreciated and though occasionally I meet a conductor who is gruff and ill mannered, the majority are pleasant and helpful. Perhaps the most courteous of all is conductor No. 4300 on a No. 3 car. I have boarded his car a number of times and he has always been exceptionally cheerful and cordial. A number of times he has made a special effort to be of service to some stranger in this city. He is an outstanding example of a perfect conductor and gentleman.

Conductor No. 2294 on a Roosevelt Road car calls out the streets very distinctly and is helpful in giving information.

Conductor No. 1334 calls out the streets very plainly and is very courteous.

Conductor No. 3038 on a No. 1 car is exceptionally courteous and considerate of the welfare of others.

Conductor No. 2066 on a Halsted-Downtown car merits a token of thanks for the courteous way he answers questions and supplies information to strangers.

I hope that you will inform these men that the patrons of the Chicago Surface Lines do appreciate their efforts in our behalf. Wishing you continued success, I remain,

Kenneth Ekstrom,

6613 S. Richmond Street,

1334, James Wenham, Jr., Cottage Grove; 2066, Alfred W. Pearce, 77th; 2294, Wilbert J. Allen, Lawndale; 3038, Berton H. Tickner, Devon; 4300, Edward S. Miller, Cottage Grove.

Mrs. E. Tapper, 10324 S. Hamilton Avenue, highly praises Motorman A. J. Neutout, Badge No. 413, Burnside, for his courtesy in interesting himself in the welfare of a very feeble old lady who was placed on his car by her daughter and entrusted to his care. Inquiring where she lived, he stopped directly in front of her house, alighted from the car, picked her bodily off the car and carried her safely to the curb.

Miss Alice Andersen, 10235 Parnell Avenue, reports that Conductor A. J. Jacobsen, Badge No. 594 of Burnside, noticed an elderly gentle-

man who wished to board his car but was held on the sidewalk by moving traffic. This conductor stopped his car, got off and escorted this man to the car and assisted him in boarding. Miss Andersen wishes to compliment this conductor on his thoughtfulness and courtesy.

Mrs. W. C. Fink, 2635 N. LeClaire Avenue, comments on Conductor G. Demco, Badge No. 1532 of Armitage, as follows: "He is as clean and neat in appearance as any I have seen in a long time. Very courteous in answering questions about transferring. I have seen him assist two women with large packages. He is a perfect example of what a conductor should be to make his passengers ride in peace, comfort and happiness."

Mr. B. Lytle, 7159 Talman Avenue, compliments Conductor R. Kloeze, Badge No. 1886, 69th Street, for his courteous manner in handling his passengers.

The courtesy shown to Miss A. J. Keefe, 6340 Blackstone Avenue, and to several out-of-town visitors so favorably impressed her that she made his actions the subject of a commendatory letter in his behalf.

Mr. S. Meade commends Conductor H. W. Leach, Badge No. 2048 of 77th, for his ever-courteous manner toward adults and children who are his passengers.

Mrs. E. Stensrud, 3121 Cortland Street, reports the courtesy extended by Motorman D. Milbrandt, Badge No. 2173, of Noble to his passengers and wishes to commend him.

Mrs. J. Snyder, 3214 N. Linder Avenue, a visitor from California, reports that she boarded the car in charge of Bus Operator H. E. Mix, Badge No. 2506, and found that she had nothing smaller than a ten dollar bill with which to pay her fare and which he could not change. He paid her fare, thus saving her from seeking change, and for which she thanks and commends him.

Conductor J. O. Coombs, Badge No. 2660 of Kedzie, is complimented on his courtesy by Mr. J. T. Bourke, 310 S. Karlov Avenue.

The general manner in which Conductor William Gleason, Badge No. 3026 of 69th, performed his duties won for him a commendatory letter from Mrs. H. J. Slefir, 6325 Kenwood Avenue.

To quote Mrs. E. M. Conway, 7502 Kingston Avenue, who was a passenger on the very crowded car in charge of Conductor N. B. Abrams, Badge No. 4116 of Burnside, in her letter to the management commending him: "The efficiency of this conductor in handling an extremely crowded car with the finesse worthy of a diplomat. He kept everyone contented upon a very hot day under uncomfortable conditions."

Mr. L. A. Ewer, 5249 N. Leamington Avenue, compliments Bus Operator J. M. Barcal, Badge No. 4155, for his efficient service.

Miss M. Reynolds, 3603 Ellis Avenue, commends Conductor J. E. Mooney, Badge No. 4256 of Cottage Grove, for calling all street cars stops in a clear, distinct voice.

Miss L. F. Wallden, 3425 Berteau Avenue, highly commends Conductor B. A. Andres, Badge No. 4372 of Elston, for the type of service he renders towards his passengers.

Motorman H. D. Tegen, Badge No. 4397 of Limits, is complimented for his thoughtfulness in holding his car long enough to enable Mr. H. T. Gerling, 2754 S. Kedvale Avenue, to

board it, even though he had been given the signal to proceed.

Mr. J. J. Craig, 9145 S. Ada Street, wishes to thank and commend Conductor J. W. Murray, Badge No. 4566 of 69th, for his honesty in turning in his watch to the Lost and Found Department which he had left on his car.

Mrs. E. E. Beach, 455 Briar Place, thanks Conductor C. J. O'Gradey, Badge No. 4660 of Devon, for his kindness in paying her fare when she boarded his car and found that she had lost her money.

Mrs. G. Ferguson, 1619 E. 70th Street, wishes to commend Conductor C. F. Sendzikowski, Badge No. 4938 of Burnside, for his courtesy to his passengers.

Mrs. J. Lazarus, Alexandria Hotel, compliments Conductor F. H. Mosiman, Badge No. 5294 of Devon, for his honesty in returning to her excess money she had inadvertently given him when paying her fare.

Mr. J. S. Phillips, Burnham Park, thanks Conductor R. H. Adams, Badge No. 5528 of 77th, for his kindness in paying his fare when he boarded this conductor's car and found that he only had a large bill which he could not change.

Unusual courtesy on the part of Conductor F. C. Brueck, Badge No. 5734, and Motorman W. F. Jeffers, Badge No. 3337 of 69th, to Mrs. P. L. Francois, 1642 E. 76th Street, was made the subject of a commendatory letter in their behalf by her.

The efficiency of Motorman S. D. Harding, Badge No. 6195 of Elston, won the favorable attention of Mrs. L. Marshall, 4245 N. Springfield Avenue, who made his actions the subject of a letter of commendation.

Miss L. M. Rohen, 4419 Monroe Street, compliments Conductor C. Gustafson, Badge No. 5170 of Kedzie, for calling all street names in a clear, distinct voice and also commends Motorman G. W. Beyers, Badge No. 6309 of Kedzie, for the smooth manner in which he operated his car.

Mr. H. T. McFarland, 6858 Crandon Avenue, commends Conductor J. Casey, Badge No. 6540 of Kedzie, for the manner in which he was put at ease when he boarded this conductor's car and found that it was not the car he wished to ride on.

Mr. B. Lytle, 7159 S. Talman Avenue, reports that Conductor A. J. Ray, Badge No. 6754 of 69th, never seems disgruntled but always cheerful and wishes to compliment him on his cheerful disposition and efficiency in handling his duties.

Mrs. Oehl, 3418 N. Ridgeway Avenue, commends Motorman N. Sebastian, Badge No. 6967 of Limits, for his very courteous manner in handling his passengers and states that he is a credit to the management.

Miss B. Lytle, 7159 S. Talman Avenue, highly praises Motorman A. H. Lovewell, Badge No. 8797 of Devon, for his thoughtfulness in holding his car long enough to enable her to board it when he saw her running toward it just after he had been given the signal to proceed.

Mr. S. L. Backus, 4959 Melrose Street, commends Conductor E. Simons, Badge No. 9052 of North Avenue, for the manner in which he handled an irate woman passenger who flew into a rage without apparent reason.

Conductor G. A. Oakes, Badge No. 10048 of Archer, is thanked and commended for his honesty by Miss Helen Souhrada, 5927 S. Troy

Street, who inadvertently left her purse on his car and which he turned in to the Lost and Found Department, where she recovered it.

Mrs. Charles E. Johnston wishes to compliment Motorman J. O'Neill, Badge No. 10861 of Devon, for closing the car window for her when she was afflicted with a cold and appreciates his kind action.

Mr. Jolowitz, 919 Washtenaw Avenue, wishes to thank Conductor J. J. O'Neil, Badge No. 11442 of North Avenue, for paying his fare when he boarded this conductor's car and found that he was without funds.

Mr. H. Birch, 1118 S. Michigan Avenue, reports that it was a pleasure to observe Conductor H. M. Hoffstadt, Badge No. 11660 of Devon, perform his duties and wishes to compliment him.

Mr. W. O. Nangle, 218 E. Superior Street, commends Conductor J. F. Perry, Badge No. 12504 of Devon, for assisting a lady burdened with several packages to board his car and later escorted an old man to a seat who apparently could not see very well.

Mr. and Mrs. E. C. Sumerfield, 4153 Drexel Boulevard, highly commend Conductor W. Eckel, Badge No. 12906 of Cottage Grove for calling each street in a clear voice, aiding passengers in boarding and alighting and in general showing that he enjoyed helping others.

The quick action and alertness of Motorman Chester Wixon, Badge No. 385 of Archer in avoiding an accident won the approval of Mr. L. E. Smith, 20 N. Ashland Boulevard who made it the subject of a commendatory letter in this motorman's behalf.

The courtesy of Conductor P. H. Peterson, Badge No. 254 of Burnside towards passengers on his car attracted the favorable attention of Mr. C. W. Schrtoh, 6510 Yale Avenue who wrote the management a commendatory letter in behalf of this trainman.

Mrs. C. Mueller, 2431 Eastwood Avenue wishes to compliment Conductor F. W. Heedt, Badge No. 10548 and Motorman P. Donoghue, Badge No. 13141, both of Archer for turning their car back in order to pick up a crowd of about seventy-five passengers who were waiting in the rain as other cars were blocked by water under viaducts.

Mrs. J. B. Smead, 7703 S. Morgan Street thanks Conductor H. Klasen, Badge No. 11922 of 77th for his honesty in returning to her an excess dollar which she gave him in the payment of fares for her party, inadvertently giving him a two dollar bill, received change for a one and did not wait to get her other dollar, which he came into the car to give to her.



A Chicago City Railway Transfer of the 1897 Form from the Collection of Conductor J. Fuchs of Cottage Grove.

Honors for Soldier Employes

Maj. Chadwick of the Electrical Department and Motorman Klaesi Decorated

The friends of Major Harry R. Chadwick of the Electrical Department are busy these days congratulating him for being the recipient of the Distinguished Service Cross. This was conferred in recognition of his heroic services in France, October 11, 1918.

The citation is as follows:



Maj. Chadwick's Record

Harry R. Chadwick, near Bois-de-Fays, France,
October 11, 1918

The Distinguished Service Cross.

Captain, 132nd Infantry, 33rd Division. Although wounded while placing his machine guns in position preparatory to an attack, he remained on duty for several hours constantly exposing himself to enemy fire as he moved along the front line to encourage his men. He remained on duty until exhausted from loss of blood.

Among his souvenirs he also has the following citations:

The Purple Heart has been awarded Captain Harry R. Chadwick, 132nd Infantry, for wounds received in action.

(Signed) W. E. McKinley,
Actg. The Adjutant General.

War Department,
May 12th, 1933.
For Military Merit.

The Thirty-Third Division American Expeditionary Forces

Captain Harry R. Chadwick,
132nd Infantry:

The reports of your Regimental Commander and of the Commanding General of the 66th Brigade testify to your gallantry and splendid performance of duty at Bois de Foret on October 10th, 1918.

Your conduct on that occasion has afforded me genuine gratification and I have accordingly directed that your name and action be inscribed on the Roll of Honor of the "Prairie Division" Division."

(Signed) George Bell, Jr.,

Major General, Commanding 33rd Division.
Citation for
Silver Star Medal
For Gallantry in Action.

Major Chadwick retired from active service in the Illinois National Guard August 30, 1931, with the rank of Major.

With the strains of "Over There" sounding in Chicago's loop streets, played by one of the drum and bugle corps of the American Legion during their annual convention, a more fitting



Arnold Klaesi

time could not have been picked in which to lay on the Editor's desk the announcement that one of our motormen, Arnold Klaesi, Badge No. 739 of 69th Street Depot, had been awarded the Distinguished Service Cross for an "act of extraordinary heroism in action near Soissons, France."

Hopping from trench to trench across No Man's Land on July 18, 1918, severely gassed and facing a terrific bombardment of enemy shells and artillery, he made his way to his wounded company commander, Lient. Dudley W. Woodruff, sprawled helpless in a gully by an enemy sniper's bullet, dragged him to safety to the rear and returned to the front immediately to go into action.

Among the first to go over, last to come back, Klaesi enlisted in the regular army at 16 in February, 1917, served in Mexican border skirmishes, participated in seven major world war engagements, stayed to join the army of occupation on the Rhine after the armistice, coming home only after that was disbanded.

For his wartime bravery there are pinned upon his faded khaki army coat five other medals—Order of the Purple Heart, Silver Star, Victory medal, Croix de Guerre, Verdun medal and now alongside of those the Distinguished Service Cross.

On the night of October 3rd, Motorman Klaesi's act of heroism was dramatized by one of our local radio stations in such a thrilling manner as to send cold shivers up and down your spine. As you listened to the rattle of machine gun fire and the rumble of heavy artillery you imagined that he was actually once again facing a dreadful hail of hot lead in order to save his superior officer, staking his life to save another and winning.

For the past ten years he has been a motorman and of his job he says, "It's quieter than war." He lives with his wife and 4-year-old-daughter Elsie, at their home at 6930 Green Street.

Keeping 'Em Rolling

Devon at the Top for September—Average for System Over 25,000 Miles



Devon Carhouse Pull-In Crew

E. Phillips, L. Skimelis, D. Wizowati, J. Flasz, E. Anderson, P. Schulz, L. Einfeldt, E. Schmit, A. Sandberg, T. Riordan, J. Doyle, M. Sadowski, T. Hildebrant, P. Simo, L. Bindwhamer, T. Buch, L. Billsten, W. Misiak, G. Peterson, C. Draznek, H. Henry, J. Stopa, P. Banialis, J. Maloney, G. Holzschuh, J. Sklaney, P. Piedos, J. Piecyonka, H. Beghyn, J. Rolling, C. Daus, J. Aerens, B. Jonkauski, M. Mulvey, J. Vlaminck, F. Nelson, A. Anarson, G. Jonason, D. F. O'Donnell, D. Mautino, J. Weber, T. Shadbaras, J. Stanton, J. Grolig, W. Bogus, T. Dabulskis, P. Walsh, B. Mozacko, B. J. Callahan, J. Duffy, O. Heely, J. Jennings, F. Thomalla, C. Baker, J. Moloney, M. Brown, T. Cregor, H. McQuinn, L. Lemieux, F. Grazinski, L. Pulit, N. Raqusea, J. Lazenski, S. Prus, S. Chabyłowski, H. Szafranec, W. Kruppa, M. Ereen, E. Mann, M. Cplis, J. Kuklewicz, C. Kloster, E. Ptasinski, C. Kelly, P. Joyce, S. Rygiel, K. Baker, O. Thoelin, M. Schultz, J. Dobrovitch, G. Galek, B. Martans, J. Finnegan, J. P. Peschon, J. Janice, W. Gothan, J. Enarson, L. Hoehn, A. Krazewski.

Devon leads the race for the month of September after rising from seventh place in August. Devon operated 49,379 miles per pull-in due to equipment failure, and although this is not as high as last month's leader, they increased their percentage 52.5% over the preceding month. The highest percent increase was made by Armitage Carhouse, who moved from twelfth place up to third position this month, which gave them an increase in percentage of 79.7%.

Rank	Carhouse	Days	Zero Miles Per Pull-In	Pct. Inc. Or Dec.
1	Devon	18	49,379	52.5
2	Cottage Grove	17	44,334	4.8*
3	Armitage	20	39,652	79.7
4	Lawndale	19	36,247	1.4
5	Limits	20	30,797	40.5*
6	77th	7	29,810	2.6*
7	Burnside	13	27,006	22.7*
8	Archer	7	25,811	23.5*
9	Lincoln	15	23,599	4.1*
10	69th	6	23,373	11.9*
11	Kedzie	8	19,948	7.6*
12	Elston	19	19,636	16.6*
13	Blue Island	15	19,552	46.5*
14	Noble	18	19,196	4.9*
15	Division	14	15,602	10.3*
16	North	4	15,507	25.6
		220	25,173	1.2*

*Decrease.

Ten of the sixteen carhouses operated over 20,000 per pull-in.

Standing of each carhouse for the past half year follows:

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

The Chicago Surface Lines owns 3,740 passenger cars, 114 trolley buses and 10 gasoline buses—a total of 3,864 passenger vehicles. Placed end to end, these would reach a distance of about 33 miles.

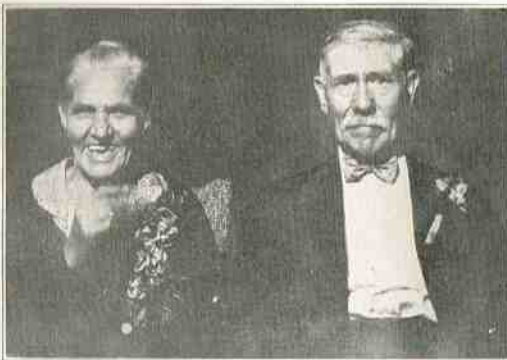
The average fare per revenue passenger on the Surface Lines system last year was 6.91c (reduced from 7c principally by number of half-fare passengers). The average cash fare in cities of 25,000 population or over was 8.19c.

Around the Car Stations

77th

Election of officers for the L & A Club took place in the clubroom Tuesday evening, September 5th, and all the present officers were unanimously re-elected. Immediately following the election the members were treated to a buffet supper during which a surprise program was presented by a five-piece orchestra made up of trainmen from this division. Later, solo numbers were presented by Lester Green, Patrick Lacey, Eddie Delasky and Johnny Kugler, who in addition to writing many of the songs is the saxophone artist, crooner and tap dancer. Peter Mochan contributed an enjoyable monologue in dialect. Harry Barry, the president of the club while glad to see the 300 members present hopes that future attendance may be larger.

The softball season was concluded by a game between the Pelicans and the Giants who were tied for first place, the Pelicans winning by a score of 6-4. The batteries were Gillooley and Feltz for the Giants and Obester and Harrison for the Pelicans. Following the game each member of the championship team was presented with a handsome silk and wool jersey on the back of which was applied the title, "Champion—1933" and a street car. President Harry Barry emphasized the fact that these gifts were in appreciation of the spirit and determination manifested by the champions since the beginning of the season. The Pelicans were managed by Jim Gaskin and the Giants by Art Feltz and Trainmen Becic, Gillooley, Jasper and Doody participated in umpiring all of the league games and did the job in a masterful manner. Superintendent Bessette, President Harry Barry with all the officers and directors of the L & A Club expressed their appreciation to the trainmen and the members of their families and friends for their enthusiasm at all of the league games and hope to see everybody at Bessette Field next year.



Mr. and Mrs. Herman Koehler

Motorman and Mrs. Herman Koehler had the happy occasion of celebrating their Golden Wedding Anniversary last month at the home of their son Edwin. Their other son motorman Fred, their four grand children, two great grand children, and a few old friends were with them.

Mr. Koehler was born in Germany in 1860, and their romance started during their childhood in east Prussia but they were not married until after they came to Chicago. He came to this country in 1879 and worked for a while on the farm, later worked at the building trades. Then in 1886, he was employed as a conductor on the South Chicago Railways, and during the World's Fair in '93 he worked on what was then known as the old Red Line. Ten years later he resigned and went to work as a motorman for our company, where he has been steadily employed ever since. Mr. Koehler has thus far worked 37 years for the company, and at present works a night car on Halsted street.

Clerk J. S. Barnes is back on the job again after a two weeks vacation and reports that he had a great time and enjoyed his visits to the Fair Grounds.

We extend our sympathy to Motorman P. Macken in the loss of his dearly beloved wife, to Conductor P. E. Conrath in the loss of his sister Mrs. F. J. Neckerman, and also to R. I. Ferguson in the loss of his brother.

The hand of Fate has fallen again on the ranks of our men by the passing of Motorman Fanton E. Deming, and Conductor C. F. Brosius. To the families of the deceased we express our sympathy.

John T. Flynn.

Sixty-ninth

Conductor M. Murphy was married to Miss Karney, formerly of Galway, Ireland on August 19 and the happy couple honeymooned at Lake Geneva, Wisconsin.

Night car crew J. P. O'Malley and J. E. O'Donnell are commended for maintaining service on 63rd street at 4:20 A. M. September 30, 1933. With car 5484 air defective they changed cars and registers with a South bound Ashland Avenue crew.

Crew J. P. Wagner and J. F. Sullivan and J. F. Kehoe are highly commended for the help they rendered at the 40th and Ashland flooded subway on September 26, 1933.

Sympathy is extended to Trainmen E. J. and W. G. Brownley and F. A. Gill, who lost a father each and to Trainmen W. Harkness, J. Murray and P. J. Gallagher who lost a wife each during the past month. Division 4 expresses sympathy to them in their bereavement.

Conductor A. Egan on September 28, 1933 found a truck blocking the N. B. Halsted track North of Root Street. He went back to Root Street and notified Dispatcher and then re-routed the Racine and Halsted Downtowns via Root and Wallace Streets until the delay was lifted which was appreciated.

W. Pence.

Blue Island

Motorman John McGrath was married on Saturday September 23 to a young lady from County Mayo, Ireland. We all wish you and yours success and good luck.

Conductor John Hodel was presented with an 8 lb. baby girl on September 15th. Congratulations.

C. P. Starr.

Lincoln

Conductor I. J. Metzger and wife belonging to a Social Club of which Mr. Metzger is president gave a birthday party in honor of the club Saturday Sept. 23. With 30 guests present, the evening was spent with several surprises and songs rendered by Mr. Metzger and two professional girl entertainers. The home was dec-

orated in bright colors, refreshments were served including a large cake which was decorated by Mrs. Metzger. All had a wonderful time singing and dancing until the party disbanded in the early hours of the morning.

Congratulations to Conductor M. Harrity and wife who were presented with a 7½ pound baby girl Sept. 30. Best wishes to mother and daughter.

H. Spethman.

Limits

Congratulations are now in order for the following trainmen Conductors M. Reiss, H. Sundquist and Motorman E. Kelly who announce that the stork visited their homes recently.

Our sympathy is extended to the following trainmen; Motorman Roos upon the death of his wife after a long illness. Conductor Ginter upon the death of his father who died suddenly. Conductor Heinson upon the death of his daughter who also passed away suddenly.

Conductor P. Howley and Motorman P. Brady have embarked upon the sea of matrimony and we offer our congratulations to both.

Our chief clerk Al Hill has now broken par and challenges all the Limits golf stars to a game.

William Colgan.

Departments and Divisions

Accident Investigation and Legal

P. N. "Nick" Simmons took his vacation at a very auspicious time this year as on September 13th while visiting in Memphis, Tennessee, Master Craig Barrow Simmons a seven and one-half pound young buster arrived to help "Nick" and Mrs. Simmons celebrate the remainder of the vacation. Craig is coming to Chicago soon and will probably start a student engineer's course at an early date thereafter.

Accounting

Having enjoyed her vacation motoring to Deer Park and Starved Rock, Illinois, also by having a good rest on a farm in Kinsman, Illinois, Miss C. Walther returned perfectly satisfied.

We have been informed from reliable authorities that Mr. Paul Minogue, of the Timekeeping Division, received an early call on Friday morning, September 18, from the Ravenswood Hospital, and as a result our Soft Ball Champions have a new mascot weighing nine pounds two ounces bedside. According to the hospital nurses, if present indications are any criterion, the youngster will undoubtedly be a train announcer in his later years. Our best wishes to the proud parents.

The motor trips to Frankfort, Logansport and Kokomo, Indiana, also other points visiting relatives and friends were very pleasing to Mrs. Clara Bannister, who was accompanied by our Miss Sarina Davis.

Timekeeper E. Ryan had intended to go back to the Ould Sod on his vacation, but upon hearing that peace had broken out again, he abandoned the idea and decided to spend his time visiting quaint, out-of-the-way places. When last seen he was boarding a Morgan-Racine car at Erie and Ashland Aves.

A pleasant motor trip to the state of Maine

was enjoyed by Miss Magnuson, her sister and her niece. Some trip by motor, made good time, covering everything that was to be covered excepting Goose Island. Oh yes, and never a puncture during the trip.

Engineering

Harry Safford of the Track Department spent his vacation at A Century of Progress with the charming Mrs. Safford. Harry says the Fair did not appeal to him as well as the World's Fair of 1893.

Ed Coure of Grand & Leavitt satisfied his craving for bookcases by buying several of them for his home and is now confronted with the problem of filling them. Has anyone some literature with good covers?

Charlie Peterson, Track Department Section Foreman, met with a serious accident on September 17. He was taken to the Alexian Brothers Hospital, and we hope that he has fully recovered at this writing.

Herbie Harner of Van Buren Emergency once had the desire to become a mail pilot, and after objections by his wife, he compromised—Herbie may drive the family car now.

Henry Tallent, laborer in the Track Department, was killed by an automobile September 19 while off duty. To his bereaved wife and family the sincere sympathy of his fellow-workers is extended.

Transit.

Shops and Equipment

West Shops: Ed O'Bid reports Chicago and the World's Fair a good place to spend a vacation this year.

We extend our deepest sympathy to the family and friends of J. A. Johnson, who passed away September 4, 1933.

Your correspondent reports a delightful trip over Labor Day, motoring up to Eagle River, Wis. then over to Minneapolis and St. Paul and back to Chicago. The beautiful scenery in the Land O Lakes region was enhanced by the already changing colors of the foliage.

North: We regret to report the death on September 19th, of C. I. Cronkite. Sincerest sympathy is extended to his family and friends.

Yvonne Randall.

South Shops: Ed. Petrie, master glass polisher of the Paint Shop, stepped to the tune of Mendelssohn's Wedding March on September 30, 1933. Congratulations.

The boys in the Mill are happy to welcome back Kalix M. Palmberg who has been off for some time.

We extend our sincere sympathy to A. Nelson, Motor Repair Dept., whose beloved wife passed away on September 27, 1933.

Our old friend Doc. Stork deposited a darling baby girl at the home of E. Roberts, Car Wiring Dept., on September 26, 1933. Congratulations.

77th Street: Repairman Tom Madigan is the proud daddy of a fine baby boy. Congratulations. "Don't forget the cigars."

Repairman H. Quinn's family was also increased when a sweet baby girl arrived at his home on September 29, 1933. Congratulations.

Anyone in the market for a good time some night see "Murphy & Hooker, Specialists."

The boys are wondering how cum R. McClelland is now being called "Dick Smith"? Just ask him.

If anyone should happen to run across a green Chevrolet, year 1920, in their alley, do not notify the "City Dump" but call James Hopkins.

Elsie R. Smith.