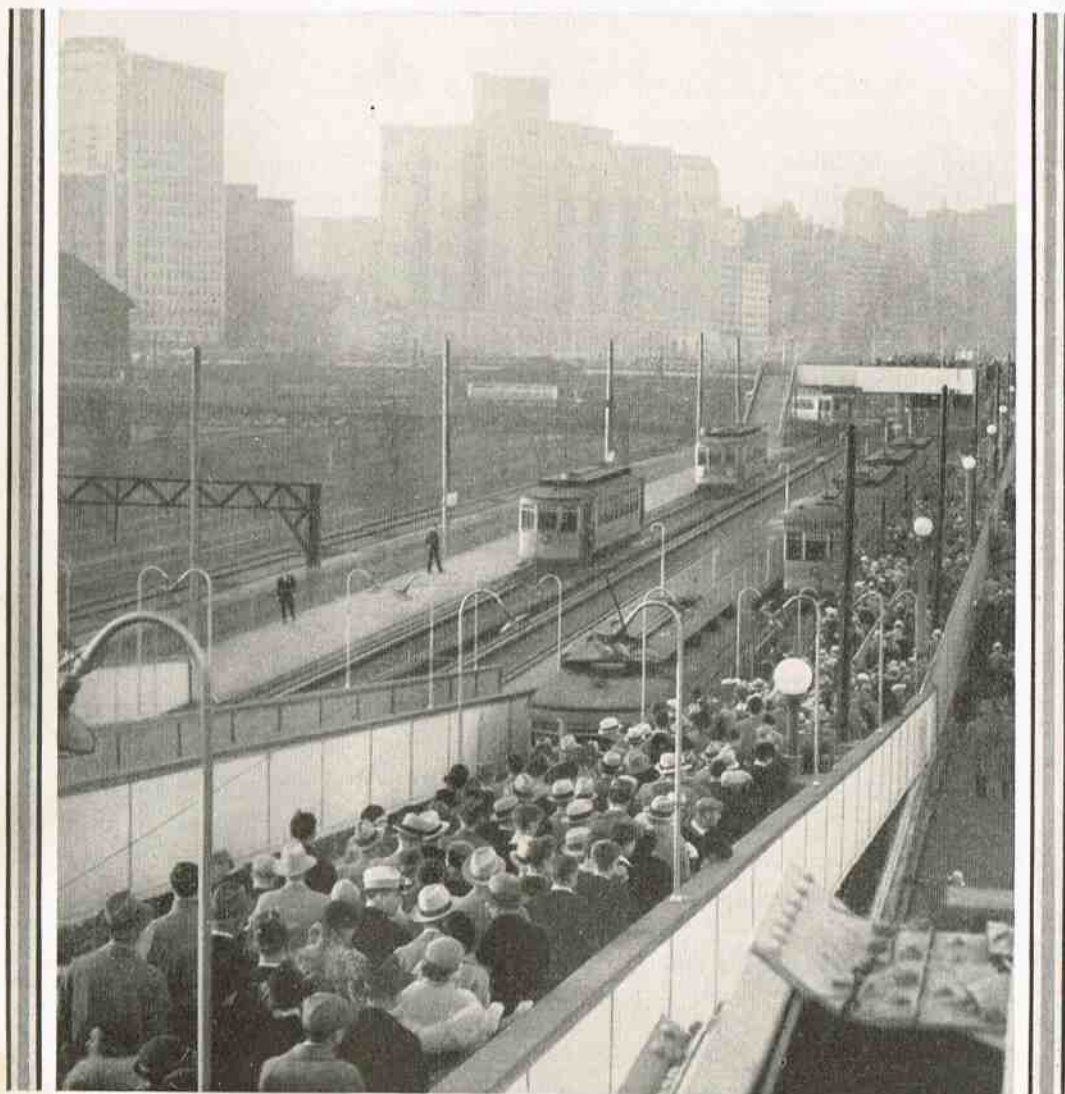


SURFACE SERVICE MAGAZINE

Volume 10

NOVEMBER, 1933

Number 8



*HOME-GOING SOLDIERS' FIELD CROWDS FIND ROOSEVELT
ROAD TERMINAL CONVENIENT*

President Richardson

Sends a Message to YOU Personally

TO EVERY EMPLOYEE:

In frequent contacts with department heads I have expressed myself freely in commenting upon the Surface Lines' share in making the Century of Progress Exposition a success. They know how I feel about it and now that the gates have been closed I want to get this message to every member of every department of our organization:

Your individual effort combined with others developed a quality of teamwork that overcame all obstacles. You were all striving for one objective—to give comfortable, frequent, speedy, satisfactory and inexpensive transportation to a world-famous attraction. You built terminals in record time and saw that light and power were adequate to demands; your studies of riding requirements enabled you to prepare effective schedules; your supervision kept traffic moving and insured the comfort and safety of our patrons at the Fair entrances; you saw that equipment was kept in condition and provided with route and destination signs to simplify the problems of our visitors; and you made it your business to so treat your passengers as to have them carry away friendly memories of the Surface Lines.

It may not be too much to say that the satisfactory service given to the millions of visitors—a satisfaction expressed in hundreds of letters from all parts of the country—will have stimulated a desire to come again, and thus have an important bearing on the attendance in 1934 if the present plans are carried through.

Your contribution to the success of the Fair demanded a constant and unselfish devotion to your daily responsibilities, and the results more than justified your efforts. Between the opening and closing of the Exposition you carried to and from the several gates nearly 13,000,000 riders without a serious accident—perhaps a world record for similar service.

It was a tremendous task. It has been well done and I am glad to assure you of my personal appreciation and to convey to you the thanks of the management.

GUY A. RICHARDSON,
President.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 10

NOVEMBER, 1933

No. 8



Up the Ramp and Across the Bridge to the Roosevelt Road Terminal

Now That the Fair Is Over

Future of the Surface Lines Depends Upon Intense Cooperation in Winning Public Approval

By C. H. EVENSON

Superintendent of Transportation

Now that the gates of the Century of Progress are closed, we are back at the old grind—but with a difference.

During the Fair this organization gave a splendid demonstration of what it can do under stress in the way of efficient and courteous service. It was a demonstration worthy of the spirit and reputation of the Surface Lines. But there must be no let-down now that the Fair is over.

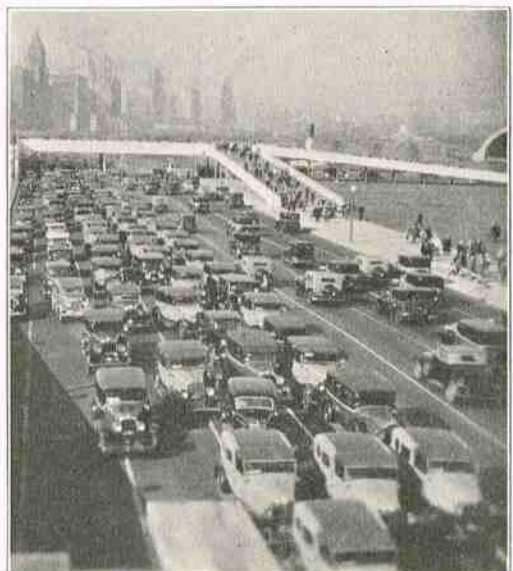
The Chicago Surface Lines is entering upon one of the most important periods in its history and the welfare of every employe is involved. We are facing changing conditions in local transportation. Competition is sharper than ever before.

Low-rate taxicabs are bidding for mass transportation, and it is evident that through the quality of our service we must not only seek to retain the customers we have and win others, but we must also convince these customers that for the seven-cent fare they pay they are getting a quality of service well worth the money. To accomplish this the management must rely upon the trainmen, who are its only salesmen.

Planning for the Future

On its part, the management is keeping the rolling stock and road bed in first-class condition and is pioneering in the development of an ultra-modern car which will provide greater

speed and comfort and materially reduce noise in operation. In the last issue of SURFACE SERVICE MAGAZINE the two new cars that are to be tried out on the system, as soon as they are constructed, were described. It is hoped that they



A "Still" of Motor Traffic to the Fair That Made Surface Lines Popular



Bringing the Crowds in at the North Gate Terminal

may be the forerunners of improved equipment with a special appeal to the public.

All Share the Burden

It is quite evident, therefore, that big things are ahead of us. Success is dependent upon whole-hearted effort on the part of the management, the employes and the owners of the underlying securities. No one of these groups can work out this program alone.

The very foundation of it all, however, is public good will—public confidence in our ability and eagerness to give good service and public faith in the honesty and progressiveness

of the management. The men on the cars, who are in daily contact with the people of Chicago, by their attitude toward passengers and the way in which they perform their duties, can either build or destroy good will.

This is a tremendous individual and collective responsibility in the most crucial period in Surface Lines history. Every man should fully realize his personal share of this responsibility. He should be sure that he makes a good impression on his passengers.

If all of us will do that, we can rest assured that recognition on the part of the public will be generous and helpful.

They Liked Our Service

Letters from Out of Town Visitors and Local Car-Riders Compliment Employes

Leo Manor of 69th Pleases Visitor

Chicago Surface Lines. Gentlemen: I highly commend the courtesy shown by your car operators during a time of enormous crowds and uneasiness of the people when so many people are taking advantage of the conveniences of the Surface Lines yet they know practically nothing about how to get to their destinations. I also may be included in that group.

Particularly I would like to mention what happened one night several weeks ago while I was on my way from the fair. I boarded a 69th Street car and asked the motorman of this car how far Wood Street was. He kindly told me and added that I should come to him when I thought I was nearly there and he would let me off at Wood. I decided I would just stand on the platform and watch him work.

Shortly afterwards a very old man boarded the car and immediately asked for a certain street. The old gentleman appeared very nervous and he also stood out on the platform. At nearly every block he would ask the motorman about his street. This would have greatly angered me but this motorman answered him each time with the same kindness and pleasant tone as the first. When the old man ar-

rived at his street he seemed to fear stepping off the car due to oncoming autos. The operator after collecting his fares, helped the old gentleman off the car and over to the curb.

These kind actions impressed me so that I thought I would take his number and sometime later would offer a word of praise. If the number on his cap which was 11478 points out any one person I wish he would receive full credit for such acts of kindness.

Sincerely yours,

Thomas Clinton,
Kouts, Indiana.

Karl Immer of Devon Kind and Courteous

Chicago Surface Lines. Gentlemen: While visiting at the Century of Progress recently I had occasion to observe the conduct of conductor No. 10886 while aboard his car and I was impressed by the way he cared for his passengers. He seemed to take particular care of old and crippled people and was most courteous and obliging toward all who asked him questions and seemed in every way to try to please his passengers. This conduct on his part was so noticeable that I thought it only the fair and courteous thing on my part to say what I have said about him and I presume your company is pleased to learn of such con-

duct on the part of their employes. The conductor was a total stranger to me and I did not learn his name but observed his number on his cap.

Respectfully yours,
W. A. Yarling,
Alhambra Bldg.,
Shelbyville, Ind.

"Good for No. 10423"

The following appeared in the Chicago Daily News of Oct. 24: A word of praise for conductor No. 10423 (Herbert A. Jordan, 69th) on the 61st-59th surface line. A woman with two babies and a bundle had difficulty boarding the car. This conductor picked up the oldest child and carried him into the car and placed him in a seat. Next a badly crippled woman, almost unable to get off the car, was helped to safety. Acts like these deserve honorable mention.

Mrs. L. Roche,

David Sax of Kedzie, Helpful

Chicago Surface Lines. Gentlemen: I was riding on a Madison street car the other day, and was more than impressed by the courteous, helpful and unusual services of conductor No. 7478. On two occasions he went into the car to tell parties they were at their desired destinations; he gave directions as to how to arrive at desired destinations; he courteously assisted certain aged people into the car; and above all, said, "Thank you," to each passenger as he paid his fare. I congratulate you on the caliber of such an employe.

Sincerely yours,
W. D. Berger,
Belvidere Garment Co.,
Belvidere, Illinois.

Fred Morris Scores Four Times in One Trip

Chicago Surface Lines. Gentlemen: May I call to your attention the notably courteous employe, motor-conductor 13026, on the one-man car line of 67th-69th Street. I think this is the first time I have happened to ride on his car, yet there were four incidents which impressed me in the short distance between Halsted Street and Stony Island. The time was between 4:15 and 4:45 this afternoon—a busy time.

1. At Halsted Street a man got on with a transfer over time. The conductor was very firm in his statement that he could not accept it but so pleasant and courteous with no trace of anger, that the man got off perhaps not satisfied, but at least not antagonized or angry.

2. At St. Lawrence a lame woman got on. The conductor helped her on and was patient in waiting for his fare, letting her fumble in her purse for a whole block of travel before she finally got her money. Even when she awkwardly dropped part of her change, he did not by look or word appear critical or discourteous.

3. At Cottage Grove a great number of passengers got on. We are so used to being told to step lively and to having to jump onto a moving car if we are so unfortunately the last of a crowd that it is a pleasure to have the conductor courteously wait until all are on as did No. 13026.

4. One woman caught her heel and fell while alighting, through no fault of the car

or conductor. Yet he ascertained that she was not hurt before starting on.

I do not know this gentleman's name, but I do know that we appreciate such service.

Yours truly,
Ethel M. Dole,
1809 E. 72nd St.,

And There Are Others

Miss Lillian Lahs, 5222 Hutchinson Avenue, wishes to thank and commend Conductor A. H. Iwanski, Badge No. 12442, and Motorman G. A. Liesch, Badge No. 12813, both of Armitage, for their kindness in taking care of her when she became ill while a passenger on their car and fainted.

Mr. E. C. Rasmusson, 3315 W. 66th Place, compliments Conductor J. Prochaska, Badge No. 14248 of Lawndale, for quietly ejecting from his car an intoxicated passenger who persisted in annoying a young lady.

Mrs. H. Riemer, 1028 N. Lorel Avenue, telephoned to commend Conductor A. R. Knutsen, Badge No. 7450 of North Avenue, for assisting a blind man to alight from his car and escorting him safely to the sidewalk.

Conductor E. H. Benson, Badge No. 7530 of Limits, is the recipient of a commendatory letter from Mrs. Irene Fowler, 6848 Lowe Avenue, who praises him for the courtesy extended to her aged mother and herself when they were passengers on his car.

Mrs. Groth, 4032 Irving Park Boulevard, states that she boarded the car in charge of Conductor A. Kortmann, Badge No. 8024 of North Avenue, and found that she had only a bill of large denomination which he could not change. However, he paid her fare, permitting her to ride, thus saving her the trouble of getting off the car to have it changed, and for this she thanks him.

Mr. A. Ball, Standard Oil Co., 910 S. Michigan Avenue, commends Conductor J. D. Potts, Badge No. 8290 of Burnside, for the exceptional service and courtesy accorded to him as well as other passengers on his car.

Mr. A. A. Norden, 1721 Carmen Avenue, compliments Conductor W. K. Siebert, Badge No. 10208 of 77th, for the manner in which he called all streets in a clear, distinct voice.

Mr. C. H. Morhard, 7147 Michigan Avenue, thanks and commends Motorman A. A. Pfeiffer, Badge No. 10767 of Archer, for his honesty in turning in to the Lost & Found Department a wrist watch which Mr. Morhard had lost on his car.

Mr. John Borngesser, 2015 Lane Court, highly commends Motorman H. M. Kinsch, Badge No. 11003 of Devon, for the exceptionally smooth manner in which he operated his car.

Unusual courtesy on the part of Conductor J. R. Grahm, Badge No. 3896, and Motorman W. M. Brown, Badge No. 6909, both of Cottage Grove, won for them a commendatory letter from Mrs. S. V. Reeves, 1509 Sherwin Avenue.

Mrs. G. Bedell, 3615 Pine Grove Avenue, reports that Conductor E. J. Nelson, Badge No. 6970 of Devon, assisted an old lady to board his car and escorted her to a seat, which action Mrs. Bedell highly commends.

Miss A. L. Kirkham, 7423 Rogers Avenue, lists the following men under the heading of "Courteous Trainmen": Conductors M. J. Kerigan, Badge No. 7202; M. J. Brooks, Badge No. 942; A. W. Nelson, Badge No. 14158; L. R.

Thomas, Badge No. 7204; Motorman W. Toomey, Badge No. 5255; H. A. Taylor, Badge No. 201; M. Taylor, Badge No. 309 of Kedzie. And Motorman Robert Finney, Badge No. 9737, and Conductor A. Benson, Badge No. 9996 of Lincoln, and Conductor L. G. Lane, Badge No. 836 of Cottage Grove.

Conductor L. R. Thomas, Badge No. 7204 of Kedzie, is complimented on his courtesy to his passengers by Mr. J. Clark, 17 S. Dearborn Street.

Mr. R. E. Lidster, 2201 S. Union Avenue, states that it was gratifying to observe the efficiency and courtesy of Conductor J. McHugh, Badge No. 7258 of Devon, and further remarks that he is a credit to the company and wishes to commend him.

Mr. O. Fell, 2115 Arthur Avenue, praises Conductor M. J. Joyce, Badge No. 7306 of Devon, for the polite manner in which he handles his passengers, taking care that no one is in danger when his car is carrying a capacity load.

Miss S. A. Butts, 4552 N. Damen Avenue, reports that an intoxicated man was put on the car in charge of Conductor A. Peterson, Badge No. 7360 of Devon, with the request that he be put off at a certain intersection. When this intersection was reached this conductor went into the car and with considerable difficulty got the man out of the seat, through the crowded car and placed him safely on the sidewalk. She wishes to take this means of complimenting him on his kindness.

Mr. E. Cruwell, 4412 Calumet Avenue, wishes to thank Conductor Otto Dahl, Badge No. 6220 of Devon, for his kindness in paying his fare when he boarded this conductor's car and found that he had no money with him.

Supervisor B. M. Jenkins commends Conductor G. Ninneman, Badge No. 6226, and Motorman W. J. Stender, Badge No. 5175, both of 77th, for their interest in the service by turning back at 39th Street. On arriving there northbound they found the street blocked both ways by a large load truck which had turned over. This crew put their passengers on the car ahead and came south, filling in a fifteen minute gap.

Miss M. C. Rieger, 5209 N. Western Avenue, reports that Conductor G. L. Lennertz, Badge No. 6812 of Devon, is polite, jolly, very considerate and most helpful in answering questions and she wishes to compliment him.

The courtesy and kindness of Conductor J. L. Pankey, Badge No. 5658 of Kedzie, towards three out-of-town visitors won the admiration of Mrs. J. H. Scoville, 1010 Elmwood Avenue, Evanston, who made his courtesy the subject of a commendatory letter in his behalf.

Mr. J. W. Konigsmark, 4019 W. Cullerton Street, desires to commend Conductor J. E. Holly, Badge No. 544 of Lawndale, for his clear, distinct announcement of each and every car stop from the time he boarded this conductor's car until he reached his destination.

Mrs. G. Ford, 1947 Cleveland Avenue, reports that a most courteous gentleman came to see her about a complaint which she had made. She states that if she had any hard feeling against the conductor who was involved in her complaint that feeling is certainly gone, due to the courteous manner in which Supervisor A. J. Neurauter of Noble explained the matter to her.

Miss D. Gill, 2129 Dayton Street, wishes to

thank and commend Conductor A. J. Bittner, Badge No. 8534 of Cottage Grove, for turning in her gloves to the Lost and Found Department, which she had lost while a passenger on his car.

Miss S. W. Peabody, 5515 Woodlawn Avenue, highly commends Motorman G. Prellberg, Badge No. 1139 of Cottage Grove, for turning in her purse which she had inadvertently left on his car on which she had been a passenger.

Miss Marie Hall states that Conductor J. F. Cornelius, Badge No. 4038 of Kedzie, was very courteous and assisted in helping a crippled woman, accompanied by a child, to board his car and later assisted her in alighting and wishes to compliment him.

Mr. H. A. Dunhill, 3458 State Street, thanks Conductor C. K. Bushe, Badge No. 3310 of 77th, for paying his fare when he boarded this conductor's car and found that he did not have sufficient funds with which to pay him.

Mrs. C. E. Baur, 2740 Windsor Avenue, wishes to thank Conductor J. E. Peterson, Badge No. 4272 of Cottage Grove, for his kindness in paying her fare and that of her daughter's when she had lost her purse and had no money with which to ride home.

Mrs. J. R. Macmillan, 1225 E. 50th Street, wishes to thank and commend Conductor G. E. May, Badge No. 2522 of Cottage Grove, for turning in her umbrella which she had inadvertently left when a passenger on his car.

Miss M. Ulrich, 54 E. Erie Street, wishes to put in a word of praise for Conductor C. C. Voss, Badge No. 760 of Devon, for the manner in which he called all street car stops.

Mrs. Catherine Desmond, 1535 E. 85th Place, states that she lost her purse and through the honesty of Motorman M. Murphy, Badge No. 1037 of 69th, it was returned, everything intact, to her the next day, and for this she wishes to sincerely thank and compliment him.

Mr. S. A. Johnson, 6007 Dakin Street, thanks Conductor H. J. Carlson, Badge No. 1086 of Devon, for his courtesy in paying his fare when he was without sufficient funds.

Mr. M. H. Lobdell, 4419 Ellis Avenue, compliments Conductor H. T. Spivey, Badge No. 1130 of Cottage Grove, for the assistance rendered him by this conductor when he was boarding and alighting from his car.

Mr. A. S. Baker, 5220 Dorchester Avenue, reports that Conductor T. C. Dowling, Badge No. 1626 of 77th, is a credit to your organization, human and considerate, and according to Mr. Baker, can he smile!

Miss H. H. Austin, 4736 Kenwood Avenue, commends Motorman M. Kokos, Badge No. 11581 of Burnside, for the very smooth operation of his car.

Miss M. Muelleder, 5245 S. Marshfield Avenue, highly commends Conductor T. Murphy, Badge No. 10948 of Lawndale, for the courteous treatment extended to herself and her crippled mother when passengers on this conductor's car.

Supervisor M. J. Lyons wishes to commend Conductor G. R. Chester, Badge No. 5018, and Motorman A. M. Hubble, Badge No. 11639, of 77th, for their interest in the service. On October 6th a large truck was turned over at Jeffery Avenue, blocking the tracks both ways, and when another car arrived they put their passengers on the car ahead and came back on the wrong track to Stony Island, filling in the gap westbound.

Military Honors for Klaesi

Sixty-ninth Street Motorman Receives the Distinguished Service Cross



Pinning the Decoration on Motorman Klaesi at Camp Whistler

Motorman Arnold Klaesi, of 69th, living at No. 6931 South Green street, was presented with the distinguished service cross at Camp John Whistler, United States army post at the Chicago World's Fair Grounds, Wednesday afternoon November 1.

Lt. Col. Otto L. Brunzell, Third Field Artillery, made the presentation before an assembly of troops and a throng of onlookers.



Mrs. Klaesi, Elsie, Motorman Klaesi, Mrs. Woodward, Lieut. Col. Brunzell

Present was Mrs. Dudley W. Woodward of New Amsterdam, Ind., widow of the captain whose life Klaesi saved. Capt. Woodward died five years ago. Klaesi's wife and daughter Elsie, 5, also witnessed the ceremony.

On July 18, 1918, on the Soissons front, Klaesi, then a first class private in the Second Division, company F, ninth infantry, traveled 300 feet through heavy machine gun and artillery fire, although he had been twice gassed, and brought his commanding officer back to safety. Although he would have been allowed to remain in the rear, Klaesi chose to return to the front. For his brave act he was awarded the cross Wednesday.

Motorman Klaesi had previously been decorated with the Croix de Guerre, the Verdun

medal, the Order of the Purple Heart, the Silver Star and the Victory medal. He is a member of Christopher J. Burke Post of the Veterans of Foreign Wars.

HISTORICAL NOTE

Where "Watch Your Step" Originated

Editor SURFACE SERVICE: Having been in the employ of the Chicago City Railway in 1907, when the pay-as-you-enter cars first started, I remember that it was then and there that the slogan of "Watch your step" had its beginning. Now it has become the world's famous safety slogan.

Charles Emil Edline,
424 St. James Place,
Chicago, Illinois.

(Thanks.—Editor SURFACE SERVICE)

EMPLOYEES RELIEF FUND

October, 1933

The Surface Lines Employees Relief Committee held five sessions during the month, at which 22 applications were considered. Of this number there were 8 emergency cases on which the Committee approved immediate relief, and 10 cases were approved for weekly payments.

Checks totalling \$9,940.85 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$390,205.04 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—\$510,205.04.

There are 28,500,000 pounds of copper on the Surface Lines' system—14,250 tons. Some copper!

SURFACE SERVICE MAGAZINE

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

DOUBTERS ROUTED

"The World's Columbian Exposition of 1893 was a thing of glamorous beauty; the Century of Progress Exposition of 1933 was an education," wrote one of Chicago's distinguished reporters. We agree with him. And one of the most interesting educational results was the complete routing of the army of "Doubting Thomases" whose slogan was "It can't be done."

From the birth of the idea of a great World's Fair their assaults were continuous and clamorous.

"They can't get the money," they cried. But the funds were forthcoming.

"They can't get the exhibitors or interest foreign governments." But they did.

"They can't build a Fair that will attract the people." More than 22,000,000 visitors provided the answer to this.

"They can't open on time." But they opened ahead of time.

And after the Fair was a certainty, when the transportation problem became a live issue and it was suggested that street cars would provide the solution, there was a chorus of "Never! Street cars in Burnham Park? Why, if it is attempted to move street cars across Michigan Avenue at grade there will be a paralysis of traffic that will bring everything to a standstill. Buses and taxicabs will be the only practical means of transportation. It can't be done with street cars!"

But it was done with street cars, to the everlasting credit of the men of the Surface Lines. Public sentiment and sober second thought brought about legislation that provided the rights for terminals on park property, and from then on it was up to the Surface Lines to make good. All they needed was the opportunity, and nearly 13,000,000 riders were carried to and from the Fair.

President Richardson's message in this

issue gives his personal reaction to the result, and it would appear that, as a famous admiral said after a great naval victory, "There is glory enough for all."

PRISON FOR RECKLESS MOTORIST

Drunken Driver Who Killed Trackman Given 1 to 14 Years for Manslaughter

On December 22, 1932, Frank Pallina and Frank Lombardo, working on the Chicago Surface Lines tracks at Lincoln and Pensacola Avenues, were struck by an automobile driven at a high rate of speed. Pallina was badly injured and Lombardo was killed.

A jury in Judge Allegretti's court found Edward Wessling, the driver of the car, guilty of manslaughter and a few days later the Judge denied a motion for a new trial and sentenced Wessling to the penitentiary for from one to fourteen years.

The case is interesting owing to the fact that it is one of the few convictions for manslaughter with an automobile.

The evidence in the case showed that Wessling had taken several drinks of whiskey before starting down the street with his automobile. He drove down Lincoln Avenue at a reckless rate of speed and nearly ran into a street car at Grace Street. At Irving Park Boulevard he narrowly missed running over a boy, grazed the front step of a street car and ran through the red light.

At Pensacola Avenue, he paid no attention to the red flags and obstructions placed there for the purpose of guarding the men who were repairing the tracks but plowed right through the crew of workmen, striking two of them. His defense at the trial was that he was overcome by carbon monoxide gas as a result of a leak in a pipe in his automobile, but sufficient evidence was produced to convince the jury that he was intoxicated.

The Chicago Surface Lines Legal Department ably assisted Assistant State's Attorney Thompson in the prosecution of the case.



Little Margaret, the Prize Winning Daughter of Motorman Lynch of 77th Street

Accident Prevention Suggestions

Instructions to New Men that May Well Be of Value to All Trainmen

ACCIDENT PREVENTION CONTEST Cumulative February 1 to October 31, 1933

First Place	Division No. 2, Burnside	92.19
Second Place	Division No. 10, Elston-Noble	91.62
Third Place	Division No. 11, Lincoln	91.46
Fourth Place	Division No. 3, 77th Street	91.38
Fifth Place	Division No. 1, Cottage Grove	90.72
Sixth Place	Division No. 4, 69th Street	90.69
Seventh Place	Division No. 9, Armitage-Division	90.49
Eighth Place	Division No. 5, Archer	90.15
Ninth Place	Division No. 6, Lawndale-Blue Island	90.03
Tenth Place	Division No. 8, North Avenue	89.95
Eleventh Place	Division No. 7, Kedzie	88.64
Twelfth Place	Division No. 12, Limits-Devon	88.19

Month of October, 1933

First Place	Division No. 10, Elston-Noble	94.06
Second Place	Division No. 11, Lincoln	92.22
Third Place	Division No. 2, Burnside	92.15
Fourth Place	Division No. 8, North Avenue	91.57
Fifth Place	Division No. 4, 69th Street	91.42
Sixth Place	Division No. 5, Archer	91.22
Seventh Place	Division No. 3, 77th Street	91.03
Eighth Place	Division No. 12, Limits-Devon	90.04
Ninth Place	Division No. 1, Cottage Grove	89.90
Tenth Place	Division No. 6, Lawndale-Blue Island	89.80
Eleventh Place	Division No. 9, Armitage-Division	89.44
Twelfth Place	Division No. 7, Kedzie	88.50

By **WILLIAM PASCHE**

Supervisor of Accident Prevention

After about four years with no new men coming into the train service there are at this time about 200 new conductors and motormen going through a period of training to fit themselves for train service positions. All of these men are receiving preliminary instructions before they go out with line instructors and all have some idea of what is required of them because of these instructions. It is the job of the line instructor to see to it that these men when turned in are ready to maintain the high standard of service required by the Chicago Surface Lines. Some of the instructor's points on Accident Prevention may well be passed on to the employes who have spent some time in the service. Among them are the following:

Reporting Accidents

All incidents, however slight they may seem to the trainmen, whether they happen on or near his car must be reported. The Department of Accident Investigation depends on these reports as the sole basis for notice of possible claim. When it is provided with an early report, with the names of as many witnesses as the trainmen can obtain, the Department has advance information that permits the economical handling of any claim that may follow.

The company has provided a set of accident report forms which call for that information which is most essential on each type of occurrence. Each question asked on each of these forms is of great importance although to the trainman some may seem insignificant. Each one must be answered. If the answer is not known the trainmen should so state. In other

words, no report should be turned in which any spaces have been left blank.

In his statement of the occurrence he should make a full statement of the facts even though this means a repetition of answers already given to the questions.

The value of an early and accurate report, accompanied by the witnesses, cannot be over-emphasized. The failure of the trainmen to report all incidents as described above, costs many thousands of dollars that could otherwise be saved. The report must give the facts as exactly as the trainman knows them. The intentional twisting of the facts or omission of any single fact may result in a denial of the company's liability in the matter. The result can be disastrous because a claim, which rightly should be settled, may, because of a misleading report, be declined and later become a law-suit. The real facts, as the trainman should have reported them on the day of the occurrence, are then brought to light to the embarrassment of our attorneys and a possible verdict against us. As a law-suit the matter is much more costly than it would have been as a claim. Again it can be said that thousands of dollars can be saved by the trainmen through the medium of correct, full and immediate report of each incident.

The trainman must always depend on his own initiative to avoid accidents, but these suggestions are furnished him to acquaint him with his problem.

Use of Gong

The gong is to be used whenever it is necessary to give warning that the car is at hand. The instinct of self preservation moves people to avoid known dangers. A tap of the gong at the proper time, before a person has entered

the zone of danger, is effective in deterring him from entering the zone.

It must be remembered that an aged or infirm person may also be hard of hearing, and the gong may not be effective as a warning to such a person. In such a case the speed of the car must be so reduced as to give such person the right of way. As to children of very tender years, mere sounding of the gong is not enough to be considered the exercise of the care owed them by the motorman when they are unattended and may get into a position of danger, and he must get his car under sufficient control, even stop if necessary, to prevent injury.

The gong is to be used in all situations where the motorman's vision is obscured, and it is probable that the vision of pedestrians or motorists is obscured by the same obstruction or object, so that neither party is able to see the other. On lines where there is considerable parking, the motorman must tap his gong when approaching the parked vehicles, in order that motorists will be warned and not move out in front of the car with a resulting collision.

Where an automobile is being so operated that it is quite clear that the driver does not have it under control, sounding the gong may be of no help, and in such a case the car should be stopped until the auto is out of the zone of danger.

When a car is being operated in a closely built up district, with the buildings obstructing the view of the motorman at intersections, he must approach the intersections with his car under much closer control than in districts where there are few buildings, and the motorman has a clear view for some distance away from the intersection. The same rule as to having the car under sufficient control to avoid collisions applies when approaching intersections governed by stop and go lights, or where there is heavy traffic on the street ahead of the car.

Loading and Discharging Passengers

The car must be kept at a standstill while passengers are boarding and alighting. The conductor must look out, before starting the car, to see that all intending passengers have boarded the car. Persons near enough to flip the car as it starts or just after it starts can be seen, and many accidents are caused, particularly to women, by failure to hold the car another instant to permit such prospective passengers to board.

Where cars are equipped with doors, the doors should not be opened before the car has arrived at the stopping place, because passengers in their hurry to alight may immediately get off, not noticing that the car is still in motion. The application of the brakes, at the moment the doors are opened, may cause a person who is not braced, to fall through the open door.

In winter, when snow or slush is accumulating on the steps and platforms of the car, they should be kept in clean and safe condition, and if necessary sand should be applied so that passengers may be able to keep their footing.

Smooth Operation

It is important that the car be started, accelerated and stopped smoothly, without jerks caused by unnecessary and careless use of the equipment. A jerk which will not discommode

an able-bodied passenger may cause an infirm person to lose hold of a strap or seat and fall, sustaining serious injuries. Too sudden acceleration may cause persons on the rear platform to be thrown against the brake or controller box, with a possibility of sustaining disabling back injuries. A jerk caused by faulty handling of controller or air may cause persons to lose their balance and in a hurried grab at anything for support may thrust an arm through a window and be badly cut by glass.

ROUNDING UP WITNESSES

Burnside Still Leads—Average for System Drops to 3.62

Burnside for the fourth consecutive month holds the lead in this most important contest which means so much to the Department of Accident Investigation with an average of 4.51. Lawndale-Blue Island still remains in second place, the position it held last month. North Avenue made the best advance of the group, climbing from eighth to fourth position, Lincoln following suit, climbed from ninth to sixth place. Elston-Noble, however, lost its grip and dropped from fifth to eighth place and Devon slipped from seventh to tenth place. With two divisions scoring 2.98 or less the average for the system dropped to 3.62 as compared with the figure 3.70, the average for August.

Detailed figures are as follows:

	Sept.	Aug.	July	June
1. Burnside	4.51	4.48(1)	4.28(1)	4.02(1)
2. Lawndale-Blue Isl.	4.27	4.29(2)	3.80(4)	3.92(2)
3. Cottage Grove	3.98	3.92(4)	3.98(4)	3.80(5)
4. North Avenue	3.82	3.44(8)	3.48(6)	3.67(7)
5. 77th Street	3.78	4.25(3)	4.06(2)	3.86(4)
6. Lincoln	3.75	3.41(9)	2.96(12)	2.88(12)
7. Archer	3.65	3.75(6)	3.24(8)	3.88(3)
8. Elston-Noble	3.48	3.81(5)	3.39(7)	3.72(6)
9. 69th Street	3.37	3.34(10)	3.70(5)	3.62(8)
10. Devon	3.21	3.46(7)	3.22(9)	3.25(10)
11. Armitage-Div.	2.98	3.04(12)	3.06(11)	3.11(11)
12. Kedzie	2.96	3.26(11)	3.10(10)	3.44(9)
Average for System.	3.62	3.70	3.54	3.58



Ruth Elaine, Eighteen Months Old Daughter of Clerk Martin Blaa of North Avenue

Keeping 'Em Rolling

Cottage Grove Winner for Month of October—Blue Island Follows with Burnside Third



Cottage Grove Pull-in Crew

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

Cottage Grove Carhouse, which was second highest last month, leads for the month of October with 35,760 miles operated per pull-in due to equipment failure. Blue Island leaped from 13th position last month to lay claim to second place for October.

Noble, fourth place winner, has the highest percent increase and the record of 23 days without a pull-in due to failure of equipment.

The average for the system is close to 25,000 miles and 15 of the 16 carhouses averaged over 20,000 miles per pull-in. Seven carhouses show increases over the preceding month, as is shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Cottage Grove	16	35,760	19.3*
2	Blue Island	21	33,040	19.0
3	Burnside	15	30,911	14.5
4	Noble	23	30,285	57.8
5	Devon	11	29,998	39.2*
6	77th	8	28,533	4.3*
7	Lawndale	16	27,744	23.5*
8	Armitage	18	27,566	30.5*
9	69th	6	26,743	14.4
10	Elston	22	26,109	33.0
11	Archer	9	25,023	3.1*
12	Limits	13	23,712	23.0*
13	Kedzie	6	22,536	13.0
14	Lincoln	16	21,403	9.3*
15	Division	18	21,064	35.0
16	North	1	12,282	19.5*
		219	24,181	3.9*

*Decrease.

Standing of each carhouse for the past half year follows:

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

There were ten different forms of motive power used in Chicago at various times—horse car (1859); steam dummy (1864); cable (1882); overhead trolley (1890); compressed air (1890); underground trolley (1892); gas (1893); storage battery (1894); gasoline bus (1927) and trolley bus (1930).

It is estimated that during a five-month period the total current consumption at the Century of Progress Exposition will be about 18,000,000 kilowatt hours. The Chicago Surface Lines will use more than twelve times that amount in that period.

There are 420 single-track steam railroad grade crossings on the Surface Lines System.

Departments and Divisions

Accounting

Since the interesting event occurred on Saturday, October 28, 1933, at the Women and Children's Hospital, Mr. and Mrs. E. J. Mark are displaying the NRA emblem—We do our part. To the proud parents of a boy weighing 7 lbs. 7 ozs. we extend our best wishes.

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

Miss McCabe found Chicago and its adjacent territory, dressed in all its autumnal glory, a restful place to spend her vacation.

A pleasant motor trip to Jackson, Minnesota, was enjoyed by Miss Betty Suhr visiting her brother. While there, most of her time was spent on the farm.

Louisville, Kentucky, the home town of Miss Emma Miller, was selected this year as her vacation spot, by way of the Greyhound bus to Washington, D. C., then over the beautiful Allegheny Mountains, stopping over night at Clarksburg, W. V., then through Cincinnati, Ohio, to Louisville, returning home by way of Indianapolis, Indiana. A lovely trip to remember.

F. T. Coan.

Electrical

Our heartfelt sympathy is extended to Tom Callahan, operator at Illinois sub-station, and Wm. Ryan of Grand and Leavitt, in their bereavement.

All of Mike Carrigan's fellow-workers are pleased to see him back to work after a long illness.

John Reitz's "Columbia, the Gem of the Ocean," is now sailing the high seas. John, with his new V-8 Ford, stops every mile while driving to give his shadow a chance to catch up with him.

Billy.

Shops and Equipment

West Shops: Much credit must be given to Night Foreman Martin Jensen for the beautiful flower beds at Noble, as at every sunrise you can see him out either pulling weeds or sprinkling.

Leo Sterling reports a pleasant but altogether too short vacation spent in and around Chicago.

Yvonne Randall.

South Shops: We understand that H. Storey, Motor Repair Dept., embarked on the sea of matrimony on October 21, 1933. "Bon Voyage" to the happy couple.

J. Marron, Motor Repair Dept., also took A. W. O. L. of "Batchelor's Row" on October 25, 1933. Best wishes to the lovely bride and congratulations to the handsome groom.

We hope to see R. Bolt, Tinning Dept., who is now on the sick list, back soon.

Although this year, 1933, we think is a "Banner Year" what with all the weddings that have been taking place in this vicinity, Frank DeWitt, Office, is making this his "Campaign Year." At present he is wandering fast and furious among the gay debs of the South Side.

A. Ziegelmeier "Moon Mullins" Machine Dept., is giving up bowling for new fancies and we believe he could put F. McIlroy's new 1934 Studebaker to verr' verr' good use.

Cottage Grove: Joe Gamen wishes to tell Jack Keane of 69th Street that poor Cleo is heartbroken for her boy Jack.

Dan Evers was caught in the rain at the Fair and got thoroughly drenched. Results—one skimmer ruined and his lovely suit shrunk six sizes too small for him. Give 'em to Nertz my dear Danny.

Bill Johnston has information that C. Winzenholler and Leo Keane are planning to partake of the sparkling inspiration and chow on November 8th at the World's Fair.

77th Street: Anyone wishing to buy a traveling "Gasoline Station," see Pete Lucas.

We are hoping to see J. Lee, who has been off sick for some time back to work soon.

Elsie R. Smith.

Schedule and Traffic Dept.

After preparing for a vacation trip, and on the day (Aug. 15) before he was to start his trip for Los Angeles to attend the Spanish War Veterans Reunion, Fred Excell was taken to the Hinsdale Sanitarium for an operation for appendicitis. After being confined to the sanitarium for several weeks, he returned for further treatment. We are all pleased to see Fred back on the job again.

Mrs. O'Brien visited her old home town, Commonwealth, in northern Wisconsin.

Miss Dorothy Peacock went to Asheville, N. C., traveling by car through the Cumberland and Blue Ridge Mountains and returning by way of Baltimore and Washington. The trip through the Cumberland and Blue Ridge Mountains is a wonderful trip, as the scribe can vouch for, having made the trip about ten days later than Miss Peacock.

John Blare and Andrew DeGrazia took Wm. Devereaux out to the Fox River one Sunday recently. It seems that John and Andy were trying to teach Devereux how to fish, with the result of Devereux being fished out of the river. After drying himself in the sunshine, everything was lovely. It is not reported how many other fish were caught.

Geo. Weidenfeller.

Around the Car Stations

Cottage Grove

Harry Hooper, Jr., son of our Assistant Superintendent, was joined in the holy bonds of matrimony on September 23 to Emma Leathers. We all join in wishing them health, wealth and much happiness as they journey through life. A movement is on foot to petition President Roosevelt to declare September 23 of each year a national holiday to celebrate Harry Hooper Senior's birthday, his wedding anniversary and now his son's wedding anniversary.

We are pleased to note that Cottage Grove is still holding its average in the several contests at the close of the World's Fair. It shows what cooperation and careful operation

can do. Our Superintendent Cricks and his Assistant, Mr. Hooper, appreciate the teamwork of the trainmen. The time is approaching when we must be even more careful because of weather conditions and holiday crowds.

Just a few words to our new trainmen. We would like you to know that our watch-words are courtesy and carefulness. They don't cost anything and you will find they will make you many friends. If there is anything you don't understand, ask any trainman and he will gladly assist you and give you any information you want.

The S & A Club and its officers have made many improvements and additions to our club-room. We now have a splendid library, two ping-pong tables with nets, and horse shoes added to our many other pleasures. Members take notice and see Percy Atkinson and pay your back dues.

We have quite a number of trainmen on the sick list—pay some of them a visit. Receiver E. Ahern is around and improving slowly. Those who are still at home are Motorman Fred Luedke, Motorman M. Farrel, Conductor J. G. Cook and his brother, J. R. Cook, and Motorman Frank Miller. We are glad to welcome Conductor C. E. Thompson who has been in the hospital again for several weeks.

It is with sincere regret that we report the death of John J. Miskell, Sr., who passed away September 2. John was 70 years old and was a faithful conductor for over 40 years. He is survived by his wife, five sons and three daughters, and to them we extend our heartfelt sympathy.

Another old-time motorman has gone to his eternal rest, Gus Koenitzer, a very quiet, unassuming gentleman who was always ready to assist any of his fellow trainmen.

We wish to extend our sympathy to Conductor Simon on the death of his beloved mother.

J. H. Pickin.

Seventy-Seventh

The annual celebration in honor of Christopher Columbus took place on Oct. 12, at the Century of Progress, and among those who participated in the celebration was our good friend, Starter E. C. Tocci, who gave a short speech on the occasion after being introduced by our County Clerk, Robert M. Sweitzer.

We certainly admire the persistence of Motorman M. J. Egan in his determination to produce a hairy decoration on his upper lip. Maybe some day Michael will have accomplished what to us looks like the impossible.

Recently a ping-pong table was placed in our club room for your enjoyment, and the officers of the club sincerely hope that you will enjoy this snappy game.

We are very glad to see Conductor Bob McNamara back on the job again after a prolonged illness.

Congratulations to Motorman E. A. Renk, on the arrival of a baby girl at his home on Sept. 28.

George Miller, one of our receivers, is a proud daddy again for the eighth time, and it was a baby boy born on Sept. 8. More power to you, George.

The following trainmen were recently inducted into the order of the benedicts: E. Corcoran, T. Hughes and our clerk, D. M. (Windy)

Nelson. Congratulations, men, and best wishes to you and your brides.

We wonder if Conductor Jerry Gleason would be interested in buying some second-hand farm machinery, now that he has moved into a subdivision that has the appearance of a vast acreage.

Motorman D. Walsh intends to take his Irish terriers to the next exposition, no matter how far he has to travel to exhibit them. We would suggest that in the meantime Dave should be mindful of the dog-catchers, because all dogs look alike to them.

Motorman G. Vonderheide is at home, sick; and S. J. Gillard is recovering from an operation at his home.

To the family and relatives of the late Motorman W. Boyens we express our deep sympathy in their bereavement.

John T. Flynn.

Sixty-Ninth

Sympathy is expressed for Motorman John L. Kelleher upon the occasion of the death of his sister, Mrs. Lillian Person.

Conductor A. H. Bloomstrand, Badge 11862, is deserving commendation for his action during a heavy rain storm on October 21, 1933. On reaching a subway which was flooded, he called Mr. Irvine and received instructions to cut the street and supervise the switching of cars, until a supervisor arrived to relieve him.

Conductor T. Donnelly called for help and lots of help when he locked himself out of his own automobile at 69th and Halsted street at 4:30 p. m. on November 8, 1933. When last seen he was prying at the window in his own car trying to get in.

Night car crew J. E. O'Donnell and his conductor, H. H. Boren, when they arrived at a trolley break at 63rd and Ashland Avenue Nov. 2, they traded cars with a pull in car and kept the night car service running uninterruptedly, which was surely appreciated.

One of our supervisors recently, when on the street and about time for him to go home, desired to call his wife, but instead he automatically told the operator to give him the depot number. This must have been embarrassing, to say the least. Reminds the writer of one evening at home picking up the receiver in response to a call and rolling out "Surface Lines, 69th street depot, etc., etc."

W. L. Pence.

Archer

Motorman Thomas Pritchard reports the arrival of a baby girl at his home, born Saturday, October 7, and she answers to the name of Rose Mary. Tom and baby doing nicely.

Myles P. Callahan, Executive Board member, was around the depot on pay-day. While we are glad to see you, our best wishes are that you will be around more often from now on.

Conductor Leo A. Weiss says he has an addition of a baby boy to his family, born Tuesday, October 24. This being the first offspring to his family, Leo says he is now beginning to realize that from now on he will have to work ringers. His name is Raymond William Weiss.

It is with regret we announce the death of Conductor John Clohessy, one of Archer's veterans who died Thursday, October 26, after a few hours of illness. Mr. Clohessy has a train-service record dating August 30, 1893, and has made many friends among his fellow workmen who mourn his parting and his memory will



This Is Young Richard, the Son of Conductor Otto Vogel of Archer Depot

linger long with us. Our sympathy is extended to his family in their bereavement.

This is a secret, boys, and while we haven't the date, it's the truth that Conductor Ralph Herald took unto himself a bride. He took off four days and it was during this time he celebrated the happy occasion. Congratulations, and you know the rest.

Our sympathy is extended to Motorman Tom Canning on the death of his sixteen-year-old son who died September 26, after a short illness.

Motorman George Falsburt is now convalescing at the German Deaconess Hospital after a serious operation. He has our best wishes for speedy recovery.



Garland Adam Longhouser, Jr., Grandson of Motorman Adam Longhouser of Archer 6

Motorman C. A. Fraser is wearing a very generous smile, the result of the arrival of a baby boy weighing 8½ pounds. Born at the Holy Cross Hospital. Cigars are still in order.

Motorman A. P. Minkle has another baby and this time it's a boy, making eight children in the Minkle home.

Conductor Ed. Lynch took a two weeks' vacation. The result was a wedding which took place Saturday, October 9, the wedding ceremony being officiated by his son, the Rev. Father Lynch.

Father Stork made his appearance at the home of Conductor Walter A. Zelis on October 14 and left a bouncing baby boy 9½

pounds. Walter says he is expecting the newcomer will bear the name of his father.

Oh, Joy! it's a boy, and he arrived at the home of Motorman J. B. Eggerman on September 30. J. B. says he is the finest in the land. Congratulations.

The first baby born in the home of Conductor Tom H. Rodden answers to the name of Thomas Jr. Congratulations, Tom.

Dusty.

Blue Island

We all extend our sympathy to Motorman Walter Simon in the loss of his mother.

Conductor J. Radon slipped away on October 21 and was married. We all wish the happy bride and groom the very best of luck.



D. Dimaria and His Family With Supervisor Hamm's Wife and Son at the Latter's Summer Home, Faint Lake, Indiana

Motorman Charlie Steinbrecher stopped his car at 16th and Blue Island Avenue, jumped off and stopped a runaway horse which was attached to a peddler's wagon and saved the peddler from possible injuries and the wagon from being damaged. For his reward the peddler gave him a large juicy grapefruit. Congratulations, Charlie, for your heroism.

Receiver John Quaid says he is feeling much better and gaining weight since he is drinking goat's milk. To make sure that he is getting the milk he bought himself a goat. It wanders away and keeps Johnny busy looking for it.

C. P. Starr.

Kedzie

Motorman Nick Moore, oldest man in service seniority, dating back to April 1, 1875, died October 28, 1933. Nick was a hearty old man, a very steady worker and in all his 54 years of service did not have a miss on his record. He took pleasure in telling the boys of his younger days with the company. His many friends extend their sympathy to the bereaved family.

Conductor George O'Dell, another one of our old-timers with a service record dating back to March 13, 1894, died September 20, 1933, after a brief illness. To his daughter we extend our heartfelt sympathy.

Our sympathy is also extended to Conductor Walter Debus in the loss of his dearly beloved wife.

Our newly appointed starter, John Naughton, announced he is the proud daddy of an 8-lb. baby boy born September 11. This makes a boy and a girl for John. Congratulations.

Conductor B. J. Lynch is also the proud daddy of a baby boy born September 17. Congratulations.

Motorman C. Scherenberg reports the arrival of a 7-lb. baby girl born October 10. This makes three boys and five girls. Congratulations.

A baby girl was born at the home of Conductor P. Fallon, October 16. Congratulations.

Conductor William Kelly is the proud papa to another baby boy, born October 26. He says the name will be Wm. Jr. Congratulations, Bill.

Conductor Elmer Watz took a life partner September 30. Here is wishing you and yours happiness and success.

Motorman E. Harder also thought September 30 was a lucky day and so joined the ranks of matrimony, the motto of which is love, honor and obey. May your future years of married life be full of happiness.

Secrets leak out. Motorman James Forrestal was married to Miss Cribbin, October 7, at Our Lady of the Angels Church, after which the happy newlyweds left for the Dells of Wisconsin for their honeymoon. Congratulations.

The boys at Kedzie welcome the new recruits and wish them success.

C. Sonders.

North Avenue

Motorman W. Hoeft passed away Sept. 27, after several months of illness. He was laid to rest in Acacia Park cemetery Sept. 30.

Motorman Walter Bartlett died as the result of an automobile accident Oct. 28.

Sympathy is extended to Conductor A. Stanke in the loss of his mother, and to Conductor J. Maxwell in the loss of his wife.

North Avenue men join in condolence to the friends and relatives of Mr. Walter Kroll in the passing on of the former superintendent of this division.

Bus operator E. Lablum was married Oct. 7. He and his bride have the good wishes of his fellow-workers.

North Avenue depot has been well represented at the World's Fair. Conductor Joe York, wife and two daughters, Conductor F. Erickson No. 2, wife and daughter and that under-nourished gentleman, Conductor W. Peters, were down there all in one day. Peters was gazing in rapt attention at the sword and fire swallower when we found him.

Make your passengers PREFER to ride the street cars.

C. A. Knautz.

Lincoln

Two more of our comrades have passed away. Motorman F. G. Koziolok died Oct. 22, after a very short illness. He was buried Wednesday, Oct. 25, from Annunciation Church and was laid to rest in Waldheim cemetery.

Motorman Frank Geimer died from heart trouble Friday, Oct. 27, and was buried from his home Monday, Oct. 30, 6029 Ridge avenue, and was taken to St. Gertrude's Church and laid to rest in St. Henry's cemetery. We extend our sympathy to both families.

We also wish to express our sympathy to Motorman F. Earley, who had the misfortune to lose his infant son, born Oct. 22 and died Oct. 27.

H. Spethman.

Limits

We extend our sympathy to Motorman Rapp and his family upon the death of his baby and also Motorman J. Simon on the death of his wife.

We congratulate Motorman McLean and Conductor P. Keane on the visit of the stork recently.

Conductor M. Burke passed away October 27, 1933. He had been with the company since 1888, and was one of the oldest men in service. Our sympathy is extended to his relatives and friends in their hour of sorrow.

Motorman Bill Padian was injured seriously when an automobile struck him and is now convalescing at his home. A visit from any of the boys would cheer him up.

We are happy to see Conductor J. Duggan back to work after a long illness.

Our bowling team is now headed for the top of the league after getting away to a bad start. Captain Hill reports all is well.

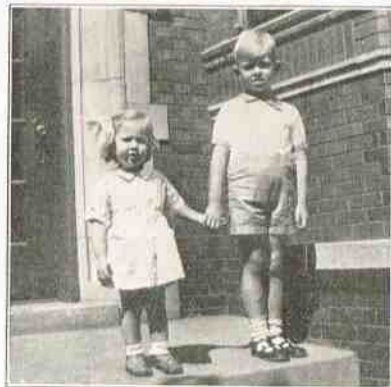
William Colgan.

Devon

Mrs. Nan Keefe of 6340 Blackstone Ave. wishes to commend Conductor E. Paschke, No. 4356, for the manner in which he performs his duties, and especially on an occasion where a young boy was put on his car on Wentworth Ave. and placed in his care. The boy was to transfer to a Broadway car at Diversey and Clark, so as to get to his destination. Upon arriving at Diversey and Clark, Conductor E. Paschke took the boy off his car and placed him on a Broadway car which was standing in the rear of his car. He gave the conductor of the Broadway car instructions as to where the boy was to go.

Congratulations to Conductor P. Cook and wife who were presented with a baby girl. Mother and daughter doing well.

G. E. Land.



Donald Francis, Age Five and Catherine Therea, Age Three, Children of Car Placer Daniel Mahoney of Archer.

OBITUARY

Walter M. Kroll, Division Superintendent

After an illness of more than three years, Division Superintendent Walter M. Kroll passed away Monday, October 23, 1933.



Since 1894 he held the positions of clerk, receiver, assistant division superintendent, assistant superintendent of employment and superintendent of divisions 8 and 10. He had been on a leave of absence since December 16, 1930.

The funeral, held Thursday, October 26, was attended by Superintendent Evenson and the division superintendents with delegations from North Avenue, Noble Street and Elston Avenue depots.

Walter Kroll's passing means the personal loss of a true friend to many of his associates.

His efforts and influence counted considerably during the years he was active in the work of the Public Service Speakers' Bureau.

He is survived by Mrs. Kroll and a sister, to whom we offer our condolences.

Other Deaths on the System from September 6 to November 6, 1933

Transportation—Division 1, Cottage Grove: Gust Koenitzer, employed April 8, 1903, died October 20, 1933.

Division 2, Burnside: John Gubbins, employed November 14, 1890, died September 19, 1933. C. F. Heidekroeger, employed May 22, 1925, died September 14, 1933. Oscar Johnson, employed January 15, 1892, died September 12, 1933.

Division 3, Seventy-seventh: Charles F. Brosius, employed February 13, 1929, died September 20, 1933. John J. Miskell, employed August 3, 1884, died October 2, 1933. Thomas J. Marshall, employed July 8, 1887, died October 13, 1933. William J. Reilly, employed November 29, 1911, died October 28, 1933.

Division 5, Archer: John Clohessy, employed May 15, 1882, died October 26, 1933.

Division 6, Lawndale-Blue Island: Frank J. Wise, employed May 24, 1923, died September 22, 1933. William M. Schweiger, employed April 28, 1885, died October 28, 1933.

Division 7, Kedzie: George H. Odell, employed March 13, 1894, died September 20, 1933. Nicholas Moore, employed June 18, 1875, died October 28, 1933.

Division 8, North Avenue: John Callahan,

employed April 16, 1897, died September 18, 1933. Arthur William Dietz, employed February 27, 1906, died September 25, 1933. Walter C. Hoeft, employed January 7, 1920, died September 27, 1933. Walter D. Bartlett, employed November 2, 1918, died October 28, 1933.

Division 9, Armitage-Division: Jules N. Schwarz, employed February 1, 1918, died October 27, 1933.

Division 10, Elston-Noble: Charles Johnson, employed May 17, 1910, died October 29, 1933. Walter M. Kroll, employed November 2, 1894, died October 24, 1933.

Division 11, Lincoln: Frank G. Koziolk, employed March 17, 1916, died October 22, 1933. Frank Geimer, employed October 1, 1898, died October 27, 1933.

Division 12, Limits-Devon: Martin Joseph Burke, employed November 11, 1888, died October 27, 1933. Joseph Toomey, employed January 6, 1930, died October 12, 1933.

Shops and Equipment—Division 4, Sixty-ninth: Anton Zimont, employed June 1, 1914, died October 1, 1933.

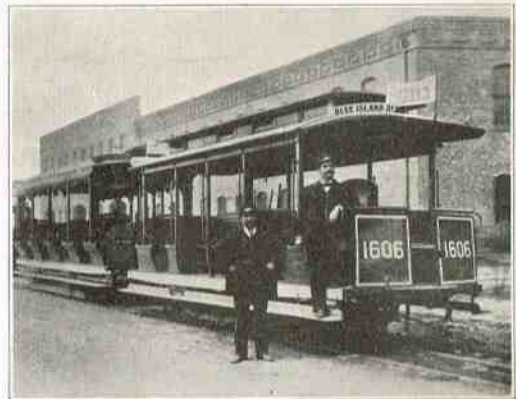
Division 6, Lawndale-Blue Island: Alfonso Carlino, employed May 25, 1907, died October 19, 1933.

Division 8, North Avenue: Charlie I. Cronkrite, employed April 24, 1919, died September 19, 1933. Joseph Sarkauskis, employed June 26, 1922, died October 23, 1933.

Track—Tom R. Manning, employed April 15, 1883, died September 25, 1933. Henry T. Tallent, employed March 15, 1929, died September 19, 1933. Philip Vugdelya, employed August 1, 1912, died September 23, 1933. Fred J. Sitts, employed August 10, 1920, died October 13, 1933.

THEY MADE HISTORY

Grip Train First Through the Van Buren Street Tunnel



This photograph was taken at 26th and Leavitt Street, March 4, 1894, in celebration of the first trip of a cable car through the Van Buren Street tunnel. The gripman, L. L. Francoeur, now a motorman at Cottage Grove Depot, has had 40 years service. Lawrence Francoeur of the Accounting Department is his nephew. The conductor, Henry Kolley, now retired after 39 years service, was formerly a conductor at Blue Island Avenue.