

SURFACE SERVICE MAGAZINE



DECEMBER, 1934

Christmas Greetings

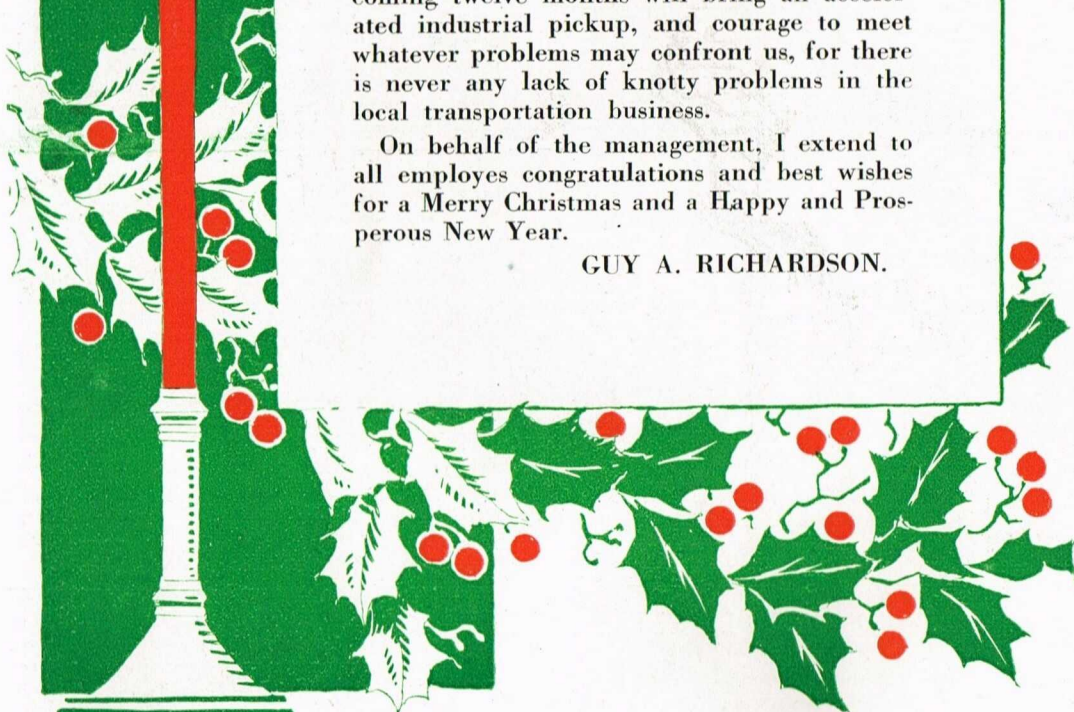
THE year now drawing to a close has not been unkind to the Surface Lines' organization. We have reason to be grateful for continued employment, some increase in business, better pay for the men and women in the service and an outlook for the immediate future that is decidedly brighter than for some years.

Having been able, throughout the worst period of the depression, to keep our entire operating organization intact and to maintain the efficiency of operation, we were in good condition to take full advantage of any improvement in industrial conditions. The co-operation of all employees in providing a high type of service during the Century of Progress Exposition and in serving the people of Chicago has won back some of the patronage lost in the years following 1929. It will win back more of it as conditions improve.

We face the New Year with renewed hopefulness and courage—hopefulness that the coming twelve months will bring an accelerated industrial pickup, and courage to meet whatever problems may confront us, for there is never any lack of knotty problems in the local transportation business.

On behalf of the management, I extend to all employees congratulations and best wishes for a Merry Christmas and a Happy and Prosperous New Year.

GUY A. RICHARDSON.



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 11

DECEMBER, 1934

No. 9

Passing Show of 1934

*An Eventful Year in Local Transportation History of Chicago—
New Cars a Feature*

The year just coming to a close has been an eventful one in local transportation in Chicago.

It brought a practical demonstration of the results of three years of research in the design and equipment of cars suitable for modern traffic conditions.

It afforded another opportunity for the Surface Lines organization to show what it can do in serving huge crowds attending the Century of Progress.

It brought to a final termination the comprehensive traction ordinance passed in 1930.

It provided new proof of the essentiality of street car service.

Of all of these, perhaps the most significant from a transportation standpoint was the purchase from the J. G. Brill Company and the Pullman Car & Manufacturing Corporation of the two new cars embodying radically new principles in street car construction and their operation in the streets of Chicago with a view to determining the type of equipment best suited to serve this city. With the delivering of these cars the Chicago Surface Lines assumed leadership in the electric railway industry in demonstrating that there is a definite place for street car service in city streets and that progress is being made in developing the right type of equipment to provide this service.

Attracted Wide Attention

The Brill car was delivered March 20 and was put into operation immediately. The Pullman car followed on July 8 and both were received by the people of Chicago with the greatest interest. Newspapers, public officials and the public generally recognized that here at last was something new in local transportation which promised much for the comfort and convenience of street car riders. The ability of the cars to hold their place in traffic, their quietness and smoothness in operation and their attractive appearance won immediate approval.

While two new cars ordinarily are unimportant on a large system like the Surface Lines, the demonstration of the scientific principles evolved by Dr. C. F. Hirshfeld and the Presidents' Conference Committee of the electric railway industry, is of the greatest importance.

At the convention of the American Transit Association in Cleveland in the fall these two cars, which were sent there for exhibition, and another car built under the direction of Dr. Hirshfeld, received national attention. Electric railway executives were unanimous in predicting that these experiments in new equipment are more significant than anything that has

happened in local transportation since the introduction of the first trolley car.

Ordinance Lapses

Also of the greatest importance locally was the action of the City Council last spring in permitting the 1930 traction ordinance to lapse by refusing to extend the date of acceptance. The action of the Council came at a time when the security holders were at last practically in agreement on a plan for consolidation of the elevated and Surface Lines properties under a new company. Permitting this ordinance to lapse put the traction question back where it was prior to 1930, with no definite plan for solution and no opportunity for the companies to go ahead with the extensive program of improvement and expansion that everyone recognizes is badly needed by the city.

Mayor Kelly and leaders in the City Council expressed the belief that changed conditions made the 1930 ordinance no longer desirable and promised that early action would be taken toward some other solution. That action, however, must await the new year.

Huge Crowds Carried

The second year of the Century of Progress afforded many opportunities for the Surface Lines organization to demonstrate its efficiency and the ability of street car service to serve hundreds of thousands of visitors daily in addition to the usual traffic load. On the big days of the Fair, a continuous line of street cars delivered people at the 23rd Street, 18th Street and Court of Honor gates faster than they could be admitted through the turnstiles. There was no overcrowding of cars, there was little or no interruption of service and there were no serious accidents in carrying some 10,000,000 passengers to and from the Fair during the 1934 season.

This performance attracted the highest commendation from visitors and residents alike.

Other Events of the Year

Among other events of importance were the following:

Owing to improved outlook in industry and business, trainmen's wages were increased 3 cents per hour and the pay of other employees was correspondingly increased. The minimum 8 hour day was established as a part of the working agreement of the trainmen.

Two new buses of radically different design and equipped with the newly developed White "pancake" motor, were purchased and put into operation on Irving Park Boulevard. Also two A. C. F. buses were purchased and put into service on 103rd Street.

A bus line was installed on Archer Avenue

between Cicero and Harlem Avenues as a feeder to the Archer Avenue line.

Five hundred arrests for misuse of transfers were made in a drive to enforce compliance with the transfer ordinance.

Proceedings were instituted before the Illinois Commerce Commission to compel an interchange of transfers between the elevated and Surface Lines on much the same basis as that provided in the lapsed ordinance of 1930. At the close of the year this case is still pending.

Numerous petitions for rail and bus extensions were instituted before the City Council and the Commerce Commission and are still pending at the close of the year.

C. H. Evenson, Superintendent of Transportation, was made President of the American Transit Operating Association at its convention in Cleveland in September.

MANY EXTENSIONS SOUGHT Despite Lack of Franchise, Petitioners Seek Nearly 200 Miles of Rail or Bus Lines

Although the Surface Lines are still operating on a day to day extension of the 1907 franchises with no definite promise for the future, requests for about 190 miles of extensions in addition to those installed have been submitted to the City Council since January 31, 1930, or are now pending before the Illinois Commerce Commission. In some cases the City Council Local Transportation Committee is still considering the requests and in others Council orders or ordinances have been passed, but no action taken by the Commerce Commission.

Obviously until the ordinance question is settled and ability to borrow money is afforded the company, an extension program of this magnitude is an impossibility.

The petitions for track extensions are as follows:

Crawford Avenue, from 31st Street to 63rd Street; Fullerton Avenue, from Central Avenue to the city limits; Ogden Avenue, from Randolph Street to Center Street; Pershing Road and 35th Street, from Cottage Grove Avenue to Illinois Central tracks; Forty-seventh Street, from Kedzie Avenue to Cicero Avenue; Fifty-ninth Street, from Central Park Avenue to Cicero Avenue; Sixty-third Street, from Stony Island Avenue to Lake Michigan; Eighty-seventh Street, from Vincennes Avenue to Western Avenue; Ninety-fifth Street, from Commercial Avenue to Western Avenue; and 115th Street, second track.

The following bus extensions are being demanded:

Addison Street, from Lake Michigan to the city limits; Ashland Avenue, from Clybourn Avenue to Lawrence Avenue; Belmont Avenue, from Pacific Avenue to the city limits; Beverly Avenue, from 95th Street to 103rd Street; Central Avenue, from Milwaukee Avenue to the city limits; Central Park Avenue, from Madison Street to 31st Street; Cicero Avenue, from Archer Avenue to 55th Street; Crawford Avenue, from 31st Street to 71st Street; Damen Avenue, from Blue Island Avenue to Pershing Road; Devon Avenue, from Caldwell to Peterson and from Ridge to Bryn Mawr Avenues; Narragansett Avenue, from Milwaukee Avenue to Irving Park Boulevard; Diversey Avenue, from Milwaukee Avenue to

Elston Avenue; Division Street, from California Avenue to Grand Avenue (track or bus); Foster Avenue, from Milwaukee Avenue to Sheridan Road; Halsted Street, from 85th Street to 123rd Street; Higgins Avenue from Milwaukee Avenue to the city limits; Irving Park Boulevard, from Pacific Avenue to Cumberland Avenue; Laramie Avenue, from Roosevelt Road to North Avenue; Lawrence Avenue and Montrose Avenue, from Broadway to Montrose Beach; Northwest Highway, from Milwaukee Avenue to the city limits; Ogden Avenue, from Clark Street to Randolph Street; Forty-seventh Street, from Kedzie Avenue to Crawford Avenue; Yates Avenue and Oglesby Avenue, from 67th Street to 87th Street; Seventy-first Street, from Cottage Grove Avenue to Lake Michigan; Eighty-Seventh Street, from Vincennes Avenue to Western Avenue; Ninety-fifth Street, from Ewing Avenue to Western Avenue; and 111th Street, from Sacramento Avenue to Crawford Avenue.

SURFACE LINES LEGION POST

Joseph S. Zaraf, Commander of Chicago Surface Lines Post No. 146 of the American Legion, has received a letter from the National Commander of the Legion, Frank N. Belgrano, Jr., setting forth the principles and objectives for which the Legion intends to strive during the coming year. The program was affirmed at the Miami Convention. Some of these objectives are as follows:

"Final fulfillment of our program for the adequate care and protection of all disabled World War Veterans, and the dependents and survivors of veterans.

"Making Americanism the primary thought of Americans and the primary activity of the American Legion.

"Profit for none and equal service for all in time of war.

"The promotion of child welfare, abolition of child labor and encouragement of healthful youth activities.

"Individual and collective community service.

"Federal aid without Federal control where necessary to assure the proper education of our children.

"Elimination of discrimination against World War Veterans in government service."

Commander Zaraf also reports that E. Taube, J. Shannon and Past Commander Joseph V. Eckmann, members of the Surface Lines Post, are patients at the Edward Hines Hospital.



Carol Gail Smith, a Future Miss America, Daughter of Charles M. Smith in the Transportation Department

Ready for the Battle with Snow

Operating Force Is Organized for Immediate Call to War with the Elements

By C. H. Evenson,
Superintendent of Transportation

They call it "snow fighting," and that's exactly what it is.

When snow begins to fall it is a call to arms on the Surface Lines, and a trained army quickly mobilizes to war with the elements for the purpose of keeping street cars moving and providing orderly service for the public.

The snow fighting army is well organized and equipped. There are 273 snow fighting units requiring approximately 1,000 men for their operation. Every man knows his place and reports there when the call to duty goes out. Other hundreds of men are employed as they are needed in cleaning up intersections with shovels, keeping the switches open and in general mopping up after the equipment has done what it can do.

The first strategy in any battle is to determine as far as possible the size and strength of your adversary and this is done with the aid of the most modern equipment known to the meteorological or weather forecasting science, under the capable direction of C. A. Donnel, official in charge of the United States Weather Bureau, and his highly qualified assistants. The service has been perfected to a very high degree in recent years.

This information affords some idea of what may be expected as to the duration, intensity and character of approaching storms. It has been found in the past, according to L. J. Dixon, who supervises the forecasting service for the Surface Lines, that the Weather Bureau forecasts are correct 85 out of 100 times. The government weather predictions are supplemented by weather stations maintained by the Surface Lines and devised to measure the rate of snowfall, the degree of temperature and barometric pressure in all parts of the city during the course of the storm.

Tasks Are Assigned

This enables the Transportation Department to direct and carry out a well prepared plan of action.

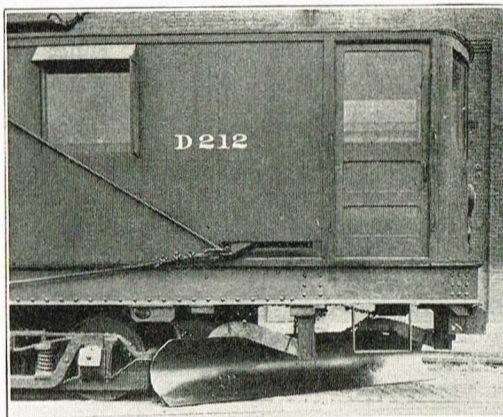
Each unit of snow fighting equipment has a specific territory and track mileage assigned to it and the crew in charge has a definite responsibility to keep that section of track open for traffic. Teamwork and well informed directional supervision are absolutely necessary in fighting any large snowstorm.

One of the greatest difficulties in snow removal is caused by the interference of other vehicular traffic which packs the snow into the tracks thus causing derailments, and by vehicles parked so close to the track that they interfere with snow removal, or by trucks or automobiles stalling in the tracks on icy grades. All of these interfere with the orderly movement of traffic and this in turn results in the accumulation of more snow on the track. It is the duty of the supervisory force and crews on passenger cars to prevent long breaks in headways and the supervisory force is always increased materially during snowstorms. Often the crews themselves, in the absence of a supervisor, switch back cars in order to prevent a break in headways. Passengers in such cases are transferred to the car ahead or to the car behind.

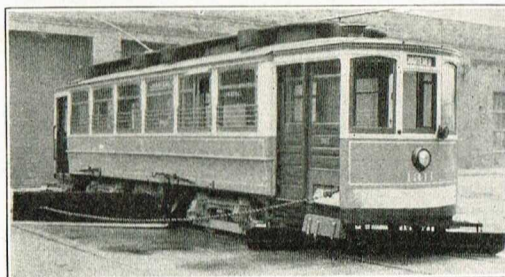
The men who handle the mechanical apparatus are instructed beforehand so as to avoid breakdowns and appropriate instruction cards are placed in all equipment for ready reference of those in charge.

Increase Emergency Trucks

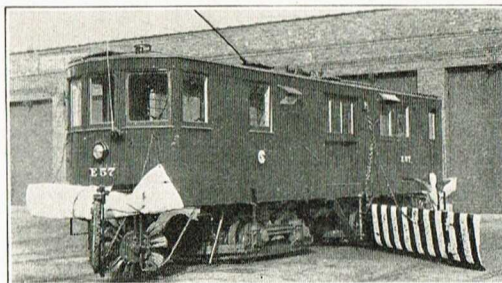
The normal wreck wagon service is increased from the usual 13 trucks to 30 trucks, located at various points throughout the city. The purpose of this is to provide quicker response to all calls for help in removing stalled vehicles from the track, getting derailed cars back into service and taking care of other emergencies.



Roll-type Air-operated Shear



Air-operated Wing and Root Scraper



Russell Truck Snow Sweeper

The need frequently arises for service of additional trucks other than those originally assigned and arrangements have been made with large truck owners to supply the equipment on short notice.

Since 1930, approximately \$160,000 has been spent in modernizing the snow fighting equipment and adding more units. The number of sweeper-scraper routes has been increased from 92 to 123. Specially designed fender lifts have been placed on the cars to avoid the trouble originally experienced because of the tripping of the fenders when striking snow banks. This change in equipment alone cost \$18,000. The sweepers are equipped with improved chains and the brooms have been greatly improved making these units more dependable.

In fact, all snow fighting machinery has been overhauled and improved, thus greatly increasing its efficiency.

This coupled with the carefully planned organization of the man power of the company will prove of the greatest importance when the city is again visited by such a blizzard as that of December, 1929, when 11 inches of snow fell; March, 1930, when there was a fall of 19 inches in 43 hours, and March, 1931, when traffic was almost completely blocked by a fall of 16 inches.

DETROIT'S NEW STREET CAR Automobile Capital Follows Lead of Chicago in Trying New Equipment

Following the lead of the Chicago Surface Lines in introducing a new type of equipment, the Department of Street Railways of Detroit has just purchased and put into operation a newly designed car. It has been christened "The Blue Streak" and is highly praised for fast acceleration and easy riding qualities.

In its exterior appearance the car is striking; it has the smooth curves associated with aeronautic design. Its lines are carried without a break from the rounded front along the sides of the car and end in a sharply curved rear. The sides slope slightly inward at the top, merging into the arched roof contour. Below they are extended by means of a skirt which reaches almost to the ground, curving inward at the rear end and adding an air of completeness to the body. The running gear is almost entirely concealed by the skirt. The trolley base is

enclosed by a shroud, merging into the lines of the roof, which otherwise are unbroken from end to end, due to the absence of ventilators. By means of an ingenious arrangement of window frames in the vestibules it was possible to use flat glass in all but two sash, those being at the front corner panels. The car is finished in a two-tone blue-gray, which is particularly attractive to the eye.

The inside of the car is characterized by its restful appearance. This is due in large part to the harmonious design, the finish in two tones of blue, the concealed lighting system, and the absence of projecting parts. The low headroom emphasizes the width of the car and produces an effect of roominess.

ROUNDING UP WITNESSES

Lawndale-Blue Island Edged Out Burnside for First Place in October

Lawndale-Blue Island, the leader in the witness report contest in August, again took the lead in October putting Burnside, the September leader, in second place. The closeness of the contest is indicated by the fact that Lawndale-Blue Island had a score of 4.76 as compared with Burnside's 4.33.

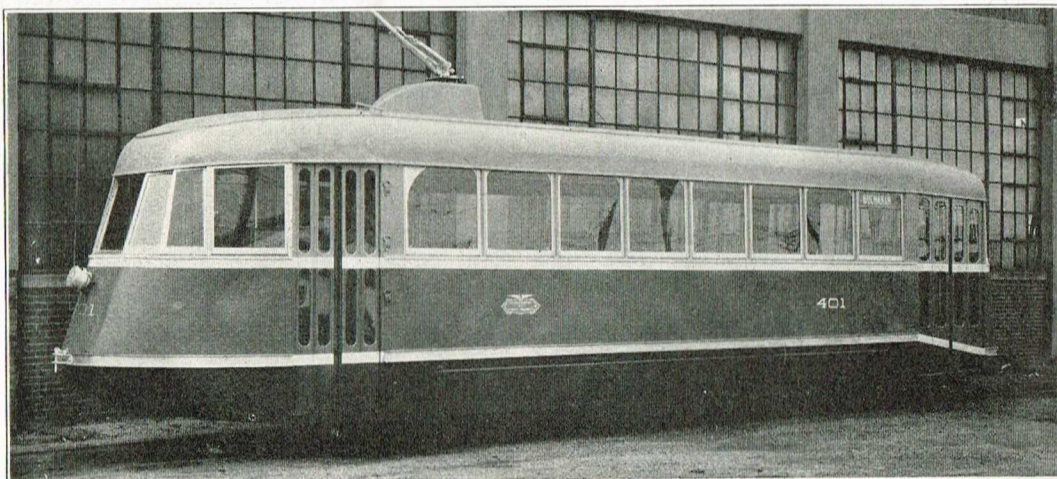
Cottage Grove was third and North Avenue fourth.

Detailed figures are as follows:

	Oct.	Sept.	Aug.	July
1. Lawndale-Blue Isl.	4.76	4.07(2)	4.22(1)	3.90(2)
2. Burnside	4.33	4.28(1)	3.96(2)	3.64(4)
3. Cottage Grove	3.98	3.72(6)	3.79(3)	4.22(1)
4. North Avenue	3.78	3.41(9)	3.53(6)	3.06(10)
5. Archer	3.46	3.70(7)	3.73(4)	3.32(5)
6. Elston-Noble	3.39	3.83(3)	3.54(5)	3.31(6)
7. Kedzie	3.36	3.76(5)	3.20(8)	3.19(8)
8. 77th	3.23	3.37(11)	3.14(9)	3.24(7)
9. 69th	3.21	3.78(4)	3.33(7)	3.72(3)
10. Armitage-Division	2.98	3.21(12)	2.84(11)	2.93(11)
11. Lincoln	2.90	3.58(8)	2.87(10)	2.86(12)
12. Devon	2.90	3.40(10)	2.74(12)	3.08(9)
Average for System	3.52	3.58	3.37	3.35

HIS PURSE RETURNED

Clifford E. Haver of Lima, Ohio, lost a purse containing a railroad pass and other valuable items on a Blue Island Avenue car on October 28. On November 16 he wrote to the Surface Lines asking if he could have help in finding his purse. The purse was discovered in the lost and found department and was returned to him.



DETROIT'S NEW STREAMLINED CAR—"THE BLUE STREAK"

Give Three Quarters of Million

C. S. L. Employees Contribute Hundreds of Thousands for Relief of Needy

To a greater extent perhaps than any other industrial group of employees in the city, Chicago Surface Lines employees have exhibited a true spirit of charity and helpfulness throughout the period of the depression. They not only have cared for the less fortunate in their own organization but have contributed liberally to outside relief.

Since 1930, total contributions by employees for relief purposes of all kinds, including \$9,506 to the American Red Cross, have amounted to \$782,850. This huge sum of money has been given quietly and willingly in a true spirit of helpfulness.

At the beginning of the depression in 1930, when it became evident that a number of members of the Surface Lines group of employees, because of sickness or other incapacity would require assistance, the situation was presented to the employees in a bulletin. Almost to a man they agreed to the contribution of a percentage of their pay to be used for the creation of a relief fund to be administered by the employees.

Large Sums Contributed

In the period from December 1, 1930 to January 31, 1932, a total of \$147,390 was paid into the Chicago Surface Lines and \$20,000 into the Joint Emergency Relief Fund. In the 12 months from February 1, 1932, to January 31, 1933, inclusive, \$143,284 was paid into the Surface Lines fund and \$100,000 was contributed to the Joint Emergency Relief Fund. The following year, February 1, 1933 to January 31, 1934, the contributions amounted to \$133,068 for the Surface Lines fund and in addition \$52,484 was contributed to the Community Fund of the Allied Chicago Charities and \$13,274 to the Emergency Welfare Fund of Cook County, Inc. From February 1, 1934, to date, \$111,841 has been contributed to the Sur-

face Lines fund and a new contribution has just been pledged for the Community Fund of Chicago, Inc., which it is estimated will produce at least \$52,000.

The total contributions for the Surface Lines fund for the relief of the needy in this organization amount to \$535,584, of which \$532,769 has been paid out under the direction of the committee. The amount contributed or pledged to outside relief is \$247,265.

No Administration Cost

The Surface Lines relief fund has been administered entirely without overhead expense, the company providing all the necessary administration for the handling of the money and its distribution.

But this large contribution in money is only a part of what this organization has done toward assisting the community during the depression. Not only were the beneficiaries of this fund kept off of the general relief rolls, but by spreading the available work it was possible to avoid laying off any of the operating force, even in the worst period of the business slump. The Surface Lines did not contribute to the increase in unemployment. It is doubtful if the general public ever will realize fully the contribution of its street car system to public welfare at a time when the burden for relief was greater than ever before in the history of the city.

Report for November

The Surface Lines Employees Relief Committee held four sessions during the month of November, at which 16 applications were considered. Of this number there was one emergency gift, and 12 cases were approved for weekly relief payments, making a total of 254 cases.

Checks totalling \$10,805.92 were distributed.

SAVES PENNIES ON CARFARE

Street Car Patron Accumulates Large Sum by "Saving the Difference"

Riding the Chicago Surface Lines and saving the difference is not merely a phrase to Miss Mae Murrach of Rogers Park. She does it.

In fact she has been doing it for 7 years and it has meant many luxuries to her that she could not have had otherwise.

"Every time a street car conductor gives me pennies in change," Miss Murrach said, "I bring the pennies home and drop them in a box. You'd be surprised at how rapidly the number in the box increases."

"Last year I bought an \$18 coat with these pennies. I now have approximately \$30 in pennies in my box. I am going to convert them into bills and spend the money for Christmas presents."

"This money represents the difference between the 7 cent fare I pay on the Surface Lines and the 10 cent fare I would have to pay on some other transportation system."

Benjamin Franklin said "Save the pennies and the dollars will take care of themselves." Miss Murrach has proved that he was right.



Miss Mae Murrach and the pennies she saved by riding the Surface Lines

SURFACE SERVICE MAGAZINE

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

THE CHRISTMAS SPIRIT

There is an old song the burden of which is "Keep Christmas all year round." That means, of course, the Christmas spirit of good will and helpfulness.

No group in Chicago, and probably none in the entire country, has more nearly lived up to this golden rule than has the Chicago Surface Lines organization. Elsewhere in this issue are detailed figures showing that during the period of the depression Surface Lines employes have contributed three quarters of a million dollars for relief of those less fortunate than themselves.

Not only has this money provided for our own needy, thus relieving other agencies of the burden, but a quarter of a million dollars of it has gone to outside relief.

Even more important to the community than this large contribution, however, has been the stability of employment which provided work for the entire operating organization at a time when other industries were laying off thousands of workmen.

ANOTHER YEAR

Again this year Century of Progress Exposition crowds afforded an opportunity for the Chicago Surface Lines to demonstrate its ability to serve the community. Visitors and residents alike were loud in their praise of the quality of service provided for the city as a whole and for the Fair.

The year closes auspiciously with some increase in business and with prospects of better industrial conditions ahead.

The spirit of cooperation which has characterized Surface Lines operation in the past will enable us to take advantage of any improvement in general conditions and to win back patronage that

drifted away as the curve of industrial employment went down.

There is reason to expect much of the coming twelve months.

LICENSING AUTO DRIVERS

(From the Baltimore Evening Sun)

We need a system under which the accident record of every licensed driver in the state can be consulted readily; and a law forbidding any judge to dispose of a charge of causing an accident until he has consulted the record. Finally we need to have it established that, when a man is shown to have a long record proving his untrustworthiness, the judge who fails to revoke his license will be himself impeached and removed from the bench; and, to match that, a provision that a man who drives on a Maryland road after his license has been revoked for cause shall be given punishment severe enough to deter others. When a man has been convicted repeatedly of causing accidents by reckless or incompetent driving, there is no sense in permitting him to use the roads of the state any longer.

OBITUARY

Deaths on the System from November 6, 1934, to December 6, 1934

Transportation—Division 1, Cottage Grove: James M. Dalton, employed December 21, 1906, died November 20, 1934.

Division 2, Burnside: William Blakley, employed January 7, 1892, died December 2, 1934. William H. Gillman, employed July 19, 1918, died December 3, 1934.

Division 3, Seventy-seventh: John T. Lowery, employed March 4, 1899, died November 25, 1934.

Division 4, Sixty-ninth: Michael Hennessy, employed August 8, 1917, died December 5, 1934.

Division 5, Archer: Robert Thompson, employed July 17, 1917, died November 16, 1934.

Division 6, Cornelius Carroll, employed March 28, 1910, died December 6, 1934. Owen Casey, employed May 15, 1885, died November 27, 1934.

Division 8, North: Luke Brisbois, employed October 18, 1898, died November 25, 1934.

Division 10, Elston-Noble: Peter Cronin, employed September 15, 1886, died November 23, 1934.

Division 11, Lincoln: Nicholas J. Kestler, employed May 11, 1908, died December 1, 1934. Charles Howsam, employed October 5, 1897, died December 4, 1934.

Material and Supplies: Edward A. Duval, employed March 19, 1918, died November 9, 1934.

Shops and Equipment—Division 3, Seventy-seventh: Morgan J. McNamara, employed February 1, 1927, died November 8, 1934.

Division 4, Sixty-ninth: Walter A. Malloy, employed March 24, 1924, died November 19, 1934.

Division 7, Kedzie: Lawrence Bohenski, employed September 29, 1927, died November 19, 1934.

Division 12, Devon-Limits: Nichols Schweig, employed December 31, 1917, died November 10, 1934.

Track—John Baron, employed July 1, 1918, died November 5, 1934. John Sample, employed September 21, 1927, died November 29, 1934.

Old Timers Recall Early Days

Six Oldest Men in Active Service Recall Early Experiences and Predict Greater Improvement in Transportation in Future

The six trainmen on the Surface Lines who have the longest record in point of active service have seen great changes in local transportation in the past, but look for even greater changes in the future.

These old timers are Augustine McGuinness, badge No. 1000, 54 years of service; William Keller, badge No. 5981, 53 years of service; John Moriarty, badge No. 1733, 53 years of service; Patrick H. Foley, badge No. 8700, 52 years of service; Patrick McCann, badge No. 10246, 52 years of service, and Terrence Kennedy, badge No. 7502, 51 years of service.

"I have seen local transportation grow from horse cars to cable cars to electric cars and develop to what it is today," Conductor McGuinness said. "This is by no means the end of such development. There should be just as great improvement in the future as in the past. They are improving everything all the time and transportation must grow also. As the population of the city increases the equipment for handling it must be improved and I know it will be."

All of these men have had interesting experiences in handling traffic.

On Last Cable Train

Motorman Keller recalls the last cable train that was run through the Washington Street tunnel. It was quite an occasion. At Madison Street and Union Avenue the train had to come to a stop because of the immense crowd that had assembled. The crowd attacked the train to obtain souvenirs. Someone took the bell, and another man walked away with the register. Assistance had to be called from the barn in order to get the train through the crowd and back into the barn.

Conductor Foley remembers being marooned in a snow storm in the early days before there were any telephones or wreck wagon service. He was working on the Van Buren Street line, where he has put in practically all his career. He had to stay with his car for four hours before he could get relief.

Motorman Moriarty recalls vividly the Chicago fire. The street car tracks were warped by the heat so that operation could not be made over them even where the debris had not blocked all traffic.

Horses for Snow Plows

Snow was removed in those early days with plows and sweepers pulled by four to six horses. The difficulty now experienced of ice being packed around the rails by automobiles was of course not a difficulty then. The plows and sweepers cleared the tracks sufficiently without much hand work.

Christmas Day, Motorman Moriarty recalls, was a great day for the street car men. It usually meant longer runs and more work, but it also meant many presents.

In those days, Motorman Moriarty says, the street car patrons called the conductor and the driver by their first names and they frequently gave them presents of neckties, cigars and even money.

All of the old timers agree that as a career the position of street car trainman compares



Augustine McGuinness



William Keller



John Moriarty



Patrick H. Foley



Patrick J. McCann



Terrence Kennedy

favorably with any other job. Conductor Kennedy expresses the views of most of them when he says that he does not believe he could have done better in any other line of work.

Good Health and Steady Work

"I have always been in excellent health and that I attribute to the type of work I am doing with regular hours," Mr. Kennedy says.

Among the problems of the early days, the old timers recall, were knowing how to handle horses and how to keep the passengers satisfied with plenty of heat in the cold weather. After the days when straw was placed on the floor as a foot warmer and stove heat was installed in the cars, the car barn employees were required to start the fire early enough to warm the cars before they went out on the runs. After that it was up to the conductor to keep the fires going. The choice seats on the cold mornings were those next to the stove.

Keeping 'em Rolling

Cottage Grove Leads the Group With Over 48,000 Miles Per Pull-In

Cottage Grove climbs from fifth place last month to top position for the month of November with 48,697 miles per pull-in due to equipment failure, an increase over last month of 56.8 per cent.

Noble holds second place with an increase of 63.6 per cent over last month's record. Noble's record for the month was 42,451 miles per pull-in.

Lawndale again holds third position this month with 40,182 miles per pull-in due to equipment failure, a slight increase over October.

Fourteen of the sixteen carhouses have a record over 20,000 miles per pull-in, and the individual records are as follows:

Rank	Carhouse	Days	Zero Miles Per Pull-In	Pct. Inc. or Dec.
1	Cottage Grove	17	48,697	56.8
2	Noble	23	42,451	63.6
3	Lawndale	20	40,182	6.2
4	69th	11	39,030	86.4
5	Armitage	18	35,035	20.6
6	Archer	11	34,755	29.8
7	Burnside	16	27,846	4.9*
8	77th	5	26,053	6.3
9	Elston	19	25,985	28.1
10	Kedzie	8	24,294	15.7

11	Lincoln	17	23,439	28.4*
12	Limits	18	21,073	44.7*
13	North	5	20,255	20.9*
14	Devon	11	20,063	70.2*
15	Division	17	18,611	15.4*
16	Blue Island	17	17,172	36.2*
		233	26,771	2.1*

*Decrease.

Carhouse records for the past six months:

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



Cottage Grove Pull-In Crew

J. Gamen, C. Winzenholler, E. Eyer, L. Keane, A. Amodeo, A. Vitkus, M. Shernis, S. Baranoskas, A. Yajas, T. Casey, J. Griffin, J. Gudjonis, P. Jaksiboga, N. Meyers, S. Petrosius, E. Timpe, S. Ukso, E. Danhour, M. McGroarty, T. Cronin, M. Kazlauskas, G. Chernak, J. Wozlik, A. Schvazdzys, J. Gotautas, F. Simon, M. Kelly, J. Yurgait, C. Pitun, W. Schiller, J. Chrabaszcz, W. Gorska, J. Drigot, E. Lindgren, W. Johnston, F. Egitis, W. Proudfoot, C. Margetic, P. Barone, J. Aardema, J. Bakshis, A. Suma, A. Yuste, S. Londos, J. Banis, A. Patton, G. Kladis, S. Pappas, V. Verdis, G. Girdjush, F. Wenslow, G. Tanis, M. J. Mahoney, L. Babcock, E. Nelson, J. Lyons, V. Grasz, M. Jelinski, 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.

They tell about a hard-driving taxi driver who recently beat a red signal, threatened the traffic cop's knees, missed the safety zone by a hair and grazed a bus, all in one dash.

The cop hailed him, then strolled over to the taxi, pulling out a big handkerchief from his pocket en route. "Listen, cowboy!" he

growled. "On yer way back I'll drop this and see if you can pick it up wit' yer teeth."

We have just received a report to the effect that a local radio station attempted a broadcast of bagpipe music recently. Many listeners complained that it sounded like bagpipe music.

Says He Deserved "Combing Down"

Passenger Admits Motorman Prevented Accident—Others Criticise or Commend Service

In the pack of criticisms and comments on Surface Lines operation during the past month is one from a north side resident who was "bawled out" by a motorman and liked it.

"My wife was due at Monroe and Clark Streets in 45 minutes," says W. P. R. (Only his initials are used in deference to his request.) "We were a few minutes late in leaving the house and I decided to drive her in the flivver to Clark Street and Ridge Avenue where she could take a street car. A Clark Street car was approaching at Ridge Avenue and of course my wife wanted to make it if possible.

"I turned south on Clark Street ahead of the car and we had a green light at Ridge, but instead of running along for a couple of blocks and giving ourselves time enough to head off the car, I turned into the track and came to a sudden stop in front of it at Ridge. One can imagine how quick the motorman had to be in order to prevent an accident. My wife made the car, but the motorman leaned out and said, 'You've got a nerve, stopping suddenly that way in front of this car!'

"I did not get the motorman's number, for I was too busy listening to him, but I realized all day that but for his lightning quick thinking and acting we might have had a bad jolt and a smashed rear on the Henry F.

"The motorman was right in combing me down for my impulsiveness, and if this item comes to his attention it will prove to him that I realize I was wrong and am sorry."

While this motorman got away with the "combing down" of a patron without the usual complaint, other communications indicate that not many people would feel that way about it.

Complaints of Discourtesy

An officer of the Illinois State Court, Catholic Order of Foresters, reports a case in point. He was waiting for an Armitage-Center car at Karlov Avenue and did not discover until the car came to a stop that it was a front entrance car. He rushed to the front door, reaching it just before it was closed, and shouted to the motorman to wait for him. As he entered the car the motorman said, "The other people could get in but you couldn't, could you?" When the passenger tried to explain the situation he says the motorman was still discourteous in his remarks.

A woman who boards a car at Jackson Boulevard and Fifth Avenue complains that she has been passed up frequently and cites one incident where the motorman failed to stop for her and other intending passengers.

"It is terrible the way people are treated on your lines," she says. "One would think the service was conducted for the benefit of the employees, not the public."

Another passenger complains that on a cold morning the rear doors of a Stony Island car were left open, unnecessarily chilling all the passengers in the car.

These and other complaints of rough operation, starting without the bell, and various acts of discourtesy, prove that there is still room for improvement.

But they are offset by a large number of commendations sent in by satisfied passengers who have taken time to express their appreciation of special acts of courtesy or efficiency.

"I want you to know that you have the finest lot of men working under you that can be found anywhere," Miss Julia Beardsley, 1700 West Jackson Boulevard, says in a letter under date of November 8. "They are one and all courteous, kind and thoughtful of others, which is saying a lot. When sometimes the public is out of sorts it doesn't change the spirit of the street car men. They are especially nice on Wentworth, 59th Street, 51st Street, Cermak, Ashland, Van Buren, Ogden and Randolph runs. These are the routes that I travel very often."

Miss Beardsley explains that she uses crutches and that she has always found the trainmen patient and helpful when she is slow in getting on or off.

Individual Trainmen Praised

Miss Minnie J. Geiger, 3412 West Jackson Boulevard, praises very highly Joseph N. Coury, Badge No. 6170 of Kedzie, for his assistance in helping her to regain a purse she had lost on a westbound Fifth Avenue car. It was turned in to the lost and found department by Conductor F. O'Mahony.

Motorman Stanley R. Janowick, Badge No. 997 of Armitage, is commended by Frank Hazell, 5236 Carmen Avenue, for his smooth operation of a Milwaukee Avenue car. "This man ought to be used as an instructor to all motormen, new or old," Mr. Hazell says.

Conductor Joseph J. Hickey, Badge No. 1876 of Armitage, is praised by Mrs. Jean O'Haver Shassere of the Edward E. Allen Manufacturing Company, 334 North Irving Avenue, because, in spite of a crowded car and the impatience of his passengers, "his good humor never failed him."

And H. C. Smith, passenger on a Lincoln-Indiana No. 3 car, found that Conductor, John Klein, Badge No. 7426 of Lincoln, "never missed calling a street, never once missed closing both the rear doors, was ready to answer any and all questions, never punched a transfer out of zone or off time," during Mr. Smith's 50 minute ride on his car.

Supervisor Stuart D. Sim of North Avenue is commended for his excellent work and fine spirit by Mrs. Paul Massmann, 1500 Rosemont Avenue, who observed him on duty at the 18th Street loading platform at the Fair. Mrs. Massmann attended the Fair 48 times this year and 60 times in 1933 and invariably used the 18th Street exit so she had "ample opportunity to observe and enjoy the helpful courtesy of Mr. Stuart Sim."

Helped Her With Baggage

Mrs. Edgar B. Elder, 10808 South Wood Street, was pleased with the helpful spirit of Conductor Peter J. Mochan, Badge No. 10486 of Devon, who assisted her and an out-of-town guest to board his car, carrying their grips and showing them every courtesy.

Mrs. Margaret Schiller, 2052 West 71st Street, writes to commend the service rendered by

Conductor Marvin L. E. Mulconrey, Badge No. 4080 of Archer, who, she says, does his work well, always gives a civil answer, and does not run away from intending passengers.

Mr. and Mrs. F. J. Curtin, 7337 Vernon Avenue, are very grateful to Conductor Nicolas D. Mayer, Badge No. 1472 of Burnside, who assisted them in recovering their daughter's lost purse.

Mrs. Mary Lenon, 857 Leland Avenue, observed Conductor Patrick J. Clancy, Badge No. 2724 of Archer, escorting a blind man across the street and she wishes to congratulate him on his kindness.

Conductor John R. Kelly, Badge No. 3880 of Cottage Grove, gave Alfred Wolff the most pleasurable ride he has ever had on a street car. This was occasioned by Conductor Kelly's assistance to passengers and his pleasant manner, for which Mr. Wolff commends him.

Operator Owen B. O'Malley, Badge No. 4325 of Burnside, is commended by William Kelly, 7317 Luella Avenue, for his thoughtfulness in looking for intending passengers and waiting for them.

M. G. McCormick, 5050 Sheridan Road, observed the kind and courteous treatment Conductor Earl F. Foster, Badge No. 4418 of Devon, gave an elderly lady on his car.

Mrs. Wilber, 1025 North Dearborn Street, wrote to express her gratitude for the assist-

ance of Conductor Paul J. Samsing, Badge No. 5028 of Limits, who helped her board his car.

Considerate and Courteous

Miss Mary E. Burns, 5808 South Richmond Street, considers Conductor Felix A. Rohde, Badge No. 6728 of Devon, one of the most considerate and courteous trainmen she has ever ridden with.

Victor Klebba, Director of Public Relations of the Office of Mayor Kelly, compliments Conductor August Williamson, Badge No. 7488 of Blue Island, for his kind treatment of a blind negro who was assisted to the curb by this conductor.

Conductor James J. O'Keefe, Badge No. 3580 of Elston, and Operator Arthur Olsen, Badge No. 8030 of North, are commended for their courtesy to the 3 year old daughter of Mrs. E. Logan, 4830 Addison Street.

M. J. Lyons, Supervisor, commends Motorman Charles W. McClannahan, Badge No. 3251 of 77th, and Conductor John M. McIntyre, Badge No. 8088 of 77th, for using good judgment in switching back two cars when a trolley wire broke.

Miss Lillian Nimschik, 111 West Washington Street, wishes to thank Motorman Ray H. Wing, Badge No. 9637 of Armitage, for the kindness extended to her in the return of her purse.

Accident Contest Near Close

Divisions Making Last Effort for Standing in Annual Rating—Standings to Date

Cumulative Standings from February 1 to November 30

	Group "A"	Group "B"	Group "C"	Group "D"
First Place	Kedzie	Blue Island	Lincoln	Burnside
Second Place	North	Armitage	Elston	Noble
Third Place	Lawndale	77th	69th	Cottage Grove
Fourth Place	Limits	Devon	Archer	Division

Month of November, 1934

	Group "A"	Group "B"	Group "C"	Group "D"
First Place	Kedzie	Blue Island	Lincoln	Noble
Second Place	Lawndale	Devon	69th	Cottage Grove
Third Place	North	77th	Elston	Burnside
Fourth Place	Limits	Armitage	Archer	Division

By WILLIAM PASCHE Supervisor Accident Prevention

The close of the work day of January 31, will end not only another business year but also the Accident Prevention Contests, which this year are different from the contests which have been carried on in previous years. The depots are divided into four groups. Each group is made up of car houses which have nearly the same operating conditions. This means that as nearly as we are able to judge, all of the factors which have a bearing on the production of accidents by lines operating out of the depots in each group are as nearly on an equal competitive basis as it is possible to group them.

In each of the above groups there will be a winner, making four winners in all, each being awarded a prize as the depot winner in that particular group.

After reading this article, it is suggested that you acquaint yourselves with the contest and charts posted in the depots, which show the standing of your depot. If you find that your

depot is a leader, make up your mind to do everything possible during the next six weeks to keep it on top by not having accidents. If you find that your depot is not the pace-maker, then make every effort to put it in the leading position by reducing the number of accidents which have been occurring on the lines operating out of your car house.

Much can be accomplished in the next six weeks in changing the depots' standings in the various contests. Who knows but that your depot may be returned winner if the proper effort is made? Chargeable accidents only are counted in the tabulation.

With the close of the contests we will also begin to compile the NO-ACCIDENT HONOR ROLL, and now is the time to ascertain if you had any accidents marked chargeable in your record, and if you find that such is the case and believe it should not be so marked, take it up with your division superintendent who will have it reviewed in the proper way.

Around the Car Stations

Seventy-Seventh

Due to the vacancy at 69th Street depot caused by the death of Superintendent S. G. Irvine, a change in the personnel was necessitated, and as a consequence our Assistant Superintendent, John Becker, was transferred to that division, and our Chief Clerk, Owen T. Duncan, was appointed in his stead. Coupled with this change one of our clerks, Michael McKenna, was promoted to the position of chief clerk and transferred to Division 4, along with Mr. Becker, and our former night clerk, Art Lipphardt, was promoted to the position of chief clerk to fill the vacancy made by the promotion of Mr. Duncan.

We wish John Becker the best of luck in his new duties and hope he will like his new location. We will always remember him and cherish his friendship.

Congratulations to Owen Duncan on his promotion as assistant to our amiable Superintendent W. A. Bessette. Mr. Duncan has proven in the past his integrity, his very business like attitude in his adherence to company rules, and his consideration of his fellow men. His experience in his previous positions as telephone operator, conductor, clerk and chief clerk, which positions he held consecutively, ultimately qualified him for his recent promotion. It is our sincere wish that he will be very successful in his new duties.

We also congratulate our former night clerk, Art Lipphardt, on his recent promotion to the position of chief clerk, and our former clerk, Michael McKenna, the new chief clerk at the 69th Street depot. We dare say that both of them are well qualified for their new positions, and we wish them success.

Starter Johnson, stationed at 79th and Halsted Street, is the recipient of a letter personally written and signed by the State's Attorney Thomas J. Courtney, complimenting him on the manner in which he exercised his level-headedness and intelligent reasoning with his fellow jurymen in reaching a decision in an unusual case, for which he served as a juror recently.

Clerk Walter Daly, after working at various car-houses during the past few years, is back with us as a member of our clerical staff. We are glad to have him with us and we hope that it will be permanent.

To Supervisor Ralph Jenkins we wish to express our deep sympathy in the death of his dearly beloved wife who passed away last month after a brief illness. It was very gratifying to see the many trainmen that presented themselves to condole with him and also accompany the remains to the railroad station. Interment was at Mt. Carroll, Ill.

Conductor John Carroll is up and around again after a very serious operation, and we can expect him back soon. Glad to hear it, John. We will certainly welcome you.

Conductor Bill Gill was also operated on last month, and he is now convalescing at his home. We will be glad to see him up and around again and back on the job real soon.

Motorman P. J. McKeon is the proud daddy

to a baby girl that arrived at his home last month. Congratulations, P. J.

We wish to express our deep sympathy to the following trainmen in the loss of their dearly beloved ones who passed away last month: Motorman O. O. Gary, his sister, Mrs. Jones; Motorman F. P. O'Neil, his wife; Motorman Phillip Guerin, his wife; Motorman C. G. Wickstrom, his wife; Conductor L. Holzhauser, his mother; Conductor E. S. Salen, his mother, and Conductor H. Knapp, his brother-in-law.

To the members of the family of our late trainman, Motorman J. T. Lowery, we express our condolence in their sorrow.

John T. Flynn.

Sixty-ninth

During the past few months, interest in the club has dropped a few degrees, due undoubtedly to the many great days at the Century of Progress Exposition. The officers and directors of the club desire to have the men of the depot help to restore the club to its former high standing.

To conductor J. J. Barnes and his bride, the former Connie Waitman, who were united in marriage on October 23, at St. Peter's Church, we extend our best wishes for their happiness and success. We hope to see a photo of their jubilant faces in this publication soon.

Conductor J. L. (Red) Sinclair's family has a new member, a baby boy weighing 9 pounds, 5 ounces. Congratulations, and the best of health and happiness for your new son.

The home of P. F. Pietsch, conductor of this depot, is bustling with activity. Happiness is supreme, for a new ruler reigns in his home, a 6½ pound baby girl, adored by all. May all good things be hers!

Clerk Don Nelson, the young fellow with the flashy red hair, is walking around in the clouds. The reason is that Red's home now boasts of a bouncing baby boy, 8 pounds, 7 ounces. To you, Red, and your family, we wish all the success in the world.

Say, fellows, how about some photos of the kiddies, or some good fishing or hunting photos? Send them in with a good story attached and we will be pleased to publish them.

To the family of Matt Cleary, motorman of the depot, we extend our deepest sympathy in the loss of their dearly beloved father.

Michael McKenna.

Archer

Our sympathy is extended to Motorman J. J. Kozla on the death of his father who died November 3, at the age of 72 years.

Conductor W. Linderman reports the arrival of a 7 pound baby girl on October 22. This makes the score of two, one boy and one girl. Congratulations are now in order.

The boys extend their deepest sympathy to Conductor Harry A. Schollian on the death of his wife, who died December 1 after a short illness.

Conductor E. Bolt visited his father and mother at Renville, Minn. He left Chicago on the 26th at 5:15 a. m. from the Municipal Airport via North West Airways to Minneapolis, Minnesota, then by train to Renville, returning to Chicago on the 28th, in time for his run at 1:45 p. m.

Conductor A. P. Shereck reports the arrival of a son on the morning of November 16 at the Mary Thompson hospital. He answers to the name of Jerome Shereck. The boys appreciated the cigars and congratulate Conductor Shereck.

We regret to announce the death of Motor-

man R. Thompson, who after a lingering illness died November 16. Funeral services were from his home on November 19. He merited his position and was well liked by his fellow employes. His memory will live long with his co-workers, who extend their heartfelt sympathy to his bereaved family.

Through death, Conductor F. H. Hartig lost his 1½ year old daughter on November 16. The boys extend their sincere sympathy to you in this bereavement.

Conductor J. P. Millette looked swell with his "Fish and Soup" suit going down the church aisle with his daughter by his side, giving her away in marriage to Dr. Michaels. Conductor T. J. Crimmins, her uncle, acted as usher.

Again our sympathy is extended to Adam Longhauser, president, Archer Depot Employees Club, on the death of his father, who died of old age on November 29. —Dustv.

Blue Island

Conductor Charles Novak was married on November 24. We wish you and yours the best of luck and success.

Our sympathy is extended to Conductor C. Johnson in the loss of his mother.

Receiver John Quaid underwent an operation at the German Deaconess Hospital on December 5. We all hope for his speedy recovery.

Conductors C. Devine and E. Taube are patients at the Edward Hines Hospital and would appreciate a visit from some of the boys.

The writer wishes you all a Very Merry Christmas and a Happy New Year.

C. P. Starr.

Kedzie

Motorman Ray Deditz and Edward Van were on a hunting trip in the northern part of Wisconsin the latter part of November. It was Ed Van's first experience in hunting deer and he naturally wanted to be the first to get one, and so out to the woods he strolled. He had walked but a short way when suddenly he saw what he thought to be a deer. He took careful aim and fired, ran over to his prey, took one look and back to camp he dashed to have the



Motorman Raymond Deditz of Kedzie Depot and his wife, with Motorman Edward Van and his deer

boys see his big deer. Well, Ed got a big laugh from the boys for it was one of the farmer's cows which he had shot. Ed said that was certainly one on him but he guessed he was right, for it turned out to be a "deer" cow. The boys had good luck. Deditz got four deer and Van got one, which he brought back with him,

along with several rabbits, to show that he was not such a bad hunter after all.

Conductor P. Sugrue, who always makes it a practice of looking out before starting his car, was well paid for his efforts, for the other day when working his run on Harrison St. he was just looking out when he felt a sharp, burning sensation on his right ear; a stray bullet had neatly nipped his ear. Sugrue informed us that had he not looked out the bullet would have struck him in the head. He not only saved his own life by looking out, but by making this a practice saves the lives of others by preventing alighting and boarding accidents.

We had the privilege of attending a joint installation of officers in the Austin Post No. 2955 of Veterans of Foreign Wars, of which Conductor R. M. Bloyd is the organizer and commander and in which several of our boys hold offices. The work was done very nicely. Refreshments and dancing were next in order and a good time was had by all. The new Surface Lines picture, "Science Builds a Street Car," was shown and it went over big.

The American Legion Surface Lines Post No. 146 is making a big drive for ex-service men to join their post to make it not only the best but the largest in the state. Boys, think it over and join up. I am sure it will be worth your while.

Our sympathy is extended to Conductor John Conlon in the recent loss of his son, who was a student at Hillside Seminary.

Motorman M. J. McNamara informed us he was the proud daddy of a baby girl born October 30, and Motorman J. Bowler is very happy these days because a 9 pound baby girl arrived at his home November 10. Both babies are doing very nicely. Congratulations.

Our starter, Tony Novaky, who was struck by an automobile at Madison and Cicero, is now at home and doing very nicely. We wish him a speedy recovery.

Your correspondent wishes you all a Merry Christmas and a Happy New Year.

Clinton Sonders.

North Avenue

Conductor E. A. Robitzke, No. 1 of our newer extra men, was married November 1. Congratulations from all the boys.

Dorothy Arline arrived at the home of Operator H. Burkman November 6, 1934. She weighed 8½ pounds.

Bus Operator Joseph Weber came breezing into the lunch car. "Hamburger sandwich," said he. "Wait a minute, guess I'll celebrate. Got a 6½ pound daughter last night. Make it a hot ham sandwich." November 27.

Motorman Luke Brisbois, who entered service October 18, 1898, passed away Oct. 25, 1934, having just completed 36 years of service. Sympathy is expressed to his family in their loss.

Sympathy is also expressed to Conductor E. Klatter in the loss of his mother, and to Repairman John Witte in the death of his daughter.

Thanksgiving was a day of double rejoicing for Conductor Chris McCormick and his good wife, it being their twenty-sixth wedding anniversary. Mrs. McCormick enjoys the reputation of being the best cake maker in Austin, which makes it pretty nice for Chris. Congratulations, folks!

C. A. Knautz.

Lincoln

Two of our motormen, H. Michalaci and J. Rivet, went hunting in Marshfield, Wisconsin, where H. Michalaci's parents live, but had very poor success, as they had to contend with a lot of snow and rain, but they brought home

some turkeys, ducks and chickens from Michael's parents' home. When they delivered two chickens at our janitor Emil's house they were given a royal reception, which made up partly for their disappointment.

On November 5 Henry Fisher, on his way to work, was suddenly taken sick and before he could be taken home he passed away.

Operator N. J. Kestler of North Ashland, after being sick only a few days with pneumonia, passed away on Dec. 1. The boys extend their sympathy to the families.

Our sympathy to Motorman Oscar Johnson, who lost his wife after an operation, and to Extra Conductor C. From, who had the misfortune to lose his baby which was born November 25.

Conductor F. Geimier, while lifting a lever switch at Lincoln and Wrightwood on November 20, was struck by a machine. He was taken to St. Joseph's Hospital, where they say he is improving. He would be pleased to have any of the boys call on him.

We were pleased to hear that Conductor J. Lee's wife, who on Nov. 4 underwent an operation for the removal of appendix and tumors, is convalescing at her home.

Believe it or not, Conductor Nelson, our politician, has a trained frog which is really trained and well worth seeing. Ask him about it.

H. Spethman.

Departments and Divisions

Accounting Department

The employees of the Accounting Division were very sorry to hear of the death of Mrs. Elsie Savickey's mother, who passed away on Sunday, November 25; of Joseph Brunswick's wife, who passed away on Sunday, November 18; and of Mrs. A. Diblick, sister of Misses Clara and Agnes Samek, who passed away on Wednesday, November 21, 1934. We extend heartfelt sympathy and condolence to members of these families.

Mrs. David Erickson was surprised at a luncheon given in her honor by a number of her friends of the department in the dining room of the Fair, where she was presented with a very useful wedding gift.

After enjoying a pleasant automobile trip touring Kentucky, Tennessee and North Carolina, Miss Dorothy Fisher was glad to get home and rest up.

Sunday, November 18, 1934, was a happy day for Mr. and Mrs. C. W. Meyer, for that day was the anniversary of twenty years of married life. We all join in best wishes, and may they have many more happy wedding anniversaries.

T. F. Coan.

Legal and Accident Investigation

Miss Evelyn M. Primus celebrated Thanksgiving Day by assuming a partnership with Mr. Waldron Moran, who will hereafter furnish the turkeys which Evelyn will endeavor to cook. The ceremony was performed at 7:45 p. m. on November 28, 1934, at the People's Church by Dr. Preston Bradley in the presence of members of the family, and the reception was held at the family residence. The couple have taken an apartment at 4834 Addison Street.



A wedding present for Edward J. Cummings from his fellow employes in the Purchasing and Insurance Department on the occasion of his marriage to Miss Grace Raupp on Thanksgiving Day

Mr. Oscar H. Ludmann announced the arrival of a 7 pound boy, Jacques Ludmann, on November 24, 1934. Adjuster David M. O'Sullivan and John Kuiper, who represents the Board of Supervising Engineers, also had boy arrivals in their families within the last few months.

J. G. Nattinger.

Shops and Equipment

West Shops: We regret to report that the following employes in our department passed away during the month of November, 1934: J. Bohenski, a fireman at Kedzie Carhouse, passed away on November 19; N. Schweig, a car repairman at Limits, died on November 10. We wish to express our sincerest sympathy to the relatives and friends of these two men.

Repairman Patrick O'Rourke, of Kedzie depot, informed us that he and his wife celebrated their 28th wedding anniversary November 24 at their home by having a party. When the party was in full progress their daughter marched in with a young man whom she then introduced as her husband, informing them that they were married that morning and that they were there to make it a double celebration.

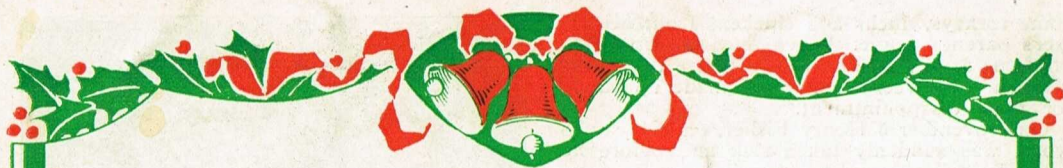
Yvonne Randall.

South Shops: Our deepest sympathy is extended to the following employes upon the loss of their loved ones: John F. Biehl, Office, whose mother at the grand age of 80, passed away Friday, November 30; R. Weber, Motor Repair Department, whose wife departed this life Saturday, November 24; T. Sattler, Machine Department, whose mother died Monday, November 19, and J. Blakely, Motor Repair Department, whose brother passed away Sunday, December 2.

Burnside: Our deepest sympathy is extended to J. Kristof and family in the recent loss of their beloved wife and mother.

69th Street: To Mrs. W. Malloy and family we offer our heartfelt sympathy in their sad bereavement upon the loss of their beloved husband and father, W. Malloy, Car Repairman, who passed away November 19, 1934.

Elsie R. Smith.



What the Division Superintendents Want Santa Claus to Bring Them



C. C. CRICKS, Cottage Grove—Material for a rock garden in the terminal at Root and Halsted.

E. H. ALTEMEIER, Burnside—Air wings on Burnside's two scraper cars. No more snow storms until after the holidays.

W. A. BESSETTE, 77th—Relief from subway water at 79th and Greenwood and 81st and Wallace.

M. B. QUINN, 69th—A way to solve the congestion at 63rd and Halsted, especially on Thursday and Saturday evenings.

D. F. BOWLES, Archer—"Stop" and "Go" lights at Archer and Cicero Avenues and more loading zones.

E. L. MAGUIRE, Lawndale-Blue Island—Two more pieces of snow fighting equipment and elimination of railroad grade crossings on Cermak Road.

THOMAS FAHEY, Kedzie—A Council order prohibiting angle and double parking on Madison Street.

R. J. McKINNEY, North Avenue—Another World's Fair in 1935.

G. W. PETERSON, Armitage-Division—Less complaint from passengers when forced to switch back at Western and Devon and Milwaukee and Central.

E. L. BROOKMAN, Elston-Noble—Less congestion on Elston Avenue at the various three-way intersections.

R. L. HAYS, Lincoln—Less parking interference for the Lincoln Avenue cars on Lincoln Avenue as well as at LaSalle and Madison.

F. J. SMITH, Limits-Devon—An answer to the question of North Side riders who have seen the new cars as to when the Company will buy a large number of them.

