

SURFACE SERVICE MAGAZINE

Volume 11

JANUARY, 1935

Number 10



STATE STREET ON SATURDAY BEFORE CHRISTMAS



JOHN E. WILKIE
1860—1934

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 11

JANUARY, 1935

No. 10

Battled Weather to Give Service

*Surface Lines Made Good Record in December
Despite Serious Handicaps*

Old Man Weather took an unusually active part in the Christmas shopping season in December and succeeded in adding considerably to the difficulties of the Surface Lines in carrying an increased number of shoppers. Approximately 1,600,000 more passengers were carried December 1-25 inclusive than during the same period last year, but it cost the Surface Lines a great deal of money to provide the service.

In fact, while the gross receipts were \$115,000 more than during the December shopping season of the previous year, snow removal and the provision of additional service cost the company \$152,000.

Everything was going along smoothly until the first heavy snowfall on December 10. From that date up to and including December 24 a total of 27 inches of snow fell, necessitating a constant battle to keep the cars operating satisfactorily. It was the largest snowfall in December in the history of the local weather bureau.

Stalled Vehicles Block Lines

As in all other snowstorms, the principal difficulty was caused by automobiles and trucks using the car lines. The removal of snow and the operation of the cars would have been comparatively simple except for this interference.

During the storm on December 10 a total of 276 delays of 5 minutes or more were caused by vehicles blocking the tracks. Wherever it was possible the train crews pushed stalled automobiles off the tracks, but there were many instances where this could not be done and wreck wagon service was required. It is difficult for the public to understand the efforts that are put forth during snowstorms to clear the track of stalled vehicles and keep the cars moving.

The City does nothing at all in the way of

snow removal, although the Surface Lines pays \$365,000 a year to the City government for street cleaning and snow removal. The entire job is left to the Surface Lines and this organization as a matter of self-protection endeavors to open up lanes on each side of the car track so as to keep vehicles off the track where they interfere with the service.

Parked Cars Interfere

Unfortunately, the job of pushing the snow back to the curb is made difficult and in some cases ineffective because of the number of cars left parked on the street all night along the car lines. The wings of the snow plows have to be drawn in while passing these parked cars and this narrows the cleared lane down to the car track. All vehicles are thus forced to use the tracks and the amount of traffic is increased due to the condition of other streets where snow has not been removed.

Efforts have been made to secure action on the part of the City requiring the removal of all parked cars along car tracks between 2 A. M. and 8 A. M. during the winter months, but nothing as yet has been accomplished along that line.

The city of Montreal has a very effective ordinance on this subject. It provides that: "In order to facilitate the removal of snow, the director of the police department is authorized to order special storm signs or signals to be displayed on the tram cars, prohibiting the parking of any vehicle unattended on any street upon which tram cars are operated while such signs and signals are being displayed."

These signs read "No parking. Snow to be removed from tramway streets." The ordinance makes it unlawful to park any vehicle on these streets while the signs are being displayed



Parked Cars Hindered Snow Removal, Forcing Traffic on the Car Line



Ice Ruts in the Street Made Outer Lanes Impassible

and a maximum fine of \$40 is provided as a penalty for failure to obey the ordinance.

In Washington Also

In Washington, D. C., the city commissioners have before them a proposed regulation which would forbid all-night parking during the winter months on street car and bus line streets from December 15 to March 1 between the hours of 2 A. M. and 8 A. M. This would permit the pushing back of snow to the curb.

Other cities are considering similar ordinances. Inasmuch as the city of Chicago depends entirely on the Surface Lines to clear street car line streets and they can be cleared effectively only by the pushing back of the snow to the curb, it is argued that similar provision should be enacted by the Chicago City Council.

EMPLOYEES RELIEF FUND DECEMBER, 1934

The Surface Lines Employees Relief Committee held four sessions during the month, at which thirty-two applications were considered. Of this number there were three emergency cases, on which the Committee authorized immediate action, and eighteen applications were approved for weekly relief payments; making a total of 264 cases on list at this time.

Checks totalling \$11,644.34 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$544,413.52 paid to 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, \$664,413.52.

CARELESS WITH MONEY

Street Car Riders Lost More Than \$500 on Surface Lines Cars in December

That street car riders were careless with their money in December is shown by the fact that a total of \$543.84 was found in the cars and turned over to the lost and found department by train crews. Incidentally, the turning in of so much money speaks well for the honesty of Surface Lines trainmen.

The amount of money turned in to the lost and found departments at the various depots is as follows: Cottage Grove, \$64.76; Burnside, \$39.71; Seventy-seventh, \$65.97; Sixty-ninth, \$17.55; Archer, \$52.05; Lawndale, \$21.66; Blue Island, \$3.25; Kedzie, \$41.14; North, \$75.51; Armitage, \$28.34; Elston, \$12.84; Noble, \$15.40; Lincoln, \$31.09; Limits, \$5; Devon, \$69.57.

ANGER'S SON A MAJOR

Edward W. Anger, Jr., son of E. W. Anger, assistant superintendent of buildings and drafting, has been made the ranking R. O. T. C. Major of the field artillery division at the University of Illinois, where he is attending the school of engineering. He was presented with a medal for his work at the officers' training camp last summer at Sparta, Wisconsin, and is in charge of teaching horsemanship to freshmen. The young man is also president of the University Polo Association and vice president of the Kappa Sigma fraternity.

He worked during a vacation period for the Surface Lines.

SHE HAD A LONG RIDE

A good story is being told by Conductor A. W. Bishop of Division Street. It happened in the days of the cable car.

An elderly woman boarded the Clark Street cable car one day and asked the conductor to tell her when the car reached Center Street. He told her he would, but every time he passed her in collecting fares she insisted on knowing whether or not they had reached Center Street.

"Don't worry," the conductor said, "I'll tell you when we get to Center Street."

Then he got busy and forgot all about it and long after they had passed Center Street he saw her sound asleep in her seat and remembered that he had failed to notify her.

As she was asleep, however, he thought the best plan would be to let her ride out to Limits barn and back and then tell her when she reached Center Street on the return trip.

The old lady slept peacefully on until, as the car was approaching Center Street on the way back, the conductor awakened her and said, "We are at Center Street, madam."

She began fishing around in her handbag but made no move to get off.

"Don't you want to get off?" the conductor asked.

"Oh, no," she said. "You see, the doctor told me to change the plaster on the boil on the back of my neck when I reached Center Street. I am going out to Limits before I get off."

THOUGHT IT WAS A BUS

Conductor and Others of Crews on New Brill Car Tell of Experiences

The trainmen who operated the new Brill car during the summer and fall had some interesting experiences, according to Harry Wellhausen, conductor. They found the public intensely interested in this and the new Pullman car and were constantly being asked how many of the new cars the company was going to order and when they would be put on.

"When the Brill car was first operated on State Street," Conductor Wellhausen said, "the flagman for a track repair crew which was working on the track made frantic efforts to have the car turn out and go around the track workers, because he was under the impression that it was a bus. He was the most surprised man you ever saw when the car came to a stop and he discovered that it was really a street car.

"People waited for the car for long periods in order to get a ride on it, and visitors were constantly remarking that 'these are the kind of cars we should have back home.'"

John Anderson, motorman, who operated the car for five months, found it necessary to use of all its emergency braking power only twice and each time an accident was prevented. On one of the occasions a truck backed out of an alley near State and Lake Streets and the car had to stop on the proverbial dime. The other emergency stop was made on State Street, between Congress and Harrison Streets, when a truck driver ahead of the car suddenly decided to make a "U" turn without warning. But for the superior braking power of the new car, there would have been a collision.

George J. Marsh, motorman, and Patrick Boyle, both of whom operated the car at different times, were equally enthusiastic over the response it received from the public.

Death Claims John E. Wilkie

Brilliant Career of Founder of Surface Service Magazine Ended After Short Illness

The death of John E. Wilkie, for many years an official of the Chicago Surface Lines and the founder of SURFACE SERVICE MAGAZINE, at his home at the Edgewater Beach apartments on December 13, ended a long and useful career. Funeral services, attended by the entire Surface Lines operating staff and a large number of friends, were held at the chapel in Graceland Cemetery on the Saturday afternoon following his death.

In spite of his 74 years, Mr. Wilkie had remained active and his usual vigorous self until a few weeks before his death. He had prepared the copy for the November issue of the magazine, but just as it was ready to go to the printer a heart ailment which had been troubling him recently forced him to give up and go to his home. Even then, however, he would not admit defeat and constantly talked of the necessity of getting back to his desk. Not until the last few days of his illness did it become apparent that his indomitable spirit could not overcome his physical ailment. Throughout his illness he insisted frequently on calling the office and discussing details of his work.

A Brilliant Career

Mr. Wilkie's career was a brilliant one. He was born in Elgin, Illinois, April 27, 1860. As the son of a newspaper writer, the late Franc B. Wilkie who wrote under the pen name of Tuilito, he began newspaper work on the old Chicago Times when he was 17 years old. He was twice sent abroad by this newspaper to cover important assignments. In 1881 he joined the staff of the Chicago Tribune and later became city editor and commercial editor of that paper. He was married on April 27, 1882, to Miss Janet Ormsbee who, with their two children, Donald W. and Mrs. Ira June Owen, survive him.

In 1893 he went to London and engaged in the banking and steamship business.

Chief of Secret Service

Returning to the United States in 1898 he was appointed by the President as head of the United States Secret Service. He organized a force to checkmate Spanish spies during the Spanish American War and made a remarkable record of arrests, driving many Spanish emissaries from the country.

As head of the Secret Service he served under Presidents McKinley, Roosevelt and Taft. He built the service up to the high standard which has made it recognized all over the world as one of the finest government agencies anywhere. A newspaper editorial published some years ago in discussing the high standing of this service had this to say:

"This record may be worth reading, and it hurts nothing to give initial credit where it belongs. John E. Wilkie, now of Chicago, was the chief of the United States secret service for sixteen years, beginning his work under the McKinley administration in 1897. He purged the service, made it and kept it efficient, and his successor has carried on. No attempts today are made by politicians to monkey with the secret service, or if any of them, ignorant of the steel fiber of the thing, make an attempt, they never go back for a second licking."

One of the most outstanding accomplishments of the Secret Service under Mr. Wilkie's direction was the breaking up of the largest counterfeiting gang ever known in this country. Thirteen Philadelphia counterfeiters had printed and were circulating bogus bills amounting to \$100,000,000. Mr. Wilkie established an engraving office in Philadelphia and advertised for superior engravers. In this way he got in contact with the engraver for the gang and as a result all members of the gang were arrested and sent to prison.

But to tell all of Mr. Wilkie's important achievements as head of the Secret Service would require a large book.

Begins Local Career

Following his service as chief of the Secret Service he became supervising agent in charge of special agents of the customs service at home and abroad. Leaving that position in 1913, he came to Chicago as vice president of the Chicago Railways Company and after unification of the properties in 1914 he was made assistant to the president, serving under both Leonard A. Busby and Henry A. Blair. When Mr. Richardson became vice president in charge of operation in 1923, Mr. Wilkie was transferred to the position of assistant to the vice president, which position he continued to hold until his death.

In 1924 Mr. Wilkie worked out a plan for an employe publication which would help to keep the employes in touch with each other and with company activities. In the first issue of SURFACE SERVICE MAGAZINE in April of that year, he pointed out that Surface Lines employes and their families represent a population of at least 45,000, exceeded in number by only 5 cities in Illinois.

"Such a community is deeply concerned in everything that directly or indirectly affects its members," he said. "Every city of size looks to a newspaper for news and comment relating to matters of special local interest, and this magazine will seek to perform this service for the Surface Lines population."

Lived Up to Standard

Under Mr. Wilkie's able editorship the magazine lived up to this standard. It was always newsy and readable and through it Mr. Wilkie contributed tremendously toward the building up of the splendid morale of the organization, resulting in the good public relations the service now enjoys.

He also lived up to his statement in the initial number that "we shall not take ourselves too seriously." Those who knew him intimately appreciated his quiet humor and his keen appreciation of the ridiculousness of being too stiff and formal. In the memory of those who have attended entertainments at the club house, accident prevention dinners and other social occasions, will long linger the pleasant impression created by the humorous verses he was always writing for such affairs.

In many ways Mr. Wilkie's vivid personality was impressed upon those with whom he came in contact and it had its effect in helping to mold the Surface Lines organization into what it is today.

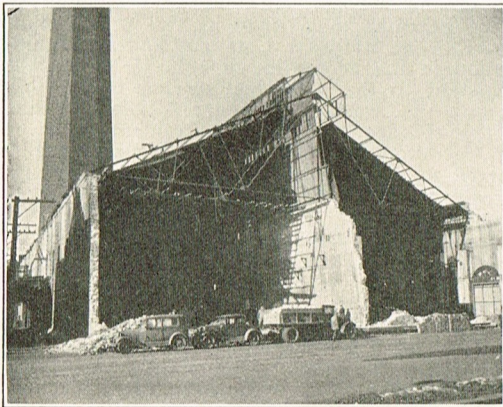
WRECKING OLD POWER HOUSE

Building That Was Pride of West Chicago Company in 1895 Being Razed

Wreckers are razing the old power house at Western Avenue and Washington Boulevard, one of the landmarks of local transportation history in Chicago. The ground will be used for a children's playground.

When this building was erected by the West Chicago Street Railroad Company in 1895, it was one of the best equipped and most powerful electric plants in the country. In "A History of the Yerkes System of Street Railways in the City of Chicago," published in 1897, several pages are devoted to an illustrated description of the power house, declaring it "the largest power plant for street railway purposes in existence." Its ultimate capacity was 12,000 horse power.

"The first impression on the observer is of the immensity of the whole and every detail of the plant," the description says. "In the first place the building is a huge fireproof structure, 250 feet long and 125 feet wide, with an enor-



Old Power House Being Razed

mous stack, 220 feet in height, at one side. A view in the interior of the engine room represents an ideal large engine generator unit station. The most powerful engines and dynamos built are here used for this work. A look into the boiler room is no less striking, for there are twenty 400 horse power water tubular boilers for generating the steam to supply the great engines."

To anyone familiar with modern power plants, this enthusiasm over what would now be a small plant expensively operated for the amount of electricity produced may seem a little strange, but it was a significant achievement at the time of its construction.

The station was built for the purpose of furnishing current for the west side lines and it was located nearly in the center of distribution. In addition to the surface lines a large portion of the load of the Lake Street elevated was carried by the station.

The plant was the largest of the power stations operated by the Yerkes interests. It was designed chiefly by S. Potis, Jr., and J. R. Chapman, the engineers who designed most of the other electric power equipment for the system. In the consolidation of the north and west side lines the power plant became the

property of the Chicago Railways Company and it was abandoned in 1914 when a contract was made with the Commonwealth Edison Company to furnish all power for the unified system.

The building was leased at various times and in 1924 was sold to Walter E. Olson of the Olson Rug Company.

ROUNDING UP WITNESSES

Lawndale-Blue Island Keeps the Lead With Burnside Second

Three times during the past four months Lawndale-Blue Island has made first place in the divisional contest for obtaining the greatest number of witnesses at accidents. Burnside seems to have a tight hold on second place, with Cottage Grove consistently holding third.

Sixty-ninth staged a comeback from ninth to fourth place. North Avenue slipped from fourth to ninth place, while Limits-Devon moved up two points. That little extra effort to secure another witness may be just the one needed to prove the case and bring up your divisional score.

Detailed figures are as follows:

| | Nov. | Oct. | Sept. | Aug. |
|-----------------------|------|----------|----------|----------|
| 1. Lawndale-Blue Isl. | 4.46 | 4.76(1) | 4.07(2) | 4.22(1) |
| 2. Burnside | 4.09 | 4.33(2) | 4.28(1) | 3.96(2) |
| 3. Cottage Grove | 3.74 | 3.98(3) | 3.72(6) | 3.79(3) |
| 4. 69th | 3.60 | 3.21(9) | 3.78(4) | 3.33(7) |
| 5. Archer | 3.55 | 3.46(5) | 3.70(7) | 3.73(4) |
| 6. Elston-Noble | 3.48 | 3.39(6) | 3.83(3) | 3.54(5) |
| 7. 77th | 3.38 | 3.23(8) | 3.37(11) | 3.14(9) |
| 8. Kedzie | 3.35 | 3.36(7) | 3.76(5) | 3.20(8) |
| 9. North Avenue | 3.26 | 3.78(4) | 3.41(9) | 3.53(6) |
| 10. Limits-Devon | 3.19 | 2.90(12) | 3.40(10) | 2.74(12) |
| 11. Armitage-Division | 2.99 | 2.98(10) | 3.21(12) | 2.84(11) |
| 12. Lincoln | 2.96 | 2.90(11) | 3.58(8) | 2.87(10) |

Average for System 3.48 3.52 3.58 3.37

Often the one who is absent from the bridge party gets the most slams.



THEIR EYES SAVED

Goggles worn by these track workmen saved their eyes. The goggles worn by P. Garrity (left) while working at State and 40th Streets on October 18, were broken by a flying piece of steel. A piece of granite struck the goggles worn by A. Messina while he was working at State and Superior Streets on October 2. The lenses of the goggles were shattered but the eyes were not injured.

New York Not Junking Trolley

Fallacy of Propaganda on Manhattan Bus Situation

Shown By Mr. Richardson

Efforts to exaggerate the importance of the substitution of buses for street cars on a few miles of street in New York and to make it appear that this is an evidence that the street car is obsolete, were met by a strong statement from Mr. Richardson published in the daily press last month.

His statement was in the form of an answer to an interview with John A. Ritchie, President of the Chicago Motor Coach Company and Chairman of the Fifth Avenue Coach Company of New York telling of the substitution of 77 buses for 69 street cars on the Fourth and Madison Avenue line in New York. In that article it was asserted that when the entire scheme of motorization is completed there will be only 241 street cars operating on the surface railways of Manhattan Island and Mr. Ritchie added that "the street car cannot possibly expect to hold its place in the general scheme of modern transportation."

"As a matter of fact," Mr. Richardson said, "there are only 200 miles of street railways on Manhattan Island as compared with 995 miles in New York City. Chicago has 1,111 miles of street railways.

But Short Mileage

"The street car track on the Fourth and Madison line which is now being abandoned for buses is only a fraction over 83 miles of track of the New York Railways Corporation which is owned by the Omnibus Corporation of America, operators of the Fifth Avenue Coach Company of New York. It was bought several years ago by the Omnibus Company for the purpose of obtaining the rights under the Railways Company's franchises. The equipment of this property is of very old and antiquated type and the road bed is of the underground trolley type which is very costly to maintain and unsatisfactory in service. Also by replacing rail operation with buses the Omnibus Corporation will avoid the expenses of maintaining the street pavement in the track area.

"If all of the 200 miles of track on Manhattan Island were to be abandoned for bus service it would not be of any significance as regards the comparative suitability of rail and bus operation in city streets, because the conditions on Manhattan Island with its small area are quite different from those across the river in Brooklyn or in other cities like Chicago, for instance, where the average surface car line ride is 4 miles. More passengers will be carried on the surface cars in New York as a whole even after this small change than are carried on surface cars in Chicago.

Buses Lose Business

"If buses are so much better than street cars, why is it that the Fifth Avenue Coach Company of New York reached its peak of riding in 1925 and since then has had a loss of more than 46 per cent in business. The Chicago Surface Lines did not reach its peak in riding until 1929 and at the lowest point in the depression lost only 28 per cent of its business. The Fifth Avenue Motor Coach Company carries only 1½ per cent of the local transportation load of New York City, while the Surface Lines carries 80

per cent of all Chicago people using local transportation.

"Anyone who has used bus service in congested areas in Chicago and compared it with street car service can answer the statement as to whether or not street cars are an impediment to street traffic, are slow and uncomfortable as compared with buses.

"Much is made of the fact that the rate of fare on the 77 buses that are to be substituted for 69 street cars in New York will be 5 cents with a 2 cent charge for transfers. The 7 cents charged on the Chicago Surface Lines provides for free transfers and practically as many transfers are issued as there are fares. The average ride for 7 cents is much longer than the average ride will be on the Manhattan buses even with transfers.

All Right in Its Place

"The management of the Chicago Surface Lines has nothing against buses. This system has the largest installation of trolley buses in the world. The bus has its place just as the street car has. But on the basis of performance of the Chicago Motor Coach Company it would require 10,000 buses in Chicago to do the work now being done by 3,000 street cars. Any motorist or traffic official can tell you what would happen to traffic in Chicago with 10,000 buses trying to fight their way through.

"The Chicago Surface Lines is now pioneering in the development of a new type of street car and we hope that conditions will be such in the near future that we can purchase a number of these cars. If experience had not proved to us that the street car is essential in serving Chicago and that it can serve congested streets in Chicago better than buses, we certainly would not be doing this pioneering work. For comfort, convenience and operation in heavy traffic the street car outclasses the bus in every particular."

AUTO COLLISIONS GREATEST

Motor Vehicles Principal Cause of Traffic Accidents of Street Cars

Ninety-three per cent of all collisions charged to transit companies occurring during the year 1933 involved collision with automobiles, according to an account in the December issue of the Transit Journal based upon figures obtained from the statistical department of the American Transit Association.

In approximately one-half of the total number of collisions reported by the transit companies, the transit company vehicles were struck in rear-end collisions, were side-swiped, or otherwise collided with by automobiles, with little or no contributory responsibility on the part of the street car or bus involved, this article points out.

Despite the steadily increasing congestion of traffic in city streets, transit records show a cut of 36 per cent in accidents per 100,000 miles of travel in the last seven years. According to the Transit Journal's story the total cost of accidents on a 100,000 vehicle-mile basis is reduced 13.87 per cent for the year 1933 over the preceding year.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

| Volume 11 | January, 1935 | No. 10 |
|---------------|---------------|------------------|
| H. O. Crews | - - - - - | Editor |
| C. L. Altemus | - - - - - | Assistant Editor |

JOHN E. WILKIE

In the Surface Lines organization John E. Wilkie will be long remembered as a man of sterling character with a deep interest in everything that concerned these properties. He was an able assistant to three presidents of the properties, he took an active interest in employe activities, such as the Garden Club and other groups, he founded and edited SURFACE SERVICE MAGAZINE and for many years he answered, in his adroit manner, all letters of complaint about the service. In many ways his personality made an impression upon all of those with whom he came in contact.

Before he came to the Surface Lines he had made a name for himself as a newspaper man and as an important official of the United States government. His service as foreign correspondent for one Chicago newspaper and as city editor of another gave him a wide knowledge of human nature. President McKinley appointed him chief of the United States Secret Service for the purpose of cleaning out the dead wood in that organization and making it effective. He did the job so well that he was retained by Presidents Roosevelt and Taft in this important post. The high standing of the Secret Service today is credited very largely to the groundwork he laid.

TURN-BACKS

Traffic conditions in winter result in interference with the movement of cars which in turn necessitates occasional turn-backs.

It is recognized that passengers do not

like to be told to transfer from a car scheduled to take them through to their destination. It is an inconvenience and they are quick to complain about it.

Trainmen can help this situation by being careful to explain to passengers the necessity for the turn-back. Instead of merely shouting "All out. Far as we go," the conductor should explain that the car is turning back because of traffic interference which has delayed the service.

The conductor should be careful to see that there is a car immediately at hand to which the passengers can transfer and not dump them out to stand in the cold.

OBITUARY

Deaths on the System from December 6, 1934, to January 6, 1935

Transportation—Division 2, Burnside: Mads Jensen, employed June 1, 1885, died December 29, 1934. Alfred Olsen, employed January 1, 1918, died January 5, 1935.

Division 3, Seventy-seventh: James Leavey, employed March 26, 1907, died December 30, 1934. James Morrissey, employed April 13, 1906, died December 28, 1934. Edward Paulson, employed January 16, 1934, died December 23, 1934. Stanley Pahlke, employed June 1, 1910, died December 21, 1934.

Division 4, Sixty-ninth: Albert D. Truesdale, employed October 31, 1912, died December 15, 1934.

Division 5, Archer: Dennis Cunningham, employed January 1, 1901, died December 11, 1934.

Division 7, Kedzie: George Gooney, employed April 1, 1908, died December 20, 1934.

Division 8, North: Thomas B. O'Niell, employed May 10, 1924, died December 27, 1934. John E. Segin, employed April 15, 1902, died December 31, 1934. Charles Sharp, employed November 6, 1909, died January 2, 1935.

Division 10, Elston-Noble: Simon Haugh, employed February 23, 1906, died January 3, 1935.

Division 11, Lincoln: Edward J. Noland, employed April 15, 1920, died December 11, 1934. Edward M. Oswald, employed September 20, 1897, died December 21, 1934.

Executive—John E. Wilkie, employed June 1, 1913, died December 13, 1934.

Material and Supplies—Leonhard E. Wirth, employed October 19, 1921, died December 20, 1934.

Shops and Equipment—South Shops: Lorenzo Mohrman, employed July 9, 1907, died January 1, 1935.

West Shops: August Jensen, employed January 9, 1908, died December 8, 1934.

Division 4, Sixty-ninth: John Cleary, employed October 1, 1924, died December 29, 1934.

Division 9, Armitage-Division: John Jasinski, employed December 29, 1910, died December 16, 1934.

Track—Lee Galati, employed April 18, 1929, died December 25, 1934. Math Quinn, employed December 14, 1907, died December 17, 1934. Julius Carlson, employed May 18, 1927, died December 11, 1934.

Bad Weather Causes Accidents

Unusually Large Number of Reports as Result of Snow and Ice

Cumulative Standings from February 1 to December 31

| | | | | |
|--------------------|-----------|-------------|-----------|---------------|
| | 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 December, 1934

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

WILLIAM PASCHE

Supervisor Accident Prevention

During the month of December all of the conditions which go with winter operation of street cars and buses were experienced. There was a snow fall of more than 27 inches and this resulted in an icy condition for passengers, pedestrians and motor vehicles as well as street cars and buses. The month ended with a very large number of reports. Most of these accidents were caused directly by street conditions.

The large number of reports received definitely indicates that conductors, motormen and operators understand that when accidents occur, no matter how slight they may seem, it is necessary to obtain the names of witnesses and to write reports.

There has been an unusually large number of alighting, boarding and fall-in-car reports, due to the slippery condition of the car steps, platforms and floors in the interior of cars and buses. This again emphasizes the necessity for the proper use of sand to relieve the slippery condition. When snow and slush is dragged onto the steps, platforms and floors of vehicles, it causes a condition that often results in acci-

dents. Crews should see to it that the slush is swept from the platforms and steps as soon as possible and a light sprinkling of sand should be spread.

Collisions with vehicles during the month also showed an increase, due mostly to the icy condition of the streets. This calls attention to the necessity for greater caution on the part of trainmen when passing over intersecting streets, because a vehicle, which under normal conditions could be relied on to stop, under present circumstances may not be able to make a stop without sliding onto the intersection, resulting in an accident. At intersections controlled by "stop" and "go" lights, be sure that you do not start before you have the green light in your favor and then only when you are sure that all intersecting traffic has stopped on the change of lights.

A good resolution for the New Year is that we will report all accidents, no matter how slight they may seem, and that we will tell all the facts as soon as we know them, and that each report will be accompanied by the names of as many witnesses as it is possible to obtain.

STREET CAR PIONEERING BUILT THIS INTERSECTION

Devon and Western Avenue Section Has Developed from a Cabbage Patch to One of the Thriving Communities of the City Since 1914

As one of the many indications of what street car service does for a community, the intersection at Devon and Western Avenues might be cited. In 1914 there were open fields at this intersection and although the property had been opened up for residence and business purposes, it was selling as low as \$500 a lot.

In the accompanying picture the northwest corner of Devon and Western Avenues is shown as it appeared in 1914 before the extension of street car service. The picture on the right shows the same corner as it looks today.

The next year after the 1914 picture was taken the Western Avenue line was extended north from Lawrence Avenue to Devon and the following year to Howard. Three years after the picture was taken the Devon Avenue line was extended from Clark to Western Avenue and nine years ago it was extended to Kedzie.

As the result of this pioneering, this intersection and the territory surrounding it is now one of the most thriving communities on the north side.



Devon and Western in 1914



Devon and Western in 1934

Fewer Complaints in 1934

Big Reduction in Discourtesy and Transfer Criticisms— Many Commendations

Improvement in courtesy and efficiency on the part of the Surface Lines train force is indicated by the report on complaints and commendations for 1934 just completed.

There was a total of 6,341 complaints last year as compared with 7,046 in 1933.

The number of commendations, 587, is just two more than the total number received in 1933.

One of the principal causes for complaint for 1933 was on transfers. There was a total of 2,342 of these complaints, due principally to the introduction of the new transfer form and the unfamiliarity of the public with it. Last year transfer complaints dropped to 1,698. Of this number 351 were complaints of incorrectly punched transfers.

The improvement in courtesy is indicated by a reduction from 1,841 discourtesy complaints in 1933 to 1,522 last year. Passing up complaints, however, increased from 572 in 1933 to 711 in 1934; quick starting from 254 to 266; service complaints from 525 to 581 and miscellaneous complaints from 1,512 to 1,563.

Among the commendations sent in during December is one from Dr. Alfred J. C. Schwartz, 3950 Lincoln Avenue, in which he states that Conductor Andrew Halverson, badge No. 6464 of Lincoln, is an "ideal conductor and a credit to your company." Dr. Schwartz took special note of this old-time conductor as he rode with him on December 18 and was very pleased with his courteous treatment of passengers, his distinct manner of calling streets, his attention to boarding and alighting passengers and his alertness in tending to his duties. Dr. Schwartz believes that if an elderly conductor can give such excellent service, certainly the younger men can do it.

Other Commendations

Mrs. J. G. Doll, 110 East 68th Street, expresses her gratitude to Motorman John Johnson No. 2, badge No. 8065 of North Avenue, who held his car until the traffic cleared and Mrs. Doll was able to get from the curb to his car.

Mr. J. Michie, 840 Barry avenue, sent in two tokens to reimburse Conductor William A. Hinz, badge No. 8238 of Kedzie, who paid Mr. Michie's fare when he boarded his car and found he was without funds.

Miss Elizabeth A. Gleason, 1035 East 47th Street, wishes to thank Conductor Edwin S. Rees, badge No. 8604 of Cottage Grove, for turning in her umbrella. Miss Gleason was agreeably surprised to have her umbrella returned and was impressed with the courtesy of the young man at the lost and found desk of the 38th Street barns.

Mr. James R. Wiggins, 7054 Yale Avenue, writes in to say that the public does appreciate courtesy and kindness and cites Motorman Eugene Devine, badge No. 2275, and Conductor John J. Mahon, badge No. 8816, both of Seventy-seventh, as gallant trainmen. Both Motorman Devine and Conductor Mahon were very helpful in seeing that an elderly lady reached the curb.

Conductor Paul L. Bradley, badge No. 10046 of Devon, was highly praised for his courteous

and intelligent treatment of his passengers, especially of Mr. Matthew Mills, 105 South La Salle Street, who wrote a letter of commendation to the company.

Mr. W. H. Clayton, P. O. Box 266, wrote in to say that he couldn't help but notice the distinct manner in which Conductor John A. Gebel, badge No. 10938 of Armitage, called all streets.

Assisted Blind Negro

Mr. S. H. Olmsted, an official of the Service Bureau for Men of the Illinois Emergency Relief Commission, commends the courtesy and kindness of Conductor Percy G. Croughan, badge No. 11194 of Lawndale, who assisted a blind and partially disabled negro from his car through the deep snow to the curb.

Mrs. Frances Manson, 544 East 44th Street, recovered her purse which she dropped as she alighted from a car, through the watchfulness and honesty of Conductor James H. Markham, badge No. 11564 of Cottage Grove. Mrs. Manson is very grateful to Conductor Markham.

Mr. A. J. Fuller, assistant manager of the traffic department, Western Union Telegraph Company, writes a letter of appreciation for the courtesy and helpfulness of Conductor John O. Shaw, badge No. 12222 of Seventy-seventh. This conductor, though his car was crowded to capacity, was very kind to two foreign ladies and gave them the correct direction to their destination.

Dr. Harold Topol, 3714 West 26th Street, wishes to thank Conductor Raymond G. Hosmer, badge No. 12812 of Sixty-ninth, for paying his fare and he encloses stamps to cover that item.

Miss Catherine O'Connor, 6255 North Claremont Avenue, sent in an envelope containing her fare which was paid by Conductor Joseph H. VanDen Eeden, badge No. 13190 of Devon. Conductor VanDen Eeden could not change her large bill so he paid her fare and gave her 10 cents for her "L" fare, stating that she would have trouble there so early in the morning. Miss O'Connor thanks the conductor for his kindness.

Mr. R. M. Magill, 175 West Jackson Boulevard, writes that Conductor Arthur O. Ploch, badge No. 13346 of Lincoln, was very helpful to him and gave him special assistance in reaching his destination, for which he wishes to compliment Conductor Ploch.

Helped Man with Crutches

Mr. Edward J. Wesley, 5608 South Wood Street, states that he received the finest cooperation from Conductor James H. Hetenyak, badge No. 13466 of Archer, when he wanted to board his car. The fact that Mr. Wesley uses crutches made this service especially helpful.

Mrs. Mary Boltz, 5154 Maypole Avenue, was saved much embarrassment by the efficient manner in which Conductor Floyd W. Rickey, badge No. 13556 of North, handled a situation brought about by a transfer which had been wrongly punched. Conductor Rickey's courtesy won high praise from Mrs. Boltz.

Mrs. F. S. Williams, 6912 Peoria Street,

(Continued on Page 15)

Keeping 'Em Rolling

Devon Leads the Group with Over 35,000 Miles Per Pull-In

Devon leads for the last month of the old year 1934 with 35,607 miles per Pull-In, due to failure equipment—quite a record considering the weather conditions for the month.

Lawndale again runs a close second with 30,490 and Cottage Grove a good third with 29,447.

Due to the heavy snowfall, 27.4 inches for the month, the records of some of the others are below average.

Devon also has the highest per cent increase and Lawndale tops the zero days with 19 days.

| Rank | Carhouse | Zero Days | Miles Per Pull-In | Pct. Inc. or Dec. |
|------|---------------|-----------|-------------------|-------------------|
| 1 | Devon | 16 | 35,607 | 77.5 |
| 2 | Lawndale | 19 | 30,490 | 24.1* |
| 3 | Cottage Grove | 15 | 29,447 | 39.5* |
| 4 | Armitage | 15 | 23,406 | 33.2* |
| 5 | North | 2 | 20,163 | .5* |
| 6 | Lincoln | 12 | 18,953 | 19.1* |
| 7 | Kedzie | 4 | 18,442 | 24.1* |
| 8 | Limits | 18 | 17,087 | 18.9* |
| 9 | Burnside | 11 | 16,811 | 39.6* |
| 10 | 77th | 5 | 16,754 | 35.7* |
| 11 | Archer | 7 | 15,393 | 55.7* |
| 12 | Division | 9 | 13,244 | 28.8* |
| 13 | Blue Island | 13 | 13,038 | 24.1* |
| 14 | Elston | 4 | 12,059 | 53.6* |
| 15 | 69th | 3 | 11,949 | 69.4* |

| | | | | | |
|----|-------|----|--------|--------|-------|
| 16 | Noble | 12 | 11,078 | 73.9* | |
| | | | 175 | 17,527 | 34.5* |

*Decrease.

Carhouse records for the past six months:

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

So What?

Math. Prof.—Now, if I subtract 25 from 37, what's the difference?

Little Willie—Yeah! That's what I say. Who cares?



Devon Pull-In Crew

E. Phillips, E. Anderson, L. A. Sandberg, T. Hildebrant, L. Billsten, G. Holzschuh, H. Reghyn, B. Jonkauski, A. Enarson, J. Weber, W. Bogus, B. J. Callahan, F. Thomalla, T. Cregor, F. Grazinski, J. Lazenski, H. Szafraniec, E. Mann, C. Kloster, P. Joyce, O. Thoelin, G. Galek, J. P. Peschon, J. Enarson, L. Skimelis, P. Schulz, T. Riordan, P. Simo, W. Misiak, J. Stopa, J. Sklaney, J. Rolling, M. Mulvey, G. Jonason, T. Shadbaras, T. Dabulskis, J. Duffy, C. Baker, H. McQuinn, L. Pulit, S. Prus, W. Kruppa, M. Cplis, F. Ptasinski, S. Rygiel, M. Schultz, B. Martans, J. Janice, L. Hoehn, L. Einfeldt, J. Doyle, G. Peterson, P. Banialis, M. Loftus, P. Piedos, C. Daus, J. Vlamincq, D. F. O'Donnell, J. Stanton, P. Walsh, O. Neely, F. Schmidt, J. Moloney, L. Demieux, N. Raqusea, S. Chabylowski, M. Breen, J. Kuklewicz, C. Kelly, K. Baker, J. Dobrovitch, J. Finnegan, W. Gotheran, A. Kraxewski, J. Hasselmeir, J. Flasz, E. Schmit, M. Sadorski, T. Buch, C. Draznek, J. Maloney, J. Piccyonka, J. Aerens, F. Nelson, D. Mautino, J. Grolig, B. Mozaeko, R. Hickey, M. Brown.

Departments and Divisions

Accounting

No doubt with each issue of the magazine we are all interested in seeing our own department events and photographs in print. This is only possible by the sincere cooperation of each individual in our department, as your correspondent must rely upon you to furnish the material. The accounting department so far has been able to make a favorable showing in this column. Your correspondent is very anxious to get all the news in connection with weddings and pictures of the principals, or any extraordinary outstanding events, and personally appeals to you all to help make it a newsier and more interesting magazine, and thanks you for your continued cooperation.

Santa Claus visited the pay roll division Monday, December 24, and left Christmas novelties.

Believe it or not, there is a Santa Claus. If further proof of that statement is necessary, Miss Ann Kerruish will furnish it by proudly displaying a very pretty diamond ring she received from Mr. Henry Kleen; also Miss Evelyn Anderson, received from Mr. Hugo Carlberg, and Miss Elbe Dedic, received from Mr. Henry Stolbrand. We wish to offer hearty congratulations and the very best of wishes.

The employees of the Accounting Division were very sorry to hear of the death of Mrs. M. V. Morton, wife of Mr. M. V. Morton of the treasury division, who passed away on Friday, January 4, 1935. We extend heartfelt sympathy and condolence to members of the family in their bereavement.

T. F. Coan.

Electrical

To Leo and Mrs. Purcell we extend our heartiest congratulations as they are the proud parents of a baby boy. We extend our best wishes for his future.

Our deepest sympathy is extended to John Smith of the line department in the loss of his beloved wife, who, after a long illness, was called to the shore beyond on December 28, 1934.

James McDermott of Milwaukee Avenue substation has been home on sick leave for the past few weeks. We hope for his speedy recovery from the illness so that he may be back with us soon.

Seeing Ray Callahan around in his new regalia, one would think that Grand and Leavitt had been turned into a commission market or, maybe, a packing plant.

"Billy."

Engineering

Dick Battles of the track department is the proud father of an 8½ pound baby boy, born October 31. Mother and baby are doing well, and Dick is making many plans for the baby's future.

Charles Snellgrove of the building department recently attempted some gym work with rather disastrous and painful results. Charlie's calisthenics from now on are to be confined to that rocking chair in the parlor of his home.

Frank Johnson, track department street inspector, passed a very merry Christmas acting

as a "Good Fellow." He took care of a couple of poor families and derived much pleasure from it.

Four sturdy young men from the track department office met at four o'clock one Sunday morning recently and drove about 40 miles southwest to hunt rabbits, returning at 12:00 midnight, wet and tired, as well as very hungry. They shot one rabbit weighing about a pound and a half and almost got another. Their problem now is how to divide the rabbit.

Our sincere sympathy is extended to Superintendent Thomas Blakely on the recent demise of his brother, William, who was a veteran employee in the transportation department.

Schedule and Traffic

Robert Boal is doing very well as an amateur actress; from all accounts Bob made quite a hit in Evanston recently in that role. Hollywood for you, Bob!

Our sympathy is extended to Charles Kreiner, whose sister-in-law passed away recently.

Really, fellows, this is true! Fred Excell caught an opossum in his garage at Hinsdale. It seems that Fred has a cat that goes hunting occasionally; the cat chased the opossum into Fred's garage, and Fred then closed the doors and caught Mr. Possum and gave him to a neighbor in Hinsdale.

Miss Bertha Os says there really is a Santa Claus. She proves this by displaying a beautiful diamond ring which she wears on the third finger of her left hand.

Geo. Weidenfeller.

Shops and Equipment

West Shops: It is with deep regret that we report the passing away of August Jensen on December 8, 1934. Mr. Jensen was one of our veteran employes and was a carpenter at the West Shops. We express our sincerest sympathy to Mr. Jensen's bereaved family and his host of friends in the Chicago Surface Lines.

Division: We regret to report the death of J. Jasinski, car cleaner, on December 16, and to his family and friends we express our heartfelt sympathy in their loss.

Yvonne Randall.

South Shops: It is with deep sorrow that we report the untimely demise of L. E. Mohrman, foreman, car repair department, one of our well liked and efficient foremen, who passed away on January 1, 1935, after a short illness. The loss of Mr. Mohrman will be deeply felt by his many friends. To his bereaved wife and family we offer our most sincere sympathy.

There is great elation in the home of H. Ott, machine department, who, on December 12, 1934, became the proud father of a darling baby girl. Congratulations to mother and dad.

Our deep sympathy is extended to J. Satkos, truck department, whose father passed away December 12, 1934, and to J. Guterschank, truck department, whose sister died December 5, 1934.

Cottage Grove: J. H. Gamen, foreman, "I hereby resolve that during the year 1935 if bigger and better radio programs are to be had, I'll have them."

Burnside: M. Gorman reports the arrival of a beautiful 7 pound baby girl at his home on December 5, 1934. Congratulations, Mike, and thanks for the cigars.

69th Street: To the bereaved family and relatives of J. Cleary, who passed away December 29, 1934, we extend our heartfelt sympathy.

Elsie R. Smith.

Around the Car Stations

Burnside

Motorman Marshall R. Drexel is the "Lucky Man." Last year he married the best girl in the world. This year he bought a 10 cent chance ticket and won the best automobile he ever had. The next year he will claim the best family in the world, says he.

This introduces "The Suspender Man," Mr. C. C. Dray. Ask Martin how he likes his new suspenders. Dray says the best way to keep your friends is to go 50-50 with them.

And here are a few more proud daddies: Operator R. L. Lull, a baby boy on September 15, 1934; Conductor M. J. Mulcahy, a baby girl on December 5, 1934; Conductor J. B. Miller, a baby girl for a Christmas present. We wish all the good luck in the world to the new mamas and a prosperous New Year to the babies.

After sitting up for the New Year's Book, Motorman J. E. McPhail failed to make the grade, so he came to work and found it was his regular day off. Never mind, Mac, we all live and learn.

We wish to commend Operators A. A. Postelanczyk and J. S. Duffy in assisting Supervisor J. Theis when the latter received a 2-11 fire alarm at 92nd and Commercial Avenue. Through their help all cars were rerouted, thereby eliminating a lengthy delay.

At this time we would like to introduce our new transfer clerk, Mr. Fred Phillips. He looks like the right man in the right place. Good luck to you, Freddie. William D. Frank.

Seventy-seventh

Our aim during the New Year is to write something of interest about every trainman and clerk in our division, so that our column will be more interesting in the future than it has been in the past. The fact of the matter is that our division is one of the largest car houses in the system and it is reasonable to expect that our column in the magazine each month should be a lengthy one, and very interesting, too. Therefore, yours truly will appreciate your cooperation in this particular matter. Incidentally, our object isn't to give the other fellow the so-called "Razz Berries," but, on the contrary, we do solicit "News" that will be of as much benefit to our readers as to the one whose name will be included in the narrative. For instance, that Nicodemus' four (4) legged duck laid a golden egg, or that Clerk John Barnes' roller canaries didn't sing any more, or that Conductor J. J. Joyce's angora cat had an unusually large litter of kittens. Well, as previously stated, our car house employs about 1,500 men, and we would like to be the means of letting all of them know about it, so it behooves yours truly to solicit your cooperation in keeping me posted as to what's the news at our car station. Then, too, you may have a photograph of yourself or family, or of some family pet, or, maybe, a snapshot of some unique place or thing which others would be pleased to see. Let's have it. We will be careful with it and return it promptly.

The absent-minded professor hasn't a thing

on Motorman Monterey Wood. After eating the contents of his lunch pail, in his hurry to resume his daily routine he walked off with some other fellow's lunch pail (filled) and brought it home and told his dearie that he didn't have any appetite.

Motorman M. F. Phelan is the proud daddy to a baby girl that Santa Claus delivered to his home last month.

To Conductor C. O'Reilly and his brothers, Motormen P. O'Reilly and M. J. O'Reilly, we express our deepest sympathy in the loss of their father who died last month.

To the members of the families of our late trainmen, Motorman S. Pahlke, Conductor E. Paulson and Motorman J. Morrissey No. 1, we express our deep sympathy in their bereavement.

John T. Flynn.

Sixty-ninth

Now that the storm has ceased and the clouds have rolled by, the sun is once more shining down on the good old Fourth Division.

Cheer Up

Don't go through life whining,
Just cheer up.
Nothing gained for your repining,
So cheer up.
Life is largely what you make it,
There is pleasure if you take it.
As for trouble, just shake it,
And cheer up.

On November 23, 1934, a meeting was held in our club room for the purpose of reorganizing and electing officers. The attendance was most gratifying and we were honored with the presence of both our division superintendent, Mr. M. B. Quinn, and our assistant division superintendent, Mr. J. B. Becker. Mr. Quinn gave a talk on reorganizing, and he surprised a number of members when he mentioned the fact that he and Mr. Floyd Frank were the first to organize the club, way back when. As father of our club he will cooperate to the fullest extent. After the steam roller was placed in the buggy shed, the results of the election were as follows: President, E. T. Regan; vice president, J. J. Bruin, Jr.; secretary, Smiling Mike J. McKenna; treasurer, Tracy Calkins; trustees, F. Lux, J. J. Quinn, T. D. Sullivan; collector of dues, C. H. Luebeck. Collection of dues will be the first pay day of each month commencing January, 1935. Our aim is to have 100% membership in the club. Meetings will be held the first Friday of each month.

On the morning of December 18, 1934, trainmen reporting in the early morning thought there was a 300 watt globe burning at the conductor's window. After arriving there they found none other than our own bouncing Walter Daly, who had returned to Division Four. It is with pleasure that we welcome him back. We hope it will be permanent.

The sudden death of Motorman Al Truesdale was a shock to all. He was well liked by his fellow workers and will long be remembered. Our heartfelt sympathy is extended to the bereaved family.

S. A. Peters.

Archer

A brother of Conductors J. A. and W. E. Bennett died January 2. Our deepest sympathy is extended to the two brothers.

Congratulations to Motorman Isaiah J. Reeder on the arrival of an 8½ pound baby boy

at his home on New Year's Day. Isaiah, Jr., and father doing nicely.

We regret to report the death of Motorman D. Cunningham, another of Archer's veterans, who after a serious illness crossed the great divide on Friday, December 14. Deepest sympathy is extended to his bereaved family by the boys of Division No. 5.

The New Year brought with it sorrow to Conductor Paul H. Meckler. His mother died on January 1 after a short illness. The boys extend to Conductor Meckler and a son-in-law, Conductor J. Eichendorf, their sincere and deepest sympathy.

Conductor M. J. Coppinger, who has been off on the sick list for several weeks, was hurriedly rushed to the hospital on New Year's Day for an operation. Mike, you have the best wishes of the boys for a speedy recovery.

Motorman A. J. O'Grady reports the arrival of a baby boy at his home on December 10. A. J. always wears a smile, but GEE you should see him today.

T. J. O'Rourke, executive board member Division No. 241, went to the University Hospital January 7 for an operation. The boys are wishing him a speedy recovery.

Motorman S. J. Jonoatis again is daddy to an 8 pound baby boy born December 25. Congratulations are now in order.

The boys extend to Conductor J. J. Vones their deepest sympathy on the death of his mother, who died at the age of 83 on December 18.

Conductor J. R. Lewis says father Stork has made him another visit and brought with him another daughter, Virginia Lee by name, who made her appearance on December 7. Congratulations, Joseph, and may the next be a boy.

Conductor Hamilton Murdock has been confined to his home for several weeks with a serious attack of the flu. Here's wishing him a speedy recovery.

Archer's honored beauty squad, which manned two draped flat cars on December 24 at State and Madison streets, is as follows: J. E. Will, W. H. Stopp, T. J. Kelly, J. J. McCarthy, H. E. Changnon, G. J. Gendron, E. C. Carlson, W. F. Wright. All were complimented by Mr. Thomas Blakely. Dusty.

Blue Island

Motorman George Henry was presented with a 7 pound 3 ounce baby girl on December 8, 1934. Congratulations, George, and good luck to the little one.

We are glad to hear that Receiver John Quaid is on the road to recovery and hope to see him back on the job soon.

C. P. Starr.

Kedzie

Motorman George Gooney, seniority 4-1-08, died very suddenly December 20, 1934. His many friends extend their sympathy to his bereaved wife and family.

Our sympathy is extended to Motorman P. J. Voss in the loss of his dearly beloved wife December 31, 1934.

Motorman Harry Mavis played the part of Santa Claus the other day. He had been to his summer home in Michigan doing some fishing and he brought back several bushels of fish which he distributed among the boys. He also brought back several rabbits' feet for good luck relics.

Conductor A. Schelkopf was presented with a very precious Christmas gift—a 7 pound baby boy born Christmas Day. Congratulations.

Conductor Wm. Brown is the proud daddy of a 7 pound baby boy born January 3, 1935. Congratulations.

Conductor James Sraybr and Motorman Fred Spoeri, who have been on the sick list for some time, would like to have some of the boys pay them a visit.

Starter John McCarthy got himself a steady job at home now that his wife found him to be so proficient in handling the new washing machine.

Now that our accident contest is nearing its goal, a little cooperation and careful operation will help to eliminate accidents.

Clinton Sonders.

North Avenue

Conductor Harold Seaton's good wife gave him a violet ray lamp for Christmas. Perhaps she had in mind the routing of a few of those creaks in the joints acquired by 22 months of service with the American army in Siberia during the war. On the lamp in big letters is the warning, "Do not fall asleep under this lamp." So Harold only took a wee nap of two hours. He awoke to find his chest, tummy and one side burned a very fine mahogany. You'll have to "Turn the other cheek," Harold, to get even. Anyway it is quite an achievement to get sunburned in Chicago in December.

Conductor Matt Weiss is another one of our lads who put in a couple of years in Siberia with the American army. One of the things he learned from watching the girls in Vladivostok may prove a valuable household hint to our own girls on our present frigid Monday mornings. Over there they heat the clothes pins before taking them outside to use. Not only do the heated pins slip on over the damp clothes easier but they save numbered fingers.

Conductor P. Neugebar is daddy to a 7½ pound boy born December 22 at 8:15 A. M. The lad will doubtless be named Roger Hornsby as good old "Bones" is a great admirer of the Rajah.

Bus Operator J. Pondell is now "Papa Pondell," 'count of an 8 pound boy who arrived December 19. That broad smile will be broader than ever from now on.

Sympathy is expressed to Conductor Walter Fischer and to Conductor Archie Nesbitt, both of whom lost their mothers during the past month.

Since the widening of Central and in the absence of signal lights, the corner of Central and Division has become one of the most dangerous in our part of town. Be careful there.

Anyhow, our snowstorms have been most picturesque.

C. A. Knautz.

Armitage

Under the heading "Heroes of the Storm," Conductors T. Ludwig and Frank Lifka and Motorman Jim Sares made the front page of the Daily Times with that good old sweeper E-13, on the first blast of the season. Sares certainly swelled the circulation of that daily.

Motorman William Prieswski is greatly improved and would be glad to see his friends at the Belmont Hospital.

Claude Bingham, who has been sick for several weeks, was taken to the hospital.

Some of our champ checker players were set down pretty hard by the young son of Conductor Otto Schumacher.

During the year just closed a goodly number of our trainmen were commended for meritorious service, both by the public and the management. Increasing commendations and ban-

ishing complaints is our New Year's resolution.

Robert O'Connor.

Elston

December 27, 1934, was a happy day for Conductor Gregory Bojan, badge No. 14186, for on that day his wife presented him with a baby boy. Mother and baby are doing fine. Congratulations, Gregory. C. Enerson.

Noble

Motorman G. Thomas is the proud father of twin boys who were born Friday, December 21, at St. Mary's Hospital. Congratulations! Twins call for two cigars and if you are in the market for a twin baby buggy see either Conductor Jack Comiskey or Motorman Jim Bryce, both of whom purchased twin baby buggies during the year 1934.

Conductor C. Napravnik will not forget Christmas Day, 1934, for at one o'clock on that day his wife presented him with a 7 pound baby boy at the Francis Willard Hospital. Congratulations! Devine.

Lincoln

Another Christmas season has passed and the Lincoln station enjoyed having a large Christmas tree in the train room. The boys all chipped in towards the tree, the ornaments and candy. Many helped in trimming the tree and making it a success.

Congratulations to the happy parents whom the stork visited in December. The M. Richards family was presented with an 8 pound baby boy on December 3, Conductor and Mrs. J. H. Lind an 8 pound baby girl born December 7, and to Motorman and Mrs. L. A. Parker, a 5 pound-8 ounce baby boy, on December 11. Our best wishes to the mothers and babies.

We consider it an honor and pleasure to congratulate Conductor Nels Peterson who reached his 80th birthday on December 20. A big celebration was held at his home where his relatives and friends had gathered to enjoy a good time. Mr. Peterson was born in Sweden on December 20, 1854. He came to Chicago on April 4, 1881. The following year he went to work for the street car company, changing horses during horse car days. Later he became a conductor, and he is still holding this position. He is still as quick and spry as any of the younger men and let us hope he keeps his pep and energy for many more years to come. He is one of the oldest men in the service, having been with the company for 52 years.

Our sympathy is extended to Conductor A. J. Becker who lost his wife December 15 after a prolonged illness. Sympathy is also extended to Motorman W. Thurnhoffer who lost his wife on December 15, just four days after he buried his mother.

Two of our old-time comrades passed away: Conductor Edward Oswald, who had been with the company many years but who had been ill for over 5 years, was buried on December 24; Conductor Edward Nolan, who met his death following an automobile accident, was buried Thursday, December 13.

H. Spethman.

Devon

All the boys at Devon are recovering from that dread disease, holiday sickness, and are gradually returning to work after Christmas and New Years.

Extra Motorman H. Lund hasn't said so, but he has taken unto himself a wife within the last few months.

Peter Grant, our assistant chief clerk, has returned after being off sick for a month.

Conductor J. McGreevy, one of our night car men, fell while lifting the lever switch at Vincennes and 80th and broke his right wrist. We hope to see him soon.

We are glad to see that Conductor Tom Lyons has returned to work, having recovered from an injury received while on duty.

E. Milz.

COMMENDATIONS

(Continued from Page 10)

wishes to commend Conductor Hugo F. Anderson, badge No. 13862 of Limits, for his solicitous attention to passengers. She believes his remark to all passengers, "Watch your step, please," helped to save many a fall.

A word of appreciation is written by Miss S. Nelson, One North La Salle Street-1709, for the cheerful service of Supervisor Fred J. Hirsch of Central, who is stationed at the Adams Street entrance of the Union Station, and for the honesty of Conductor Joseph P. Ryan, badge No. 13202 of Kedzie, who returned the excess money she handed him when she paid her fare.

Mr. C. A. Snyder of the West Central Association, 400 West Madison Street, wrote a letter commending Conductor George F. Zimmer, badge No. 5926, for an unusual service which he performed. His car was operating in the loop without markers and at every intersection this conductor would call to those waiting for a car that his car was a Clark-Howard car.

Mrs. William Vandermeulen, 1227 Pleasure Avenue, reports that Conductor John J. Davis, badge No. 1758 of Devon, is cheerful, kind and polite, especially on these slushy, crowded days. This conductor gave Mrs. Vandermeulen intelligent, cheerful directions to her destination, for which she is most grateful.

Helped Her with Bag

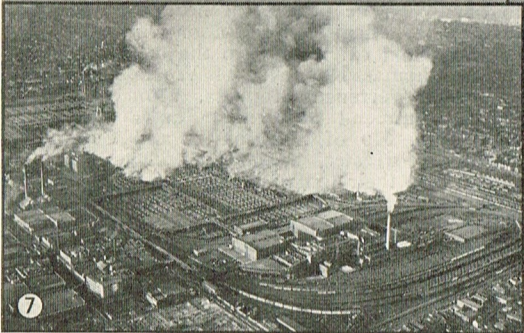
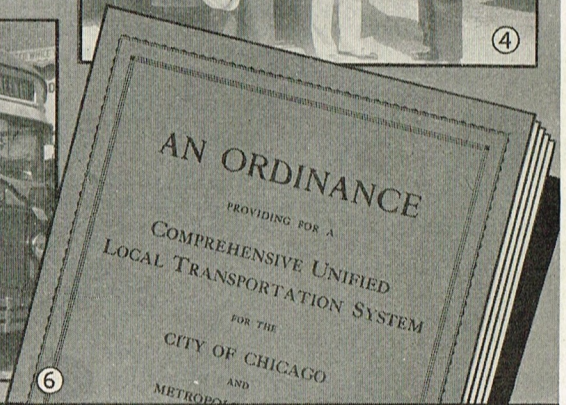
Mrs. M. G. Petersen, 5855 Normal Avenue, credits Conductor Theodore Annweiler, badge No. 1914 of Archer, with unusually courteous service. She was very grateful for his assistance to her when he picked up her shopping bag, which she had put on the floor while she paid her fare, and carried it into the car for her.

Mr. Thomas Rooney, 744 West 48th Place, and Mr. Terrence Hopkins, 919 West 51st Street, commend Motorman James J. Evans, badge No. 679 of Sixty-ninth, and Conductor Patrick J. Hester, badge No. 2808 of Sixty-ninth, for their patience and silent courtesy when they were forced to take a terrible tongue lashing from a passenger.

Miss Eleanor Grabe, 5245 South Racine Avenue, states that it is a pleasure to ride with as pleasant a motorman as Thomas Hastie, badge No. 3021 of Sixty-ninth. Especially did she appreciate his courtesy in stopping twice at a traffic signal intersection in order to allow passengers to board.

Mr. and Mrs. J. Baer, 6310 Blackstone Avenue, wish to thank Conductor Shirley B. Louzein, badge No. 3956 of Sixty-ninth, for helping them to board and alight from his car.

Mrs. L. Kunning, 11428 South Oakley Avenue, states that Conductor Albert A. Adrian, badge No. 4178 of Lawndale, is certainly polite. His caution to be careful while getting on and off, his distinct calling of streets and general attitude were appreciated by this passenger.



1934 AN EVENTFUL YEAR IN SURFACE LINES HISTORY

1 and 2—The two new streamlined cars built on new scientific principles made history in the development of electric railway equipment. 3—Another outstanding record in carrying crowds to a Century of Progress Exposition was made. 4—Service was inaugurated on the bus extension of Archer Avenue from Cicero to Harlem Avenue on June 25. 5—Two White buses of radically different design and equipped with the new "pancake" motors were placed in service on Irving Park Boulevard on October 16. 6—The 1930 comprehensive unified local transportation ordinance lapsed on March 21 as the result of the refusal of the City Council to extend the date of acceptance. 7—The disastrous fire at the Union Stock Yards on May 19 disrupted service but did not seriously injure Surface Lines property. 8—A total of 27 inches of snow fell during December, setting new weather record.