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Dr. A. A. Small
Medical Director



Dr. David J. Fanning
Examining Physician



F. M. Hamilton, Supervisor
Insurance and Purchases



VISITING NURSES IN INSURANCE DEPARTMENT
Reading from left to right—Mrs. Marie Cornwall, Mrs. Dora Fields, Miss Irene Duffy.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 11

FEBRUARY, 1935

No. 11

Millions for Insurance Benefits

Total of \$2,700,000 Paid to Employees and Their Heirs—Medical and Nursing Service Aids Health

There is an old saying that you never think of the doctor until you're sick.

Consequently few Surface Lines employees stop to consider the tremendous advantages afforded them by the insurance and medical service under the general direction of F. M. Hamilton, supervisor of insurance and purchases.

The tangible benefit to employees is illustrated by the fact that since the department was established on February 1, 1928, \$1,317,000 has been paid out in 1,317 cases of deaths of employees, and \$1,269,897 has been paid on health and disability claims, totaling 10,221. In addition \$109,000 has been paid to 109 persons permanently disabled.

That is \$2,700,000 in benefits to employees and their families which they would not otherwise have received, on protection afforded at the expense of the company.

Less tangible but no less real are the benefits afforded by the medical and nursing staff of this important department. Dr. A. A. Small, medical director, and Dr. David J. Fanning, with their nurses and assistants, are rendering a definite service to employees. Examination of employees and suggestion of treatment by the doctors, eye examinations under their direction and home visits by the nurses at the homes of sick or injured employees, all are a contributing factor to the general good health of the organization.

Thousands Examined

Since the beginning of the insurance period, a total of 37,848 physical examinations have been made, and the nurses have made 49,315 calls at homes of sick or injured employees. Whenever an employee is reported sick for over 7 days, one of the three nurses—Mrs. Marie Cornwall, Mrs. Dora Fields and Miss Irene Duffy—is sent to his home to see how he is being cared for. She reports back any suggestions as to a change in his care or treatment. Frequently these calls result in steps being taken to see that the employee has better medical attention and without doubt they have often saved long suffering or in some cases possibly have prevented fatalities.

The accident and health insurance benefits continue for a period of 26 weeks, and since February 1, 1928, there have been 956 twenty-six-week cases. In all of these cases the regular weekly check has been of immense value to the family of the sick man.

Causes of Illness

Experience has shown that the greatest number of claims have resulted from influenza and the common cold, 1,605 health claims having been paid under this classification. The amount

paid in these cases, however, was not as great as in some other classifications. A total of 981 claims have been paid, for instance, in cases of arthritis and neuritis, amounting to \$116,786, and in 561 cases of cardio-vascular diseases \$157,762 has been paid out.

"The purpose of a physician is to examine the body and determine from his experience the disease which is rendering the body incapable of normal function and to advise the individual as to the proper methods to correct the ailment," Dr. Small explains. "This is not always possible, regardless of how well trained the doctor may be. Many people expect him to be some sort of a mystic who can save them even after years of careless living or unnecessary delay in seeking proper advice. Many others do not play fair with their physicians. Some exaggerate their complaints and others endeavor to hide important symptoms because they are afraid the doctor will tell them they have some dreaded disease. An intelligent doctor can quickly detect exaggeration, but those who attempt to hide their symptoms are the worst offenders both from the standpoint of their own personal well-being and the reputation of the physician. The story one tells his doctor is usually more important than the doctor's own examination.

"The insurance department of the Surface Lines has two full-time doctors for the purpose of examining and advising employees. We have found from experience that this is necessary because, unfortunately, there are doctors who do not properly examine and treat individuals who come to their offices. Our files and records contain many instances of tragedies of this kind."

Trainman's Life Saved

A case in point is a trainman who did not want to sign the "sick book" because he had the notion that if he were examined by Surface Lines doctors he might lose his job. After much persuasion, however, he finally reported for examination.

The doctors found that he was being treated for several minor ailments, but their examination revealed that his condition never had been properly diagnosed. He was dangerously near death from advanced thyroid disease. He was advised to undergo an operation and was told clearly what his trouble was. He followed the advice, the operation being performed by a good surgeon. That was six years ago. He returned to work in good health and has not lost a day since then.

Another example is that of a middle aged man with a good record who noticed that his work was not up to standard. After eating a hearty meal he would become sleepy and his

work slowed up accordingly. He was not particularly ill but he knew that there must be something the matter, although he was the picture of health, being 6 feet 2 inches tall and weighing 190 pounds. He had had a difficult time in making people believe that there was anything wrong with him physically.

It was found after a complete examination that he was a victim of diabetes. He was given proper advice and he followed it, with the result that he was quickly restored to health and if he continues to live in the prescribed manner he has many useful years ahead of him.

Needed Operation

The doctors recall an ambitious young man who had a chance of promotion to another department and submitted to the necessary examination. He looked healthy and thought he was. The examination, however, disclosed signs of kidney trouble.

The young man was considerably incensed and felt that he was being discriminated against, but he took advice and visited a good physician, who confirmed the diagnosis. He was operated on for kidney stones and recovered quickly. He is now in the advanced position which he sought.

"These cases," Dr. Fanning points out, "indicate the service these examinations are to employes. If everyone when he reports in 'sick' will insist that his doctor make a complete and thorough examination and if the doctor will put the real facts in writing, there will be less need for the journey downtown. If in spite of this, however, he feels in doubt about his case, he should come down voluntarily, for his own good. The Surface Lines doctors are always more than glad to give employes the benefit of their long experience and training in this kind of work, which is in itself a specialty."

RODE 2,500 MILES IN YEAR

South Side Resident Keeps Record of 1934 Rides on Street Cars

Throughout the year 1934, John W. Witt, 8035 South Marquette Avenue, a stationary engineer at the south works of the Illinois Steel Company for the past 40 years, kept a record of all his street car rides. Every day he set down each ride he took, giving the starting point and the destination.



John W. Witt

He found that in the 12 months he rode 2,534 miles on Surface Lines cars and that his total fares were \$50.33. That averages a little less than 2 cents a mile.

"All of this mileage was covered without an accident or any delay," Mr. Witt declares. "I may be a little off on the miles one way or the other, but you can check me on that."

The transportation department did check him and found that he was only 3 miles off, as he actually traveled 2,537 miles.

The detailed list of the monthly mileage and fares paid by Mr. Witt shows that he traveled on street cars from 118 to 306 miles a month

and that his monthly expense for this service ranged from \$3.29 to \$4.69.

EMPLOYES RELIEF FUND

January, 1935

The Surface Lines Employees Relief Committee held five sessions during the month, at which twenty-one applications were considered. Of this number there was one emergency case, on which the Committee authorized immediate action, and thirteen applications were approved for weekly relief payments, making a total of 269 cases on the list at this time.

Checks totaling \$15,127.84 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$559,541.36 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 by this Committee for relief to date, \$679,541.36.

BLOCKED BY SNOW DRIFTS

Motorman Jerman of Lawndale depot tells of his experience trying to take his wife and child by automobile to the funeral of his father in Chessy, Wisconsin, in January. Ordinarily the trip requires between 4 and 5 hours' driving, but the very best he could do, after encountering snow drifts some 70 feet high, was 24 hours.

He was able to get only as far as Burlington, Wisconsin. From there they boarded a train and at Fond du Lac the snow became so deep that it was necessary for the train to trail a sweeper and it stopped at short intervals so the crew could knock the ice off the driving shafts and wheels of the engines.

MADE EXECUTIVE ASSISTANT

Effective February 1, Joseph V. Sullivan was appointed Executive Assistant. Mr. Sullivan's former title was Assistant to the Vice President.

Street Car of Tomorrow

(From the Spokane Press)

The street car in some form will be required so long as there is a demand for mass transportation. But the cars will be changed, improved, modernized. Car builders are experimenting with lighter, faster, more comfortable coaches. They're mounting them on rubber; they're silencing them; they're putting in sensible and comfortable seats. The street car of the future will be cheery, comfortable. It will be air conditioned—warm in winter and cool in summer. Even the overhead now so necessary will be abolished when science finds out more about the transmission of power by radio beam. The new street cars will be cheaper to operate, too. Just as the street car system, such as it is, is a vital necessity in a city of today, so will the finer, improved, scientific system be a first requirement in the city of tomorrow.

Get "Low Down" on Weather

Surface Lines Group Hears Interesting Talk by Meteorologist Donnel of Chicago Station

What causes weather?

That's what Superintendent of Transportation Evenson, Superintendent of Shops and Equipment Adams, and Chief Electrical Engineer Klatte and all the other officials and employees of the Surface Lines asked themselves over and over again in December while they were trying to dig out from under 27 inches of snow.

C. A. Donnel, meteorologist in charge of the Chicago office of the United States Weather Bureau, tried to answer the question on Tuesday evening, January 22, before a group of 90 Surface Lines officials and employees in the offices of the electrical department.



L. J. Dixon

Mr. Donnel was introduced by L. J. Dixon, whose duties include the interpreting of the forecasts in the daily map received from the weather bureau.

In his introductory remarks Mr. Dixon stated that out of the 30 years that Mr. Donnel has been active in this work, more than 15 years have been spent in Chicago. He was a former assistant of Professor Cox, who passed away in 1930, and since then he has been in charge of the Chicago office. His subject was "How to Better Understand the Weather Map."

Most Important Station

"Chicago, being the largest centrally located city, is probably the most important field station in the country," Mr. Donnel said. "The causes of weather conditions all go back to the effect of the sun on the earth, the effect of day and night, the unequalled heating of masses of cold and warm air. When these masses come together the result causes the weather. In order to forecast the weather it is necessary that observations be made from 250 stations in the United States and Canada twice a day, 7 a. m. and 7 p. m. These stations report in code, the remote stations by radio and the others by Western Union Telegraph, the code saving time and expense.

"Two cardinal principles are involved in forecasting the weather. First, weather travels eastward most of the time. Second, certain weather conditions are associated with high or low air pressure movements. Lows are cloudy and highs are sunny. Lows can be generally traced backward to the extreme north Pacific ocean.

Predicting Snow Hardest

"In addition to the daily regular 36 and 48 hour forecasts, special warnings are issued, such as warnings of cold waves, high winds, frost, snow and rain. The work of forecasting snowstorms is the hardest we have to do. We can't predict them much more than 12 hours in advance because often they form suddenly. Long range forecasting is hard, 48 hours in advance averaging 75 per cent correct. One

day in advance averages 85 per cent correct and the three-day in advance forecast averages about 65 per cent correct.

"The work of the forecaster is compared to the work of a doctor. The mistakes of a doctor are buried but the weather forecaster's live on. "It rains or snows one day out of three on the average.

"Weather forecasting can never become an exact science. It's too complex a matter."

A movie entitled "Back of the Weather Forecast" was shown, explaining the mechanics involved in making the weather forecast. After this Mr. Donnel answered several questions bearing on the subject. Everyone present was impressed with the able manner in which the subject was handled.



C. A. Donnel, Meteorologist, With Willis R. Gregg, Chief U. S. Weather Bureau, Using a Whirling Cyclometer.

ROUNDING UP WITNESSES

Lawndale-Blue Island Maintains Leadership—Burnside Keeps Second

In the rounding up witnesses contest North Avenue depot jumped from ninth to sixth place, and Lincoln Avenue depot moved up from the tail end of the list to ninth place. Lawndale-Blue Island maintains its leadership and Burnside is still second.

Detailed figures are as follows:

	Dec.	Nov.	Oct.	Sept.
1. Lawndale-Blue Isl..	4.11	4.46(1)	4.76(1)	4.07(2)
2. Burnside	3.76	4.09(2)	4.33(2)	4.28(1)
3. Cottage Grove ...	3.68	3.74(3)	3.98(3)	3.72(6)
4. 69th	3.58	3.60(4)	3.21(9)	3.78(4)
5. Archer	3.40	3.55(5)	3.46(5)	3.70(7)
6. North Avenue	3.34	3.26(9)	3.78(4)	3.41(9)
7. Elston-Noble	3.28	3.48(6)	3.39(6)	3.83(3)
8. Kedzie	3.10	3.35(8)	3.36(7)	3.76(5)
9. Lincoln	3.02	2.96(12)	2.90(11)	3.58(8)
10. 77th	3.00	3.38(7)	3.23(8)	3.37(11)
11. Limits-Devon	2.98	3.19(10)	2.90(12)	3.40(10)
12. Armitage-Division ..	2.88	2.99(11)	2.98(10)	3.21(12)

Average for System... 3.31 3.48 3.52 3.58

Winners in Accident Prevention

Kedzie, Blue Island, Lincoln and Burnside Victors in Four Groups—No Contest in 1935

Cumulative Standings from February 1 to January 31

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

Month of January, 1935

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

WILLIAM PASCHE

Supervisor Accident Prevention

The ninth annual accident prevention contest closed at midnight, January 31, with the standing shown at the head of this article. There are no big surprises in it.

At the beginning of the 1934 contest on February 1, 1934, a new basis was established for the competition. The depots were divided up into four groups or classifications after a detailed study of operating conditions on each line out of each depot. In determining on the groupings attention was given to street widths, passenger interchange, intensity of traffic, volume of boarding and alighting, and other factors having a bearing on accident prevention. In previous contests there had been no such grouping.

Consequently, during the past year there have been four contests instead of one, each depot competing with the other depots in its particular group.

In group A, Kedzie was an easy winner. After having been fourth in March, it jumped to first place in April and maintained that position of leadership in the cumulative standings from that time on.

North Avenue showed considerable strength, particularly in the latter part of the year, winning first place in January, but Kedzie had too much of a lead and North ended second. Lawndale was third and Limits fourth.

In group B the contest was more spirited. Blue Island, Armitage and Seventy-seventh ran neck and neck, with Blue Island winning first place, Armitage second, Seventy-seventh third, and Devon fourth. In the January contest Blue Island was at the bottom of the group B list and this hurt its percentage some for the year, but not enough to prevent its winning.

In group C Lincoln Avenue won a fairly easy victory over Elston. Sixty-ninth was third and Archer fourth.

Burnside won first place in group D with plenty to spare. Cottage Grove was second, Noble third, and Division fourth.

It has been decided not to hold an accident prevention contest among the depots in 1935. Plans are being made for something new along this line some time in the future, but they are not yet ready for announcement.

The discontinuance of the contest, however, does not signify any let-down in accident prevention work. The classification of accidents

as chargeable and non-chargeable will continue and all of the other phases of accident prevention efforts will be continued and intensified.

The hearty cooperation of the division superintendents and the men at the various depots and the spirit of rivalry shown in this important effort to reduce accidents are greatly appreciated by the management and, pending the working out of plans for new group competitions, every individual owes it to the company and to himself to assist in reducing to a minimum the number of accidents.

FINDS CSL FAMILY FRIENDLY

Conductor Stahl Tells of Impressions of New Man in Entering Service

The friendliness of the Surface Lines operating force is the thing that makes the greatest impression on a new man entering the service, according to A. F. Stahl, conductor, of Cottage Grove, who was employed a year ago.



A. F. Stahl

Conductor Stahl graduated in electrical engineering from the Chicago Technical College. He also attended the Northwestern University School of Commerce. He is highly impressed by the type of men with whom he has come in contact since joining the Surface Lines operating force.

"The thing which I first noticed upon entering the service of the Chicago Surface Lines," Mr. Stahl said, "was the friendly attitude of my fellow work-

ers. Our instructors were very courteous and helpful and everyone had a friendly greeting for you as you came to and went from work. The same is true in the club room, where good sportsmanship is carried on. Everyone offered to help me get acquainted with my work and to show me anything which might make my work easier and more enjoyable. This co-operation together with that of the motorman and conductor made the job a pleasant one.

"This spirit of cooperation, which seems to be so prevalent on the system, was further exemplified in the handling of the huge crowds to and from the World's Fair."

These Trainmen Like Each Other

Conductors and Motormen Who Have Worked Together Many Years Tell Why They Do It

When Conductor Charles Pearson, badge No. 8632 of Lincoln Avenue, was asked why he had paired up with Motorman Michael Croat, badge No. 5895, for the past 32 years, he thought a moment and then said, "Well, I guess the principal reason is that Mike never lays down on the job."

"You see," he continued, "we understand each other. Mike wants to give the riding public all that's coming to it and we cooperate fully. When I give him the signal he knows what to do and I can rely on his using his head. I feel fortunate in having a man like Croat to work with."

Motorman Croat was just as complimentary. "Pearson is a careful conductor," he said. "He is courteous and agreeable and gets along with the public. He is a man that tends to his business and hasn't much time for talking. That's the reason that I have been picking with him for 32 years."

In Service Over 40 Years

Conductor Pearson entered the service in 1891 after Motorman Croat had been working for four years. He got acquainted with Croat and the two men liked each other. In 1902 they picked their first run together and got along so well that they have operated the same car together ever since. They have been neighbors for 40 years and now live within a short distance of each other. Their families, now grown, always have been close friends.

Pearson and Croat have the longest record of operation together of any pair of trainmen. There are many others, however, who have spent long years together.

Tamillo and Schultz

Conductor Frank G. Tamillo, badge No. 7784 of Armitage, and Motorman Rudolph Schultz, badge No. 6683, have been working together for 24 years. Conductor Tamillo began his service in 1902 and Motorman Schultz in 1905. They have worked together since 1910.

"We decide before each pick," Conductor Tamillo said, "whether we will keep our present run and if it is not available whoever picks first gets the best he can and the other is satisfied with it. We never have any disputes. Each minds his own business and doesn't try to tell the other what he ought to do."

Motorman Schultz says: "When two men who are congenial work together on the cars and cooperate, it makes the work twice as easy."

In reminiscing over the past, Conductor Tamillo recalled a humorous experience when he was working on the cable cars. The grip caught on a loose strand of the cable and it was necessary to call the wreck wagon and open up the vault in the street in order to repair the rope. People crowded around to such an extent that they were hampering the work and Conductor Tamillo ordered them back.

One man was quite reluctant to move back and the conductor had to get a little rough with him.

Afterwards he found out that the man he had ordered back was President Roach of the company.



Rudolph Schultz

Frank G. Tamillo



Michael J. Croat

Charles Pearson

Other Old Teams

Other crews who have worked together for years and the length of their service are as follows:

Burnside—Thomas H. Mopett, badge No. 507, and John A. Cronin, badge No. 508, 13 years.

North—John Ward, badge No. 8127, and Charles Bloom, badge No. 8412, 17 years.

Kedzie, Sam Larsen, badge No. 7721, and August Anderson, badge No. 8860, 15 years.

Seventy-seventh—John Brennan, badge No. 1243, and Sam Webster, badge No. 1822, 14 years.

Noble—Michael Madden, badge No. 7371, and Fred Kuntz, badge No. 8142, 10 years.

Elston—Henry Kleyer, badge No. 5033, and John Olson, badge No. 5588, 8 years.

Division—Pat Walsh, badge No. 7159, and John Fitzgerald, badge No. 8060, 5 years.

Blue Island—Michael O'Brien, badge No. 6145, and Pat Lawler, badge No. 9236, 5 years.

Cottage Grove—J. P. Hanley, badge No. 1091, and James Kehoe, badge No. 4056, 4 years.

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WHAT SOME PASSENGERS KNOW

Because man is more prone to complain than to praise, the kickers usually get most of the space in the "Voice of the People" columns in the newspapers. Occasionally, however, some fair-minded street car rider takes his pen in hand and speaks a word for street cars.

Which only goes to show that a very considerable portion of the people of Chicago do realize what the Surface Lines organization is up against in trying to serve them and do appreciate our efforts. For instance Mrs. E. J. Klupar said in the Daily Times of January 29:

Why all the complaint about street cars? The surface lines keep all the car and trolley bus lines clean of snow, and they throw salt or cinders at bad stopping places. The motorists have the benefit of this. They drag more snow into the tracks after they have been cleaned out. There are plenty of street cars on the line, but when it is cold, snowy and icy, it is the automobiles that delay the cars. It isn't the nicest thing to wait for street cars when the weather is so cold, but let's put the blame where it belongs—on the autos that delay the street cars.

And Edna L. Thorson in the Daily News on January 25, took to task those who "are rather provoked by the service on the street cars," saying among other things that "We get much more for our money here in Chicago than in any other city in the world in the way of transportation. If those people who crab were to be deprived of the street cars as means of transportation for a short time, I will venture to say they would change the tune of their song very shortly."

No local transportation service—in fact no transportation service—can render perfect service. But it is good to know that some people realize that the Surface Lines organization is trying its best to give as good a service as street cars and buses can render.

PIONEERING

Surface Lines employes have a right to feel proud of the pioneering spirit of this organization.

On the front and back pages of the cover of this issue of SURFACE SERVICE MAGAZINE are pictures of trolley buses—those used in Chicago and the earlier vehicles of this type.

The Surface Lines was the first large street car system in the country to realize the value of trolley buses. In 1930, when others in the industry were interested in the trolley bus only from an experimental standpoint, the Surface Lines installed them on 50 miles of routes on the northwest side. That is still the biggest installation of trolley buses in the world.

As soon as Dr. Hirshfeld had decided what should go into the modern street car, the Surface Lines had two experimental cars built and led the industry in putting Dr. Hirshfeld's theories to test.

While other industries have been in a state of despondency because of the depression, the Chicago Surface Lines, with its face to the future, has been pioneering in the improvement of the art of transportation.

DAN BOWLES' PETS

Division Superintendent Dan Bowles wants it distinctly understood that he is not trying to compete with the new zoo. Last month 2 live kittens in a shoe box were left on a car. They are making themselves quite at home at Archer depot. The other day a live puppy dog was turned in at the Lost and Found.

"My piano playing naturally is tiring to the hands."

"Yes, your neighbors keep theirs to their ears till they're almost exhausted."

Bad Weather Causes Complaints

Superintendent Evenson Explains How Trainmen Can Help Public Relations

Extreme weather conditions in the winter always result in a large increase in complaints. Slow traffic and interrupted schedules caused by snow and ice on the streets, the impatience of passengers having to wait for cars in the cold, reports of insufficient heat in the cars and many other factors contribute to swell the number of complaints.

Much can be done by trainmen to help this situation, C. H. Evenson, superintendent of transportation, declares.

"When the streets are covered with snow and ice, slow moving automotive traffic interferes with schedules," Mr. Evenson said. "During the month of December we spent \$52,000 on relay cars and other extra service in an effort to keep the holes in the street filled up and to provide a continuity of service. We have been spending a great deal since that time in the same way.

Slow Traffic Hurts Service

"But no matter how many extra cars you put on a street, you cannot speed up the service when all other traffic is moving slowly and there are frequent interruptions. The number of stop-and-go lights on the various car line streets is a factor in preventing the speeding up of service under these conditions.

"The result is that we are forced at times to turn cars back in order to provide regular service in both directions. This, naturally, is inconvenient to the public.

"It is here that supervisors and trainmen must use their heads. No car must be turned back unnecessarily and no car can be turned back unless there is another car immediately at hand to take the load. The orders on this are very strict and any trainman can see the reason for them. To force passengers to leave a car and stand in the street for a considerable period while they wait for another car is not proper service and cannot be tolerated.

"Moreover, the conductor should explain to the passengers why the car is being switched back by some such remark as, 'Traffic has been interrupted and it is necessary to switch this car back. Transfer to the car immediately ahead (or behind).'

Watch Car Temperature

"Another common cause for complaint in the winter months is on the heating of cars. This is very important. Trainmen are required to report on their sign-in sheets any cars that are underheated or overheated. The city ordinance requires a minimum temperature of 50 degrees when the outside temperature is 10 above zero, a minimum of 45 degrees when the temperature is between 5 and 10 degrees above zero, and as much heat as can be supplied with all of the heaters in use when the outside temperature is below 5 degrees above zero. In cold weather trainmen should be very careful to keep the doors of their cars closed as much as possible.

"It is realized that some people will complain that the car is too cold when the heat is in accordance with these ordinance requirements. On any complaint from a passenger

that the car is too cold, the conductor should immediately check the temperature and if it is in accordance with the ordinance requirements explain that fact to him.

"Winter operation is always difficult for any transportation system. It is particularly difficult for a street car system which must share its tracks with other traffic and is blamed for conditions over which it has no control. Tact and good head work are required of trainmen in the winter as at no other time."

OBITUARY

Deaths on the System from January 7, 1935, to February 6, 1935

Transportation—Division 1, Cottage Grove: Christian Dhoun, employed May 19, 1913, died February 2, 1935. Patrick McMahon, employed November 20, 1885, died January 28, 1935. Henry J. Schuler, employed April 2, 1929, died January 11, 1935.

Division 3, Seventy-seventh: William Bohne, employed May 28, 1924, died February 1, 1935. Lewis R. Hubbard, employed July 14, 1914, died January 13, 1935.

Division 4, Sixty-ninth: William M. Rogers, employed June 20, 1914, died January 18, 1935.

Division 6, Blue Island-Lawndale: John Jos. Miller, employed March 18, 1903, died January 13, 1935. Joseph M. Radon, employed March 27, 1929, died January 29, 1935. Adam S. Zopf, employed April 17, 1907, died January 19, 1935.

Division 7, Kedzie: Arthur Andrews, employed September 1, 1907, died January 29, 1935.

Division 8, North: John H. Riddell, employed November 11, 1899, died January 15, 1935.

Division 9, Armitage-Division: Ben Bald, employed April 6, 1921, died January 26, 1935. Claude E. Bingham, employed April 4, 1892, died January 13, 1935.

Division 10, Elston-Noble: Gustav Parbst, employed July 2, 1893, died January 16, 1935.

Division 12, Devon-Limits: William H. Carson, employed September 1, 1920, died January 16, 1935.

Accident Investigation—Harry P. Neuberger, employed April 1, 1911, died January 17, 1935.

Electrical—William Joseph Spellman, employed June 10, 1892, died January 28, 1935.

Shops and Equipment—Division 3, Seventy-seventh: Joe Ball, employed June 13, 1891, died January 29, 1935.

Division 7, Kedzie: Eugeninsz Nitka, employed April 24, 1919, died January 21, 1935.

South Shops: Joe Boehm, employed July 7, 1924, died February 3, 1935. Evan B. Chapman, employed March 4, 1924, died February 5, 1935. Gus Peterson, employed November 26, 1918, died January 24, 1935.

Track—Patrick O'Brien, employed January 1, 1880, died January 29, 1935. Pietro Poaletto, employed April 1, 1925, died January 27, 1935. Edward Perkins, employed September 26, 1926, died January 22, 1935.

Utility—Edward Witt, employed January 1, 1913, died February 1, 1935.

Keeping 'Em Rolling

Lawndale Leads for the Month of January

Lawndale is the first winner for the calendar year 1935 with 27,337 miles per pull-in due to equipment failure.

Cottage Grove follows in second place with 21,239 miles and Archer came in third with 19,185 miles per pull-in due to failure of equipment.

Archer also has the highest per cent increase over last month, and Limits leads in zero days with 18 to their credit.

All records are below usual for the month of January, due to the excessive amount of ice and slush on the pavement, which causes considerable damage to the electrical equipment under the cars.

Individual records are as follows:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Lawndale	17	27,337	10.3*
2	Cottage Grove...	8	21,239	27.9*
3	Archer	6	19,185	24.6
4	77th	4	17,504	4.5
5	Armitage	8	14,559	37.8*
6	69th	4	14,284	20.0
7	North	3	13,235	34.4*
8	Kedzie	2	13,143	28.7*
9	Burnside	6	12,576	25.2*
10	Limits	18	12,270	28.2*
11	Lincoln	11	12,112	36.1*
12	Noble	12	11,828	6.8
13	Division	11	10,502	20.7*
14	Devon	3	10,483	70.6*
15	Elston	8	7,990	33.7*
16	Blue Island.....	6	7,842	39.9*
		127	13,713	21.8*

*Denotes decrease.

Carhouse records for the past six months.

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

MANY SCHEDULE CHANGES

The Schedule and Traffic Department had a very busy year during 1934, according to F. A. Forty, superintendent of schedules. Changes in riding brought about by the CWA in the early part of the year, preparing new layouts for World's Fair service, adjustments in service for summer and fall riding, required the writing of 400 new schedules and the revision of 380.

Girl—I want to buy a wheelbarrow.
Clerk—We don't keep wheelbarrows here.
Girl—You don't! What kind of a drug store do you call this, I'd like to know!

Silence isn't always golden—sometimes it's just plain yellow.



Lawndale Pull-In Crew

H. H. Keller, Anthony Martikonis, Denis Cremin, Vincent Boyle, John McCrea, C. Versiski, J. Guy, M. Platakis, A. Milewski, N. Foley, S. Kluza, D. Kay, F. Gustautas, J. Urbutis, J. Wonogas, J. Girwain, I. Aldonis, F. Wilicka, E. Clark, A. Lebduski, A. Klostaris, M. Tamosaitis, E. Kuklinski, C. Norweck, P. Virginis, C. Chapulis, A. Spudas, J. Kubinski, F. Kozlowski, K. Sounor, V. Rotzoll, S. Jarosz, J. Chiappetta, J. Straukas, P. Rumsas, F. Petraitis, W. Walters, J. Knistaut, S. Viackowski, A. Dabulskis, F. Butkus, A. Duggan, A. Bukauskis, W. Huth, J. Wass, T. Lehane, L. Kramer, F. McColgan, J. Lobacz, D. Riordan, L. Solner, O. Finlay, T. Young, S. Kopac, A. Lomasz, A. Laverty, G. Thanas, J. De Marco, J. McMahon, A. Petrauski, J. Woods, H. Butcher.

Praise from Former Mayor

Conductors Who Make Friends Appeal to Carter H. Harrison— Other Commendations

Carter H. Harrison, five times Mayor of Chicago and at present United States Collector of Internal Revenue, finds Chicago Surface Lines trainmen "in the great majority of cases thoroughly good employees."

"I take it the usual comment your company receives regarding its employees is a knock and a kick," Mr. Harrison says. "For that reason when the chance presents itself I like to give a little boost."

"Twice in the last 6 weeks I have had reason to notice rather uncommon conduct on the part of two conductors. In one case it was Conductor No. 13622 (Jerry P. Gleason of Seventy-seventh) on Car 3205 northbound about 5 P. M. on an evening prior to Christmas when there was a heavy snowstorm. I boarded the car at Adams Street. By the time Randolph Street was reached, the car was literally packed—progress because of the going was slow—at times it was doubtful if we would ever get home. No. 13622 not only kept his temper at times when he might well have been provoked; he changed growls into laughter—everyone physically was uncomfortable—mentally we were a happy family. No. 13622 was jolly, perhaps familiar, but never guilty of word or conduct that could call for criticism."

"Again at about 8:20 A. M. I boarded a southbound Clark-Wentworth car No. 177. Conductor No. 14176 (Lawrence M. O'Reilly of Seventy-seventh), as I recall the badge, was another example of an employee who makes friends for the company."

"Using your cars at least twice daily, almost always in the crowded hours, I come in contact with all kinds and conditions of people. The comments above are not intended in any sense as a reflection on the other conductors I have ridden with—in the great majority of cases thoroughly good employees. I simply call attention to two outstanding cases of men whom I feel you can well afford to keep an eye on."

Passing Up Draws Complaints

While many other commendatory letters were received during the past month, unfortunately there were a number of complaints which show that there is much room for improvement.

One correspondent, complaining of passing up and quick starting, says: "Believe it or not, many a time I walk because your men want to start the car before they even stop for you, and I am a young buck who can step lively. It's a wonder you haven't a bunch of damage suits from hurting people getting on or off the cars."

Another complaint on passing up is from George F. Baier, Jr., 6729 North Artesian Avenue, who says that a Western Avenue car under the elevated structure near Lawrence Avenue refused to stop for him and his wife and passed them at such a high rate of speed that they were drenched by the water from the tracks.

Another pass-up, according to Miss Elizabeth Getz, 755 Buena Avenue, occurred on Broadway at Buena Avenue. She cites one example, giving the car number, and says that it is a common condition.

Edward C. F. Swartz, 1911 Monroe Street, has a similar complaint on Madison Street at

Lincoln, where he said he had to stand in the center of the track after one car had passed him in order to stop the following car.

Passing up intended passengers, Mr. Evenson has frequently pointed out, not only creates bad public relations, but also is a deliberate neglect of duty.

From among the many commendations received during the month the following are selected as typical:

Many Trainmen Commended

William E. Mahoney, Victoria Hotel, Clark and Van Buren Streets, took special note of the manner in which Motorman Michael S. Bader, badge No. 11823 of Seventy-seventh, handled his car. Mr. Mahoney's brief summary of Motorman Bader's performance of his duties was that he was "on the job, sixty seconds of every minute"; he used his alarm discreetly, made perfect starts and stops in spite of a slippery rail, and he was well groomed.

Miss Elizabeth Kurtz, 1480 Winnemac Avenue, was very much impressed by a kindly act performed by Conductor Irving Lyngaas, badge No. 3640 of Lincoln, who made a very special effort to assist an elderly lady alight from his crowded car.

Mrs. Cora Hecklin, 2758 Warren Boulevard, wrote a letter stating that she greatly appreciated the assistance of Conductor Thomas O'Mahoney, badge No. 4596 of Kedzie, who helped her to alight from his car and very courteously wished her a Merry Christmas.

J. Milton Jontry, of Howland and Howland, Inc., 360 North Michigan Avenue, commends Conductor Frank E. Oliver, badge No. 206 of Devon, for his courteous warning to a passenger who boarded when the car was moving. Conductor Oliver was also commended for his silence when he was reprimanded by this passenger.

Mrs. Marie L. Schulte, 1229 Hood Avenue, wants to put in a word of commendation for Conductor Dwight T. Seidel, badge No. 266 of Devon, who called the various street names and courteously warned passengers when alighting to watch out for automobiles.

Saved Her Wait in Cold

Mrs. James Manusos, 5440 South Sawyer, is very grateful to Motorman Frank Macek, badge No. 403 of Archer, who held his car a moment for her and saved her a wait in the cold.

Miss Gertrude Hawkins, 139½ East Lincoln Highway, DeKalb, Illinois, enjoyed her ride with Conductor Henry Swanson, badge No. 624 of Burnside, because he called the names of the different streets in a clear and intelligible manner and because he was extremely courteous.

Miss Eleanor I. Harper, 6438 Champlain Avenue, pays tribute to Motorman William C. Sweeney, badge No. 771 of Burnside, for the act of kindness which she witnessed on his car. A woman wishing to board the car fumbled in her purse for car fare and dropped some bills in the street. Motorman Sweeney held his car, got out and picked up the money and returned it to the passenger.

Charles I. Miller, 7112 Lafayette Avenue, in-

advertently alighted from a State Street car two blocks north of his destination, which plight was noted by the acting Supervisor, Motorman Elmore E. Bell, badge No. 1003 of Seventy-seventh. Motorman Bell stopped the next car and allowed Mr. Miller to board and ride the two blocks to his destination, which was greatly appreciated by Mr. Miller, as it saved a walk in very bad weather.

C. T. Pope, 4828 North Kildare Avenue, wants Motorman Franklin H. Tiley, badge No. 1047 of Devon, to be given credit for his watchfulness for intending passengers and his care to stop for them.

Conductor Fred Tallent, badge No. 1346 of Archer, receives high praise from Mrs. R. B. De Lay, 3331 West 62nd Street, for his solicitous care of passengers, even though his car was crowded to capacity.

Assisted to Curb

Mrs. Alice Wagner, 5139 South Washtenaw Avenue, greatly appreciates the fine service rendered by Conductor John X. Daley, badge No. 1446 of Archer, who assisted her and her small children to the curb on one of the recent slippery days.

Mrs. M. Lurie, 4345 North Campbell Avenue, recovered her wrist watch through the watchfulness and honesty of Conductor Edmund

P. Retzer, badge No. 1958 of Lincoln. Mrs. Lurie is very grateful to Conductor Retzer for his kindness.

Mrs. B. A. Kapsa, 2217 South Kedzie Avenue, expresses gratitude to Conductor Isaac Grice, badge No. 8894 of Lawndale, who assists her grand-daughter on and off his car every day as she travels to kindergarten.

Mr. George R. Hickman, 1452 Carmen Avenue, classifies Conductor John B. Blais, badge No. 9118 of Seventy-seventh, as the most courteous and helpful conductor that it has ever been his pleasure to meet. He not only gave the information requested by Mr. Hickman but offered helpful suggestions.

L. J. Lawrence, 5939 Augusta Boulevard, took special note of the courtesy and efficiency shown by Conductor Le Roy W. Hammerberg, badge No. 9618 of Noble. He very considerably kept the doors of his car closed, called all streets, and was watchful for intending passengers.

The holiday visit to Chicago made by R. Tibbs, 1520 Olivewood Avenue, Lakewood, Ohio, was more pleasant because of the courteous treatment of Chicago Surface Lines trainmen. Mr. Tibbs especially commends Conductor Bernard D. Miller, Badge No. 10448 of Seventy-seventh, who rendered him valuable assistance in a very pleasant manner.



FOSTER AVENUE RESIDENTS SEE C. S. L. BUS DEMONSTRATION

On request of civic organization leaders on Foster Avenue, 3 Surface Lines buses were demonstrated on Sunday, January 20. A large crowd of representative citizens looked over the buses and took a ride on them from east of Broadway to Milwaukee Avenue. Two trips were made.

Petitions are now pending before the Illinois Commerce Commission for the installation of buses on Foster and Kimball Avenues by the

Surface Lines, the Rapid Transit Company or the Chicago Motor Coach Company. The Commission is holding hearings on all of the petitions with a view to determining what type of service will be best suited to the needs of the locality. Practically all the civic and parent-teacher organizations have gone on record in favor of the Surface Lines buses because they would provide the best local service and the best facilities for transferring to other lines.

Departments and Divisions

Accounting

The employees of the financial department were very sorry to hear of the death of Mrs. Ella Westcott, sister of Mr. A. Bresin of the pay roll division, on Sunday, January 27, 1935. We extend our heartfelt sympathy and condolence to Mr. Bresin and other members of the family.

Monday evening, January 28, the girls of the ledger room gave a surprise dinner at De Mets Tea Room in honor of the (?) birthday of Miss Alberta Bapst, who was also presented with a very useful gift. After dinner the girls attended the Palace Theater. Besides receiving plenty of good advice from her friends, congratulations were also in order.

Mrs. Bernice Spruth was the guest at a farewell luncheon given by her friends on Tuesday, January 15, 1935.

T. F. Coan.

Electrical

A speedy recovery is wished for Sewert Johnson, who met with an accident which has confined him to St. Joseph's hospital. Try to visit him—cheering words are always appreciated.

Ralph and Mrs. Josie are the parents of a 7 pound 3 ounce baby girl. Congratulations!

One of our old-timers, William Spellman, had a serious fall on an icy sidewalk which resulted in his death. Mr. Spellman's experience with the company went way back to the cable car days when he was engineer at the old Washington Street cable power house; his last days with the company were spent at the Market Street building as engineer. William Spellman was a brother-in-law of our late John Z. Murphy. To the entire family we extend our heartfelt sympathy and we all shall miss our co-worker William.

James Elliott of 44th and Kedzie substation and James McDermott of Milwaukee and Cleaver are on our list of sick employees. We hope for a speedy recovery and that both will soon be back at their daily tasks.

Our sincere sympathy is extended to Mr. L. Purcell on the recent loss of his beloved wife.

To William Johnson and F. Johnson we all extend our sympathy in the loss of daughter and sister. Mrs. Annagriben will always be remembered, as she appeared on the program of the electrical department's "Know Your Department Night" at the club as a star singer.

Billy.

Engineering

That stern and unrelenting look on the faces of Tom Rice and Ed Smith is a result of the recent jury service put in by both men, and is not due to the frigid blasts that have swept the city.

Victor Walling purchased his 1935 automobile licenses. To anyone who knows the condition of Victor's car, this makes him the world's greatest optimist.

John Rafferty moved over to the southeast side recently and, like a native Californian, tells us that the weather is much better over there near the lake, but wishes to make it clear that

he is not residing in one of those bathhouses which dot the beach around Seventy-second Street.

Kosta Sukovich, general foreman in the northern division, and John Kamenjarin, general foreman in the central division of the track department, are confined to their homes with an attack of influenza. We are hoping they will be able to resume work in the near future.

We regret to report the death of Edward Witt, chauffeur in the utility department. Mr. Witt had been in the service of the companies 20 years. To his family we extend our sympathy.

Patrick O'Brien, foreman in the central division of the track department, died January 29, 1935. Mr. O'Brien was 77 years of age and in the employ of the companies for 55 years. Our sympathy and condolence are extended to his family in their bereavement.

Legal and Accident Investigation

Members of this department were shocked to hear of the sudden death of Harry P. Neuberger, who was stricken in the depot at Hinsdale, Illinois, while on his way to work on the morning of January 17, 1935. Mr. Neuberger had entered the service of this department in 1911 as an investigator. His quiet and unassuming good natured personality won the friendship of his fellow employees.

Frank J. Schaf, our well-known genial adjuster, who entered the service of this company as a conductor in 1892 and was transferred to the claim department in 1895, celebrated a very auspicious occasion on January 8, 1935. Just 50 years before that he was united in marriage with Theresia L. Auer at St. Helena's Parish Church in Grafton, Nebraska. The day was celebrated quietly at their Park Ridge home, where they have resided for the last 11 years. Heartiest congratulations are extended to this couple who have rounded out a half century together. Frank modestly withheld the news, but a little bird told your correspondent.

Shops and Equipment

West Shops: We are glad to have Caroline Johnson back with us again after a month's leave of absence. Caroline has been caring for her aged aunt with whom she lives, who has been ill for some time. We are glad to hear that her aunt is some better and hope she will soon be able to get around and regain her former health.

We regret to report the passing away of E. Nitka of Kedzie carhouse, who died January 21st. We express our deepest sympathy to his family and friends.

Yvonne Randall.

South Shops: The many friends of Charles Westcott, motor repair department, and Lydia Matheny, office, feel deeply grieved over the death of their beloved wife and sister, Ella Westcott, who died Sunday, January 24, 1935. To Charles and Lydia we extend our heartfelt sympathy and consolation.

We offer our deep sympathy to the family and relatives of Gus Peterson, car repair department, who passed away suddenly on January 24, 1935.

To the immediate family and relatives of G. Boehm, air brake department, who passed away suddenly February 3, 1935, we extend our sincere sympathy in their bereavement.

Cottage Grove: We regret the grievous mis-

fortunes that have befallen Charles Winzenholler and Ed Timpe and hope to have them back with us soon.

There is great happiness and rejoicing at the home of Pete Fotoupolos, who on January 15 became the proud daddy of a bouncing baby boy, weighing 9½ pounds. Congratulations!

Burnside: A visit to the home of W. Walker, who is on our sick list, discloses that he is rapidly recovering. Hurry back, Walter.

We expect M. Dugan, who is convalescing from a recent attack of the "flu," to be back with us soon.

77th Street: We regret to report that J. Boll, one of our veteran repairmen, passed away January 29, 1935. To his family and relatives we extend our heartfelt sympathy.

Archer: We extend our deep and sincere sympathy to E. Krueger, storeroom clerk, upon the loss of his mother; to T. Buturusis on the loss of his wife, and to M. Schmitt on the loss of his wife.

Elsie S. Frank.

Around the Car Stations

Cottage Grove

Here we are again pinch hitting for the regular scribe, John Pickin, who has been laid up for the past few weeks. The writer had a pleasant visit with John a few days ago and brings back greetings to all the boys.

It is with deep regret that we announce the death of one of our old-timers, Pat McMahon, who passed away on January 28 after a short illness. To his wife and sons we extend our deepest sympathy.

Another death that was a shock to us all was that of Conductor H. J. Schuler, who passed away on Jan. 11 after a short illness. We all join in extending sympathy to his family.

The following men are still on the sick list. A visit to them will do a lot towards cheering them up: D. J. Fitzpatrick, A. Huftile, Pat Ryan, R. T. Spencer, F. H. O. Thiele, T. Zigament, J. E. Knapp, C. A. Sargent, O. K. Tucker, H. G. Paul and A. Becker.

Things we like to hear about: Fitts and his fish stories; Thompson and his flies; Murray and his canary; Baker and his theme song.

Scribe.

Burnside

We are informed that Tom Thornton has joined a fife and drum club. The boys would like to know if Tom is blowing himself or does he just beat it?

We wish to commend Operator O. A. Laft, No. 11411, for his very effective work in preventing what might have been a very lengthy delay in South Chicago on January 6.

At one time Motorman Joe Wynn carried the title of aviation pilot. Perhaps our friend Mike Lydon would be interested in this fact, as he is contemplating purchasing another plane. Martin Theis says you can't find a better pilot than Joe.

William Frank.

Sixty-ninth

The Sixty-ninth Street depot club, as a result of its recent membership drive, now boasts of 724 members. If the few men who are not yet members only knew the things that are in store for the depot club, they would quickly fill out an application and share in the great events that are to come. Let's make it a 100 per cent membership.

We rejoice to see Tracey Calkins' smiling face back again in its accustomed frame, the receiver's window, after his absence because of illness.

If the birth of one baby brings joy into a home, then Motorman S. Zuchowski's home is indeed extremely joyous, for there the stork has deposited twin baby girls, and we wish them all of the best things throughout their lives.

It also happened that on the same date of Motorman S. Zuchowski's great event, Conductor E. Allen was the proud father of a bouncing baby girl. May all good things be hers.

The death of Motorman William "Pop" Rogers stunned all of us. We are glad to have the memory of his ever-smiling face.

Our sympathy goes out to Motorman J. Connelly, whose brother died recently, to Conductor J. Menena, whose mother-in-law died, and to Conductor J. H. Delorme, whose mother died a short time ago.

Say, fellows, how about those photographs?

Michael J. McKenna.

Archer

Our sincere sympathy is extended to Conductor H. F. Zwirn on the death of his father, who died February 2, 1935.

Congratulations to Conductor James Fakan on the arrival of a baby girl at his home on January 30, 1935.

Now here is a real surprise, boys—Young Carl W. Schmook, one of our new conductors, just put us wise to a secret. Carl slipped away and was married. Congratulations, Carl, and while we are at it, let's congratulate his father, Conductor Charles Schmook, on gaining a daughter-in-law.

Conductor C. F. Bohse mourns the loss of his sister, who died January 24. It is the wish of the boys to extend to you their deepest sympathy.

Conductor Jack H. Young received a telegram to hasten to the bedside of his only brother in Gallup, New Mexico. Jack left on the next train the midnight of January 4, but his brother died on the morning of the 5th, before Jack had arrived. Sincere sympathy extended on this sad occasion.

Motorman T. F. O'Gara is now convalescing at the Speedway hospital after an operation. The boys extend their best wishes for a speedy recovery.

Conductor Robert W. Holding is confined to his home after a serious attack of "matrimony." Yes, and it's no joke. Robert took upon himself a wife January 26. Since then he has been confined to his home with the "flu." Congratulations are now in order to the adventuring couple. May happiness, success and all the trifling things that go with it be at your disposal.

Our sympathy is extended to Conductor Edward Plikuhn on the death of his mother, who died January 14.

Conductor C. A. Troike has our deepest sympathy. His father died on January 5.

Dusty.

Blue Island

Motorman E. Wiss was presented on January 29 with a 10-pound baby daughter, and Conductor F. Schwartz was presented on January 7 with twin daughters, each weighing 8 pounds. Congratulations, boys, and good luck to the mothers and little ones.

We wish to extend our sympathy to the following and their families in their recent bereavements: Frank and James Brhel in the loss of their mother; M. Labn the loss of his father and E. Wickham the loss of his sister.

Our sympathy is extended to the widow of Conductor J. Radon, who passed away on January 29 following an operation. He was well liked by all and we will all miss him.

C. P. Starr.

Kedzie

Conductor M. Hart reported the arrival of twins at his home December 16, Peter Michael and James Joseph by name. Congratulations.

Conductor P. McAndrews reports the arrival of a baby girl born January 23. This makes a boy and a girl. Congratulations, Pat.

Conductor E. P. McGuire informed us he was the proud daddy of a 7½-pound baby boy born January 29. This makes a boy and a girl for Edward. Congratulations.

Conductor E. O. Holmes' mother died January 24. Our sympathy is extended to him in his bereavement.

Conductor George Moser joined the ranks of matrimony December 29. Here's wishing you and yours a world of success and happiness.

The hold-up men now have come to the conclusion that conductors have secret pockets in their coats where they hide their money, so not to be outwitted they are taking the coats from the conductors. One of the victims, Louis Abel, says he hopes they never get to thinking that conductors might have secret pockets in their pants.

Clinton Sonders.

North

In a colorful ceremony on the evening of January 10 at Metropolitan Hall, Conductor Ben Borgerson was installed as commander of Volunteer Camp No. 114, United States War Veterans, Department of Illinois. Motorman Charles Giegold was installed as junior vice-commander.

Sympathy is expressed to Motorman H. Lossman, who lost his wife, and to Conductor F. Kearns in the passing of his wife. Also to Starter W. Herbert in the death of his father and to Motorman T. Parker, Sr., and Conductor T. Parker, Jr., in the loss of wife and mother, January 8.

Conductor F. Morrison is the father of a 10-pound boy who arrived January 4. Motorman John Morrison thus becomes Uncle John. Frank said to John, who lives with him, "Our room will be pretty crowded now. I guess we will have to put the baby in your room." "O.K.," says Uncle John, "if you put the bottle in with him."

C. A. Knautz.

Noble

Conductor Gust Parbst, one of the oldest conductors in service at this depot, died on January 16 after a short illness of only a week. Gus was well liked by his co-workers and this

fact was borne out by the large number of trainmen who attended the funeral services, which were held on Saturday, January 20. Deepest sympathy is extended to the bereaved family by the boys of this depot.

Our deepest sympathy is also extended to Conductors Sullivan Guido and Clarence Harders in the loss of their mothers.

Conductor Jack Kozera deserted the bachelor ranks on Saturday, January 26, when he was united in marriage to Miss Lydia Dusieka. Congratulations and best wishes to you both for a bright and happy future.

Conductor Phillip Huber is confined at the Belmont Hospital. He was struck by an automobile after alighting from a Diversey bus on January 20. Conductor Huber's leg was broken but is mending nicely and he would appreciate a visit from the boys while he is at the hospital.

Motorman Mike Taylor is confined at the Edward Hines Hospital at Hines, Illinois, where he was operated on for a cataract of the eye. Mike is getting along fine and expects to be out soon but would appreciate a visit from some of the boys on their day off.

Conductor Steve Schultz, Alex Nygard, Adam Sviontek and Motorman John Muth are confined at their homes due to illness. Why not ask the clerk for their addresses and visit them and see if you cannot cheer them up a bit?

E. Devine.

Lincoln

The year 1934 did not end very well for our Supervisor, W. Akerberg, who met with an accident December 31 at 7:30 P. M. while on duty at the southeast corner of Halsted Street and Lincoln Avenue. He was hit by an automobile and knocked about 20 feet and then struck again by the same machine. He suffered a broken kneecap, broken left wrist and a fractured head. He was taken to the Alexian Brothers Hospital by the driver who struck him. We wish him a quick recovery.

Congratulations to extra Motorman P. Heraty and wife, who are the proud parents of a 7½-pound baby girl born Sunday, December 30. Our best wishes to mother and baby.

H. Spethman.

Devon

The Stork has been pretty busy at Devon during January, Conductor M. Sullivan now being the proud daddy of a baby boy born on the 13th at St. Mary's Hospital, while Motorman T. Henry has promised to introduce us to his daughter, Jo Ann, born on the 23rd.

Not only the Stork, but also Cupid has been active at Devon, Conductor J. Wallace marrying Miss Margaret Wallace. Conductor Tom Hartnett was best man and Mrs. Hartnett was maid of honor.

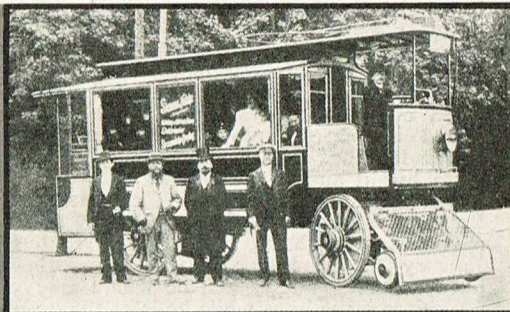
Not to be outdone, another of our bachelors, Conductor H. Gustafson, was married to Miss Harriet Sanders on Saturday, January 19.

Extra Motorman A. Falco is vacationing in Florida and Bermuda and is said to be mailing all his friends at Devon postcards that he has had for the last two years. That's a real economy measure. Anyway, we were glad to hear from him.

We are sorry to report that Conductor W. Carson, who was sick but a short time, died on the 16th of January. He had been at Archer for 14 years before coming to Devon in March, 1934.

E. Milz.

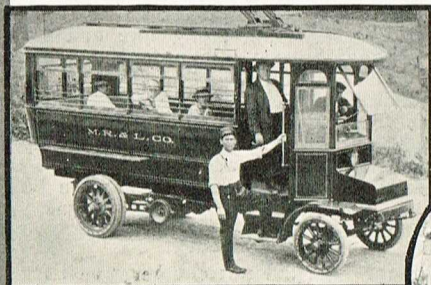
PICTORIAL HISTORY OF DEVELOPMENT OF THE TROLLEY BUS



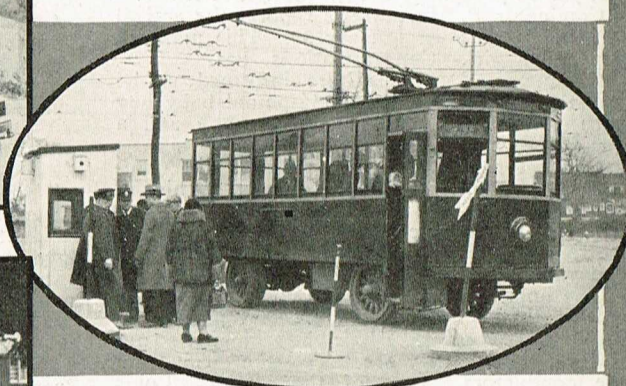
The first trolley bus, built in Berlin in 1899.



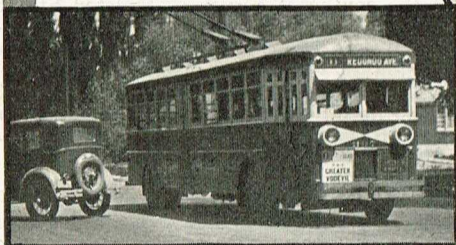
The first American trolley bus, placed in experimental service in Scranton, Pennsylvania in 1903.



Trolley bus used in Merrill, Wisconsin in 1913.



One of 8 trolley buses installed on Staten Island in 1921.



Trolley bus installed in Salt Lake City in 1928.



One of the buses of the Chicago Surface Lines, which now has the largest installation of trolley buses in the world.

The Chicago Surface Lines was the first local transportation company in the world to install a large number of trolley buses. Its installation of this new type of vehicle on the north-west side in 1928 is still the largest anywhere. Early trolley buses were not successful. It was not until 1928 that the modern type of bus was developed. Surface Lines officials inspected these buses and decided to try them here. They have proved immensely popular.

The picture on the first page of this magazine was taken at Diversey and Central Avenues.