

Surface Service

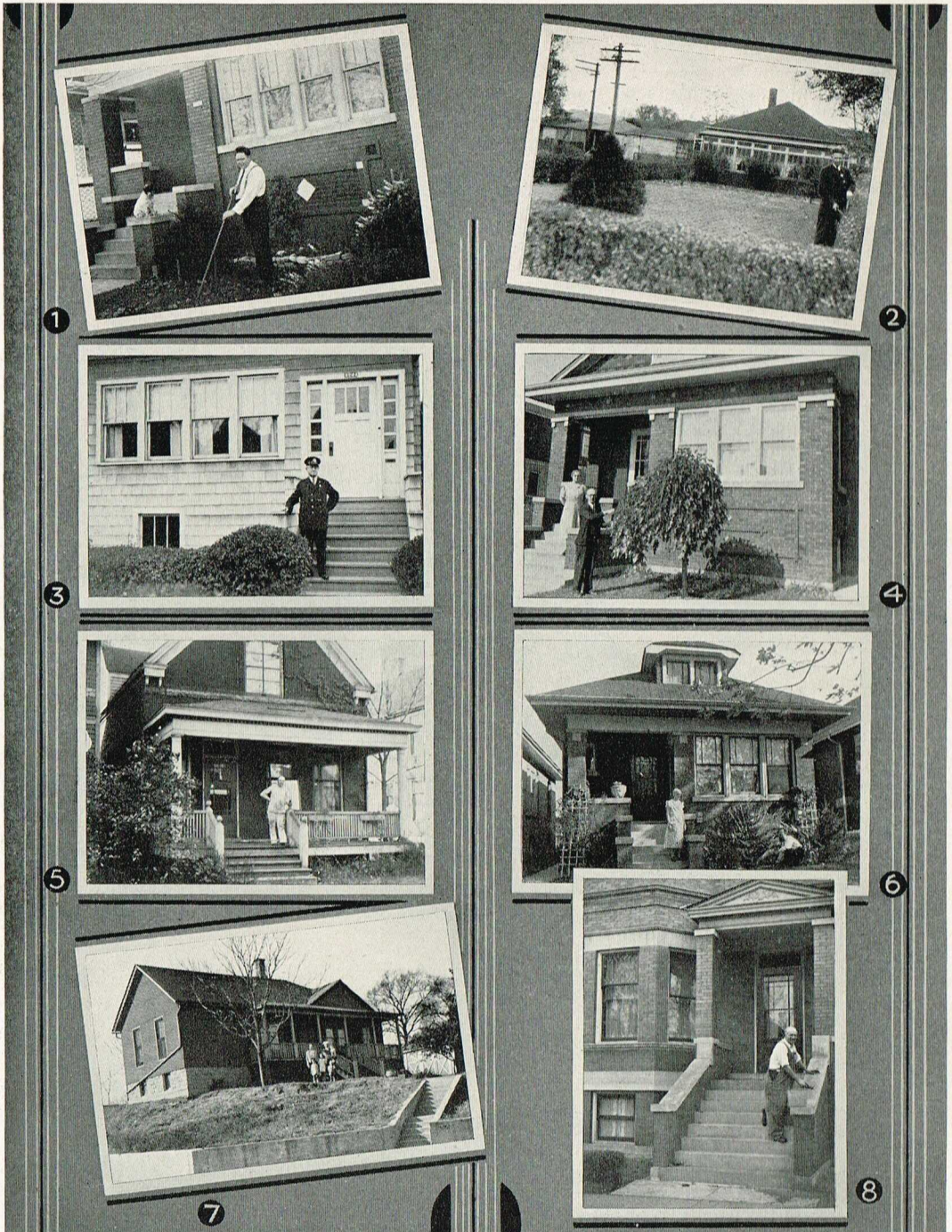
• MAGAZINE •

VOLUME 12

NOVEMBER 1935

NUMBER 8





HOMES OF SURFACE LINES EMPLOYEES.

Many attractive homes in Chicago are owned by employees of the Surface Lines. Those shown above are the homes of—1—Motorman Karl Holmquist, Devon, 5415 Byron street. 2—Conductor Samuel B. Collings, Cottage Grove, 8218 Anthony avenue. 3—Conductor John Kennedy, Blue Island, 2724 South Keeler avenue. 4—Motorman Edward Martin, North Avenue, 5326 Waveland avenue. 5—Conductor William E. Decker, Cottage Grove, 625 East 70th Place. 6—Conductor Arthur Scanlan, Lincoln, 4423 Marmora avenue. 7—Motorman George Comstock, Devon, 6002 Ravenswood avenue. 8—Motorman Charles Meyer, Blue Island, 2640 South Komensky avenue.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 12

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Transit in New York

**Some Facts That Those Who Talk Glibly About the Situation
Seem Not to Know**

Whenever traction settlement is discussed in Chicago these days—and that is very frequently—someone is sure to say something laudatory about local transportation in New York. The less accurate information he has about it the more authoritatively he will talk, as a general rule. There seems to be more misinformation on this subject than on any other.

Perhaps this is due to the recent propaganda of bus manufacturers which seeks to give the impression that all of New York is being motorized to the great improvement of service, but it goes deeper than that. Outside of New York the public seems to be under the impression that the local transportation situation in that city is ideal. In New York they know better.

In the first place, the average person discussing transportation in New York does not distinguish between Greater New York, with its five boroughs, and Manhattan Island, one of the boroughs and second in importance from the population standpoint.

Many Separate Companies

In Greater New York there are at least 40 separate local transportation companies, as compared with three operating agencies in Chicago. Most of these 40 companies operate on a 5 cent fare, but between many of them there are no transfer privileges, and where transfer privileges exist, a charge of 2 cents is made in most cases, even between lines of the same company.

Chicago had a similar situation with 18 separate companies about 40 years ago, but since that time it has been constantly working toward a unification of services and universal transfers. The transfer system of the Chicago Surface Lines is the most liberal found anywhere in the world, and by its use any part of the city can be reached on a 7 cent fare. To reach certain parts of New York sometimes as many as two, three or four separate fares must be paid.

On Manhattan Island alone there are 14 separate systems.

Taxpayers Pay Loss

In order to maintain the 5 cent fare, the principal transportation systems of New York have been subsidized by the city, which pays part of the carrying charges on the cost of construction of subway lines. Chairman Delaney of the Board of Transportation states that at present it costs 10½ cents per passenger carried on the municipal subway. The taxpayers have to make up the difference between this and the 5 cent fare paid by the passengers. No taxes are paid on about

\$1,000,000,000 of city owned investment and no return is being received on approximately \$780,000,000 of this investment.

Contrast that with the situation in Chicago. The city of Chicago has made no investment in local transportation, and instead of the taxpayers having to make up a deficit, the Chicago Surface Lines, through its payments into the traction fund in the city treasury has built up a balance, including interest accruals, of approximately \$68,000,000, which can be used by the city for improvement of transportation facilities, but never has been so used.

The next time New York local transportation is cited as a glorious example of what kind of a system Chicago ought to have, it might be well to ask how much the enthusiastic admirer of New York really knows about conditions there.

About the Buses

And there are the buses: Even those who should be better informed are making the statement that all New York will soon be motorized. This impression grows out of the propaganda sent out by bus operators and manufacturers as the result of the motorizing of the Madison-Fourth Avenue lines.

These lines are a part of the New York Railways Company which was purchased by the Omnibus Corporation of America—which also owns the Chicago Motor Coach Company and the Fifth Avenue Motor Coach Company of New York—in order to obtain franchise rights. The Madison-Fourth Avenue lines totalled about 18 miles of single track. The equipment and track were old and dilapidated and power was obtained by the underground trolley type, which was abandoned in Chicago in the early days of electric operation because it created a difficult operating condition.

Since buses were put on these lines, they have been carrying at the rate of about 30,000,000 revenue passengers per year and a small number of transfer passengers. Street cars on the Madison street line in Chicago last year carried 27,494,000 revenue passengers, or approximately 43,130,000 riders including transfers. This is about 43 per cent more than the total on the New York Madison-Fourth Avenue buses. Both lines are about the same in length. There are a number of other Chicago Surface Lines which carry more passengers than the Madison street line.

Total Mileage Small

Some street car lines in Manhattan were replaced by buses a few years ago but, including the 18 miles on the Madison-Fourth Avenue lines, the total is only 58 miles of abandoned

track. The Eighth and Ninth Avenue Company, with 37 miles of track, and the remaining car lines of the New York Railways Company, with 67 miles of track, are soon to be converted to bus operation.

These changes, too insignificant to be of any great importance, are due to several local considerations. In the first place, the equipment and track were in such condition that something had to be done. C. E. Smith, a well-known consulting engineer of St. Louis, recently stated that the street cars operating in New York were a ghastly joke on the street and electric railway industry of America. "They are old, out of date, noisy, slow to get started and don't run fast when they do, expensive to operate, and subject to frequent failures and push-ins."

Another consideration was the change from two-man operation on street cars to one-man operation on buses, and another was the saving on street paving and maintenance, the cost of which is now paid by the public.

Brooklyn for Street Cars

But while these changes to bus operation are being made on Manhattan Island, in the borough of Brooklyn, the largest from the standpoint of population, the street car system has recently placed an order for 100 new cars of the latest design and expects to add a number of other new cars to the system in the near future.

And in Greater New York street cars last year still carried more passengers than did the Chicago Surface Lines.

Transportation needs in New York and in Chicago are not comparable in any way. In New York 65 per cent of the entire transportation load is carried by rapid transit lines as compared with 15 per cent in Chicago. Street cars in New York carry 24 per cent and buses 11 per cent.

Surface transportation in New York is confined almost exclusively to short haul business, as feeders to the rapid transit lines. In Chicago, due to the physical layout of the city and the fact that a comparatively small percentage of the people desire to ride to the central business district, the Surface Lines constitutes the backbone of local transportation service and carries 80 per cent of all using public transportation.

New York Statistics

The following table shows the number of passengers carried by the transportation agencies of Greater New York during the year ended December 31, 1934:

RAPID TRANSIT LINES	
Interborough Subway.....	808,199,539
Interborough Elevated.....	217,883,047
New York Rapid Transit (B.M.T.).....	603,229,835
(Subway and Elevated)	
Eighth Ave. (Independent) Subway.....	187,988,035
Hudson & Manhattan Subway.....	76,312,423
TOTAL—RAPID TRANSIT (64.9%).....	1,893,612,879
SURFACE LINES	
Manhattan	
New York Railways.....	101,573,289
Eighth & Ninth Avenue.....	15,208,652
Third Avenue.....	69,925,620
TOTAL	186,707,561
Bronx	
Third Avenue System.....	124,160,971
TOTAL	124,160,971
Brooklyn	
Brooklyn & Queens Transit.....	347,028,937
Miscellaneous	1,163
TOTAL	347,030,100

Queens (Except Brooklyn & Queens)	
New York & Queens Transit.....	12,119,797
Steinway Railways.....	9,126,600
Manhattan & Queens.....	7,933,819
TOTAL	29,180,216
Richmond (Staten Island)	
Richmond Railways.....	151,214
TOTAL	151,214
TOTAL—SURFACE LINES (23.5%)..	687,230,062
BUS LINES	
Brooklyn Bus Corp. (Brooklyn).....	64,870,596
Fifth Avenue Coach (Manhattan).....	39,593,970
Surface Transportation Corp. (Third Avenue).....	37,547,557
East Side Omnibus (Manhattan).....	20,327,693
Tompkins Bus Co. (Richmond).....	17,288,228
Jamaica Busses, Inc. (Queens).....	12,529,774
Staten Island Coach (Richmond).....	11,210,207
Miscellaneous—other companies.....	129,414,187
TOTAL—BUS LINES (11.4%).....	332,782,212
GRAND TOTAL.....	2,913,625,153

FINDS PURSE IN STREET

Motorman Picks Up Bag Containing More Than \$200 and Gets \$5 Reward

Motorman F. R. Soukup, badge No. 12491 of Archer, saw a purse lying in the street as his car ran down Kedzie avenue between Wilson avenue and the Elevated road on the evening of October 21. He stopped his car and picked it up.

In the purse were \$218.80 in cash, two rings, a locket and chain, two vault keys and a receipt in the name of Mae Winarski. Motorman Soukup turned the purse in to the lost and found department at his car station. Afterwards the bank which issued the vault keys was called. Miss Winarski was at the bank at the time and immediately identified the purse as hers.



F. R. Soukup

She said she laid it on the tire cover of her machine and it must have been brushed off. The purse and its contents were returned to her intact and she left a reward of \$5 for the motorman.

ADVICE IS THE SAME

Although conditions have changed in local transportation in the last forty years, the advice given to trainmen is the same, Conductor Otto Dahl, badge No. 6220 of Devon, says.

Conductor Dahl entered the service on June 13, 1896.

"I was hired by Mr. J. M. Roach," he says. "He said to me, 'I will put you on as a conductor. Keep yourself clean so that people will like you, and respect your passengers and they in turn will respect you.'"

Another day Conductor Dahl accidentally met former President V. C. Turner of the North Chicago City Railway Company, who spoke to him and after asking several questions said, "Don't have any trouble with your passengers and you will not have any trouble with your superiors."

"All the advice given me and all the orders issued by the company throughout my service point toward the one objective—comfort and safety of passengers," Conductor Dahl adds.

Reorganization Is Proposed

Plan Worked Out by Abbott Committee Filed With Federal Court

As a step toward the settlement of the traction question, a plan for the consolidation of the Chicago Surface Lines properties into one corporation has been filed with Judge James H. Wilkerson of the federal court. The plan was worked out by the Reorganization Committee appointed by Judge Wilkerson last July comprising W. Rufus Abbott, chairman, M. H. MacLean, Frank M. Gordon, John E. Blunt, and Bernard E. Sunny.

The acquisition of the Surface Lines properties by a single company is a natural sequence in the trend of traction reorganization in Chicago which began with the 1907 ordinances. These ordinances placed all of the properties on an equal franchise footing and provided for some through routing of service and for limited transfers. The unification ordinances in 1914 provided for the unified operation with free transfers of all of the properties under the Chicago Surface Lines, an unincorporated operating agency. The reorganization now proposed will bring them into one responsible company, eliminating the intricate financial setups of the individual companies and preparing the way for proper financing of improvements and extensions.

Will Facilitate Settlement

Upon consummation of the plan, in the opinion of the Reorganization Committee, the new company will be in a position to negotiate a franchise and to do in a proper and orderly manner such things as may be required to assure the car riders of the city of Chicago the finest type of local transportation service.

The renewal and depreciation reserve funds, now consisting of approximately \$20,000,000 in cash, will be made available in accordance with the plan for extensions and replacements of existing equipment. In addition to this amount, during the first three years, if necessary for capital expenditures, the sinking fund on the First Mortgage bonds can be so applied. The only fixed charges during that period would, therefore, be the 5 per cent interest on the new First Mortgage bonds issued in exchange for outstanding First Mortgage bonds.

Thirty Millions Available

Assuming that the earnings of the new company will be approximately \$6,000,000 a year, it means that with the reserve funds mentioned and with the earnings over interest on First Mortgage bonds and other cash, there should be available for extensions and replacements in those years approximately \$30,000,000 over and above expenditures normally made for such purposes. These funds would be released for this immediate work upon the consummation of the plan and the granting of a franchise.

During the transition period and in order to obtain continuity of management and centralized control, all shares of preferred and common stock of the new company will be issued and held during such period by three trustees, consisting initially of Messrs. Albert W. Harris, Chairman of the Board of Directors of the Harris Trust and Savings Bank; Frank M.

Gordon, Vice President of the First National Bank of Chicago; and John E. Blunt, Vice President of the Continental Illinois National Bank and Trust Company. These men are now chairmen of the principal committees representing security holders of the existing companies.

First Board of Directors

The Reorganization Committee has recommended to the three Trustees and these Trustees have agreed that the first Board of Directors of the new company shall consist of the following: John E. Blunt; Chauncey B. Borland; Edward Eagle Brown; Dexter Cummings; Walter J. Cummings; Harvey B. Fleming; Frank M. Gordon; Albert W. Harris; M. H. MacLean; Guy A. Richardson; and Bernard E. Sunny.

The new company, according to the plan, will have a simple financial organization, comprising \$72,718,350 in First Mortgage bonds, Series A; 931,139.75 shares of preferred stock and 526,572.53 shares of common stock.

SUBSCRIBE MORE FOR RELIEF

Employees to Continue Surface Lines Fund and Give \$60,000 to Outside Agencies

The Surface Lines Employees' Relief Fund is beginning its sixth year of operation. Employees have just subscribed a percentage of their pay to be used for employe relief, and also as a contribution to outside relief.

The contribution of each employe's pay will be one per cent between November 1, 1935, and February 29, 1936, inclusive, and one-half of one per cent between March 1 and October 31, 1936, inclusive. For outside relief employes will contribute one-half of one per cent for the six months period from March 1 to August 31, 1936, inclusive.

To provide for the two appeals for relief, therefore, employes will contribute a total of one per cent for ten months and one-half of one per cent for two months. The money for outside relief will go to the Community Fund of Chicago, Inc., and the employes relief is being administered as heretofore by the Surface Lines Employees' Relief Committee.

It is estimated that the contributions will amount to \$230,000, of which \$60,000 will go to outside relief.

Since December, 1930, a total of \$669,633.28 has been collected and paid out in relief to Surface Lines employes, and \$239,820 has been turned over to the proper agencies for outside relief, making a total of \$909,453.28, not including the new subscription.

The Surface Lines Employees' Relief Committee considered 29 applications for help at five sessions during the month of October. Of this number 21 applicants were approved for weekly relief payments, bringing the total of those now on the list up to 258. Checks totaling \$12,111 were distributed during the month.

OLD STATE STREET RECALLED

Horse Car and Ancient Automobiles Participate in Pageant of the Past

The Chicago Surface Lines participated on October 21 in the annual dinner meeting of the State Street Seniors, comprising the older merchants on State street. The old horse car was used to bring several of the seniors to the State street entrance of the Palmer House, where the dinner was held. Following the horse car were a number of automobiles of the early days with drivers and passengers dressed in costumes of the gay 90's.

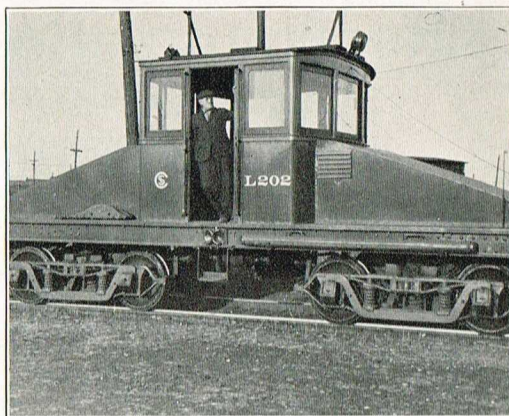
The horse car was driven by Peter McGinity, who began driving horse cars on Van Buren street in 1885, and P. H. Foley, who also began his service on Van Buren street in 1882, was the conductor.

One of the features of the dinner was the seating at a table set aside for the purpose, of some of the oldest employees of Chicago utility companies. The oldest of these in point of service was Lyman G. Van Horn, who has completed 61 years of street car service. He is now employed as locomotive operator at the 78th and Vincennes avenue yard, a position he has held for 28 years. His service began in the horse barn at 34th and State streets in 1874 as a helper to his father, August Van Horn, who was foreman.

Mayor Kelly and former Governor Edward F. Dunne, both of whom attended the dinner, posed for newspaper photographers and the news reels on the front platform of the old horse car.



L. G. Van Horn



GUS VAN HORN ON DUTY

Veteran Employee in Cab of Electric Locomotive Which He Has Operated for Many Years.

"New York City's street cars take one back to the dim distant past in Chicago. On Broadway open summer cars were still being operated, the conductor standing on the running board on the side as he collected fares. The underground trolleys also remind one of the time in the early days of electric operation in Chicago when this system was used, but later abandoned for the overhead system. All surface travel is very slow. The elevated looks very much like the elevated in Chicago.

"Narrow, congested streets in Philadelphia necessitate one-way street car operation in the downtown area. This strikes a Chicagoan as unique.

"If all those who complain about local transportation in Chicago could visit a few of the larger Eastern cities they would have a better appreciation of service here."

VISITS OTHER PROPERTIES

M. V. Morton Compares Transportation Facilities in Chicago and Other Cities

There is a bewhiskered joke about the street car conductor who always spends his vacation riding on street cars. M. V. Morton of the Surface Lines treasurer's office thinks it isn't such a bad idea after all.

He spent his vacation this Fall looking over the transportation facilities in Detroit, New York and Philadelphia, and he learned a lot of things.

"The municipally owned system in Detroit comprises 25 car and 32 bus lines," Mr. Morton explains. "The fare is 6 cents on street cars with 1 cent for transfers to other street cars, or 4 cents for transfers to bus lines. Ten cents is charged on the buses. The 21 passenger Ford buses recently installed are proving very popular with the riding public.

"The all-service buses in use in Newark are very interesting. While in the city the bus operates with gasoline power, but when it reaches the suburbs the operator adjusts his trolley to the wires and it becomes a trolley bus. The change from one power to the other is scarcely noticeable to the passenger.

ROUNDING UP WITNESSES

Burnside Leads for Fifth Time—Average for System Drops

Burnside has held its lead in the rounding up witnesses contest for five months, and for September the system's average dropped from 3.41 in August to 3.36.

It will be noted from the report below that the greatest advance was made by Cottage Grove, which advanced from eighth to third place, and the greatest loss was taken by Lincoln, which dropped from second to seventh place.

Detailed figures are as follows:

	Sept.	Aug.	July	June
1. Burnside	4.77	4.18(1)	4.31(1)	4.03(1)
2. Lawn-Blue Isl.	4.15	3.88(4)	3.86(3)	3.92(2)
3. Cottage Grove ...	3.80	3.56(8)	3.37(7)	3.57(5)
4. Archer	3.61	3.85(5)	3.54(5)	3.42(7)
5. Elston-Noble	3.58	3.91(3)	3.41(6)	3.14(9)
6. 77th Street	3.45	3.68(7)	3.69(4)	3.62(4)
7. Lincoln	3.35	3.94(2)	3.24(8)	3.48(6)
8. 69th Street	3.25	3.72(6)	3.99(2)	3.66(3)
9. Kedzie	3.19	3.31(9)	3.04(10)	2.94(11)
10. North Ave.	3.12	3.04(10)	3.05(9)	3.32(8)
11. Limits-Devon	2.94	2.89(11)	2.83(11)	3.14(10)
12. Armitage-Div. ...	2.52	2.55(12)	2.55(12)	2.50(12)
Aver. for System	3.36	3.41	3.35	3.32

Discuss Operating Practices

Division Superintendents Talk to Trainmen on Improving Service

Meetings of trainmen are being held at the various car stations under the direction of the division superintendents for the purpose of discussing operating practices, in pursuance of a program worked out by Superintendent of Transportation C. H. Evenson. The trainmen are being addressed in small groups and all of them will be reached in this manner.

The men are being impressed with the fact that the manner in which they perform their duties is the most important factor for the success of the Chicago Surface Lines. Cars, buses, and other equipment are merely the tools with which they work. The service is judged by the performance and appearance of trainmen.

A great deal is being said by division superintendents about accidents. In this connection it is a remarkable fact that the majority of accidents occur during non-rush hours and usually when cars are carrying less than a seated load. This indicates that trainmen are more alert during the rush hours and have a tendency to let down when the pressure is removed.

Although vehicular collisions have decreased in number, there has been about a 40 per cent increase in fall-in-car cases, and boarding and alighting accidents also are increasing.

Many Points Emphasized

Points being emphasized in the talks include the following:

The necessity for looking out before giving the signal to go ahead, with a thorough explanation of how this should be done correctly and how it will reduce boarding accidents.

The requirement that doors are not to be opened for boarding and alighting passengers until just as the car is coming to a stop. It is not necessary to wait until the car is at a dead stop before opening the doors, but to open them too soon results in accidents.

Be Ready on Time

Getting the cars out of the depot on time by getting them ready before the last minute. Bell plungers, door handles, register kickers, etc., should be checked over before pulling-out time and not just at the moment.

On pull-out and pull-in trips cars in service should stay properly spaced, but pull-in cars should give consideration to cars in regular service and wherever possible trail them instead of leading. When pull-in cars lead they cause unnecessary delay at cross-overs.

Operating a car ahead of time is injurious to the service and often results in accidents in addition to frequently causing breaks in the headway.

Proper co-operation between motorman and conductor improves the service, while improper co-operation is injurious.

Use Good Judgment

Encouragement is given to initiative on the part of train crews in restoring normal service

after a blockade and to provide service during a blockade in the absence of a supervisor.

The importance of proper punching of transfers is given attention, and the men are encouraged to use good judgment in the handling of transfers received from passengers where there is some question of validity.

Accident reports should provide the Department of Accident Investigation with all information the trainman has relative to the accident, even if it reveals some negligence on his part.

Names and addresses on the witness cards should be checked over before the cards are turned in to be sure all names and addresses are legible.

Calling streets distinctly enables passengers to be ready to leave the car when it stops.

During Winter Months

The trainmen are being urged also to do their utmost during snow and sleet storms to keep the lines open and, if off duty, to offer their services by telephone. Winter schedules have been arranged for average winter operating conditions but after a snowstorm or during any period of slippery weather, traffic conditions become bad and it is difficult to get the cars through no matter how much leeway there is in schedules. At such times the trainmen should use their initiative and work wholeheartedly with the supervisory force. When it becomes necessary to switch cars the reason for it should be explained to the passengers.



ENTERS RELIGIOUS ORDER

Motorman and Mrs. Martin Benda with their daughter Rose, who has received first veil in St. Francis Order and been assigned to St. Joseph's Seminary, Milwaukee. Motorman Benda is from Lawndale depot.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines
231 South La Salle St.
CHICAGO

Volume 12 November, 1935 No. 8

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SURFACE LINES LEAD THE WAY

The ordering of 15 new trolley buses by the Surface Lines a few days ago, in order to augment the service on existing trolley bus lines, served to call attention to the fact that the Chicago Surface Lines pioneered in the use of this modern vehicle. Although the idea of trackless trolleys was played with by electric railways for a number of years, it was not until Salt Lake City purchased 26 of them in 1928 that they came into practical use.

Chicago Surface Lines officials inspected the operation in Salt Lake City and immediately determined on a large installation here. One hundred were bought and put into service in 1930. Since that time 20 more have been added to the fleet, and when those just ordered are delivered the total will be 135.

Up to this time the Surface Lines has the largest installation of trolley buses anywhere in the world, but the London Passenger Transport Board has decided to increase the 63 buses it is now operating to a total of 483.

Trolley buses have been installed in many American cities and they have been adopted for service in such widely separated foreign cities as Delhi, India; Durban, South Africa; Sidney, Australia; Milan, Italy; Christchurch, New Zealand; Liege, Belgium; Medellin, Colombia; Kyoto, Japan; Shanghai, China; and Manila, Philippine Islands.

This, certainly, is sufficient confirmation of the wisdom of the management of the Chicago Surface Lines in its enthusi-

astic acceptance of the trolley bus in its early days of development for certain classes of service.

RELIEF

Again employees of the Chicago Surface Lines have demonstrated their charity for the less fortunate of their fellow employees and a willingness to participate whole-heartedly in civic efforts to relieve distress.

In the five years since the organization of the Surface Lines Employees' Relief Fund, the hundreds of thousands of dollars contributed to it by employees have been used to prevent want and suffering in hundreds of homes.

"A good neighbor gives," and Surface Lines employees have proved conclusively that they are good neighbors.

TRANSFERS TO WABASH

Effective November 17, transferring will be permitted between lines looping back on Dearborn street and lines operating on Wabash avenue. This is in compliance with an order of the Illinois Commerce Commission issued on November 6, following the filing of a petition by the Surface Lines.

The walking transfer between Dearborn and Wabash will provide better transportation facilities for those traveling between the west and south sides or going from the west side to the Navy Pier. It will also be of advantage to employees in the new post office who reside in the southeast section of the city.



CELEBRATE GOLDEN ANNIVERSARY

Receiver Claude Boos of Division Street depot and Mrs. Boos celebrated their golden wedding anniversary Saturday, October 26. Their five children and ten grandchildren, with a large number of friends, gathered at the Imperial Hall, 1710 Cornelia avenue, that evening to congratulate them.

Want More Like Them

Some Correspondents, However, Say Courtesy and Efficiency
Are Rule on Surface Lines

"It was really a pleasure to be a passenger in his car, and I wish more of your conductors could profit by his example."

That is the way E. C. Bode of Lombard closes his letter commending Conductor Charles A. Andrews, badge No. 6298 of Devon, for his efficiency, and it is noticeable that in most letters of commendation a similar thought is expressed.

"If there were more men in your employ like this, you might increase your business," says Carl V. Halmberg of the Bowman Dairy Company, in commending Motorman Louis J. Miller, badge No. 2343 of Seventy-seventh, for stopping his car to permit him to board.

"When most conductors would be short tempered and irritable," Ralph Wilson, 8945 Blackstone avenue, says, "Conductor 1608 (Edwin W. Fay of Cottage Grove) had the courtesy and presence of mind to stop his change making and help my wife up the steps as she was carrying the baby."

"Why can't we have men like this put on steady—one who is interested enough to see that you get to your destination on time?" says N. C. Sullivan, 54 North Laramie avenue, in commending Operator Charles A. Mallahan, badge No. 5450 of North Avenue.

"The teamwork was something I have never witnessed before," exclaims B. O. Jones, 4332 North Winchester avenue, in commending Conductor Nicholas Schwall, badge No. 5292, and Motorman John C. Werdell, badge No. 7687, both of Devon, the train crew on the new Brill car. "The conductor called every street all the way to Madison and in a manner that every passenger could hear and understand," he continues. "The motorman would then do likewise and could be heard almost to the rear of the car, where I was seated."

Is Not the Exception

But while these men convey the impression that they believe efficiency and courtesy are the exception rather than the rule with Surface Lines trainmen, there are others who do not agree with them.

John O'Halloran, 7026 Calumet avenue, in commending Conductor Joseph McGoldrick, badge No. 1254 of Sixty-ninth, for assisting two blind people, says: "I wish to state that I have been riding the Surface Lines in Chicago for 10 years daily and personally believe the Surface Lines motormen and conductors are a credit both to Chicago and the whole U. S. A."

There was a considerable increase in the number of complaints during October and a decrease in the number of commendations, as compared with October, 1934. Complaints numbered 582 as against 517, and commendations 49 as against 61.

The increase in complaints is chargeable largely to the greater number relating to transfers, probably due to the new Surface-Elevated transfer system. Thirty-four and five-tenths per cent of all the complaints related to transfers this year, as compared with 28.2 per cent in October a year ago.

Waited for Passenger

A very commendatory letter was written by William E. Mahoney, Victoria Hotel, Clark and Van Buren streets, relative to the efficiency and courtesy of Operator John J. Murphy, badge No. 4940 of Burnside, who held his car to permit Mr. Mahoney to board.

Miss Bernadette Lytle, 7159 South Talman avenue, writes to commend Operator Cornelius E. Crowley, badge No. 966 of Sixty-ninth, for his courtesy and kindness to passengers.

D. Wodis, 4624 South Ashland avenue, wishes to extend his appreciation to Conductor Frank E. Forster, badge No. 2488 of Sixty-ninth, for paying his fare.

Miss Mae Kinney, 2119 East 72nd place, expresses her appreciation of the kindness of Operator Clyde E. Robinett, badge No. 1436 of Burnside, who assisted her in her efforts to recover her lost purse.

J. Boukowski, 9438 Forest avenue, was impressed with the careful manner in which Operator Leslie Gaffen, badge No. 3388 of Seventy-seventh, drove his bus.

Another bus driver is commended for his carefulness and courtesy. Frank X. O'Connor, 9313 Burnside avenue, praises Operator William Walsh, badge No. 12330 of Seventy-seventh, for the manner in which he performs his duties.

Old-Fashioned Courtesy

George Morehart, 718 West 63rd street, says that "old-fashioned courtesy is rare," but he saw it displayed by Conductor Edward J. Michaels, badge No. 14360 of Sixty-ninth, who assisted an elderly passenger.

G. D. Wilson, 2317 Milwaukee avenue, writes to thank Motorman Leon P. Gaich, badge No. 971 of Armitage, for holding his car when he saw Mr. Wilson running to board it.

Joseph G. Beall, 537 North Lawler avenue, noted the efficiency of Motorman John A. Kraft, badge No. 5945 of Seventy-seventh, who called all streets distinctly and gave one of his passengers information to help her in reaching her destination.

Sheridan Gallagher, of the Chicago Board of Trade Building Observatory, praises Conductor John Carney, badge No. 9568 of Seventy-seventh, for his outstanding courtesy to passengers.

Miss Mary Brown, 1425 North Laclaire avenue, observed the kindness of Conductor Bernard D. Miller, badge No. 10448 of Seventy-seventh, who assisted a blind man to board his car and guided him to a seat.

Conductor Verne Johnson, badge No. 12388 of Archer, is commended for his honesty and courtesy by H. Sargent, 2632 South Lawler avenue.

Loaned Her Car Fare

Miss Margaret K. Hoyne, 5400 Glenwood avenue, sent in a car slug and letter of commendation for Conductor Carl D. Freedman, badge No. 9082 of Devon, who loaned her car fare when she found she had left her purse at home.

M. E. Klein, 1239 North Damen avenue, says of Conductor John Collins, badge No. 6756 of Blue Island: "He is polite under all circumstances and considerate of all classes of people."

Miss Anna Thustrup, 839 Lake street, writes to comment on the courteous treatment given the passengers of Conductor Howard H. Powell, badge No. 8662 of North Avenue.

Mrs. L. D. Orvis, 857 Eastwood avenue, reports that Conductor Ora E. Cobb, badge No. 6758 of Seventy-seventh, is very courteous and most considerate, especially to women with children and elderly people.

A. E. Bassi, 6808 Perry avenue, was assisted with his packages by Conductor Edward J. Henry, badge No. 12226 of Seventy-seventh.

Edgar Pope, 306 South Wabash avenue, commends Conductor Harry C. Haderly, badge No. 14380 of Devon, for his efficiency in taking care of a mis-punched transfer matter.

Mrs. Paul Ferguson, 1425 North Dearborn street, sent in the fare which Conductor Charles R. Herndon, badge No. 8380 of Cottage Grove, paid for her when she explained that she had lost her money. Mrs. Ferguson thanks Conductor Herndon for his kindness.

WED AND IN JOB 50 YEARS

Conductor V. J. Fuller Celebrates Half Century of Double Good Fortune

Fifty years ago Conductor Varion J. Fuller, badge No. 7542 of Blue Island, was courting Miss Grace Lawson and looking for a job at the same time. On November 10, 1885, he got the job—as a conductor on a horse car for the Chicago Passenger Railway Company.

As soon as he got notice that he was hired he rushed over to Miss Lawson's home and asked her to marry him immediately. She consented and they were married.

It was the fiftieth anniversary of these two important events in Mr. Fuller's life that he and Mrs. Fuller celebrated at their home at 4922 Wabansia avenue on November 10, with a reception for their friends and relatives from 4 to 8 P. M. The couple have four sons, one daughter and seven grandchildren.

When Conductor Fuller began his service, the Chicago Passenger Railway Company operated three horse car lines—Harrison-Adams,

Racine, and 21st Street, and Mr. Fuller began work on the Harrison-Adams line, afterwards transferring to Racine avenue. He has been in continuous service since that time.

When the late Charles T. Yerkes sold his traction interests in Chicago, he invited one man from each line of the companies he operated to meet him in a group at the main office at Washington and Jefferson streets, and Mr. Fuller was selected to represent his line at this meeting. He recalls how Mr. Yerkes personally thanked the men for their past services and asked them to convey to the other employees his appreciation of their faithfulness.

OBITUARY

Deaths on the System from October 1, 1935, to October 31, 1935

Transportation—Division 2, Burnside: Francis Holcomb, employed December 22, 1920, died October 2, 1935.

Division 3, Seventy-seventh: John Quilty, employed December 14, 1888, died October 13, 1935. Richard Walsh, employed July 27, 1916, died October 7, 1935.

Division 4, Sixty-ninth: Walter O'Grady, employed August 28, 1896, died October 25, 1935. Michael J. O'Mara, employed September 4, 1923, died October 14, 1935.

Division 5, Archer: James W. Kimball, employed January 10, 1908, died October 30, 1935. William G. Lipke, employed September 20, 1923, died October 17, 1935. Fred H. Landin, employed January 1, 1911, died October 17, 1935. Charles J. Mueller, employed November 4, 1913, died October 12, 1935.

Division 6, Blue Island-Lawndale: John Pacola, employed August 30, 1923, died October 13, 1935.

Division 7, Kedzie: Edward Egan, employed May 1, 1908, died October 25, 1935. John B. Wilson, employed January 1, 1899, died October 5, 1935.

Division 8, North: Timothy Flaherty, employed August 5, 1898, died October 25, 1935. Otto T. Karnatz, employed December 15, 1924, died October 21, 1935.

Division 10, Elston-Noble: Christ Engelbretsen, employed April 9, 1919, died October 26, 1935. Lewis Gurney, employed August 1, 1903, died October 9, 1935. Conrad O. Olsen, employed June 5, 1918, died October 27, 1935.

Division 11, Lincoln: George J. Ries, employed February 18, 1893, died October 25, 1935.

Accident Investigation—Frieda Miller, employed May 10, 1907, died October 10, 1935.

Electrical—John Simpson, employed November 1, 1913, died October 31, 1935.

Shops and Equipment—Division 9, Armitage-Division: Christ Ristow, employed May 1, 1881, died October 24, 1935.

Division 11, Lincoln: Kazimir Tranauskas, employed April 25, 1924, died October 3, 1935.

Track—Nicola Grimaldi, employed May 4, 1920, died October 3, 1935.



Conductor and Mrs. Varion J. Fuller

Mother: "Son, what have you been doing all day?"

Son: "Shooting craps, ma."

Mother: "That must stop. Those poor little things have just as much right to live as you have."

Keeping 'Em Rolling

Elston Is Winner for October—System Average Higher Than Last Month

Elston carhouse rose from the lowly position last month of 15th place to carhouse No. 1 this month with an average of 36,229 miles per pull-in due to equipment failure. This carhouse had an increase over their previous month's record of 127 per cent, had 23 zero days and only 9 pull-ins for the entire month.

Burnside and Cottage Grove follow with 32,669 miles per pull-in and 30,560 miles, respectively.

Twelve of the sixteen carhouses had over 20,000 mile averages for the month, and eleven of them showed increases over last month.

Individual records are shown below:

Rank	Carhouse	Zero Days	Mileage Per Pull-In	Pct. Inc. or Dec.
1	Elston	23	36,229	127.0
2	Burnside	18	32,669	12.9*
3	Cottage Grove	9	30,560	16.4
4	77th	10	29,813	15.2
5	Devon	10	28,941	35.7
6	Lawndale	17	26,202	27.1*
7	North	3	26,177	27.1
8	Blue Island	18	22,748	86.1
9	Armitage	11	21,886	13.4
10	Lincoln	12	21,162	19.7
11	Archer	9	20,701	29.3
12	69th	4	20,607	7.2
13	Limits	19	19,445	10.0*
14	Kedzie	6	18,102	10.7
15	Noble	14	14,288	37.2*
16	Division	9	12,933	24.6*
		192	23,116	13.8

*Decrease.

Carhouse records for the past six months:

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

Senior: "Yes, I came face to face with a lion once. To crown it all I was alone and weaponless, and—"

Freshman (nervously): "What did you do?"

Senior: "What could I do? I tried looking straight into his eyeballs, but he began to crawl up on me. Then I thought of plunging my arm down his throat, grabbing his tail, and pulling him inside out, but I decided it would be too dangerous. Yet he kept creeping up, and I had to think fast."

Freshman: "How did you get away?"

Senior: "I just left him and passed on to the other cages."



Elston Pull-in Crew

W. W. Goddard, Ludwig Nystrand, E. J. McGill, W. T. Hall, Sol Geller, J. O'Leary, A. Gregorczyk, S. Melek, M. Bochnik, J. Ciesla, E. G. Jaeger, C. Skalas, J. Glab, A. Trokenbrote, T. Brownell, J. Ryan, P. Gerhardt, C. Neuhaus, J. Nordman, W. Kibitlenski, T. Makres, P. O'Connor, O. Krause, F. E. Carlson, H. Baker, J. Piantkowski, J. Piche, C. Rasmussen, J. Winandy, J. Pezwinski, J. Barr, I. Kajpust, W. Heim, A. Dombrowski, N. Jung, J. Burzynski, J. Dunne, W. Halpin, S. Costanzo, J. Tobola, G. Brenny, J. Hildebrandt, T. Varellas.

MORE PRESENTS FOR BABY

Fortunate Son of Conductor O'Dowd Showered With More Gifts

Publicity given the infant son of Conductor Albert O'Dowd, the 10,000th baby born at the Lewis Memorial Maternity hospital, has brought scores of strangers to their home asking to see the baby. It has also brought additional presents for the baby, who has been christened George Francis O'Dowd.

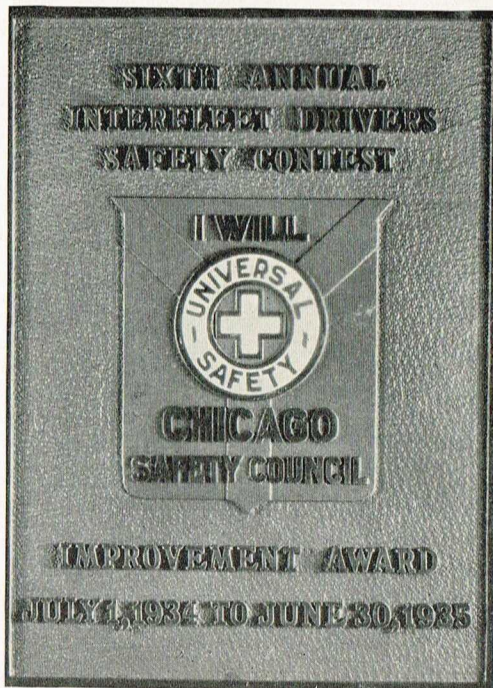
Besides the \$1,000 given the baby at the hospital by Cardinal Mundelein and Mr. and Mrs. F. J. Lewis, the christening robe given by Mayor Kelly, and the baby carriage by Cardinal Mundelein's sister, several other presents have been sent out to the home. These include a diamond ring by Loftis Brothers and Company, a scale by the Continental Scale Works, a woolen baby outfit by the L. Klein store, \$50 by the pastor of the Catholic parish in which they reside, and enough cod liver oil to supply ten babies, donated by the Upjohn Company.

SAFETY PLAQUES AWARDED

Surface Lines Employees Win Awards From Chicago Safety Council

Two Chicago Safety Council plaques were awarded to Surface Lines groups last month for the best records in their class for the first six months of this year. Surface Lines bus operators made the greatest improvement from the standpoint of safety, as compared with their previous year's operation, of any bus operators in Chicago.

Surface Lines shop employees won the inter-plant accident prevention contest for the second time, and received the award in the thirteenth semi-annual inter-plant accident prevention contest. This award is made for the lowest frequency in lost time accidents.



CONDUCTOR ALBERT O'DOWD
AND FAMILY

Left to right: Theresa Mary, Marguerite Myrtle, Conductor O'Dowd and Mrs. O'Dowd, holding baby George Francis.

Departments and Divisions

Accounting

Besides receiving plenty of good advice from her friends, congratulations were also in order for Miss Mildred Prange of the pay roll division when candy was distributed on Saturday, September 28.

Miss Elfreda Guembel of the trip sheet analysis division is on the list of prospective brides after receiving a beautiful diamond from Eugene Collins. We wish to offer hearty congratulations and the very best of wishes.

We were deeply grieved to hear of the death of Leon Salisbury's father, who passed away on Monday, September 30. The employees of the department extend their heartfelt sympathy to the bereaved family.

Returning home after having enjoyed the beautiful scenery, bluff climbing and fishing in and around Camp Douglas, Wisconsin, Mrs. Mary Stomner returned to work perfectly satisfied.

It would be worth your while to talk to M. V. Morton of the treasury division about his educational and pleasure trip covering the East, especially the street car system of New York City.

Spending a few days visiting old friends and places of interest in her home town, Bisbee, Arizona, Miss Ann Kerruish then traveled on to California, visiting in and around Los Angeles, Lake Arrowhead, Beach Cities and the San Diego exposition—and last but not least beautiful Catalina Island. It goes without saying that Miss Ann Kerruish had a glorious time.

On the night of Tuesday, November 5, a group of men of this department, after enjoying supper at one of the loop's leading restaurants, visited Bensinger's bowling alleys, where under the captaincy of Walter Kubala, B. A. Hall and J. J. Francoeur, plenty of keen competition was offered for the departmental bowling championship. The three teams consisted of the following members: A. Johnson, A. Jann, G. Pellicore, H. Rohde, L. Francoeur, W. Williams, T. Coan, J. Schwitz, A. W. Malmquist, B. Hall, H. Dahl, O. Stack, R. Wilson, E. Mark, W. Kubala, H. Kirkman and B. Ratner (foul man), and from comments made by members of the party, a big time was had by all. The honors for the evening were won by the team under the leadership of Walter Kubala. Prize winners were G. Pellicore for high game, J. Schwitz for low game and W. Williams for high game on his team.

T. F. Coan.

Electrical

Oscar Ohman, line foreman, has been confined at the German Deaconess hospital for the past month. We are all wishing that a speedy recovery is in store for him.

We regret that Adam Hansen, inspector for the line department, has again been put on our sick list, after being back to work for just a few weeks. We hope for a speedy recovery, and may it be of long duration next time.

A hearty welcome was extended to Mike Carrigan on his return November 1 after a long absence because of illness.

Walter Hectus seems to want to stay in the limelight. He recently purchased a shotgun and went hunting for pheasants; upon his first shot the gun had such a kick-back that the pheasant flew away but a squirrel was the victim.

John Rietz, bonding foreman, had some experience with his Ford. He tells the story of going so fast that the friction of the wind caused the windshield to blister—or was it hot air?

Edward Thoms, office boy in the Electrical Department, was operated on for appendicitis. We hope for his speedy recovery. Billy.

Engineering

Harry Debus has popped all of the buttons off his vest since the arrival of his daughter, Elaine Ruth, 8 pounds 15 ounces, on October 13. Mrs. Debus and daughter are doing nicely. We congratulate the proud parents and also thank Harry for the smokes which were actually passed around.

John Ruzich still heads North every Wednesday night, and unless something happens soon, he will go broke buying tires and gasoline for his trusty car.

Johnny Flynn of the track department is recovering at his home after a recent operation. We are all pulling for Johnny to be back at work soon.

Vaughn McAllister of Grand and Leavitt is a second Burbank, judging by the pears he

grows in his own garden. From appearances they are hard as a rock, apple in shape, and tomato red in color. Since no one would risk his molars in biting into one of them, we must accept Vaughn's word for it that they at least taste like pears.

Margaret Korosy, stenographer at Clark and Division, is at the Maywood hospital following an operation. Everybody is hoping Margaret has a speedy recovery.

Our sympathy is extended to Joseph Mulree in his bereavement over the death of his father.

Legal and Accident Investigation

Miss Frieda Miller, who entered the service of the Chicago City Railway Company on May 17, 1907, passed away on October 10, 1935, after being a faithful and reliable employe for twenty-eight years.

Miss Miller, who had been in poor health for some time and who had been advised by her physician to take matters as easily as possible on account of her high blood pressure, exhibited great courage during the hold-up at 600 Washington boulevard last year, and though one of the bandits was very close to her, she refused to lie on the floor as she was ordered. She was, therefore, able to later identify one of the hold-up men, who is now in the penitentiary serving a sentence of from one year to life.

Miss Miller refused to give up her work under the handicap of her physical condition until a short time before the end. Her fellow employes will long retain the memory of her pleasing personality.

Mr. and Mrs. Thomas P. Quinn on October 14, celebrated their silver wedding, and some of the boys who have a memory of marvelous spreads served by Mrs. Quinn, who is the daughter of Jasper N. Stillson, one of Chicago's most famous restaurateurs, contributed a handsome bouquet for the silver wedding dinner. Mrs. Quinn's ability in preparing food was probably not exceeded by any of her father's most prized chefs.

John M. Long, who recently was laid up for some time due to being struck by an automobile while on duty as an investigator, on the evening of November 5 got another nervous shock when two colored men held him up and took his watch and loose change. He started to look at one of them, but when one negro said, "Shall I blow his head off?" he subsided, and when an officer asked him later if he looked at them, John said, "Why should I have looked?"

Shops and Equipment

South Shops: Twenty-five years of wedded bliss—yes, a silver wedding anniversary was celebrated by C. Johnson, machine department, last month. To the happy couple we extend best wishes for many more years together.

Our heartfelt sympathy is offered to Hattie Landeck, printing department, in the loss of her brother, and to Theodore Haarmans, printing department, upon the loss of his mother.

Cottage Grove: Mr. and Mrs. J. Gamen celebrated their silver wedding anniversary last month with another couple, Mr. and Mrs. Murley, who were also celebrating their silver wedding anniversary. May good health and happiness attend them for many years to come. Our sincere congratulations to the happy quartette.

Nels Meyers attended a party last week and, oh, oh, can this boy entertain the ladies!

We extend our deep sympathy to Einar Nelson, whose mother passed away on October 24, 1935, at Nome, South Dakota.

Burnside: We are all pulling for the speedy recovery of T. O'Connell. Come on, old boy, we're looking for you.

Elsie S. Frank.

West Shops: Arthur Bowes, our speedy machine shop foreman, has returned from his vacation in Florida with a good coat of tan, and reports that it was a delightful trip. You know when Art left, he was out to regain the title of "Capt. Campbell of the Shops," but after listening to his story of driving from Chicago to Chattanooga, a distance of 656 miles, in 11½ hours including stops for gas, he will still be known as the "Baron." "Vas you dere, Sharlie?"

We regret to report that the following employees passed away during the month of October 1935: C. Ristow, one of our old-timers, car cleaner at Division carhouse, passed away on October 24; K. Tranauskas, car cleaner at Lincoln carhouse, passed away on October 3. We express our heartfelt sympathy for the families and friends of these men.

Yvonne Randall.

Around the Car Stations

Cottage Grove

We are all glad to see Owen McMahon back on the job.

If you should see Chief Janitor Jerry O'Connor with a frown on his face, don't think it is because he is in a bad temper. You can guess he has put on his red flannels and he will soon get used to them.

We are sorry to hear Motorman Jack Burke was struck by an automobile, fracturing his leg, and was taken to the Little Company of Mary hospital on 95th street west of Western avenue. The trainmen wish him a speedy recovery and hope he will soon be with us again.

There are a few of our trainmen on the sick list, amongst whom are Conductor John Nelson, Motorman J. W. Walsh, Conductor E. F. McMahon, who is now at home, Motorman Wm. Martin, and Motorman E. Jepson. A visit to any of these men will be appreciated. We wish you all a complete and speedy recovery.

The past few weeks the following trainmen have sustained losses in their families: Conductor McGoldrick, his father; Motorman P. Hanson, his sister, and Conductor Charles Weisseg, his father. To each of these trainmen and their relatives we extend our heartfelt sympathy.

How do you spend your time when it is your day off? If painting your home or beautifying your home surroundings, write a note of about 40 or 50 words and leave it with the clerk addressed to your correspondent.

J. H. Pickin.

Seventy-seventh

Now that our classes in "How to Operate Our Snow Equipment" are over, all of our

trainmen are fully prepared in the event of a snowstorm. Supervisors H. J. Barry and Charles Gylling conducted these classes in a very efficient manner.

Motormen Frank Connors, J. Babka and Herb Reinke are proud daddies to baby boys that arrived at their respective homes last month. Congratulations, men, and best wishes to the babies and the mothers.

Again our Superintendent W. A. Bessette calls attention to our very poor record in "Rounding Up Witnesses," and he would appreciate it very much if we would endeavor to get more names of witnesses to future accidents than we have heretofore. He also wishes to remind us that we should be ever courteous to our passengers and at all times to have the bearing and manners of a gentleman, as our manner is the unconscious expression of our personality and it is often more potent than what we say.

Glad to see Motorman J. B. Smith on the job again after his surgical experience.

We have just found out that E. C. Tocci is not only a supervisor and a linguist, but also a litterateur and that he has just recently completed a translation from the original English of two books dealing with an historic-controversial question about "The Prophet Elias and the Hermits of Mt. Carmel," the authors being two famous historians, one Irish and the other English. All we know for the present is that the translation of the tomes will run serially in two magazines, but we do not know in what language it was translated or the names of the magazines that are to publish it. While waiting for more particulars on the subject, we offer Supervisor E. C. Tocci our congratulations with the hope that he may gather more laurels for his literary abilities.

We condole with Motorman T. J. Meyer in the loss of his mother who passed away last month.

John T. Flynn.

Archer

It is with regret we report the death of Motorman Charles J. Mueller, who died Saturday, October 12, after an illness of several months. Mr. Mueller had been in train service since October 18, 1913. Our deepest sympathy is extended to his wife and family.

Conductor W. F. Hoyt, on leave of absence, sends many postals to the boys from America's Exposition, San Diego, California.

Conductor Fred H. Landin, who had been confined to the Edward Hines hospital for several months, died October 17. Fred's date of service with the Surface Lines was February 14, 1911. Sincere sympathy is extended to his family and to his brother, Conductor D. W. Landin of this depot.

Conductor J. P. Mooney, who has been confined to the hospital for several weeks, is now convalescing at home and is expected to be back on the job soon. Best wishes, James.

The boys extend to Conductor Henry W. Becker their deepest sympathy on the death of his wife, who died October 12.

Archer boys mourn the loss of another of their number, Motorman W. G. Lipke, who had been confined to the Edward Hines hospital for several months and died Friday, October 18. Our sincere sympathy is conveyed to his family.

Conductor Edwin Lagerstrom was hurried to the Evangelical Deaconess hospital Sunday,

October 27, for an appendix operation. The boys are wishing him a speedy recovery.

W. T. English, janitor who has been on the sick list for several months, lost his wife through death, after a lingering illness, on Tuesday, October 22. The boys extend to him their deepest sympathy.

James W. Kimball, assistant receiver, who has been on the sick list for the past two years, died at the Illinois Central hospital Wednesday, October 30. Deepest sympathy is extended to his bereaved family.

Dusty.

Lawndale

Receiver Harold Forbes reports the arrival of a 9 pound daughter. He can't keep buttons on his vest. Those were fine cigars, Harold.

The City Water department, painting fire plugs, could not locate the one at Cermak and Harding. It was discovered later that Charlie Haase had been sitting on it all the time.

Conductor Thomas Williams returned from a vacation in the South, reporting a fine trip, despite a few rainy days.

Charles Stipek, motorman, is at Hines hospital. He would appreciate a visit from some of the boys in their spare time.

Blue Island

We extend our sympathy to the family of Conductor J. Pacola, who after a long illness passed away on October 13.

Conductor Charles Kolman left the service to take up a new position. We wish him good luck and success in his new job.

Conductor and Mrs. V. J. Fuller celebrated their fiftieth wedding anniversary on November 10. We extend our congratulations to them both.

A happy Thanksgiving is extended to all.

C. P. Starr.

Kedzie

Supervisor James O'Shaughnessy is back with us again after an operation for appendicitis. During his convalescence his wife presented him with a fine baby girl which made Jim feel very happy and evidently contributed to his speedy recovery. He is now the proud daddy of five children, having two sets of twins.

Conductor William Brennan and Conductor John J. Shea, who entered the service recently as single men, are now happy to announce that they are married men. Well, boys, here's wishing you and yours lots of luck and happiness.

Conductor Thomas Brennan is the proud daddy of a baby boy. He says he has nice big blue eyes and pretty red hair, just like his daddy. This makes three boys and three girls for Thomas. Congratulations!

Conductor John B. Wilson died October 2, and Conductor Edward Egan died October 25. Our sympathy is extended to the bereaved families.

Clinton Sonders.

Lincoln

A very pretty wedding took place Saturday evening, October 19, when Walter L. Gieb, extra conductor, was married at the Belden Stratford hotel, after which a reception for about 100 guests was held. The couple were the recipients of many beautiful and useful gifts. Our heartiest congratulations to the happy newly-weds.

Extra Motorman H. Halling, who has been

ill and on the sick list for some time, is rapidly improving, and we hope to see him back on the job again soon.

One of our old time motormen on the Riverview line, George Ries, who buried his wife not long ago, passed away at Alexian Brothers hospital with heart trouble. He was buried from Zubers chapel on Monday, October 28 and laid to rest in Elm Cemetery. Our sincere sympathy is extended to the family.

Spethman.

Limits

Motorman Pat Hennesy is in the Ravenswood hospital recovering from an appendicitis operation. He would appreciate visits from the old-timers.

Motorman George Odell is back to work again after a long and serious illness.

The brother of Arnold Leward passed away. We extend to Arnold our heartfelt sympathy.

With winter coming on again we have some hot pinochle games. Motorman Pelland says if he can play with Conductor Joe Schott they will play any two men who care to take them on. Those boys really go for their pinochle in a big way.

Still looking for more news all the time.

E. A. Davis.



EXCELS AS TAP DANCER

Lorraine Horslev, five year old daughter of Conductor Horslev of Cottage Grove, who in spite of her youth has made a reputation as a tap dancer.



STATE STREET TURNS BACK THE PAGES OF HISTORY

Above — State Street in 1893. Below — Scene in front of Palmer House on night of State Street Seniors' Dinner, October 21. Mayor Kelly and Edward F. Dunne, former Mayor and former Governor, are on the platform of the car.