

Surface Service

• **MAGAZINE** •

VOLUME 12

DECEMBER 1935

NUMBER 9



SANTA CLAUS COMES
TO STATE STREET

Christmas Greetings

☆☆☆ The year 1935 is closing on a more hopeful note in the business world. On every hand there are indications of better times ahead.

The depression, at its worst, was less burdensome to Surface Lines employes than to almost any other large industrial group in Chicago. Drastic reduction in wages was avoided and the operating force was kept intact. We are all set, therefore, to put our best efforts into our job of providing adequate transportation to meet whatever demands increased business activity may develop.

Serious problems confront us—problems having to do with our ordinance authority to plan and accomplish improvements in plant and service. Understanding and good will on the part of the public are essential to their solution and every employe, by the manner in which he does his work, can contribute something toward winning and keeping public good will.

For the splendid spirit of loyalty and co-operation exhibited by employes in the past I wish to express the highest appreciation.

And, on behalf of the management, I extend to every member of the organization heartiest good wishes for a merry Christmas and happy and prosperous New Year.

GUY A. RICHARDSON
President



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

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A Big Shopping Season

Stores in Loop and Outlying Sections Report More Buying than for Several Years

The Christmas shopping season opened earlier this year and promises to be more active than during any season for some years.

This is reflected in street car riding. Increases in riding as compared with the previous year have been reported for every week day except one since the middle of November. The month of December up to the tenth showed an increase of 6 per cent in Surface Lines business as compared with the same period during the previous year.

Merchants of the city, anticipating this greater interest on the part of shoppers, began making elaborate preparation for the shopping season a month ago. State street opened the season with a parade on Saturday, November 23. Surface Lines flat cars used in the parade were appropriately decorated, each of the large stores having a display suitable for the Christmas season.

The street is decorated and the store windows are full of attractive gifts. Every week day since the first of December has been Christmas shopping day in the loop and the crowds have been so large that at times it has been difficult to move along the street.

In Outlying Sections, Also

Leading merchants are quoted as saying they expect the largest number of sales this year since 1930. This of course means a corresponding increase in riding to the loop and the Chicago Surface Lines will get its full share of the business.

But the loop is only one, although the largest, of the centers for Christmas buying. In the numerous business communities throughout the city correspondingly elaborate plans have been made by the merchants to attract buyers, and because of its universal service, the Surface Lines is the chief mode of transportation of these shoppers.

On Madison street, in the vicinity of Crawford avenue, merchants contributed to a fund for the decoration of the section. A Christmas wreath is suspended from every light pole and the entire section is decorated with holly and drapes. Stores are making elaborate displays in their windows.

"The merchants of Madison street and Crawford avenue anticipate a big holiday season this year," T. J. Prodie, president of the Garfield Park Business Men's Association, declares. "We are looking

forward to the opening of our new bank which will help business considerably."

In Englewood

On the south side the Englewood Business Men's Association raised hundreds of dollars for the decoration of the streets in true holiday fashion. Banners and streamers suspended from the light poles and equipped with bells not only attract the eye but appeal to the ear by the constant tinkling of the bells.

"Buying in the Englewood district is expected to break all previous records," Judson L. Parker, chairman of publicity of the Englewood Business Men's Association, says.

"Additional transportation facilities undoubtedly will be needed to serve the thousands of shoppers who will come to this district during the month of December."

Mr. Parker's prediction is proving correct and additional service has been added on the lines serving this district.

Lincoln-Belmont-Ashland

In the Lincoln-Belmont-Ashland business center similar conditions are reported. O. E. Brumbaugh, president of the Lincoln-Belmont-Ashland Chamber of Commerce, says: "We anticipate a great rush in buying this holiday season. In fact, we are already feeling it. Merchants have laid in merchandise purchased prior to last July at low prices, and this advantage is being passed on to the customer. We expect a far heavier volume of business this year than last."

Others Report Buying Rush

The Milwaukee Avenue Chamber of Commerce has recently established a newspaper under the name of "Milwaukee Avenue Shopper." Merchants in this district state that they are able to make lower prices because of the overstocked condition in most of the stores.

"The merchants on Mil-



Judson L. Parker



Theodore J. Prodie



O. E. Brumbaugh

waukee avenue." Leon Mellick, president of the Milwaukee Avenue Chamber of Commerce, says, "are looking forward to a record breaking Christmas rush. This district is fortunate in being situated where such good transportation is available."

This situation prevails in business centers in every section of the city and because all of these business centers are served by the Surface Lines, the increase in shopping activity will greatly benefit transportation service.



Leon Mellick

OBITUARY

Deaths on the System from November 1, 1935, to November 30, 1935

Transportation—Division 3, Seventy-seventh: John McCarthy, employed October 20, 1909, died November 26, 1935.

Division 4, Sixty-ninth: Thomas B. Mackie, employed January 12, 1921, died November 26, 1935.

Division 5, Archer: Charles Everhard, employed March 24, 1924, died November 30, 1935. Gustave A. Groll, employed March 15, 1916, died November 24, 1935. Stanley Sliwinski, employed December 9, 1922, died November 12, 1935.

Division 6, Blue Island-Lawndale: George Bell, employed February 5, 1880, died November 13, 1935. Patrick Holly, employed January 31, 1885, died November 18, 1935.

Division 7, Kedzie: William J. Moore, employed April 5, 1893, died November 9, 1935.

Division 8, North: Robert H. Connell, employed May 6, 1905, died November 24, 1935.

Division 9, Armitage-Division: Thomas Pembroke, employed September 23, 1904, died November 29, 1935. Thomas Paprocki, employed June 10, 1910, died November 17, 1935.

Division 10, Elston-Noble: Edward C. Costello, employed November 13, 1913, died November 26, 1935. John Majewski, employed October 1, 1907, died November 12, 1935.

Division 12, Devon-Limits: Benjamin E. Hancock, employed August 6, 1908, died November 8, 1935. Fred A. Sundmacher, employed October 11, 1901, died November 23, 1935.

Electrical—Patrick Conway, employed July 12, 1890, died November 29, 1935.

Shops and Equipment—Division 6, Blue Island-Armitage: Stanly Wasalaskis, employed November 30, 1925, died November 14, 1935.

South Shops: George J. Feder, employed August 10, 1918, died November 20, 1935.

Track—Thomas Dunlap, employed March 15, 1908, died November 29, 1935. John Morrison, employed January 1, 1897, died November 9, 1935.

EMPLOYES RELIEF FUND November 1935

The Surface Lines Employees Relief Committee held four sessions during the month, at which nineteen applications were considered. Of this number there were twelve applicants approved for weekly relief payments, and two emergency cases on which immediate aid was

given, making the total on this list at the present time 264.

Checks totaling \$11,518.50 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$681,151.78 paid to Chicago Surface Lines employees to date.

The Surface Lines Employees Relief Committee, in addition to the above disbursements to employees, 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 to date \$801,151.78.

The Surface Lines employees have also contributed to the Emergency Welfare and Community Funds, over and above the disbursements handled by the Surface Lines Employees Relief Committee, a total of \$119,820.54, which brings the grand total of relief to \$920,972.32 to date; and further, the sum of \$60,000 has also been pledged for the 1936 subscription to the Community Fund.

COLLECTS OLD GUNS

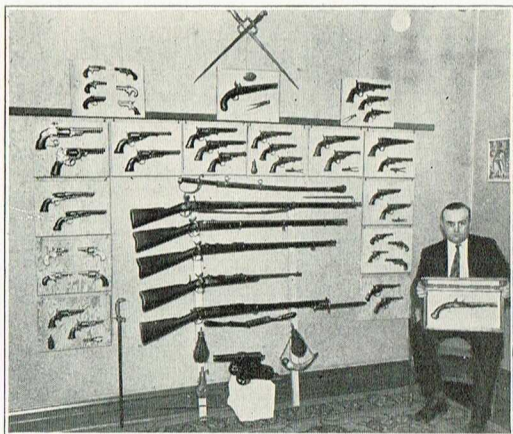
Conductor C. L. Eaton of Burnside Has Number of Historic Firearms

For a number of years Conductor C. L. Eaton of Burnside has made a hobby of collecting historic firearms. He has one of the most valuable collections of this kind in the country. The collection ranges in types from those made in 1771 to models of 1871.

Among the most important items in the collection is a British army officer's flintlock pistol dated 1771, which was captured at the battle of Oriskany, New York, one of the important battles of the Revolutionary war, by a Herkimer county militiaman. It has been a family heirloom of the Eaton's for 160 years.

Another is a 1795 model Springfield 70 caliber flintlock musket, the first model fabricated at the Springfield armory.

The collection contains types of Derringer vest pocket pistols, a U. S. Army flintlock pistol of the period of 1819-38, a Savage Navy revolver and a Starr Army revolver, a Colt revolver of 1851 and 1861, one of which was used in Sherman's march to the sea, a Remington revolver used in the Civil war, and many others.



Conductor C. L. Eaton and His Gun Collection.

All Ready for Snowstorms

Machinery Set Up for Handling Traffic Under Extreme Weather Conditions

By C. H. EVENSON
Superintendent of Transportation

All available man power is needed when snowstorms threaten to interrupt traffic. The Chicago Surface Lines operating force must be like the minute men of old Revolutionary days—ready to respond on a moment's notice when a snowstorm strikes the city. The entire operating force has been organized on that basis.

As soon as weather conditions indicate that snow-fighting is necessary in order to keep cars moving, all men in the Transportation Department who are off duty at the time should call up and inquire whether or not they are needed. These calls should be made no matter where the men are, and the telephone expense of calling will be borne by the company.

Schools of instruction on handling snow equipment have been held during the past summer and fall and every man knows what his assignment will be.

During a snowstorm men should make it a point to get to the depot early in advance of calling time in order to avoid the possibility of missing and also to be on hand to pull out or make a relief in place of men who may not be available.

Care in Operation

In operating cars during a snowstorm it is highly important to see that the fenders are chained up with the special chain provided for that purpose, because a blockade may result from the failure to take this preventative measure.

It is also important for crews to make every possible effort to maintain the proper spacing of cars. When schedules are interrupted efficient operation for the benefit of the public is possible only if cars are properly spaced so as to provide a constant flow of service. For this reason the space between cars should always be kept in mind.

Automobiles and trucks stalled on the tracks are one of the chief causes of delay in snowstorms. Because of the numerous calls for assistance, wreck wagon service, in spite of the additional equipment and all that is done in the way of providing for the emergency, is usually barely able to keep up with the number of calls. Wherever it is possible to remove the obstruction, crews of blocked cars should make an effort to push the stalled truck or automobile off the tracks and proceed.

Switching Cars

When a blockade occurs service frequently can be maintained by backing the car up to the next crossover or switching point. The judgment of trainmen, in the absence of a supervisor, is relied upon in instances of this sort to keep the service moving. The depot, of course, should be notified when the trainman exercises his initiative in this way, so that the division

superintendent will know what is happening on the line.

The initiative of the trainman also is relied upon to observe the flow of cars in the opposite direction. When he sees a "big street" in the opposite direction and traffic in his direction is light, in the absence of a supervisor the trainman should switch into this "big street" to break it up after transferring his passengers. The trainman, of course, must use his best judgment as to the necessity for this action and he should turn back his car only in cases of extreme emergency.

Co-operation Essential

In extreme weather a number of emergency supervisors are always put into service. Co-operation between the trainmen and these emergency men is essential to keeping the service going in an orderly manner.

It is also important in cases of bad weather to see that slippery steps and platforms are properly sanded so as to prevent the falling of passengers in entering or leaving the car. Numerous accidents result from failure to keep the steps and platform in proper condition when ice is forming.

Scraper cars are very effective pieces of equipment in fighting snow storms, but it is necessary for the motormen to operate them very carefully. They must be sure the scraper is up whenever the car is backed up, because when the shear is down the backing up of the car will cause damage which may require many hours to repair.

Keep Service Moving

Men assigned to the operation of snow equipment must always take into consideration the operation of passenger cars and do all they can to facilitate and not to interfere with passenger car operation. The snow equipment in most cases cannot get over the road as rapidly as cars in service. Consequently, it is necessary often to take a crossover with the snow equipment and allow other cars to pass.

On snow sweepers the broom adjustment is of utmost importance. The adjustment must be carefully made before the sweeper is put into service and the side wings must be set. Improper adjustment of the brooms will slow down the speed of the sweeper and wear out the brooms unnecessarily.

All of the heavy duty snow plows have been equipped with a spring to pull the wing back to the side of the equipment after the air has been released. The installation of this spring makes the handling of these plows considerably easier, but care should be exercised to avoid the possibility of an accident due to the wings coming back too suddenly against the side of the plows.

Organized for Snow Fighting

For snowstorm emergencies the operating department of the Chicago Surface Lines has been well organized. All of the snow fighting

equipment has been apportioned to various sections of track and roadway, and each man assigned to snow equipment knows his place when the call to duty comes. The men who handle mechanical apparatus are thoroughly instructed in its use and know their territories well.

The wreck wagon service is augmented by a large number of trucks which can be called in on a moment's notice, and response is provided for all calls for help in removing stalled trucks and automobiles from the track, getting derailed cars back into service and meeting other emergencies that may arise which would interfere with the orderly flow of traffic.

For trolley bus and motor bus line streets, special equipment has been provided for use on trucks and buses in order to keep these streets open. Now that the Surface Lines has 100 miles of bus routes, this has become an important function of snow-fighting equipment and man power.

Clearing Entire Street

Years ago, it was considered sufficient to remove the snow from the tracks so that street cars could operate. In recent years it has been recognized that merely to remove the snow from the tracks results in a congestion of traf-

fic on the car lines, because the city seldom opens up the street outside of the track area. Modern snow-fighting equipment, therefore, is built with the idea that after the removal of the snow from the tracks by the sweepers, heavy duty equipment with extended wings will push it back to the curb, thus providing lanes which other vehicles may use outside of the car tracks. Frequently this effort to clean the streets is interfered with by parked automobiles along the curb.

Public officials have shown an interest in recent years in eliminating parking along the car tracks during a period of snowstorm and it is hoped that they will show more interest this year in seeing that this is done.

Of course, in the case of the buses, it is necessary to clear the street from curb to curb in order that they can keep moving. This is the duty of the city, to which \$360,000 a year is paid by the Surface Lines for street cleaning and snow removal, but the essential thing is to keep the service going, and if the city does not do it the Surface Lines must.

Many thousands of dollars are spent by the Surface Lines every year in snow removal. The hearty co-operation of every man in the service is required to back up this expenditure of money and see that it is effective.



SURFACE SERVICE MAGAZINE CORRESPONDENTS

Correspondents of SURFACE SERVICE MAGAZINE were entertained at dinner at the Union League Club on Tuesday evening, December 3, by the editorial staff of the magazine. Talks were made by H. O. Crews, editor, and C. H. Evenson, superintendent of transportation.

Prior to the dinner, which was held in the Steel Room at the Club, the above photograph was taken.

Seated, left to right: C. P. Starr, Blue Island; J. W. Hewitt, Engineering; J. H. Pickin, Cottage Grove; Elmer G. Milz, Devon; Yvonne Randall, Shops and Equipment, West Shops; Elsie S. Frank, Shops and Equipment, South Shops; Thomas F. Coan, Accounting; William Schenck, Electrical, and Henry Spethman, Lincoln.

Second row: Edward A. Davis, Limits; A. R. Lipphardt, Sixty-ninth; Charles F. Karsch-nik, Lawndale; George Weidenfeller, Traffic and Schedules; Robert O'Connor, Armitage; Eugene Peterson, Division, and Edward Devine, Noble.

Third row: Clinton A. Sonders, Kedzie; Isadore Shedroff, North Avenue; Harry Debus, Utility; William D. Frank, Burnside; John T. Flynn, Seventy-seventh, and J. G. Nattinger, Accident Investigation.

Oppose Angle Parking

Campaign Waged Against Practice Which Utilizes Space on Wider Streets and Is in Violation of Law

A campaign against the dangerous practice of angle parking in Chicago is being waged by the police and heartily supported by the *Chicago Tribune*. Pictures of angle parking in violation of the law on a number of streets have been shown in the newspaper and police have been urged to end the nuisance.

It is pointed out that angle parking on a widened street uses up an unreasonable portion of the street width for dead storage and that it is extremely dangerous, inasmuch as the backing of cars away from the curb at an angle brings them into the direct line of traffic and results in numerous accidents.

Angle parking is prohibited by section 24 of the Uniform Traffic Code for the City of Chicago adopted by the City Council on June 30, 1931. This section reads as follows:

Except when necessary in obedience to traffic regulations or official traffic signs or signals, the operator of a vehicle shall not stand or park such vehicle in a roadway other than parallel with the edge of the roadway, headed in the direction of traffic, and with the curb-side wheels of the vehicle within six inches of the edge of the roadway.

Also by State Law

Angle parking also is prohibited by the Revised Motor Vehicle Laws of Illinois adopted this year, under section 91 of article 13, which reads as follows:

Every vehicle stopped or parked on streets forming a part of the State Highway System where there is an adjacent curb shall be so stopped or parked with the right-hand wheels of such vehicle parallel with and within 12 inches of the right-hand curb.

A bill introduced in the special session of the General Assembly at Springfield a few days ago has for its purpose the amending of this section to permit angle parking on state highway routes. Strong objection has been voiced to the bill on the ground that it would increase congestion on the highways and in many localities would greatly impede the flow of traffic.

Blocks Car Lines

From the standpoint of street car riders, who comprise the majority of those using the streets, angle parking is a great handicap because it has a tendency to force all automotive traffic and horse drawn vehicles to use the street car tracks which are laid, paved and maintained out of the fares paid by riders.

Millions of dollars have been spent in widening streets on the theory that a wider street facilitates the flow of traffic. When a large portion of these streets is given up for dead storage, as in the case of angle parking or double parking, the street is narrowed down to its original width and all of the advantages of widening are lost.

Opposition to the elimination of angle parking has been voiced by merchants in several localities on the theory that by reducing the amount of parking space customers are driven away to other localities. It has been pointed out to these merchants, however, that a large percentage of the persons who park their cars in front of these places of business are not

customers, but are salesmen, clerks working in the stores, or persons occupying office space above the stores, and that the great majority of customers come by street car. Blocking the street with parked cars, therefore, not only does not help the merchant but actually injures him by keeping away from his store persons who might approach it otherwise.

In the hearings on the question of loop parking some years ago, the owner of a popular restaurant objected to the elimination of parking because he said it would take customers away from him. On cross examination, however, he admitted that there was not room to park more than seven or eight cars in front of his place of business and that his customers numbered several hundred. It was quite evident from his testimony that if all the persons who parked their cars in front of his place of business for an hour or more during meal time were his customers, they were so few in number as to be unimportant as an influence on his daily business.

In several localities merchants have recognized this fact and are supporting a movement to regulate parking.

From the standpoint of the greatest convenience for the largest number of people, it is pointed out, angle parking cannot be defended because the two million passengers who use street cars daily constitute the overwhelming majority of those using the streets. By creating congestion and thereby delaying street car service, angle parking is injurious to this great majority.

PAYS CONSCIENCE MONEY

Priest Turns Over \$196 Left With Him by Unidentified Man

The Chicago Surface Lines Conscience Fund has been enriched to the extent of \$196, but there is no explanation as to the reason for the contribution.

Father James J. Devry of St. Mary's church, 911 South Wabash avenue, gave the money to J. V. Sullivan, executive assistant, on November 14, with the statement that it had been left with him to be turned over to the Surface Lines. He did not know the man who left it with him and asked no questions of him.

A. J. K. PLEASE CALL

Chief Electrical Engineer A. J. Klatte was surprised to find in his copy of the *Daily News* on December 4 this personal advertisement:

"A. J. K.—Very important. Call me immediately. G. A. R."

He called Mr. Richardson, but Mr. Richardson told him that he has not yet found it necessary to resort to advertisements in personal columns in order to reach his heads of departments.

SURFACE SERVICE MAGAZINE

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H. O. Crews - - - - - Editor
C. L. Altemus - - Assistant Editor

IT LOOKS BETTER

Reports of merchants and other business men that business conditions are looking up, and the day to day reports of riding on the Chicago Surface Lines since the first of November, all indicate a brighter business future.

Past experience shows that the curve of riding on the Chicago Surface Lines parallels the curve of business and economic conditions. The riding curve continued upward through 1929, as did the business curve. It sank in a disheartening manner beginning with 1930, as did the curve representing general economic conditions. It began going up again in 1933, following the modest improvement in business.

It cannot be assumed, however, that this paralleling of the two curves will continue. The Chicago Surface Lines is in a highly competitive business. It carries 80 per cent of the total traffic load in Chicago at this time. Whether it will continue to carry that percentage of riding depends upon the continued efficiency of the service.

It is the duty of every member of the Surface Lines organization to see that the service is so efficient that not only will the riders now using it continue to use it, but other riders will be encouraged to adopt it for their daily transportation.

THE CORRESPONDENTS

The correspondents of SURFACE SERVICE MAGAZINE were entertained at dinner the other evening by the editor. They were told that to them is due the principal credit for the reader interest in this magazine.

SURFACE SERVICE MAGAZINE, as its heading proclaims, is "A monthly publication by and for Chicago Surface Lines employees." During the 11 years of its existence it has brought every month to the employees and their families something of interest about the organization and their friends and fellow-workers.

There are 16,500 employees of the Chicago Surface Lines. With their families they constitute the equivalent of a good-sized city. They have a community of interest and naturally they are eager to learn the news of their organization.

The editorial staff of the magazine endeavors to stress news of a general nature of particular interest to these readers, but the personal news of the various departments is provided by the departmental correspondents.

These correspondents deserve the hearty thanks of all readers of the magazine for the efforts they make to collect and write this news.

VALUABLE PURSE RETURNED

Conductor Finds Hand Bag Containing More than \$600 in Cash

Conductor George Ninneman, badge No. 6226 of Seventy-seventh, found a woman's purse on a southbound State street car on November 16 and turned it into the lost and found department at his station. Later Mrs. Pearl Heavey, 15 West Superior street, called and said that she had lost a purse containing \$40 and other valuables. She identified it and it was returned to her.

After she had looked in the purse she drew out a sealed envelope which had not been opened and stated that it contained \$600 in currency and a \$100 check.

LEGION POST CARD PARTY

All members of the Chicago Surface Lines Legion Post and all employe World War veterans are invited to a card party to be given at the next meeting of the post on Tuesday, December 17, at the post headquarters, 201 South Kedzie avenue. Suitable prizes will be given, among them a Christmas turkey.

The "Feather Party" given by the post on November 23 was a financial and social success, and the principal ingredients for 15 Thanksgiving dinners were awarded as prizes to D. Samuels of Archer, J. J. Walsh of Kedzie, and J. Modrich of Lawndale.

Practice of the rifle team will start soon, and the recently organized color guard will begin practice at the next meeting of the post.

Praises CSL Service

Enthusiastic Rider Commends Attitude of Men—Larger Number of Complaints in November

One enthusiast for Chicago Surface Lines service is Mrs. M. B. Thiedig, 4658 North Muligan avenue.

"True," she says, "there are a few miserable crabs in all walks of life, but the majority of your motormen and conductors are to be commended.

"On the Montrose bus, for instance, we are really indebted to give your men a big word of praise. We are treated so courteously, and the men are usually the finest.

"When riding the Central avenue bus, I have noticed such fine diplomacy. It would be quite a list should I mention all the numbers deserving commendation, but Operator 8690 (Albert Baker, North Avenue), is one of those doing justice to his work. He calls off all streets, and tells the people to move back, which they do like a flock of sheep. Whether it is the quality of his voice or what, I smile at their response. When someone hands him a transfer upside down he says, 'Face up—saves time.' Just a word to the wise, and if they have an ounce of sense they will remember that kind of suggestion.

"Operator 11490 (Walter A. Jahnke, North Avenue) calls all streets and is a credit to his work.

"When the 'L' transfer came into effect, I felt for all of the conductors. It was a difficult task, but they handled it with skill.

"I even believe some are interested enough to practice smoothness of driving, stopping and starting. That art takes plenty of practice. The buses and new streamlined cars are the top. I guess 1936 will be one of those years of advancement for the Chicago Surface Lines."

Uses Incident in School

Miss Katie A. Shiel, a teacher at the Drummond school, found in the kindly action of Conductor John S. Karlo, badge No. 14134 of Blue Island, an outstanding example of kindness and courtesy.

A very poorly dressed crippled man, using a cane and crutch, seemed not to know just where he wanted to go and the conductor not only questioned him as to his destination but assisted him from the car.

"This is just another example of kindness to an old person by street car men that I can use in my class room," the teacher says.

The report on complaints and commendations for the month of November does not make a good showing. There were a total of 549 complaints as compared with 509 during the same period last year, and 43 commendations as compared with 48. Transfers continue to be the greatest source of complaints, 29 per cent of all complaints being under this one classification. There were, however, 22 per cent of the complaints due to discourtesy and 16 per cent to passing up. Both of these classifications are higher than they were last year.

"Most Polite Trainman"

For the past twenty years Mrs. James Kasparek, Sr., 1231 North Taylor avenue, Oak

Park, has been riding the Chicago avenue car line, and she reports that Conductor Teofil J. Borucki, badge No. 13010 of North Avenue, is the most polite, courteous and accommodating trainman.

Lee E. Smith, 20 North Ashland boulevard, conveys his thanks to Motorman Trygve Sholey, badge No. 10673 of North Avenue, for his prompt application of the brakes in an emergency, which avoided an accident.

Miss E. C. Reid, 830 Rush street, writes that she has noted many courtesies on the part of conductors, and was especially impressed with the courtesy shown by Conductor Christofer O'Reilly, badge No. 5264 of Seventy-seventh, to a crippled passenger.

Mrs. George P. Reisenhus, 2022 Cortland street, wishes to extend her appreciation to Conductor James J. Walsh, badge No. 12894 of North Avenue, who turned in the pocket-book she left on his car.

Mrs. C. F. Cooke, 7813 South Sangamon street, noted that Conductor William F. Loftus, badge No. 14324 of Devon, was very accommodating to a crippled passenger on his car.

Miss Gertrude C. Ford, 3207 West Washington boulevard, who signs her letter "A Steady Customer," writes to commend Conductor David Sax, badge No. 7478 of Kedzie, for his assistance to an elderly lady on his car.

Aided Crippled Man

The thoughtfulness of Conductor Edward J. Heffernan, badge No. 11330 of Cottage Grove, won commendation from Mrs. Allan K. King, 4848½ Drexel boulevard, who saw Conductor Heffernan give assistance to a crippled passenger.

Miss Emily Yonco, 1520 South 58th street, Cicero, calls attention to the courtesy extended her by Motorman Thomas Norgaard, badge No. 7476 of Cottage Grove, who got down on the floor of the platform to recover the coin she lost.

Conductor George L. Lennartz, badge No. 6812 of Devon, is commended by R. Rapkock, 3900 Monticello, for his continued good service to passengers.

Miss Margaret Wore, 5718 South May street, reports the kindness of Conductor Olaf T. Torgerson, badge No. 4856 of North Avenue, in assisting a blind passenger to the sidewalk.

Miss Winnetta Zalus, 5449 Parker avenue, is grateful to Conductor Michael Hart, badge No. 1388 of Kedzie, for his kindness in returning a lost package.

Armand C. Pfaff, 14 East Jackson boulevard, thanks Motorman Fred G. Hayes, badge No. 5845 of Archer, for stopping his car to allow a funeral procession to pass.

M. G. Barker, Daily Times, sends in 7 cents and his thanks to Conductor Emil A. Anderson, badge No. 5062 of Division, who paid Mr. Barker's fare when he discovered he left his wallet at home.

Accident Reports Increase

Need of Greater Concentration on Accident Prevention Is Pointed Out by William Pasche

By WILLIAM PASCHE

Supervisor of Accident Prevention

Accident reports for the first nine months of the year—February to October inclusive—indicate the need of considerable stiffening up of the organization for concentration to a greater extent on accident prevention.

Although there has been a decrease of more than 39 per cent in the number of fatalities during this period as compared with the corresponding period last year and some other classifications show a gratifying decrease, there are a number of increases.

The largest of these is in the classification under fall-in-car accidents, which shows an increase of more than 46 per cent. Alighting accidents are increased 25 per cent and boarding accidents 16 per cent.

Another striking fact is an increase of approximately 17 per cent in the number of "blind" cases during the nine months of this year as compared with the same period last year.

Fewer Collisions

On the other hand, vehicular collisions have decreased almost 6 per cent, car and person accidents almost 8 per cent, and collisions of cars, approximately 14 per cent. These decreases indicate that trainmen are making a real contribution to safety in the streets and are maintaining their reputation as the safest drivers operating vehicles in traffic.

One of the most disturbing facts is the continued large percentage of all accidents due to boarding and alighting to or from moving cars. Although this percentage is slightly less than it was a year ago, it indicates the need of greater caution on the part of trainmen. Of the total number of accidents reported, excluding those of persons injured in the street between the car and the curb, 19 per cent occurred in alighting from moving cars and 60.4 per cent occurred in boarding moving cars.

Danger in Bad Weather

This class of accidents can be decreased only by greater alertness on the part of conductors and motormen. At this season of the year when slippery streets and steps are not unusual, it is all the more important for conductors to see that passengers are aboard before the car starts to move.

A great many of these accidents occur because of the fear on the part of the passenger that the car will pull away before he gets to it. If the conductor is on the lookout and will indicate that the car will wait until the passenger boards, he is not so likely to run for the car and try to get on as it pulls out. The opening of doors to permit passengers to alight should not be made far enough in advance of a stop to encourage passengers to alight from a moving car.

Reports indicate that a great many of the fall-in-car accidents occur on the rear plat-

form, as the passenger is stepping into or out of the car from the platform. Greater watchfulness on the part of the conductor will help to decrease this class of accidents.

Without doubt the increased number of reports indicates a greater alertness on the part of trainmen in reporting all accidents. Some of the accidents—especially blind cases—may be due to greater readiness on the part of the public to file claims, but that cannot account for all of the increase in reports.

The reports so far tabulated cover only the period up to the end of October. A month and a half of the year remain. In these six weeks something can be done toward improving the report for the year and every man should exert himself to the utmost to accomplish this.

MRS. G. L. ROGERS DIES

Mrs. George Rogers, wife of George Rogers of the Transportation General Office, and mother of Roy G. and Rolland F. Rogers of the Electrical department, died Thursday, December 5, after a short illness. Services were held at Acacia Park Cemetery, Monday, December 9. Fellow workers and friends in the various departments offer their sympathy.



CELEBRATE GOLDEN WEDDING

In celebration of their golden wedding anniversary, Mr. and Mrs. Philip Kuby entertained at a reception and buffet supper at their home, 632 Gunderson avenue, Oak Park, on November 24. Mr. Kuby is an investigator in the Accident Investigation Department and has been with the Chicago Surface Lines for approximately 24 years.

Mrs. William Campbell, who was maid of honor at the wedding 50 years ago, and Mrs. D. A. Campbell, Mrs. Kuby's sister, were among the guests.

Mr. and Mrs. Kuby have one son, William, and two daughters, Genevieve and Margaret, and eight grandchildren.

Keeping 'Em Rolling

North and West Division Leads for November—Lawndale, Elston and North at Top of List

Lawndale carhouse wins for November, 1935, with 14,383 miles per pull-in due to equipment failure.

Elston and North follow with 13,668 miles and 11,172 miles, respectively, per pull-in.

All carhouses show a decrease over previous records. This is partly due to the new system that has been installed by the Transportation Department in the matter of pull-ins on cars.

Individual records follow:

Rank	Carhouse	Zero Days	Mileage Per Pull-In	Pct. Inc. or Dec.
1	Lawndale	12	14,383	45.1*
2	Elston	12	13,668	62.3*
3	North	1	11,172	57.3*
4	Cottage Grove	2	10,084	67.0*
5	Armitage	5	8,953	59.1*
6	69th	..	8,111	60.6*
7	Division	7	7,285	43.7*
8	Devon	3	7,263	74.9*
9	Burnside	5	7,197	78.0*
10	Kedzie	..	6,215	65.7*
11	Archer	..	5,267	74.6*
12	Noble	5	5,064	64.6*
13	Lincoln	1	4,836	77.1*
14	Limits	5	4,093	79.0*
15	77th	..	2,835	90.5*
16	Blue Island	..	2,457	89.2*
		58	5,752	75.1*

*Denotes decrease.

Carhouse records for the past six months:

Carhouse	Nov.	Oct.	Sept.	Aug.	July	June
Lawndale	1	6	2	4	4	3
Elston	2	1	15	5	2	15
North	3	7	8	13	11	10
Cottage Grove	4	3	3	1	8	1
Armitage	5	9	9	9	16	5
69th	6	12	10	6	7	11
Division	7	16	12	16	14	16
Devon	8	5	7	7	5	7

Burnside	9	2	1	10	1	2
Kedzie	10	14	13	15	13	13
Archer	11	11	14	11	12	4
Noble	12	15	5	14	10	9
Lincoln	13	10	11	8	6	8
Limits	14	13	6	2	3	14
77th	15	4	4	3	9	6
Blue Island	16	8	16	12	15	12

ROUNDING UP WITNESSES

Burnside and Lawndale-Blue Island Maintain Lead—Average for System Higher

No division has succeeded in displacing Burnside for first place in the rounding up witnesses contest for the past six months. Not only does Burnside keep first position, but its record is always considerably higher than that of the other divisions.

The October report reveals that the average for the system is higher than in September. Sixty-ninth made a remarkable showing, advancing from eighth position to third position, while Kedzie advanced from ninth to fifth place.

Detailed figures are as follows:

	Oct.	Sept.	Aug.	July
1. Burnside	4.57	4.77(1)	4.18(1)	4.31(1)
2. Lawndale-Blue Isl..	3.90	4.15(2)	3.88(4)	3.86(3)
3. 69th Street	3.77	3.25(8)	3.72(6)	3.99(2)
4. 77th Street	3.70	3.45(6)	3.68(7)	3.69(4)
5. Kedzie	3.69	3.19(9)	3.31(9)	3.04(10)
6. Cottage Grove ..	3.65	3.80(3)	3.56(8)	3.37(7)
7. Elston-Noble	3.48	3.58(5)	3.91(3)	3.41(6)
8. Archer	3.22	3.61(4)	3.85(5)	3.54(5)
9. Limits-Devon ...	3.08	2.94(11)	2.89(11)	2.83(11)
10. Lincoln	2.98	3.35(7)	3.94(2)	3.24(8)
11. North Avenue ..	2.89	3.12(10)	3.04(10)	3.05(9)
12. Armitage-Div. ..	2.58	2.52(12)	2.55(12)	2.55(12)
Aver. for System.	3.39	3.36	3.41	3.35



Lawndale Pull-In Crew

H. H. Keller, Anthony Martinkonis, 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, E. Clark, A. Lebduski, A. Klostaris, M. Tamosaitis, E. Kuklinski, C. Norweck, P. Virginis, C. Chapulis, A. Spudis, J. Kubinski, F. Kozlowski, K. Saunor, V. Rotzoll, S. Jarosz, C. Grigas, J. Chiappetta, J. Straukas, P. Rumsas, F. Petraitis, W. Walters, J. Knistaut, S. Vaickowski, A. Dabulskis, F. Butkus, A. Bukauskis, W. Huth, J. Wass, T. Lehane, L. Kramer, F. McColgan, J. Lobacz, D. Riordan, L. Solner, O. Finlay, T. Young, A. A. Breen, S. Kopac, A. Lomasz, A. Laverty, G. Thanas, J. DeMarco, J. McMahon, A. Petrauskas, J. Woods, H. Butcher.

Departments and Divisions

Accounting

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

Miss Eleanor Anderson of the payroll division was married Wednesday, November 27, to Hugo Carlberg at Roseland Evangelical Church, located at 110th street and Indiana avenue. The department takes this means of extending to the bride and groom its hearty good wishes.

The best wishes of the department follow Chester H. Johnston in his new position with the Transportation Department.

On Saturday afternoon, November 23, a number of girls from the payroll division were entertained and luncheon was served at the home of Mrs. Theresa Oliva, and from all reports a pleasant time was had by all. Misses Frances Trant and Ruth Busse were the prize winners.

A farewell party was held in honor of Mrs. George Daniels (Marie Simonsen) who left service Saturday, November 16. Through the foresight of the payroll department her hubby is assured of at least toast for breakfast, as a presentation of a toast master and utility tray was made to Mrs. Daniels.

Tuesday evening, November 19, was bowling night for 15 members of the timekeeping division at Bensinger's bowling alleys. It brought forth no good bowling, but it did settle one question—Can a man be a good bowler and a good coach? Louis Ciucci coached John Sullivan and John beat his coach for low prize, a beautiful set of ten pins with which to practice at home, while Fred Church, who did most damage to the pins and imperiled the lives of the pin boys, was awarded a handsome horn to let the world know of his bowling prowess.

A very pleasant vacation at the home of her grandparents in Pensacola, Florida, was had by Miss Gertrude Collins of the comptometer division. Fishing, swimming in the Gulf of Mexico, and motoring through the surrounding country kept her very busy.

T. F. Coan.

Electrical

Joseph Born of the electrolysis department has been confined at the Lutheran Deaconess hospital after the removal of his appendix. We are all hoping for a speedy recovery and an early return to the office.

The department's heartfelt sympathy is extended to Thomas Kelly, an operator at Blue Island avenue substation, in the loss of his father, who died from injuries received in an automobile accident which occurred on November 26.

Patrick Conway, a veteran in the electrical department, passed away on November 28. He entered the employ of the company at Western avenue steam power house in 1890.

At this writing we find Harry Lauer taking his long-looked-for vacation. Where he has

gone nobody knows—maybe it is Florida.

For a bigger and better SURFACE SERVICE MAGAZINE your correspondent wants to get more news and would appreciate your sending items in to Grand and Leavitt.

With this issue may we extend to you all a Merry Christmas and a Happy and Prosperous New Year.

Billy.

Engineering

Johnny Flynn of the track department has returned to his desk fully recovered from an operation, and looking better than ever.

You can all step up and congratulate Charles Snellgrove of the building department, who recently announced his marriage which took place several months ago.

Jim Callahan of the track department is now wearing real Bond street spats with pearl buttons. Jim says advanced age causes him to protect his lower extremities—hence the spats.

We are pleased to report the complete recovery of Margaret Korosy, stenographer in the track department, and welcome her back.

Our sympathy is extended to Peter and Edward Fitzgibbons, chauffeurs in the utility department, in their bereavement over the death of their brother, Luke Fitzgibbons.

Legal and Accident Investigation

Mr. and Mrs. John F. Barry celebrated their thirty-fifth anniversary on November 28, Thanksgiving Day, which made a double celebration for this couple, who have seen so many other Thanksgivings go by.

Attorney Daniel J. Colgan, who is quite a breeder of wire-haired fox terriers and a member of the Wire and Smooth Fox Terrier Club, exhibited one of his nine-month old puppies of that breed at the recent Dog Show at the Coliseum and got a second place in that class.

Schedule and Traffic

In addition to being thankful for all the good things in life he has enjoyed, Art Langohr was thankful for the successful operation in which his tonsils were removed on Thanksgiving Day at the Southtown hospital.

We are pleased to see Lee Gilbert back on the job after several days' illness.

Bertha Os was absent several days due to illness; now that she is back wearing those new glasses, everything seems to be all right.

On November 16, at 7:00 P. M., at St. Genevieve's Church, Fred Jauman was united in marriage with Miss Grace Helen Karmann. Fred is one of the traffic checkers. Congratulations to Mr. and Mrs. Fred Jauman.

George Weidenfeller.

Shops and Equipment

South Shops: The SURFACE SERVICE MAGAZINE dinner to the correspondents held on December 3 was a delightful affair, and was certainly an inspiration to everyone. H. O. Crews and C. H. Evenson delivered most interesting and enlightening talks. All in all we feel that the dinner was a huge success, meaning greater interest and improved features to our progressive magazine.

Another successful year has passed by and imbued with a sincere spirit of good will we offer a toast to the happiest and jolliest of seasons—Christmastide and the New Year—and feeling grateful that we have been allowed to share together the joys and sorrows of the

past year, we wish you all the very happiest and gayest of Yuletides.

We regret to report the demise of one of our employes from the machine department, George J. Feder, who passed away on November 20. Although he had been absent from work since January 17, 1935, he had been improving in health and we were shocked to learn of his death. We extend our heartfelt sympathy to his wife in her bereavement.

Burnside: We hope to have J. Byrne, car cleaner, and P. Orban, car repairman, who are off on the sick list, back with us soon.

We welcome T. O'Connell, who has been off sick, back into our midst.

Archer: We extend our deep sympathy to the bereaved family and relatives of Joseph Wagner, repairman, who passed away on December 5. Elsie S. Frank.

West Shops: We regret to report the death of Stanley Wasalaskis, car cleaner at Blue Island carhouse, who was struck and killed on his way to work on November 14. Mr. Wasalaskis had been with the company since April, 1923.

Yvonne Randall.

Around the Car Stations

Cottage Grove

The time is approaching to heed the usual warning sent out this time every year, viz., to assist the passengers who are taking their children to see Santa Claus and are loaded down with lots of packages. Let's keep a sharp lookout for the safety of these passengers.

In our last publication of the magazine I wrote in a suggestion that you let me know, in a few words, how you trainmen spent your days off. Up to now I have not received one response, so this month I am trying another one. If you have any special hobby which you are working on or some special talent in your family, let me know about it and we can write it up for the magazine. Someone in your family might be making a career for themselves and we would like to know of it. Remember our magazine has a circulation of 17,000 copies monthly.

Soon after this copy is in your hands we shall have another Christmas. Our superintendent, Mr. Cricks, and his assistant, Mr. Hooper, join in wishing you all a Merry Christmas and a Happy New Year.

J. H. Pickin.

Seventy-seventh

Due to many requests and because of their usefulness, the "Day-Off" calendars will again be issued for the ensuing year. Same will be given out to you by Owen T. Duncan.

Motorman G. P. Deal sustained a broken leg when he fell or was thrown (a-la Prince of Wales) from his horse. He is now at home waiting patiently for his right side support to mend.

Conductor J. B. Hogan is now home recuperating from an operation.

The following trainmen who had been on the off-list for sometime, due either to acci-

dent or illness, have returned to work: Conductor E. J. O'Malley; Motormen James E. Doyle and John Reedy.

Our night dispatcher, J. E. Basil, is the proud daddy to a baby girl that arrived at his home recently. Congratulations, J. E., and best wishes to mother and baby.

We wish a speedy recovery for Starter Fischer who was injured last month when he was hit by an automobile.

Conductor E. J. Johnson, the son of Supervisor Fred L. Johnson, was married Thanksgiving Day. We wish him and his bride a very happy wedded life.

Patience must be a virtue with Motorman George Woodville and Conductor Charles Franks, because they went fishing in the Jackson Park lagoon and waited so long for a nibble that the mercury descended and the lagoon began to freeze up. After many hours of waiting and freezing they decided to buy their fish at a neighborhood fish store.

The following trainmen are happy fathers: Motorman M. R. Drexel, a baby girl; Motorman R. D. Lavie, a baby girl, and Conductor George Mandernack, a baby boy. Congratulations, trainmen, and best wishes to your babies and their mothers.

To the members of the family of our late trainman, Motorman John McCarthy, we extend our deep sympathy in their sorrow.

We sympathize with the following trainmen in their bereavements: Conductor S. A. Webster, whose daughter died, and Conductor G. J. Graper, whose brother died.

Our superintendent, W. A. Bessette, and his assistant, John Volkart, also our chief clerk, Owen T. Duncan, and your humble correspondent, wish you a Merry Christmas and a Happy New Year.

John T. Flynn.

Archer

Conductor Stanley Slivinski died suddenly November 12 and was buried Friday, November 15. Sincere sympathy is extended to his wife and family.

Conductor Joseph Swiontkowski was awakened in the early hours of December 1 by an explosion in the garage next door which caused his home to catch fire. His mother was seriously burnt and is in a serious condition at the German Deaconess hospital.



The Home of Motorman Nicolaus Joedicker of North Avenue at 1234 Edmer Avenue, Oak Park, Which Won Award for the Best Lawn and Garden in Oak Park and River Forest, Exclusive of Large Estates.

Motorman Charles Everhard died November 30 after an illness of several months. It is with regret that we report his passing, and to his wife and family we extend our heartfelt sympathy.

Motorman James Haydon is proud father of a baby boy born November 7 at the Jefferson Park Memorial hospital. He answers to the name of Kenneth James Haydon. Congratulations!

Conductor William S. Broughton is now in the Englewood hospital convalescing. The boys are wishing him a speedy recovery.

Sincere and deepest sympathy is extended to the wife and family of Conductor Gustave A. Groll, who after a short illness died at the Mercy hospital on Sunday, November 24.

Motorman Patty J. Collins is convalescing at the Mercy hospital after an operation on his knee. Here's wishing you a speedy recovery.

Conductor Joseph H. Binette is at home with a broken leg, the result of an auto accident Sunday, November 17. Joe says he can now enjoy good books and a friendly call.

Conductor Patrick J. Casey is in the County hospital as the result of an operation. Here's wishing you the best of luck and a speedy recovery.

Conductor J. T. Scanlon is at the Jackson Park hospital where he was operated on November 8. The latest report is that he is doing nicely and is expected home in a few weeks.

Dusty.

Lawndale

On a recent trip to Michigan, Receiver J. S. Rotchford reports that after about twelve miles of bumpy road, it was discovered his party was driving on the railroad tracks.

Conductor Frank Marek is the official lamp-lighter on Ogden avenue.

Conductor James Hester returned from his honeymoon.

The following have new arrivals in the C. S. L. family: Conductor James Mackall, 8½ pound girl; Motorman Tim Carberry, 7 pound girl.

Sympathy is extended to the following trainmen: Motorman William Kramer, whose wife died; Conductor John Holly, whose father died; Motorman Richard Halligan, whose infant son died.

Conductor Leslie Cahill returned from California, reporting a wonderful trip. We believe he returned at the wrong time.

C. Karschnik.

Blue Island

Motorman Patrick Holly, who entered the service on January 31, 1885, and who has been on the sick list since March 4, 1931, passed away on November 18 from a heart attack. His funeral was held on November 21 and he was buried at All Saints cemetery. Pallbearers were: A. Carlson, J. Maloney, J. Geitl, J. Linden, W. Colwell and J. Jennings. Our sympathy is extended to his bereaved family.

We welcome to our depot H. Guedel, T. Carberry, J. Gebler and J. Frederick, motormen who have transferred from Lawndale depot.

Mr. Maguire, Mr. Eigelsbach and the writer extend to all their best wishes for a Very Merry Christmas and A Happy and Prosperous New Year.

C. P. Starr.

Kedzie

Conductor Dan Ryan, while working his night car on Madison street, had the experience of his life with a would-be hold-up man who pressed a gun to his ribs and demanded all his money. Dan, who is 72 years old, figured to himself this was one time youth would not win, so he immediately grabbed the gun and in the tussel they both fell to the floor. The would-be bandit managed to struggle loose and jumped off the car with Dan Ryan in close pursuit after him, but to Dan's regret youth did get the best of him, for he got away.

Conductor Dan Musker had a similar experience with two young would-be hold-up men who boarded his car at Harrison and Leavitt, asking him how he liked the weather and holding a lengthy conversation with him until the platform was clear. Dan was rather suspicious of them, however, so he opened the sliding vestibule door behind him. When the car was nearing Laflin street one of the men pressed a gun to his side while the other pointed a gun at him which Dan said looked the size of a young cannon. Dan made an attempt to jump into the car but his legs would not function so he fell backwards into interior of car and the hold-up men, thinking he had fainted or had a heart attack, immediately jumped off the car and ran down the street, receiving nothing for their efforts.

William Moore, motorman at this depot since April 5, 1893, died November 9. His humor and wit will be missed by all.

Here is wishing you all a Merry Christmas and a Happy New Year.

Clinton Sonders.

North Avenue

The death of "Bob" Connell was a great shock to all.

We enjoyed a visit from Henry Carr, who has been on sick leave for over a year. Same old Hank, but his checker game is not quite up to par.

We rather miss the heated disputes between Henry Buggert, Wesley Davis, Eddie Linnane and big Ed Fitzgerald. Their checker playing at one time provided more real entertainment than a fifty cent show, and that goes for Harold King's baseball predictions, also.

Ulrich Tschui is seriously ill at the Edward Hines hospital. We all wish him a speedy recovery.

Although a bit late, we wish to announce the marriage of Clerk John Williams. Nothing like it, he claims. DAI—please note.

Dropped in to watch the North Avenue bowling teams in action. Outside of some brilliant bowling on the part of William E. Smith, there isn't much to be said. As an anchor man he is a whiz-bang and he can really boast of an unbeatable score. At the last writing the team headed by "Tacks" DeLave was the league leader.

Introducing Starter George Wyers, the newest addition to our supervisory force—Let's give him a hand.

Christmas is approaching and Myles Harrington has bought Teresa, his daughter, a nifty electric train. He admits that he had an eye to his own pleasure when the outfit was purchased. We suggest getting her a doll. That would be safe, as daddy would hardly think of appropriating that.

Best wishes to all for a Merry Christmas and a Happy New Year.

"Chief."

Armitage

Mr. and Mrs. C. G. Nelson celebrated their golden wedding anniversary on December 3 at their home with their two sons and daughter and their many friends. We extend our congratulations to them.

Motorman Thomas Paprocki of Armitage depot, who entered service in 1910, died at his home in Pulaski, Wisconsin, on November 17. Motorman Paprocki retired from active service about three years ago.

Our sympathies are extended to Motorman Charles Johnson of Armitage depot on the loss of his wife, who died on November 21.

We are very glad to see that Tony Neff has recovered from his illness; after spending several weeks at the Edward Hines hospital he is now at home and expects to be back to work soon.

Robert O'Connor.

Division

Our sincere sympathy is extended to Mrs. T. Pembroke and family on the passing of Thomas Pembroke, who passed away November 29, a day after the death of his child. Mr. Pembroke had been a motorman at the Division depot since September, 1904.

There are a few trainmen on the sick list and who would enjoy visitors. They are as follows: Conductor P. Balkiewicz, Conductor E. Evanson, Motorman P. Walsh, Motorman F. Malone, Motorman M. Kupinski, Motorman G. Kudsk and Motorman M. Sexton. Any trainmen who wish their addresses or information, please see clerks at depot. We wish the above trainmen speedy recovery.

Motorman F. Nagle is back on the job after a long and serious illness.

The following trainmen have taken the matrimony step: Conductor W. Delaney, Conductor Hildebrant and Motorman R. Davis. We extend our congratulations to them and their wives.

Trainmen having any news or pictures of any kind please turn them in to clerk.

E. Peterson.

Lincoln

Our clerk, Robert Kent, and his friend C. Hockman went hunting on November 10 and were fortunate enough to shoot a few rabbits, but when they reached home they found that by some mistake they had shot a tame one. The owners of tame rabbits should put bells or collars on their pets.

Starter L. Wagenknecht had the misfortune to lose his mother by death on Wednesday, November 13.

Conductor J. Miller, who celebrated his silver wedding anniversary just recently, is mourning the loss of his wife, who passed away on November 24.

Conductor N. W. Kennedy lost his father by death on October 20 and his wife November 9. We extend our sincere sympathy to these bereaved families.

Conductor H. Young, who suffered a severe cut on his hand and was treated for the infection which followed at the Alexian Brothers hospital, is greatly improved and we hope he'll be back on duty in the near future.

H. Spethman.

Devon

With the 1935 hunting season in full swing, we've had more promises and fewer pheasants or quail than in any previous year. We hope this little reminder may help to spur our big game hunters, Johnny Miller, Harry Henderson, Louis Smith, Mike Lynn, the Peterson brothers and Tom Barry, into bringing down a few more for the boys at home. As it is, they now claim that they can eat all that they are able to bring down. It's our guess that if they had to live on what they shoot, they wouldn't live very long.

One of our old-timers, Fred Sundmacher, died Saturday morning, November 23, after being on the sick list for almost a month. His funeral was well attended by the Devon men, as it well deserved to be.

It will be of considerable interest to those trainmen returning to Devon from other depots to know that Mr. Evenson, our Superintendent of Transportation, has decided that they will assume their original Devon seniority. This is only one of the many steps that Mr. Evenson has taken to maintain the best of relations between the operating force and himself and his assistants.

It is with considerable pride and happiness that I announce the marriage of your correspondent to the former Miss Virginia Berthold of 4908 Cullom avenue. The marriage was solemnized at the Irving Park Methodist Episcopal church, Saturday, November 30, 1935, at 4:30 P. M. We took a short automobile trip through Southern Illinois, visiting the State Capital at Springfield among many other interesting points.

E. G. Milz.

Limits

Quite a few of the men had new arrivals at their homes last month: Conductor J. Heitman, a boy on November 10; Motorman G. Odell, a boy on November 11; Conductor A. Gallagher, a girl on November 23; Conductor F. Fick, a new and greater pinochle player in the form of a boy on November 25.

We have a few of the old-timers on the sick list who would appreciate a word of cheer now and then, namely: Conductors H. Kunz and C. Ward; Motormen S. Dugan, C. Lagergren, P. Hennesy and P. Swanson. May they all enjoy a speedy recovery.

Our bowling team is certainly going strong this year. They won three games on November 6. Great going, boys! Keep up the good work.

Motorman George Tegan returned recently from his vacation trip to Denmark. He crossed aboard the motor ship, "Grepsholim" and landed at Gateborg, Sweden. He then went by railway to Copenhagen, where he visited the many points of interest, including the museums, galleries and gardens.

We have a couple of great hunters at our barn. Motorman Denk and Conductor Law, accompanied by Motorman Baker and Conductor Austin, traveled all the way to Sterling, Illinois, a distance of around two hundred and fifty miles. Denk and Law shot up a couple of days' pay in the form of shells and didn't even have a rabbit's tail when they got back. There are quite a few shooting galleries around Chicago where you can get a little practice, boys. Baker and Austin bagged everything they shot at.

Smile and your work will be much easier.

E. A. Davis.

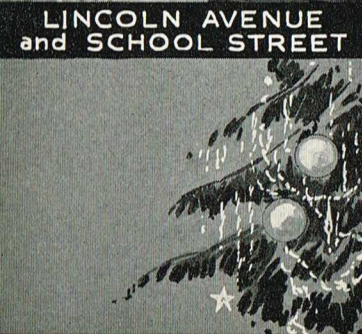


SHOPPING
ON STATE STREET



LINCOLN AVENUE
and SCHOOL STREET

MILWAUKEE AVENUE
and PAULINA STREET



63 and HALSTED STREETS

THOUSANDS OF CHRISTMAS SHOPPERS