

Surface Service

• MAGAZINE •

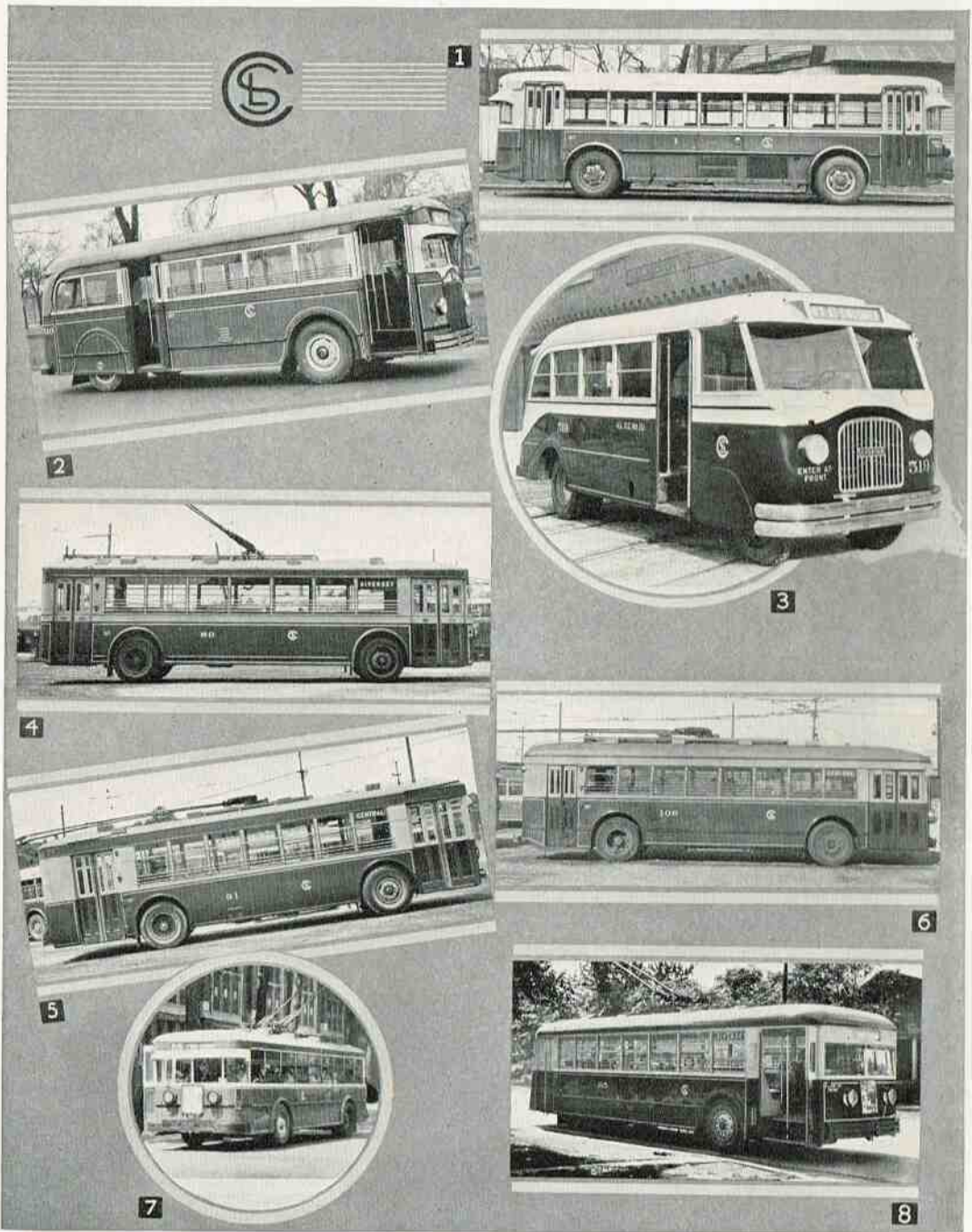
FEBRUARY 1936

VOL. 12

NO. 11



LINCOLN THE WORKER
BORN FEBRUARY 12, 1809



TYPES OF BUSES OPERATED BY SURFACE LINES

The Chicago Surface Lines pioneered in the development and use of buses of a type utilizing the entire street space they occupy for carrying passengers. 1—Bus No. 1, the first bus purchased in 1927. 2—Later type gasoline bus. 3—First of small units just going into service. 4, 5, 6, 7 and 8 show development of trolley buses since first one was bought in March, 1930.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 12

FEBRUARY, 1936

No. 11

Sub-zero Transportation

While Cold Nips at Their Fingers and Toes,
CSL Employes Carry On

A cold wave, the coldest since 1912, slipped up on Chicago on January 20, and gave the city a taste of the Arctics. The first day of the cold wave the temperature dropped to 4 above. The next day it rose to 9 above and then, on the following day, plunged to 17 below. Temperatures ranging from 17 below to 3 below were registered every day up to and including January 28.

On the 29th the temperature rose to 2 above, but again dropped to 6 below on the 30th, remained at that point on the 31st, was 3 below on February 1, and reached 2 above on February 2, only to drop below zero again on the 4th.

Affected Car Service

The extreme weather placed a tremendous burden on the Chicago Surface Lines organization. Fires, which always increase in number in very cold weather, stalled trucks and automobiles on the tracks, and snapping trolley wires interfered with the service. The Utility Department, augmented by the addition of a number of trucks, was kept on the jump. In the ten days between January 20 and January 30 it responded to 350 calls for the clearing of tracks and went to 57 fires, placing hose bridges at 18 of them. Superintendent Blakely estimates that the use of these hose bridges saved practically 38 hours in running time by avoiding the rerouting of cars.

In the 27 hour period beginning at 6 A.M. on January 22, there were 47 trolley wire breaks and these had to be repaired in the Arctic temperature. As a result 17 men in this department suffered from frost bite. Altogether, 55 men in the service reported frost bites from the extreme temperatures.

Repair Men Busy

The repair men at the shops and car stations were kept busy maintaining the equipment in order, inspecting air brakes and seeing that everything was in working condition. Two accidents occurred as the result of frozen air, but in general there was very little difficulty from this source.

The Transportation Department, in addition to the difficulties resulting from stalled motor vehicles, fires and occasional trolley breaks, found their work a great deal heavier because of the changing riding habits of the people. Automobilists who habitually drive their cars to and from work used local transportation services instead. This increased loads during

the rush hours to an extent that could not be anticipated. On some of the worst days, also, there was more demand for transfers between the Elevated and Surface Lines.

Men Meet Emergency

Nevertheless, the service was remarkably good and created considerable favorable comment from the public. As always, in cases of emergency, the trainmen proved their mettle and kept the service moving.

While railroad trains were hours late because of low steam pressure and frozen switches, street car schedules were maintained with comparatively few interruptions. There was practically no trouble with frozen switches due to the precaution of the Track Department in pouring coal oil on all switches in regular use.

Newspaper Tells Story

A reporter for the "Austinite," a west side newspaper, reports the effect of the sub-zero weather on passengers as follows:

"The sub-zero weather which recently stalled thousands of motor cars afforded many motorists novel experiences. Some rode on buses, street cars and 'L' trains for the first time in years and were amazed at changes which have taken place in public transportation.

"One motorist was not aware transfers were exchangeable between buses, 'L' lines and street cars at certain points and paid a cash fare on every car. Another curiously watched the passengers stamping their transfers at an 'L' station before he realized what they were doing. He thought they were operating a gum machine.

"Many of the unhorsed motorists did not know the exact amount of carfare required on different lines or the destination of cars.

"One motorist obtained a seat on an 'L' train during the rush, but immediately arose in Chesterfieldian manner and offered it to the first lady who came down the aisle. He appeared greatly embarrassed when she flopped into it without comment. The incident recalled days of long ago when he was a regular passenger on 'L' trains and no gentleman sat in comfort while a lady hung onto a strap like the gal on the flying trapeze.

"The motorist, somewhat miffed, decided to go into the smoking car when he remembered that it had been switched off the train about twenty-five years ago."

ALL AROUND ATHLETE

Mickey Sheridan Had Career of Jockey, Boxer and Ball Player

Archer depot has a motorman who made a national reputation as an athlete prior to his joining the Surface Lines organization in 1919.

Motorman Edward (Mickey) Sheridan, badge No. 10337, as a youth residing at 38th and Halsted street, started out to be a jockey, and he made a good one. He got the idea when he was working as a Postal Telegraph Company messenger boy.

During his career as a jockey he won 10 famous races, and in some 5 years of riding the ponies he was among the headliners of the profession.

When he was at the Arcadia, California, track he discovered that he was also a good fighter. His first bout netted him a \$25 purse.

After that he gradually deserted the turf for the squared ring, first as a bantam weight and afterwards as a light weight and middle weight, and became known the country over as a fighter of ability. During 14 years in the ring he lost only one decision in something over 150 fights.

Among the well-known fighters he met in the ring in those days were Tommy Kilbane, Young Erne, Young Saylor, Freddie Welsh, then light weight champion of the world, Joe Mandot and Charlie White. In the middle weight class he battled Lake Saffro, Jack Torses, Mike O'Dowd, former middle weight champion of the world, and many others. His manager was Howard (Kid) Carr, famous the world over.

As a baseball player he played on the team of the Leo Council, Knights of Columbus, and the Hartigan Athletic Club.

A large number of clippings from newspapers, magazines and the Police Gazette tell of his prowess in his younger days.

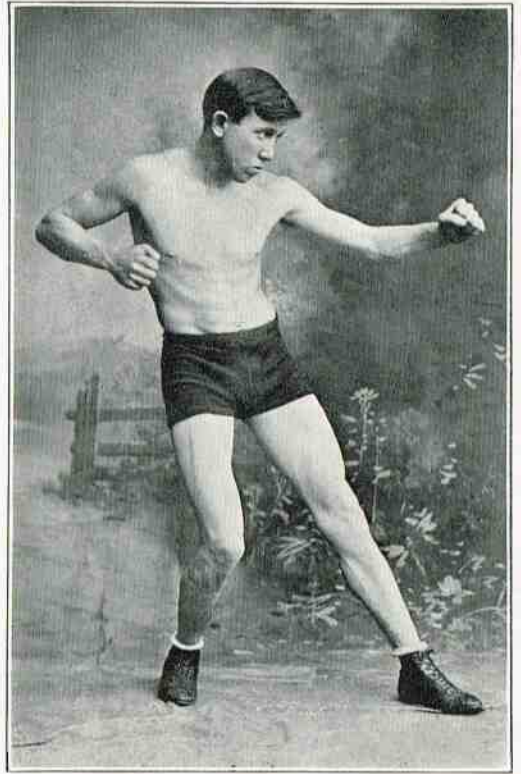
NEW BILL CONFUSES

Latest Dollar Currency Radically Different

The appearance of a new dollar bill, radically different from the old type, is confusing some of the trainmen.

Mrs. George H. Sheldon, 309 South Western avenue, complains that the conductor on a Harrison street car refused to accept one of the new dollar bills when she presented it in payment for her fare. It was all the money she had and she got off the car and went back to the store where she had obtained it. There she was informed that it was perfectly good.

The new bill displays the reverse of the great seal of the United States for the first time. It is printed on the right end and on the reverse side of the bill. The seal contains the Latin phrase "Novus Ordo Seclorum," meaning "A new order for the ages," which the New Deal apparently believes is significant. The motto above the design is "Annuit Coepit," meaning "He has prospered our endeavors."



"Mickey" Sheridan in his Fighting Days.

FAVOR NEW-TYPE CARS

Surface Lines Board Decides on New Equipment for Madison

At the meeting of the Board of Operation of the Chicago Surface Lines on January 20, it was decided to purchase 83 new street cars in line with the specifications prepared some-time ago. Following the action of the board the specifications and bids were placed in the hands of the Board of Supervising Engineers for action.

It is proposed to use these 83 new cars to equip fully the Madison street line. Madison street was selected because no other cars will be mixed in on this service and there will be ample opportunity to study the efficiency of the newly designed equipment in actual service. It is believed that used in this way, the new cars will have a greatly increased speed as compared with present equipment and will attract new riders because of their greater convenience and comfort from the standpoint of the passenger.

Following action by the Board of Supervising Engineers the next step will be the presentation of a petition to the federal court by the receivers for permission to spend the necessary funds. The new equipment will cost in the neighborhood of \$1,250,000.

Fire Department Helps

Close Co-operation in Keeping Traffic Moving Aids Public

The Chicago Fire Department is highly praised by Superintendent of Transportation C. H. Evenson because of the splendid co-operation it gives employes of the Chicago Surface Lines in case of fire. In the extremely cold weather during the last 10 days of January, there were 57 fires involving Chicago Surface Lines service. All of these fire alarms were responded to by the Chicago Surface Lines Utility Department and at 18 of them street car traffic was kept moving by the use of hose bridges.

Both Mr. Evenson and T. J. Blakely, Superintendent of the Utility Department, state that in each instance the Fire Department co-operated in every way possible to reduce the delay to street car traffic, and where rerouting was necessary the police and firemen assisted materially in rerouting the cars.

Means Much to Public

Few street car riders realize what a fire on a street car line can do in the way of disrupting service not only in that particular vicinity but throughout the city. On main lines particularly schedules are sometimes interrupted for hours because of the blocking of a street in order to fight a fire.

"The principal job of the firemen, of course, is to put out the fire," Mr. Evenson says. "Things have to be done in a hurry and anything that interferes with the fighting of a fire is dealt with summarily by the fire-fighting force.



Chief Fire Marshal
Michael J. Corrigan

"Both the train force and the utility force employes of the Chicago Surface Line recognize this fact and co-operate with the firemen in every way they can. Their job is to keep traffic moving. They owe it to thousands of riders of street cars to see that the delay is reduced to the minimum and to prevent the rerouting of cars where it can be avoided.

"It is through the mutual recognition of the duties of both Surface Lines employes and the firemen, which, without a recognition of obligations to the public, might be conflicting, that the splendid co-operation of the two forces has been brought about.

Greatest Fire Department

"It is impossible to give too much praise to Chief Fire Marshal Michael J. Corrigan and Deputy Chief Fire Marshal Anthony J. Mullaney for the splendid spirit of co-operation on the part of the firemen."

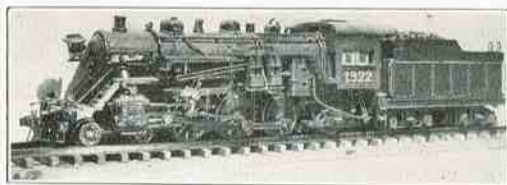
Mr. Evenson points out that the Chicago Fire Department is recognized as the greatest and most efficient fire fighting force in the country.

In any serious fire on a street car line street, even where it is necessary to stop all automobile traffic, street cars are allowed to go through as long as it is at all safe. This is done by the use of hose bridges. Trainmen, realizing the seriousness of the situation, are careful to see that the street is not blocked by two cars stopping side by side or alongside parked automobiles when fire apparatus is passing.

Recently the Utility Department lent its equipment for use of the firemen in elevating themselves so that they could play the water into upper story windows of a large building that was on fire. A picture of this is shown on the back page of this issue of SURFACE SERVICE MAGAZINE.



Deputy Chief Fire
Marshal A. J.
Mullaney



CARVES MODEL TRAIN

A model train, consisting of an engine, two coaches, a baggage car and pullman, carved out of wood, is being displayed by Conductor David Enderlin, badge No. 10544 of Burnside. Conductor Enderlin spent 3½ years in producing this model with a scroll saw and jack-knife. It is built on a scale of 1 inch to the foot and is complete in all its details.

The desire to interest his small son in locomotives prompted the conductor to undertake this task.

Cold Brings Many Fires

Supervisors and other employes always assist in controlling the traffic flow into or near the fire area.

What the Fire Department is up against in extreme weather conditions is illustrated by the fact that from midnight on January 21 to noon on January 30, the period of the most extreme low temperatures, the Chicago Fire Department responded to 1,329 fire calls in the city. Some of these were not serious but many of them were.

KEEPING 'EM ROLLING

North, Cottage Grove and Kedzie Again Lead

North Avenue rose above Cottage Grove this month to take the lead in the miles per pull-in due to equipment failure.

Cottage Grove follows in second place, and Kedzie again holds third.

The slush at the beginning of the month and the extreme sub-zero weather the latter part of the month are responsible for the low mileage per pull-in due to equipment failure.

Individual records are as follows:

Rank	Carhouse	Zero Days	Mileage Per Pull-In	Pct. Inc. or Dec.
1	North.....		5,261	47.9*
2	Cottage Grove.....	1	3,971	74.9*
3	Kedzie.....		3,712	62.3*
4	Division.....		3,562	54.2*
5	Lawndale.....		3,372	51.1*
6	Devon.....		3,063	40.6*
7	Armitage.....		3,063	35.1*
8	Burnside.....		3,036	61.1*
9	69th.....		2,772	59.7*
10	Noble.....	4	2,740	42.2*
11	Archer.....		2,460	59.5*
12	Elston.....		2,130	64.9*
13	Limits.....		1,909	41.0*
14	77th.....		1,766	28.8*
15	Lincoln.....		1,440	70.2*
16	Blue Island.....		1,361	37.6*
		5	2,599	50.6*

*Denotes decrease.

Carhouse records for the past six months:

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

SHOPS DIVISION CHANGES

Superintendent Adams Announces Many Promotions and Appointments

Effective February 1, a number of changes were made in the personnel of the Shops and Equipment Department. The following were announced by H. H. Adams, Superintendent of Shops and Equipment:

South Shops—C. D. Mack, general foreman south shops, vice Howard Alton, transferred to other duties; J. I. Hopkins, acting foreman machine shop, vice J. B. Seaman, deceased; J. F. Gasser, foreman carpenter shop, vice L. E. Mohrman, deceased; E. Torluemke, assistant foreman woodmill, vice P. A. Bergman, deceased; T. Wahlberg, assistant foreman carpenter shop, vice J. F. Gasser, promoted; C. Maslauskis, assistant foreman carpenter shop repairs, vice R. C. Marsden, deceased, and W. C. Smith, engineer south shops.

West Shops—George Zamzow, automotive engineer; R. H. Martz, engineer of tests, vice

George Zamzow, transferred to automotive engineer, and C. J. Stoker, engineer west shops.

Carhouses, South Division—J. H. Gamen, day foreman 77th Street carhouse, vice F. W. Meyers, transferred; F. W. Meyers, day foreman Cottage Grove carhouse, vice J. H. Gamen, transferred; L. E. Keane, assistant night foreman 77th Street carhouse, vice F. J. Hagins, transferred, and F. J. Hagins, assistant night foreman Cottage Grove carhouse, vice L. E. Keane, transferred.

ROUNDING UP WITNESSES

Lawndale Ahead in December—Burnside in Second Place

Lawndale-Blue Island won the coveted first place in the rounding up witnesses contest for December. Its record was not as high as for November, but Burnside suffered a considerable loss, thus Lawndale-Blue Island moved to the top.

Sixty-ninth Street again improved its standing and advanced from seventh to third position.

The average for the system did not remain at the high point reached in November, but dropped from 3.50 to 3.34.

Detailed figures are as follows:

	Dec.	Nov.	Oct.	Sept.
1. Lawndale-Blue Isl.....	4.23	4.26(2)	3.90(2)	4.15(2)
2. Burnside.....	4.20	4.50(1)	4.57(1)	4.77(1)
3. 69th Street.....	3.67	3.64(7)	3.77(3)	3.25(8)
4. Elston-Noble.....	3.55	3.87(4)	3.48(7)	3.58(5)
5. 77th Street.....	3.54	3.66(6)	3.70(4)	3.45(6)
6. Archer.....	3.43	3.74(5)	3.22(8)	3.61(4)
7. Cottage Grove.....	3.34	4.02(3)	3.65(6)	3.80(3)
8. North Avenue.....	3.20	3.25(9)	2.89(11)	3.12(10)
9. Lincoln.....	3.04	2.98(11)	2.98(10)	3.35(7)
10. Kedzie.....	2.93	3.35(8)	3.69(5)	3.19(9)
11. Limits-Devon.....	2.82	3.06(10)	3.08(9)	2.94(11)
12. Armitage-Div.....	2.61	2.34(12)	2.58(12)	2.52(12)
Aver. for System...	3.34	3.50	3.39	3.36

NEW TYPE OF BUS

Surface Lines Will Try Out Twelve Smaller Units

In order to determine the suitability of a smaller type bus for certain classes of Surface Lines service, the Chicago Surface Lines is putting into service a group of 12 buses, including 4 Ford chassis, 4 Reo chassis and 4 White chassis.

The Fords and Reos are equipped with 21 passenger bodies built by the Superior Body Company of Lima, Ohio. They are 22 feet 5 inches long over the bumpers, 96 inches wide and weigh 10,000 pounds each. The 4 White chassis are equipped with Bender bodies of 23 passenger capacity and have approximately the same size and weight as the Fords and Reos.

All of these buses are equipped with leather upholstered seats and single entrance and exit passageways.

The smaller units have been very popular in Detroit and in some other cities and it is thought that there will be a number of places where they will fit into Chicago Surface Lines service.

For Signal Co-ordination

Street Traffic Committee of Association of Commerce Proposes Plan

As an immediate step toward improved traffic facilities on the west side, the Street Traffic Committee of the Chicago Association of Commerce has prepared a plan for the co-ordination of traffic signals over a 20 square mile area, including all of the principal through streets in the west section of the city.

The committee points out that to improve street usefulness there are three major requirements: Vehicular and pedestrian traffic requires greater convenience, efficiency and safety; business must be stimulated by increased accessibility for patrons; and the plan must be feasible financially and suitable for quick installation.

"These requisites would be fulfilled by the co-ordination of all traffic control signals in the west side area," the committee states. "Co-ordinated signals facilitate traffic movement by presenting a 'Go' indication to vehicles as they approach each signalized intersection as long as they travel at a predetermined speed. Progressive movement of this type has been accomplished on such important thoroughfares as Michigan Avenue and La Salle Street in Chicago as well as on principal streets of other large cities throughout the country.

More Efficient Use

"The proposed signal system, embracing both business streets and boulevards, cross-town streets as well as loop-bound streets, would provide greater traffic convenience by more efficient use of these thoroughfares. A characteristic of a co-ordinated signal system is the greater efficiency obtained by elimination of traffic signal delays and through the orderliness of uniform, predetermined speeds. A worth while time saving results from the continuous movement, notwithstanding lower maximum speeds. Safer speeds, in turn, produce the most important of the several benefits—a reduction in number of vehicular and pedestrian accidents."

With the assistance of Chicago Surface Lines engineers the committee made a complete survey of traffic conditions on the west side and the Association of Commerce has published a pamphlet containing charts and diagrams showing how the plan would effectively speed up west side traffic and reduce traffic hazards.

Would Preserve Investment

In its report the committee has this to say: "Large investments have been made in the interests of traffic over a period of many years. Co-ordination of traffic signals would preserve this investment by assuring maximum efficiency in the use of existing facilities. In addition to the rights-of-way and pavements, there are 225 signalized intersections on the West Side, most of which are now independently operated. Installation of interconnecting cables between the controlled intersections, with suitable co-ordinating mechanisms, would complete this comprehensive system of signals. Although involving an additional investment

of only twenty-three cents for each person in the area, this installation would result immediately in substantial improvement in traffic convenience and safety.

"Assurance of improved vehicular movement is founded on a study of existing conditions on the West Side. Careful surveys on typical streets in this area, for example, disclose that, in spite of dangerously high mid-block speeds, average rates for continuous trips seldom exceed twenty miles per hour on boulevards, or fifteen miles per hour on business streets. The lost time which so greatly depreciates the benefits of high speeds is due largely to stops and waits at signals.

Signals Must Be Organized

"Present confusion on our streets shows that traffic signals do not organize traffic unless the signals themselves are organized. Not only is time lost through actual waits at red lights, but also because of the incidental delays due to starting and stopping, as well as the retarding of movement caused by weaving, straggling and pedestrian interference.

"Improved conditions should be made available not alone on boulevards, but also on business streets. Installation of progressive signalling on only a few selected streets would favor certain groups. The need, however, is city-wide. A traffic plan will not be adequate unless it benefits all classes of street users. Not only must it afford greater convenience to those who work or shop in the central business area, but also to those whose trips are ordinarily local or cross-town in character. Operators of trucking vehicles must be considered in the proper relationship to owners of passenger vehicles. In addition, passengers on public carriers should be accorded equitable rights in the use of streets.

Greater Safety

"The most urgently needed benefit to be derived from this plan is the assured increase in safety for motorists and pedestrians. Without co-ordination, for instance, there is a temptation to 'beat the lights' because of unwarranted delays at signals. Another common habit is 'weaving' to better one's position because of the wide range of speed among vehicles when there is no 'right' speed.

"Then, too, there is a wide-spread disrespect for traffic signals on the part of pedestrians, not only because of excessively long cycles, but also because of the obvious inefficiency of the out-moded signals. Frequently rear-end collisions caused by quick stops for changing light indications add to the toll of accidents chargeable to arbitrary, unorganized control of traffic by independently operated signals."

Customer (entering drug store): "Have you any small tablets?"

"Yes, sir. What is your trouble?"

"I've got to write a letter."

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 12 February, 1936 No. 11

H. O. Crews - - - - - Editor

C. L. Altemus - - Assistant Editor

IN ZERO WEATHER

Operation of street cars and buses in zero weather is no picnic. The strain on both equipment and man power is tremendous and it is perhaps too much to expect that there will not be some failures in both.

Nevertheless, during the recent days and nights when the mercury was threatening to retire into the bulb at the bottom of the thermometer, the Chicago Surface Lines rendered a service which met with general approval. As in past emergencies, the men rose to the demands of the situation and, in spite of the extreme weather, undertook to do a good job in handling the regular patrons and the large number of automobilists who left their cars at home and depended on local transportation service.

Schedules were maintained with a surprising degree of regularity, due to the efficiency of the train force, the Shops Department and of the augmented Utility Department which cleared tracks of stalled automotive vehicles and helped to get the cars through fire zones of the numerous large fires along street car line streets.

The cause for most of the complaints against the service was the passing up of passengers by a few trainmen who were not sufficiently on the alert. It is bad enough to be passed up on ordinary occasions, but to stand on a safety island when the temperature is below zero and see a car whiz past you is enough to make a saint resort to profanity.

Trainmen should realize—and most of them do—that in times of extreme weather they should stretch a point even at the expense of a slight delay in order to be sure that everyone who is running for the car is aboard before the car starts.

THE NEW CARS

In deciding in favor of the purchase of 83 new type street cars to equip fully the Madison street line, the Board of Operation of the Chicago Surface Lines is following through in logical order the plans for radical improvement in electric railway service in Chicago.

At the beginning of the depression, when Mr. Richardson was president of the Electric Railway Association, the first step was made toward the development of a new street car by the appointment of the Presidents' Conference Committee, comprising both operating and manufacturing heads of the industry. That committee carried on the necessary research and developed the principles that should be embodied in a car suited to modern conditions.

The next step was the construction for the Chicago Surface Lines of two experimental cars embodying these principles.

Nearly two years of experience with these cars has made it possible to write specifications for cars that are as radically different from present equipment as the modern automobile is from the earlier type gas buggies.

Now it is proposed to try out these new tools of the industry on a large scale and Madison street has been selected because it can be completely equipped with the new cars and they will have the opportunity to show what they can do.

The Chicago Surface Lines pioneered in the development of the modern bus and it believes in buses for certain types of service. It is convinced, however, that the street car must continue to be the backbone of local transportation in large cities and that it, like the bus, must keep pace with the changing traffic conditions.

Call Service Superior

Passenger Says Thousands Impressed by Service in Sub-zero Weather

In the most extreme winter weather in recent years, the Chicago Surface Lines rendered a service which has resulted in many commendations from the public. There were several complaints, of course, and many of them were justified, but on the whole, considering conditions encountered by the men, the emergency was met with courage and intelligence.

"Thousands of people have been impressed by the superior service rendered by the Surface Lines employes during the cold weather and during the snow, but only a few write to tell you so," Mrs. Roscoe B. Thomas, 1138 North Waller avenue, writes. "I have heard it said that the service now is better than it ever has been.

"I live on Waller avenue, which is 5700 west, so the street car lines with which I am most familiar are Madison, Lake, Chicago, and always the Central avenue trolley bus," she continues.

Praises Operator Lange

"Driver 3978 (Charles T. Lange of North Avenue) on the Central bus is a genius, for I have never seen any man handle as many people efficiently on a blizzard night. There wasn't a spare inch inside the bus and snow swirled on the outside. Was that driver nettled or nervous? Not a bit of it. He was a big brother looking out for us. When some of the crowded mass alighted at Division street he said, 'Careful there. There's ice underneath.'

"Driver 5244 (James H. Sprague of North Avenue) on Central avenue is another man with whom I like to ride, for he is efficient and unfailingly pleasant.

"The coldest day of 1935 found me riding east on a Chicago avenue street car with conductor 6518 (Harvey A. Rollo of Kedzie). When I boarded the car I was half frozen and others were even colder. One woman's hands were so cold and numb she couldn't pick her change out of her purse. This cold conductor said, 'Go inside and thaw your fingers and then bring the fare to me.' Think of such thoughtfulness when he himself was suffering from cold!

Radiates Cheer

"On Madison street I always hope I'll ride with 5662 (Phillip Murphy of North Avenue), for if he is the conductor the passenger's whole day is started right, because he radiates cheer.

"I wish I could remember more of the numbers of the men because I feel the best men of the Surface Lines are found on the west side of Chicago."

A number of other letters and telephone calls are similarly complimentary.

On the other hand, there are several complaints of passing up. Failing to pick up passengers is bad enough at any time, but to leave them standing on the street in zero weather is inexcusable.

A typical complaint of this kind is sent in

by Reverend James E. Congdon, of 6358 Yale avenue. His complaint is all the more impressive because he commends Motorman R. Markette, badge No. 4949 of Burnside, on the Cottage Grove avenue line, for his courtesy and care in warning a woman passenger who was leaving the car and thus prevented her being struck by a passing automobile.

Passed by Two Cars

"Observing the advertising in your cars urging people to use the Surface Lines," he says, "it occurs to me that some of your motormen do anything but build up a feeling of good will and increase traffic. Recently I got off the 'L' at 59th and Wentworth when it was pouring rain, and went around the next corner south of 59th where a post was painted white and stood for some time. Two cars passed me, neither one of which stopped to receive me and I walked to Marquette Road rather than wait for another car to be passed up.

"Yesterday on Cottage Grove and 63rd the same thing happened. While waiting on the island two cars went through the green light without stopping to receive passengers, although the island was crowded with people. I have this experience frequently and it becomes quite discouraging when one has to make many calls and one has to stand so long waiting for street cars and then have them go by."

Fewer Complaints

The report on complaints for the month of January shows a considerable decrease as compared with the same month a year ago, notwithstanding the more severe weather last month. There were 757 complaints in January, as compared with 847 in the corresponding month in 1935. Commendations were 69, as compared with 70 a year ago.

Although the total number of complaints was smaller, there was a considerable increase in complaints on passing up and carried by. This class of complaints totaled 174 last month, as compared with 136 a year ago.

Many Are Commended

Mrs. Wilma Marcusson, 6806 Ridgeland avenue, noted many courtesies extended by Conductor Gale Hruska, badge No. 6364 of Cottage Grove, to his passengers. He assisted two women to board his car, said "Thank you" on receipt of fares, and closed the car doors immediately after the passengers were inside the car.

Henry L. Knierim, 8817 South Bishop street, calls attention to the kindness of Conductor William A. Clifford, badge No. 2326 of Sixty-ninth, who assisted a blind man across the street.

Mrs. W. J. Lancaster, 7017 Woodlawn avenue, reports the cheerful courtesy of Bus Operator Ben Kamka, badge No. 2554 of Seventy-seventh, to a child who signalled the bus and asked to be taken across the street.

Miss Janet Cruickshank, 7639 Saginaw avenue, gratefully acknowledges the return of

her muff and thanks Operator Henry Swanson, badge No. 624 of Burnside, for turning it in.

Mrs. M. Cresham, 843 West 77th street, observed the kind treatment that Conductor Roy G. Miller, badge No. 7746 of Seventy-seventh, extended to a blind man.

R. Baletto, 1907 West Garfield boulevard, deems it a pleasure to report the thoughtfulness and courtesy of Operator Charles Leonard, badge No. 3508 of Sixty-ninth, who waited for an elderly woman to reach his car and assisted her in boarding.

EMPLOYEES RELIEF FUND

January 1936

The Surface Lines Employees Relief Committee held four sessions during the month, at which 22 applications were considered. Of this number there were 14 applicants approved for weekly relief payments and 1 emergency case on which immediate aid was given, making the total on this list at the present time 275.

Checks totaling \$12,147.50 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$708,127.28 paid to Chicago Surface Lines employes to date.

The Surface Lines Employees Relief Committee, in addition to the above disbursements to employes, 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 \$828,127.28.

The Surface Lines employes 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 expended to \$947,947.82 to date; and further, the sum of \$60,000 has also been pledged for the 1936 subscription to the Community Fund.

OBITUARY

Deaths on the System from January 1, 1936, to January 31, 1936

Transportation—Division 1, Cottage Grove: John Usinger, employed August 3, 1897, died January 25, 1936.

Division 2, Burnside: Victor Andereggen, employed December 5, 1917, died January 9, 1936.

Division 3, Seventy-seventh: James Dooley, employed December 4, 1920, died January 17, 1936; Joseph M. Hennessy, employed July 28, 1918, died January 25, 1936.

Division 4, Sixty-ninth: John Kasper Fox, employed December 29, 1887, died January 17, 1936; Benjamin J. Korasky, employed April 26, 1918, died January 2, 1936; James McClelland, employed September 19, 1918, died January 27, 1936; Henry Vaap, employed January 26, 1910, died January 13, 1936.

Division 5, Archer: James O'Brien, employed March 16, 1892, died January 24, 1936; William J. O'Rourke, employed March 20,

1905, died January 26, 1936; John T. Scanlon, employed November 12, 1920, died January 1, 1936; John Smolik, employed February 21, 1905, died January 6, 1936.

Division 8, North: James Hanratty, employed August 14, 1899, died January 23, 1936; William Nehls, employed March 28, 1898, died January 23, 1936; James S. Underwood, employed April 3, 1924, died January 29, 1936.

Division 9, Armitage-Division: John Fallon, employed January 9, 1920, died January 27, 1936.

Division 10, Elston-Noble: August F. Krause, employed April 5, 1910, died January 28, 1936.

Shops and Equipment—Division 2, Burnside: Walter J. Walker, employed April 15, 1923, died January 18, 1936.

Division 9, Armitage-Division: John Chudzicki, employed April 7, 1910, died January 3, 1936.

West Shops: Howard W. Rundlett, employed March 10, 1920, died January 3, 1936.

Track—Angelo Chacova, employed September 8, 1919, died January 1, 1936; James J. Donohue, employed March 30, 1925, died January 3, 1936; John W. Hewitt, employed October 1, 1899, died January 11, 1936; Warner Skipp, employed October 1, 1921, died January 14, 1936.

Utility—James Taylor, employed November 7, 1918, died January 13, 1936.

INDUSTRY SHOWS GAIN

Largest Number of Riders in U. S. Since 1931

Approximately 12,600,000,000 passengers were carried by the local transportation properties in the United States during 1935, according to figures compiled by *Transit Journal*. This was the largest total since 1931, when approximately 1,000,000,000 more passengers were carried.

While the net results of operation for the entire year showed a gain of about 1 per cent over the previous year, the improvement was not uniform throughout the year. During the first six months gains and losses alternated and the trend was slightly downward for a considerable period. Beginning with the third week in June conditions became more stabilized and from that time on each succeeding week for the remainder of the year showed a gain over the corresponding week of the previous year. These gains erased the decreases in the first part of the year and piled up a small increase.

Notwithstanding this increase, however, there was a considerable shrinkage in net revenue because expenses increased more rapidly than income. The combined effect of higher operating expenses and taxes brought the operating income down to a point only 2.5 per cent above that for 1932, which was the lowest reached during the depression. Taxes have been absorbing a growing proportion of the gross revenue, particularly that derived from buses, due principally to taxes on gasoline and oils and charges for licenses.

Reports to Mayor on Safety

Keep Chicago Safe Committee Tells of Year's Work

The annual report of George W. Fleming, general secretary of the Keep Chicago Safe Committee, just released, states that 195 lives were saved in Chicago by traffic safety activities during the past year as compared with 1934. Although the automobile death toll in the United States in 1935 showed an increase of 1 per cent, there was a reduction of slightly under 20 per cent in the city of Chicago.

"While it is indeed difficult to set a value upon human life," Mr. Fleming says, "the National Safety Council has said the average life is worth \$30,000. Accepting this figure, in saving 195 lives we have added to the economic worth of Chicago a trifle under \$6,000,000." The committee agrees that indiscriminate interference with citizens is not to be desired, but arrests of motorists for violations of traffic regulations have resulted in the assessment of fines totaling \$354,594, of which \$232,755 represents a net gain to the revenues of the city.

For Drivers' License Law

"While we know further educational programs, additional law enforcement activity and further stimulation of civic consciousness to the importance of safety must all be measures carried on during 1936," Mr. Fleming adds, "nevertheless there is something more important, more drastic which must be done.

"I refer to the vital necessity for the passage and enforcement of a drivers' license law. With such a measure we shall at least be able to place personal responsibility for accidents upon the offender; we shall at least have a check on who is driving a car and whether or not he has a right to drive."

Organization of Campaign

The report reviews in considerable detail the steps taken to organize the safety drive throughout the city by "Town Hall" safety meetings, which were held under the auspices of the Community Participation Sub-committee with divisional chairmen. Continuing the report says:

"Each of these divisional chairmen called meetings of representative men and women from the entire geographical area over which each of the six directors had jurisdiction.

"They appointed sub-chairmen, one for each district; these in turn called other meetings and appointed sub-chairmen in the neighborhoods.

"With the city thoroughly organized in quick time, the town hall meetings were scheduled. These were held in halls, schools, churches or whatever place, in each district, accommodated the largest number of people.

Given Wide Publicity

"They were widely publicized through most arresting bill boards, posters, newspaper publicity, exploitation and through radio announcements.

"The organization work was directed by a downtown headquarters, with Barnet Hodes, managing director for the Mayor, and a staff of efficient helpers.

"The entire organization worked closely with the various committees which were created by the Keep Chicago Safe Committee, these including the educational committee, speaker's bureau, and so on.

"Each geographic division of the city, when organized, became a safety chapter and the sub-divisions were auxiliary members of that chapter, all belonging to the parent organization, the Keep Chicago Safe group.

Safety Councils Formed

"Each safety chapter set about distributing safety pledges. When a chapter had signed up one hundred per cent and had demonstrated active interest, the chapter received a certificate naming it a Community Safety Council; the auxiliary branches received, in the neighborhoods, smaller safety chapter certificates. Pledges were distributed in the schools, and each room, in the grade and secondary schools, where there was 100 per cent co-operation, received an Honor Roll from the Mayor.

"Major chapters with several hundred auxiliary chapters were organized; 1,000,000 pledges, not only through chapters and schools, but by individual special workers, dealing through factories, stores and all other establishments operating motor vehicles, as well as through churches, service clubs and similar groups were distributed.

"Each motorist signing a pledge received a membership card in the Safety Council of his area and a windshield sticker reminding him of his pledge. Those not owning cars, but still signing pledges to keep safety rules, as pedestrians, received membership cards. Children signing pledges received a safety button. 350,000 safety buttons were distributed.

"At prominent intersections the attention of the public was attracted by members of the theatrical profession, who on automobile trucks personally invited citizens to sign and keep the safety pledges."

Still Vital Problem

Mr. Fleming asserts, however, that while the results were gratifying, the reduction in casualties was in no measure as impressive as might be expected in view of the enormous efforts made.

"I do not mean to sound a note of discouragement," he says. "I merely wish to emphasize the fact that in spite of our intensive educational and law enforcement campaign, the traffic problem is still a most vital one, and is a long way from being solved. Our problem during 1936 is tremendously serious as evidenced by the alarming 1936 record to date. Alcohol and gasoline mixed on New Year's morning and the results were most alarming."

DEATH OF J. W. HEWITT

Well Known Employe of Track Department Long in Service

In the sudden passing of John W. Hewitt on Saturday, January 11, the Track Department lost one of the best-known employes of the company.

Mr. Hewitt was very active in the affairs of the Surface Lines Club and for many years was a director and officer of that organization. He was also the correspondent representing the Track and Roadway Department on the staff of the SURFACE SERVICE MAGAZINE. He was interested in all kinds of sports and his smiling face and cheerful disposition will be missed by all of those with whom he came in contact.



John W. Hewitt

Mr. Hewitt entered the service of the Chicago Union Traction Company in 1899, being first employed in the Treasurer's office and later transferring to the Real Estate Division. In 1907 at the beginning of the rehabilitation period, he was transferred to the Track Department of the Chicago Railways Company as material clerk. At the time of the unification of the companies in 1914, he was appointed traveling material clerk, which position he held at the time of his death.

Funeral services were held on January 15 from St. Ita's Church and burial was at Mount Carmel cemetery. He is survived by his son John and daughter Margaret.

BUSES NOT BIG FACTOR

Only Small Proportion of Local Transportation Handled by Automotive Equipment

In the year 1935, according to statistics just compiled, less than 10 per cent of the local transportation business in the United States was handled by gasoline buses.

These statistics also show that only 8 cities in the United States with a population of 100,000 or more have abandoned street car service in favor of buses. Of the cities in the United States with a population of 25,000 or more, only 102 have no street railway service. The total population of all of these cities, including the 8 with 100,000 or more, is about 4,720,000, or only a little more than the population of Chicago alone.

IMPOSSIBLE!

It was 19 degrees below zero and the Madison street car was packed to the guards. Suddenly a young lady sprang to her feet, and fearing she was missing her street, called out frantically, "Is this May? Is this May?"

A jolly, red-faced fat man, wedged into the corner of the car, answered, unperturbed, "No, lady, this is January"—The Garfieldian.

Departments and Divisions

Accounting

Elsie Mae is the name of the new baby born on Monday, January 13, weighing 6 pounds 13 ounces, at the Belmont hospital to Mr. and Mrs. Harold Kirkman. To the proud parents we extend our best wishes.

Mr. John McCauley, son of Mrs. Mary McCauley of the blue transfer division, was awarded a gold medal for winning first place in a 220 yard preliminary heat in the Chicago Tribune's Silver Skates Derby held at Garfield Park on Saturday, January 11.

Dainty refreshments were served near midnight on Friday evening, January 17, at a stork shower in the home of Mrs. George Daniels (Marie Simonsen), formerly of the pay roll division. Mrs. Daniels was the recipient of many lovely gifts and from all reports a pleasant time was had by all.

Timekeeper W. V. Piper suffered the unpleasant experience of breaking an arm, caused by cranking a balky Ford. Due to this accident Mr. Piper's right arm was handicapped very much and on Monday, January 27, the cast was removed, which was very pleasing to him as everything turned out satisfactorily.

The many friends of Miss Marcella Corrigan regretted her leaving service on Friday, January 31, but then again they extend to her sincerest and best wishes on the occasion of her marriage to Charles Burmann, Saturday, February 8.

T. F. Coan.

Electrical

The good judgment of Edward Peterson, line department foreman, as to the style of winter Chicago was to have, is noticed by his decision to ask for a furlough so he could spend most of the winter in Florida. His wife accompanied him.

Oscar Ohman, who had a long siege of illness, is reported recovered and now back doing his usual work as foreman in the line department.

We still have a few more on our sick list. They are Arthur Doyle of the armature winders, Robert Lau, cable splicer of the line department; Joseph Sailor of the line department, and Adam Hansen, inspector of the line department.

A high ranking authority on hand lotion is none other than Edward Wilkie of Grand and Crawford sub-station. Edward says he has "lotions" of love for his special brand, as it keeps his hands in such excellent condition that they are the kind all girls love to touch.

Billy.

Engineering

Johnny Flynn of the track department is now the proud father of a baby girl and he admits it is the most wonderful baby he ever saw.

James Woods, wreck truck helper in the utility department, is confined in the Edward Hines hospital and appreciates the almost daily visits of his old friends.

J. M. Platt became suddenly ill January 3, and was rushed to the Burrows hospital where it was found he was suffering from intestinal hemorrhages. Sam Sutura, laborer in the track department, submitted to a blood transfusion, necessary to save Mr. Platt's life, and we are happy to report that he is on the road to recovery and is now convalescing at home.

Dave McCauley of Racine and Center hopes he can go to New York and get an audition on Major Bowes' amateur hour, as a vocalist. Dave has a wonderful voice, and if he clicks on the "Mike," he promises to out-do "Bing" Crosby and the rest of the crooners.

John Barrett of the 62nd and Wabash wreck truck station, happily tells us that his 14-year-old son has gained his strength after a stomach operation.

N. Chargal, assistant foreman in the track department, died December 26, 1935; S. J. Wedien, watchman in the track department, died December 31, 1935; James Taylor, trolley tender in the utility department, died January 13; W. Skipp, blacksmith in the track department, died January 14. Our sympathy is extended to the bereaved relatives and friends of the employees listed above.

Schedule and Traffic

Our correspondent, George Weidenfeller, is confined to his home with a bad cold.

Misfortune visited Mrs. Esther O'Brien of this department on the evening of January 22, while driving home with her husband and friends from a bowling game. Their car skidded and turned over and Esther is convalescing with a bruised eye and a broken right ankle. We sympathize with her and wish her a speedy recovery.

The best wishes of this department go with Mr. Mix and Mr. Moreau, who have transferred from the Schedule Department to the train service.

F. O. Irvine.

Shops and Equipment

South Shops: Our deep sympathy is extended to Ernest Schroeder, car repair department, upon the loss of his son, who passed away on January 29.

One of our eligible benedicts, Fred J. McIlroy, machine department, and the lovely Miss Evelyn Schill were united in the holy bonds of matrimony on January 18, at St. Matthews Lutheran church, 80th and Aberdeen streets. The wedding was celebrated at a lovely reception at the bride's home. Mr. and Mrs. F. J. McIlroy are at home at 8309 South Green street.

Old Doc Stork delivered a nice little baby girl at the home of Peter Schouten, machine department, on January 21. Congratulations to Mother and Dad and best wishes for the baby.

Cottage Grove: Fred W. Meyers, foreman, is enjoying renewed friendships of years ago with the boys at Cottage Grove carhouse.

We are happy to welcome Steve Pappas back into our midst.

Charley Winzenholler certainly knows how to don that high hat.

Burnside: Our heartfelt sympathy is extended to the bereaved family and relatives of Walter J. Walker, who passed away on January 18, at Billings Memorial hospital after an extended illness.

Paul Orban, now on the sick list, is at the

Cook County hospital and would appreciate a visit from the boys.

Archer: Sincere sympathy is extended to Foreman Ralph W. Short upon the loss of his father, who died on January 30, after a prolonged illness.

Elsie S. Frank.

West Shops: When Paul Labay, the John Gilbert of the West Shops (self-admitted) placed a sparkler on the finger of Miss Anna Klepecka on December 25, he must have left hundreds of girls disappointed and broken hearted. It looks now as though there is still a chance for Ed Wendt and Jimmy Maher, the West Shops' most eligible bachelors. Come on, girls, you don't have to be bashful; this is Leap Year.

We hear Walter Hager attended the Lily Pons recital at Orchestra Hall recently. How was it, Wally?

The following employees passed away during January after being off sick for quite some time, and we offer our sympathy to their bereaved relatives and friends: H. Rundlett, machinist, West Shops, on January 3, off duty since September, 1930, and J. Chudzicki, car cleaner, Armitage, on January 3, off duty since December, 1934.

Yvonne Randall.

Around the Car Stations

Cottage Grove

As you will note in the names on our sick list, the regular scribe is laid up, so here goes his "Stand In" for this month.

The following are some of the boys who would welcome a visit from you these cold and dreary days: J. H. Pickin, Martin Hennessy, George Elliott, A. Andersohn, R. H. Rowland, Barney Hanson and Emil Swanson.

It is with regret that we announce the death of two of the old guard, J. Usinger and J. C. Norton. To the families of these men we extend our deepest sympathies.

The past few weeks have been most trying to you all, and the wonderful spirit of co-operation has surely won the admiration of our superintendent. No runs off the street and all doing their part through cold and snow. Can you take it? And how!

We now have a few new men whom we welcome to our fold. We hope that they enjoy their new positions.

Burnside

A few of the boys at the Burnside depot are really optimistic regarding the severe cold weather this year. They say it will kill the chinch bugs. Remember this is the Prairie Farmer station.

Speaking of farmers, Operator Edward Fritsche has just completed his chicken shed. Oh, yes, Eddie is just one of the boys.

Operator J. Gouderjaan of this depot is now very cautious about entering rooms with locks on. Climbing out of windows to make reliefs on time is not so good on the new uniform.

Our old friend Martin Theis, the chief custodian, fell the other day and slightly injured

his limb. We do hope he will soon return to work as we are getting new students from time to time who need trainroom instruction with the broom.

A few weeks ago the Burnside cat was accidentally imprisoned under the floor by the carpenters who were doing some repair work. Two days after Slim the carpenter left the job, Kitty was heard calling for help. Our barn foreman, Rudy Nebelsiek, came to the rescue. Extra portions of meat and milk were given to Kitty by her special caretaker, August Sahr. William D. Frank.

Seventy-seventh

Our Superintendent, W. A. Bessette, takes this opportunity to thank all of the trainmen for their untiring efforts and for sacrificing their days off in order to keep our cars moving despite the snowstorms and severity of the weather last month.

Motorman Andrew McGann is grandpa to a darling baby girl, and a big time was had at his home last month in celebration of the happy event.

Our song writing Conductor John Kugler participated in an amateur show that was held on the near north side recently and gave his impersonation of Ted Lewis in song and dance, earning for himself the honors of the evening. In addition to being a good dancer he can also play a mean saxophone.

May we again call your attention to the fact that the names of witnesses to accidents are very important to all concerned and that you should always keep this thought in mind. Undoubtedly, more co-operation between trainmen will produce the necessary results, so in the future when there is an occasion to be of assistance to your fellow trainman, don't stand idly by but get busy and help him round up witnesses.

John T. Flynn.

Sixty-ninth

Conductor John F. Henry forsook the ranks of the bachelors of this depot, very quietly slipped away for a few days and when he returned changed his address. The reason, as you might guess, is a new member of the Henry family. Meet the Mrs. Henry. Congratulations!

Motorman W. M. Hillard's home was blessed by the arrival of a baby girl on January 30. Congratulations.

Clerk Donald Nelson was transferred to 77th street as clerk. We wish him good luck and success at his new position of combination clerk. To his successor, Robert Healy, we also wish success.

We also have in our midst a new comer to the clerical force, one Francis J. Burke. Best of wishes for success in his new position as register clerk.

Arthur R. Liphardt.

Archer

Conductor Marven L. Mulconrey is the proud father of another boy, born on Christmas day. Marven is now the happy daddy of 7 children. Congratulations are now in order.

Another of Archer's pioneers, John Smolick, died January 6, after a short illness. John entered the service February 21, 1905, and has been a faithful worker, was well known and had many friends among his co-workers. Funeral services were from his late home and interment was in Oak Ridge cemetery Janu-

ary 9. The boys of Archer extend their sympathy to the bereaved wife.

Motorman Miles L. Pries reports the arrival of a baby boy at his home on Saturday, February 1.

Conductor Charles L. Hoyt is now convalescing at the Hines hospital where he underwent an operation.

Conductor William J. O'Rourke, who has been confined to his home for several years due to ill health, died at 10:30 A. M. Sunday, January 26. Bill was one of our old-timers, having a seniority dating from March 20, 1905. He was buried on January 30 from St. Moricis church and laid at rest in Concordia cemetery.

Sympathy is extended to our repair foreman, Ralph Short, on the death of his father who died in Rockford, Illinois, on January 29.

Conductor Joseph A. Rossback had an exciting time at his home December 17, on the arrival of a baby girl. It is reported that Joseph and the baby girl are doing nicely.

Conductor Patrick J. Flatley, who retired from the train service several years ago, died at his home on Saturday, February 1. Pat was another of our old pioneers, having been employed in the train service since January 2, 1907. He had many friends and was well liked by all. Burial was on Tuesday, February 4, from St. Ritas church; interment in Holy Sepulchre cemetery. Deepest sympathy is extended to his family.

Conductor Fred R. Johnson is now the proud father of a son, Robert Fred Johnson by name, born on December 23.

It is with regret we report the death of Motorman James O'Brien who passed away on January 24 after a short illness. Jim's seniority dates back to March 16, 1892, and he leaves an excellent record behind him. To his bereaved family we extend deepest sympathy.

Bus Operator V. E. Blackford reports the arrival of a baby girl at his home January 17, Jeanette Lee by name. He says the little stranger made her way into their home late one evening and now has Ma and Pa stepping around pretty lively.

Our expression of sympathy is extended to the family of Conductor John T. Scanlon, who after a long illness died January 1, at the Jackson Park hospital. The funeral was on January 4, and interment at Mt. Olivet.

Dusty

Lawndale

One more member in the family—a bouncing baby boy presented to Conductor Herman Lesch.

Some time ago Conductor Herbert Almond was congratulated on his matrimonial exploit, but the joke was on the correspondent. Almond is still considering the adventure.

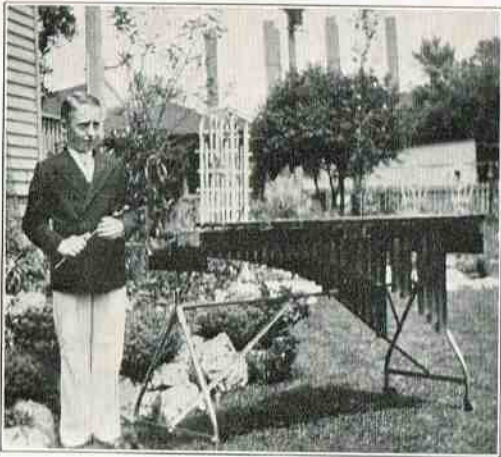
Sympathy is extended to Motorman George Schick in the recent loss of his wife.

Division Six welcomes the following new men: Conductors William Bohlen and George Hildebrandt; Motorman George Brichacek.

A little sand on steps might help you get home by the stove and also avoid an accident.

In a recent delay due to lack of power on West Roosevelt road, Conductor Al Kozak was first on the scene after finishing his night car run. He called the dispatcher, then started turning cars back until supervisors arrived. He was commended by the superintendent.

C. F. Karschnik.



Robert Mueller, Son of Conductor Frank Mueller of Division Street.

Blue Island

Our sympathy is extended to Motorman Prokop Uhlík and family in the loss of his mother, to Conductor James Powers in the loss of his mother, and to Motorman Frank Krska in the loss of his mother.

Motorman Charles Murray was presented with a 6 pound baby girl on February 3. Congratulations and good luck to the baby and mother.

Motorman Dan Mulcahy and Conductor A. Ross, who are on the sick list, would appreciate a visit from the boys.

C. P. Starr.

North Avenue

It is with regret that we report the passing of James Hanratty and William Nehls—two more of the old guard gone.

Old Man Stork is promoting on a large scale, leaving a future shortstop and pitcher at the home of Edward Dibbern, boys at the homes of Fred Napravnik and Al Thorp, and a daughter for Operator John Fitzpatrick.

Overheard at the picking board the other day: Operator James Muszynski claims that it is the height of something or other when the fellow ahead on the picking list borrows your pencil and then picks the run you want. We agree, but what's to be done?

The boys are all jealous of John Williams' new streamlined pipe. Someone wanted to know whether he sat on it while hot and pressed it out of shape.

Chief.

Armitage

What some of the pioneers have to say about the weather—Fred Dethloff, mayor of Round Lake, Illinois, 28 degrees below, 12 inches of snow, and no relief in sight; Ed Schroeder, boss of Downers Grove, 22 degrees below, water shortage, pump froze; Arthur Berndt of Half Day, high wind, 20 degrees below, Milwaukee road open to Libertyville.

Starter J. Curran has a unique idea for heating. Just step behind an automobile and place hands on exhaust. Trucks preferable.

Motorman Peter Rice and Mrs. Rice celebrated their twenty-fifth wedding anniversary Febru-

ary 22 with a reception at their home.

Robert O'Connor.

Division

Welcome is extended to all new men who have just entered the train service at our depot. We wish them the best of luck in their duties. They are as follows: Conductors Charles Christensen, Barney Wattenberg, Herbert Bruckhouser and George Brunner; Motormen Edward Brodd, Paul Phlaum, George Pass, Anthony Galizie and Morgan Grude.

All the trainmen have been wondering why Motorman Thomas Radicke has been so excited in the last few days. Here is the reason: On January 26, at 11 P. M., his wife presented him with an 8 pound baby girl. She will be known as Lucille Radicke and we extend our congratulations to the family.

Conductor Frank Mueller presents his 14 year old son, Robert Mueller, as a very clever musician. He is shown here beside his marimba which he plays on various occasions at lodges and banquets. He also is a drummer.

Sympathy is extended to Motorman John Garrity who was struck by an auto while returning home from work on January 5, receiving a broken knee cap. Here's wishing him a speedy recovery.

Your correspondent has been informed that our bowling team has jumped to first place. They say they took Limits depot for three games in succession. Limits team consists of veterans from Division depot. Let's give our team a big hand and hope they will be able to stay in first place the rest of the season.

Eugene Peterson.

Lincoln

Some of the boys have been lucky enough to escape the sub-zero weather we had here in Chicago. Conductor Andrew Wagner went to California for 30 days to enjoy the sunshine, and Herman Eilert, our ex-night clerk, with his wife went by airplane to California. Herman was with the company a good many years and is now enjoying a much needed rest. Motorman Henry Meyers is vacationing for 39 days in Florida. Henry makes a trip every year; last year he attended the World's Fair in southern California.

Conductor Gene Dillon had some bad luck and good luck when on Saturday, January 11, he left his changer on his running board and in driving north on Lincoln avenue the changer fell into the street. Frank Samp, motorman, and Conductor Jim Hopkins on a Riverview car going north saw a woman holding a changer with a transfer punch attached. Thinking it belonged to some Lincoln avenue conductor they stopped the car and got the changer from the woman and returned it to the station where Conductor Dillon had reported his loss. He was lucky to have gotten it back.

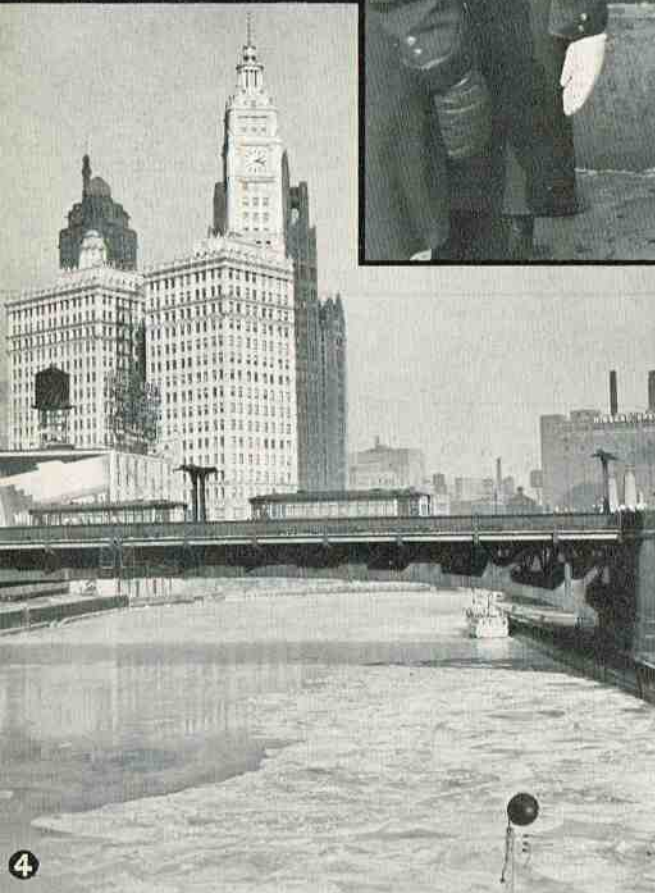
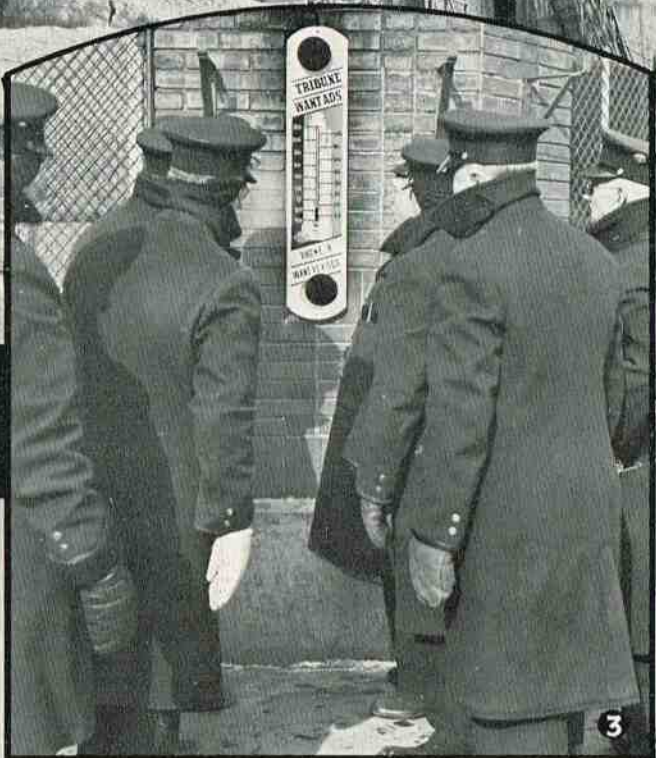
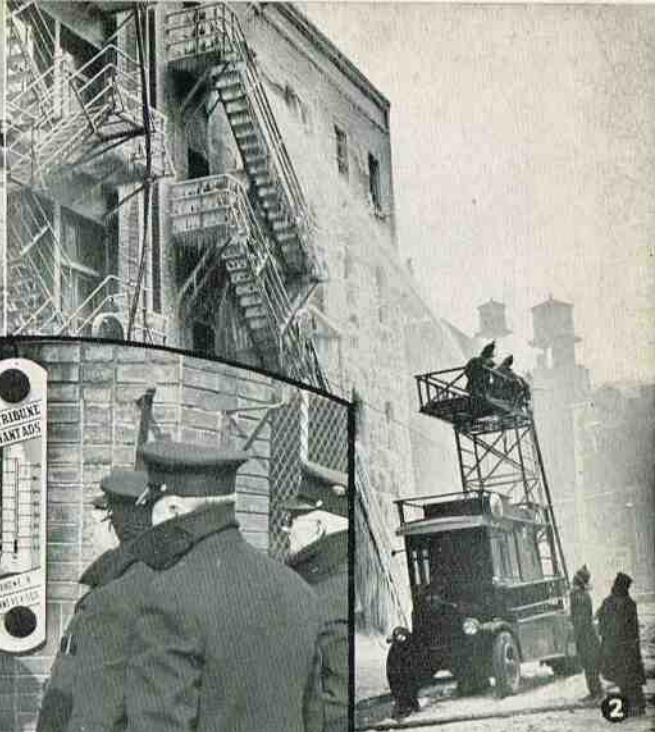
A baby boy weighing 7 pounds 12 ounces was born at Augustana hospital to Motorman and Mrs. Arzid Peter on January 27.

Conductor George Hollen was grandfather for the eighth time when a baby boy was born on January 26.

Conductor Earl J. Lynch started the New Year in grand fashion by getting married on January 4. Congratulations!

Motorman Fred Bronke's mother passed away last month and the funeral was held on Wednesday, January 22. Sympathy is extended to Motorman Bronke.

Henry Spethman.



WHEN ZERO WEATHER CAME TO CHICAGO

With temperatures registering as low as 17 degrees below zero, Chicago Surface Lines employes were faced with many emergencies. Scenes illustrated above show: 1—The lake front at 75th Street. 2—Firemen using Surface Lines emergency truck in combatting fire. 3—A group of trainmen at North Avenue getting the latest on the low temperature. 4—The frozen Chicago river. 5—Preventing switches from freezing. 6—Repairing trolley wires snapped by contraction in the cold.