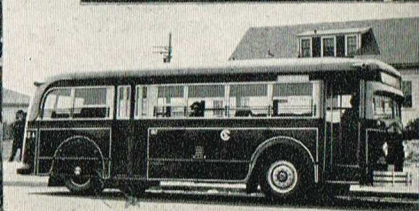
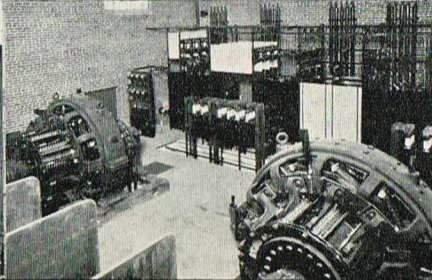
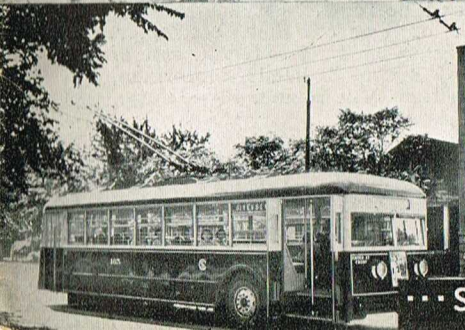
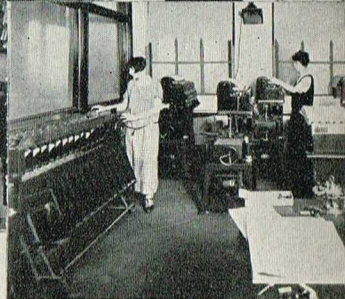
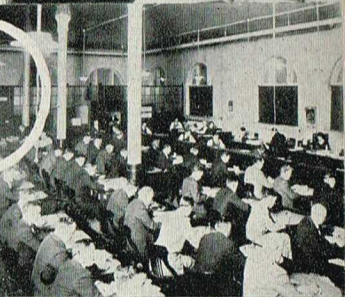
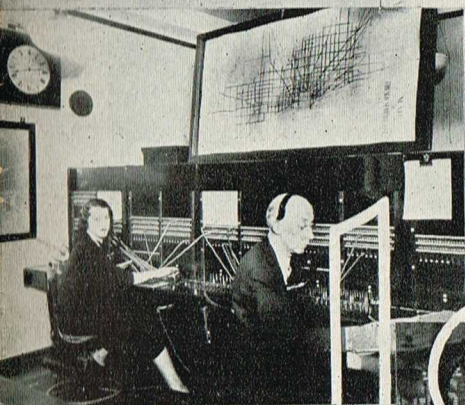


Surface Service

MAGAZINE

JANUARY



...SERVING CHICAGO...



MORE SURFACE LINES CHILDREN

1—Patricia Gayle, daughter of Frank Gans, electrician, West Shops. 2—Ronald and Donald, twin sons of George Thomas, motorman, Noble. 3—Barbara, daughter of Joseph Brzoska, craneman, West Shops. 4—Ronald Michael, son of George Mousel, conductor, Archer. 5—Daughters of Stanley Kuzius, motorman, Armitage. 6—Esther and Lorraine, twin daughters of Frank T. Mucynski, conductor, Archer. 7—Carmen, daughter of Frank Faber, conductor, Limits. 8—Thomas Joseph, son of Michael Murphy, conductor, Sixty-ninth. 9—Melvin, son of George Thomas, motorman, Noble. 10—Norma Lee, daughter of Byron E. Wells, motorman, Seventy-seventh. 11—John William, son of Michael Grimes, motorman, Blue Island. 12—George, Jr., son of George Kreith, conductor, Archer.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 12

JANUARY, 1936

No. 10

Thousands Want Jobs

Applications for New Positions To Be Filled Prove Service Popular

For some 250 positions to be filled in the train service, approximately 10,000 applications have been received by Superintendent of Transportation C. H. Evenson. The pressure for jobs as trainmen has been the heaviest in the history of the Chicago Surface Lines.

Realizing that this would be true, Superintendent Evenson made elaborate preparations for the receiving of applications. While no publicity was given to the fact that men were to be employed, the news quickly spread and even before the department was ready to receive applications the pressure to secure jobs had begun. A few men were put on from old applications filed several months ago and plans were then made to receive the applications of new men and handle them effectively.

It was realized that to attempt to handle all applications at one central point, as has been done heretofore, would result in such a congestion that it would be impossible to interview all of the applicants, so it was decided to have applications received at nine car stations.

Hundreds Apply

The first applicants were to have been received on Monday, January 6, but because of the snowstorm all who applied on that morning were told to come back on the next day. On the following Tuesday and Wednesday a constant stream of applicants poured through the designated car stations.

Every man who applied was interviewed and given a blank application to be filled out and mailed in by him. With the blank application was a letter explaining the situation and telling the applicant what to do.

The number applying at the various depots ranged from 800 to 1,700, the largest number being at Seventy-seventh Street. Other car stations where applications were received were Sixty-ninth Street, Archer, Lawndale, Kedzie, North Avenue, Division, Elston and Limits.

Explains to Applicants

In the letter to the applicants Mr. Evenson said:

"The interview you had at the car station was merely preliminary and while the report on this interview will be of value to the employing officer in forming his opinion, the facts covered in your application will be of primary importance.

"No trainmen have been employed by the Chicago Surface Lines in the past twenty months. Only a comparatively few positions are to be filled at this time. There were so many applications on file, however, and so many others wanted an opportunity to apply

for these positions, that it was thought best to arrange for preliminary interviews at the several car stations and for the filing of applications afterwards. Every effort will be made to be fair with all applicants and selections will be made entirely on the basis of merit and suitability to the positions.

"We want you to know that the management of the Chicago Surface Lines appreciates your desire to enter the train service. The personnel of this service, we believe, is one of the finest to be found anywhere in the country. Its record of steady employment at good wages has made it very desirable from the employe's point of view and that is the principal reason for the large number of applicants for every position that is open.

"Manifestly we cannot give employment to all who apply—even to all highly qualified men—but your application will receive careful attention. If you should not be so fortunate as to obtain one of the positions at this time, your application will be kept on file for future reference."

High Class Men

The majority of the applicants are high class both as to education and qualifications. A very large percentage of them are high school graduates and a considerable number have had college training. The desire of men of this kind to enter the train service is an indication that the positions are highly desirable. The fact that none of the operating force was discharged because of decreased earnings during the depression and that there was but one comparatively small wage reduction, half of which has been restored, makes the position of trainmen on the Chicago Surface Lines one of the most attractive of any in this class of employment.

During the earlier period of the depression no new trainmen were employed, but in the period beginning in the Fall of 1933 and ending in the Spring of 1934, approximately 1,000 men were added to the train force.

Small Turnover

In the years prior to the beginning of the depression there was a labor turnover in the train force of approximately 10 per cent. In the first three years of the depression there was no turnover, due to the fact that no new men were required, but in the year ended January 31, 1935, there was a turnover of 3.38 per cent.

All of this indicates that the present employes in the train service fully recognize the value of their positions and that outsiders are extremely anxious to get into the service.



Detachable Trolley Bus Snow Plow Which Aids in Cleaning Streets of Snow.

BUSES CLEAR STREETS

Detachable Snow Plows Make Possible Clearing of Snow on Bus Lines

Detachable snow plows for use on buses, purchased last summer, are making it possible for the buses to clear snow from the streets on which they operate.

The plows were purchased from the Anthony Company, Inc., of Streator, Illinois. The buses can be equipped with them in 30 minutes, as the attachments for the plows are permanently mounted on the buses. Only 4 bolts are required to put the shear in place ready for operation.

The plows are raised and lowered hydraulically through a pump located in the operator's position. When in use they are supported directly from the front axle of the bus so that they impose no excessive strain on the bus body. They clear a path 8 feet wide and they are proving adequate to meet all the requirements for snow removal.

The plows are equipped with a renewable wearing plate which can be replaced as the plates become worn. It is set at an angle so that the bus has a tendency to clear itself upon meeting any obstructions, such as paving blocks or manhole covers.

A HELPFUL POEM

Editor, SURFACE SERVICE MAGAZINE:

Your magazine for November, 1935, was received today and many thanks for your consideration in remembering me with a copy.

I am enclosing a poem, the author of which is "Anon," which I think will go well in your column of Courtesy and Efficiency of Surface Lines employees. It has been most helpful to me, and that it may have the same effect upon the many readers of your magazine proves to be the real motive in my sending it to you for publication.

FLOWERS FOR THE LIVING

I've noticed when a fellow dies, no matter what he's been,
A saintly chap or one whose life was darkly steeped in sin,

His friends forget the bitter words they spoke but yesterday,
And now they find a multitude of pretty things to say.
I fancy when I go to rest, some one will bring to light,
Some kindly word or goodly act, long buried out of sight;
But, if it's all the same to you, just give to me instead,
The bouquet while I'm living and the knocking when I'm dead.

Don't save your kisses to imprint upon my marble brow,
While countless maledictions are hurled upon me now;
Say just one kindly word to me, while I mourn here alone,
And don't save all your eulogy to carve upon a stone.
What do I care, when I'm dead, if the (Surface Lines) Gazette,
Gives me a write up with a cut in mourning border set;
It will not flatter me a bit, no matter what is said,
So kindly throw your bouquets now and knock me when I'm dead.

It may be fine, when one is dead, to have the folks talk so,
To have the flowers come in loads from relatives you know;
It may be nice to have those things from those you left behind,
But just as far as I'm concerned, I really do not mind.
I'm quite alive and well today, and while I linger here,
Lend me a helping hand at times—GIVE ME A WORD OF CHEER,
Just change the game a little bit, just kindly swab the decks,
For I will be no judge of flowers when I cash in my checks.

ANON.
William E. Mahoney.

LATE NEW YORK REPORT

Figures Just Issued Show Little Change in Riding Habits

Since SURFACE SERVICE MAGAZINE published a statement in the November issue on the subject of Transit in New York, figures have been published as to the traffic in New York for the year ended June 30, 1935. These figures show that the revenue passengers carried in Greater New York for that period decreased about 4,000,000 as compared with the year ended December 31, 1934.

It is interesting to note that the conversion of the Madison-Fourth Avenue line from street cars to buses in February, 1935, had a small effect on the bus traffic as a whole, which was 12 per cent of the total load for the year ended June 30, 1935, as against 11.4 per cent for the year ended December 31, 1934. On November 1, 1935, the Eighth and Ninth Avenue street cars were discontinued and buses were substituted on 37 miles of route. That line is controlled by the Omnibus Corporation of America which controls the New York Railways Company and several of the bus companies, as well as the Chicago Motor Coach Company.

Notwithstanding the publicity as to abandonment of street cars in Manhattan, the latest figures show that the great bulk of passengers still ride on rapid transit lines while those who use street cars still total more than those carried on the Chicago Surface Lines.

Lady: "Is this the Fidelity Insurance Company?"

Clerk: "Yes, Madam. What can we do for you?"

Lady: "I want to have my husband's fidelity insured."

"Let me off at the next stop, conductor. I thought this was a lunch wagon."

Safety Campaigns Helpful

Although Traffic Fatalities Increased in Nation Substantial Decrease Is Shown in Cook County

The National Safety Council reports a total of 36,400 fatalities due to motor vehicle accidents in the United States during the year 1935. This is the largest number on record, exceeding the 1934 total by some 300.

The report points out, however, that gasoline consumption indicated 6 per cent more driving last year, while the increase in fatalities is only 1 per cent. The rate of fatalities per 100,000 population was 28.5.

In Chicago and Cook county a total of 1,011 persons were killed in motor vehicle accidents during the year. This was the smallest number of fatalities since 1927 and was a decrease of 238 as compared with 1934. Of the total number killed in the county, 787 were killed inside the city limits of Chicago, and 17,846 persons were injured.

The smaller number of fatalities in Cook county is credited generally to the great activity in accident prevention during the year. Newspapers, organizations and large industrial concerns co-operated to the fullest extent in distributing all kinds of information and propaganda urging drivers to be more careful. At the same time improved police regulation contributed to greater safety in the streets.

Check Hazards

A campaign was waged throughout the year against such hazardous practices as double and diagonal parking of cars, and more arrests were made than ever before for speeding, ignoring traffic signals, passing loading street cars, and other similar violations of the traffic code.

The Chicago Surface Lines contributed its part to the decrease of traffic accidents by showing 6 per cent fewer vehicular collisions, 10 per cent fewer car and person accidents, and a decrease of 38 per cent in the number of fatalities for the first ten months of the fiscal year as compared with the previous year.

Encouraged by the effectiveness of safety work last year, newspapers, organizations and industrial concerns are planning to redouble their efforts this year. A real effort is being made to secure the passage in the Legislature of a bill requiring the licensing of automobile drivers. Illinois is one of the states which never has placed any restrictions on drivers of automobiles. As a consequence there are thousands of drivers in the State who are incompetent to operate cars and are a menace on city streets and country highways. Statistics show that accidents have been radically decreased in states where an adequate drivers' license law is in effect.

Newspapers Help

All of the metropolitan papers in Chicago are solidly behind the drive to secure greater safety in the streets. The *Chicago Tribune* daily calls attention to the number of fatalities due to traffic accidents, the *Daily News* and *American* have frequent articles and editorials on the subject, the *Herald and Examiner* is conducting a campaign to secure memberships in a Drive Safely Club, and the *Times* plastered the city with placards urging a greater caution on the part of

automobile drivers, conducted a contest among school children in order to impress the safety idea, and has had numerous editorials on the subject.

In a recent editorial outlining its 1936 platform the *Times* said: "Chicago must attack the problem of street safety as one of its major civic duties. Every child, every parent, every teacher, every civic group, every newspaper, every public official, must join with the police and the courts. At least 400 lives can be saved each year."

Among other propaganda which has been effective in keeping the idea of safe driving before the public is the action of one of the municipal judges in broadcasting each week his court hearings of traffic law violations.

Pamphlets on Safety

As an indication of what industrial concerns are doing in instructing their salesmen and truck drivers in safety, an elaborate pamphlet issued to all employees by Swift & Company is a good example.

"More than 9 out of every 10 automobile accidents are traceable to haste of one form or another," one of the statements in the pamphlet says, "and all of these 9 are preventable. Not in all cases is speed the only factor—but it is the grim specter which contributes to the severity and frequency of accidents."

On braking for a quick stop, the pamphlet has this to say:

"Have you ever tried to stop within 40 feet, going only 20 miles an hour? Or within 100 feet going just 40 miles an hour? It can't be done.

"At a speed of 20 miles an hour a car is traveling 29 feet a second. During the interval of the driver's mental reaction to an emergency ($\frac{3}{4}$ of a second, on the average), it travels 22 feet. The braking distance is 25 feet. And the total distance required for stopping is 47 feet.

"At 40 miles an hour, the car is traveling 59 feet a second. The total stopping distance is 115 feet. For 60 miles per hour the car is traveling 88 feet a second and the total stopping distance is 226 feet."

Advice to Pedestrians

For pedestrians the pamphlet has this advice: "Observe the following simple rules, and you have a much better chance to live a long and happy life:

1. Look all ways before crossing a street.
2. Watch the stop-lights. They change quickly.
3. Cross streets at intersections, not in the middle of the block.
4. When walking on the highway the left side of the road is the right side for safety.
5. Keep your umbrella high and your packages low for clear vision.
6. Conversations while crossing streets or highways are often cut short—permanently.
7. At the wheel—beware of parked cars. A child or adult may step from behind one of them.
8. Be prepared!"

KEEPING 'EM ROLLING

Cottage Grove, North and Kedzie the Leaders

Cottage Grove stands at the head of the list for December, 1935, with 15,824 miles per pull-in due to equipment failure. This figure gives them a 56.9 per cent increase over last month.

North follows with 10,089 miles per pull-in, and Kedzie is third with 9,842 miles per pull-in. Kedzie had an increase this month of 58.4 per cent, which is the highest increase for the month.

The individual records are as follows:

Rank	Carhouse	Zero Days	Mileage Per Pull-In	Pct. Inc. or Dec.
1	Cottage Grove	9	15,824	56.9
2	North	3	10,089	9.7*
3	Kedzie	2	9,842	58.4
4	Division	7	7,770	6.7
5	Burnside	6	7,118	1.2*
6	Lawndale	5	6,900	52.0*
7	69th	1	6,876	15.2*
8	Devon	..	6,838	5.9*
9	Archer	1	6,072	15.3
10	Elston	6	6,066	55.7*
11	Lincoln	1	4,837
12	Noble	8	4,739	6.4*
13	Armitage	2	4,722	47.3*
14	Limits	5	3,237	20.9*
15	77th	..	2,482	12.5*
16	Blue Island	..	2,182	11.2*
		56	5,259	8.6*

*Denotes decrease.

Carhouse records for the past six months:

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

ROUNDING UP WITNESSES

System Average Shows Considerable Gain in November—Burnside Still on Top

The average for the system in the rounding up witnesses contest went up from 3.39 in October to 3.50 for November. The two leaders, Burnside and Lawndale-Blue Island, did not change their positions.

Sixty-ninth Street lost its gain and slipped back to seventh place from third place in October, and Kedzie dropped from fifth to eighth position. Substantial advances were made by Cottage Grove, from sixth to third place, Elston-Noble, from seventh to fourth place, Archer, from eighth to fifth place, and North Avenue, from eleventh to ninth place.

Detailed figures are as follows:

	Nov.	Oct.	Sept.	Aug.
1. Burnside	4.50	4.57(1)	4.77(1)	4.18(1)
2. Lawndale-Blue Isl.	4.26	3.90(2)	4.15(2)	3.88(4)
3. Cottage Grove	4.02	3.65(6)	3.80(3)	3.56(8)
4. Elston-Noble	3.87	3.48(7)	3.58(5)	3.91(3)
5. Archer	3.74	3.22(8)	3.61(4)	3.85(5)
6. 77th Street	3.66	3.70(4)	3.45(6)	3.68(7)
7. 69th Street	3.64	3.77(3)	3.25(8)	3.72(6)
8. Kedzie	3.35	3.69(5)	3.19(9)	3.31(9)
9. North Avenue	3.25	2.89(11)	3.12(10)	3.04(10)
10. Limits-Devon	3.06	3.08(9)	2.94(11)	2.89(11)
11. Lincoln	2.98	2.98(10)	3.35(7)	3.94(2)
12. Armitage-Div.	2.34	2.58(12)	2.52(12)	2.55(12)
Aver. for System	3.50	3.39	3.36	3.41

TWICE AROUND THE WORLD

In the past 9½ years Joseph Kajohn, 5320 Fletcher street, figures that he has ridden far enough on street cars in Chicago to take him around the world 2½ times.

"I work for the Crane Company at 4100 South Kedzie avenue," Mr. Kajohn says. "It is 12½ miles each way from my home to my place of employment, or 25 miles round trip. I make the trip daily by street car and the total number of miles traveled in the past 9½ years is exactly 64,500.

"In traveling to and from work I encountered delays in bad weather but these were in no way the fault of the street car service but were due to automobiles and other vehicles causing traffic jams. It surely seems the Chicago Surface Lines, which I call the 'Service Lines' certainly deserve the respect of all street car riders. Riders do not realize the number of miles one can travel at so little cost. It seems unbelievable that I have traveled 64,500 miles or better than 2½ times around the world for only \$361.20."

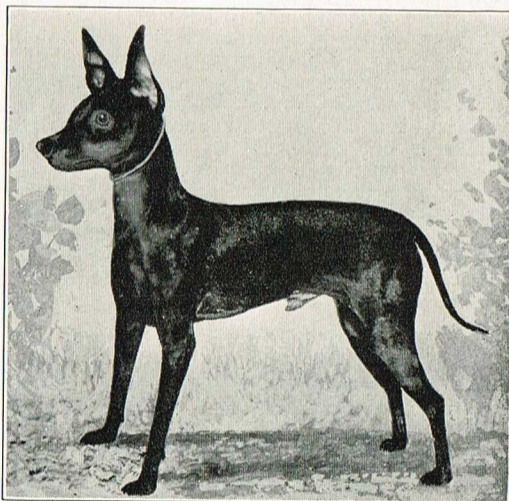
BREEDS TOY DOGS

Joseph Aldridge of Grand and Leavitt Has Interesting and Profitable Hobby

Breeding toy black and tan dogs is the hobby of Joseph Aldridge, watchman at Grand and Leavitt and veteran employe whose services date back to 1908. He has followed this hobby for the past 40 years.

The dogs, known as toy Manchester terriers, are very popular. They vary in weight from 3 to 9 pounds and are readily recognized because of their pointed ears set close together.

Mr. Aldridge's dogs have won honors in practically every show in which they have been entered. One of his dogs, "My King Toy," was country-wide champion of this breed from 1930 to 1935, and 4 other champions have brought to Mr. Aldridge a large number of medals and ribbons. No other breeder of this kind of dog has won so many honors.



"My King Toy" Prize Dog Owned by Joseph Aldridge.

Well Known Employees Die

Number of Men Prominent in Service Claimed by Death During Month—Complete List of Deaths

Death laid a heavy hand on the Surface Lines organization during the past month and claimed some of the oldest and best known employees.

Supervisor John O. Hays, 52, was struck by a hit-and-run automobile while he was assisting boarding street car passengers at Madison and Rockwell streets Sunday afternoon, December 15, and died in the Washington boulevard hospital the following Tuesday. Mr. Hays was a brother of Division Superintendent R. L. Hays and was very popular among employees in the train force.

The automobile which struck him ran through the crowd boarding the street car and the driver, James Finnerty, 119 South Oakley boulevard, immediately abandoned the car and ran away on foot. He was afterward apprehended and taken to the Warren avenue police station. Supervisor Hays was taken to the hospital in a cab.

Mr. Hays began his Surface Lines service in 1908 as a motorman at the Kedzie depot. He was promoted to the position of supervisor several years ago. He resided at 11 North Long avenue with his wife and three children, who survive him.

R. C. Marsden Dies

Robert C. Marsden, who had been employed in the Shops Department since March, 1886, and was well known among the employees of the system, died December 15 after a short illness. The funeral was held at the Park Manor Congregational church on December 17, and interment was in Fairmount cemetery. A wife and three daughters survive.



Robert C. Marsden

Born in Blackburn, England, February 14, 1853, Mr. Marsden came to the United States in 1885 and secured employment in the Shops Department the following year. For a number of years he held the positions of foreman of the car repair department and assistant foreman in the woodmill department. He was one of the organizers of the Mutual Aid Association in 1894 and was one of the committee of three selected to frame the by-laws of this organization.

Mr. Marsden was a member of the Lakeside A. F. and A. M. and was very active in that organization.

Peter A. Bergman

Another old and highly respected employee of the Shops Department, Peter A. Bergman, died December 21 at the Wesley Memorial hospital after a brief illness. The funeral was held on December 26 from Starr's chapel. Interment was in Oak Hill cemetery under the auspices of the Masonic Fraternity.

Mr. Bergman was born at Warmland, Sweden, February 6, 1860, and came to the United

States in 1886. He secured employment in the Shops Department in December, 1890, and at the time of his death held the position of foreman of the woodmill department. He was a member of the John Erickson Lodge No. 361, I. O. O. F.; Fromat Lodge No. 133, V. O. of America; Home Lodge No. 508, A. F. and A. M.; and the North Star Lodge. His widow, one son and two daughters survive.

Dies in Automobile

Sudden death overtook Joseph O'Connor, 47, track superintendent of the southern division of the Track and Roadway Department, on December 30 as he was driving his automobile at 71st and Halsted streets. His death was caused by heart disease.



Joseph O'Connor

Albert Dyke, 8350 South La Salle street, was riding in the car with him and saw him suddenly slump down over the wheel. Mr. Dyke seized the steering wheel and as soon as he could get in the driver's position drove to St. Bernard's hospital, but physicians stated that Mr. O'Connor had died instantly. Mr. O'Connor's employment dates from 1905, when he began working for the Chicago City Railway Company during school vacation periods. After graduating from Armour Institute in 1907 he was given a permanent position as material clerk in the Track and Roadway department and served in various capacities until May, 1922, when he was appointed superintendent of the southern division.

Funeral services were held on January 2 from St. Felicitas church and interment was in the Holy Sepulchre cemetery. His widow and 12 children, ranging in age from 3 to 21 survive.

Deaths in December

The complete list of deaths during December follows:

Transportation—Division 1, Cottage Grove: Robert C. Cunningham, employed October 26, 1889, died December 14, 1935.

Division 3, Seventy-seventh: Martin Duhig, employed March 25, 1897, died December 19, 1935; John McGranahan, employed March 2, 1898, died December 19, 1935; Frank Nelson, employed June 22, 1910, died December 9, 1935; Joseph Ed Wolfe, employed January 23, 1917, died December 14, 1935.

Division 4, Sixty-ninth: Soren W. Jensen, employed July 30, 1914, died December 20, 1935.

Division 6, Blue Island-Lawndale: Albert Rempert, employed November 18, 1907, died December 20, 1935.

Division 7, Kedzie: John Oscar Hays, employed January 14, 1908, died December 17, 1935.

Division 12, Devon-Limits: James R. Randall,

(Continued on page 12)

SURFACE SERVICE MAGAZINE

Published Monthly by
Chicago Surface Lines
231 South La Salle St.
CHICAGO

Volume 12 January, 1936 No. 10

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

SAFER STREETS

On another page in this issue is a report on street traffic accidents during 1935 and the efforts being made to secure greater safety in the future.

That these efforts are attaining some degree of success is indicated by the fact that there has been a reduction in the number of fatalities in Cook county as compared with the previous year, while in the nation as a whole the number of deaths due to the operation of automobiles reached an all-time peak.

Widespread publicity, constantly keeping before the public the danger of speed and recklessness in automobile driving, is effective as a safety measure. More effective still, however, is strict enforcement of the traffic code, the elimination of angle and double parking, and the punishment of law violators without fear or favor.

The passage of a drivers' license law in Illinois and its strict enforcement would also be most effective. Men and women who are mentally or physically unfit to drive should not be permitted to endanger the lives and property of others by operating automobiles in city streets. Drunken drivers should be punished by having their right to drive taken away from them.

There will always be a certain number among automobile drivers who will pay no attention to warnings and will even run the risk of arrest rather than check their reckless practices. The only way to deal with this class is to take from them the right to drive.

SNOW REMOVAL

In a news article the *Chicago Herald and Examiner* makes the statement that for its 3,795 miles of streets, Chicago has hopelessly inadequate snow-fighting equipment and practically nothing is done by the City toward the removal of snow.

In this connection no mention is made of the fact that in every snowstorm the Chicago Surface Lines clears snow from some 500 miles of streets occupied by its tracks, and 50 miles of streets on which its buses operate. Much more snow-fighting equipment is owned by the Surface Lines than by the city of Chicago. The snow is not only removed from the tracks but is pushed to the curb on each side of the track, clearing the entire street.

In addition to this service to the public, the Chicago Surface Lines pays the City a total of \$365,000 a year—\$1,000 a day—for street cleaning and snow removal.

WANT FEWER TAXICABS Council Committee Considering Reduction to Relieve Street Congestion

In considering the question of reducing the number of taxicabs on the street in order to relieve congestion, the sub-committee on taxicabs headed by Alderman Cronson developed data showing that there are 3,874 cabs now in operation. It was also brought out by testimony of various employers that Checker taxicab drivers are earning about \$25 a week, including \$5 in tips, Yellow cab drivers about \$18.50 outside of tips, Public Service drivers \$18, and Commercial Cab drivers \$15 to \$20 per week.

The number of taxicabs operated by the various companies was stated as follows: Yellow, 2,166; Checker, 1,500; Public Service, 65; Commercial, 26; Tri-City, 17; Party, 19; Stewart, 17; Jackie, 17; Capitol, 7; Blue Cab, 5; Mrs. Ewing, 8; Royal, 6; McNeal, 6; Parks, 5; and miscellaneous, 10.

PHOTOGRAPHIC CONTEST

The West Side Historical Society, located at Crawford avenue and Monroe street, announces a photographic contest with prizes of \$10, \$5 and \$3 for pictures of west side historical interest. These pictures may be of sites, persons, or buildings and may be either new or old photographs. Prize-winning pictures become the property of the Historical Society, which reserves the right also to purchase all pictures submitted at prices not to exceed \$3 each.

The contest will close March 15.

Fewer Complaints in 1935

Courtesy Report Indicates Improvement in Service Standards—Many Trainmen Commended

Here is good news.

Notwithstanding 248 complaints due to the introduction of the Elevated-Surface Lines transfer system on September 22, the total number of complaints for the year 1935 showed a decrease as compared with 1934. In 1934 there were 6,341 complaints of all kinds, but last year there were 88 less, or 6,253. The only classifications, aside from miscellaneous, showing increases were passing up and service. There were 920 complaints of passing up last year as compared with 711 in 1934, and 601 service complaints as compared with 581. Other classifications compare as follows:

Discourtesy, 1,451 last year as compared with 1,522 in 1934; transfers, 1,444, as against 1,698; quick starting, 235 as against 266. In the miscellaneous classification, which includes rough operation and several other things, there was a slight increase from 1,563 in 1934 to 1,602 last year.

The month of December also showed a decrease in complaints, the total being 665 as compared with 741 the previous year.

Liked Salesmanship

And speaking of elevated transfers, Mrs. R. J. O'Brien, 6525 North Richmond street, says she decided not to take an elevated transfer because she liked so well the service being given by Conductor Carl E. Johnson, badge No. 11310 of Devon, on a Broadway car.

"A few days ago I had occasion to go to the loop and as a rule I change to the elevated line," Mrs. O'Brien says, "but the conductor on the street car was such a good salesman that he sold me on riding on the street car at all times and then, too, he was so courteous, clean-cut and obliging and such a credit to your company that I could not help but take his number and let you know about it.

"Two old ladies got on his car with a grip, headed for the Dearborn station. He helped them on and off with their grip and although they pestered the life out of him about not forgetting to tell them where to get off, he was courteous and nice."

Not So Good

But, still speaking of transfers, here's another letter that is not so good. Mrs. M. J. O'Riordan, 112 North Kilbourn avenue, says that she got on a Madison street car at 4500 West and asked the conductor if she could transfer to the "L" at 48th and Harrison streets.

"I had to ask three times and then got a surly yes in reply," Mrs. O'Riordan says. "On the 48th street car I asked the conductor for a transfer to the 'L' and he said I should have paid 10 cents and received a blue transfer on the Madison street car. It cost me 7 cents for a short ride to the 'L' and then I had to pay 10 cents to ride a few blocks west on the elevated. The conductor on the Madison street car could have explained the rule in a few words. How is a stranger to know the rules unless he asks for information?"

These two letters are a fair sample of the

different impressions made by the trainman who is trying to do his job right and the one who doesn't care.

Praised for Courtesy

An unusual act of courtesy was reported by Charles Mader, 4150 West Jackson boulevard. He states that his mother was riding on a southbound Cicero avenue street car and kept looking out of the window to be sure she didn't pass her destination. Conductor Eugene E. Neil, badge No. 5676 of North, noticed that she was bewildered and came into the car and asked where she wished to go and offered to let her know when she reached her intersection.

Rev. H. A. Ironside of the Moody Memorial church, feels that Motorman John L. Beyer, badge No. 2183 of Limits, deserves special recognition for his prompt application of the brakes when a woman slipped on the ice and fell right in front of his car.

Another incident of quick action on the part of a motorman was reported by Mrs. I. Levin, 8118 Evans avenue. She commends Motorman James E. McPhail, badge No. 11189 of Burnside, for his alertness when a truck went through an intersection against the lights and would have hit the street car had not the motorman applied his brakes immediately.

Walter S. Haynes, 161 West Harrison street, reports the kindness of Conductor Henry Kopp, badge No. 6514 of Division, who assisted an elderly passenger to alight from his car.

Gave Directions

Miss J. Mangan, 7649 South Morgan street, commends Conductor Jeremiah J. O'Connor, badge No. 12580 of Kedzie, for the courteous manner in which he gave her directions for reaching her destination.

Thomas S. Hardwick, 342 North Western avenue, is very grateful to Conductor Chauncey P. Stone, badge No. 8828 of Kedzie, for paying his fare when he found that he had left his wallet at home.

T. W. Passailaigue, of the Ohio Brass Company, 20 North Wacker drive, commends Motorman John J. O'Brien, badge No. 8833 of Lawndale, for his excellent judgment, which avoided an accident.

Miss Alma L. McCabe, 5507 West Huron street, expresses her gratitude to Conductor Harry B. Cord, badge No. 10192 of Kedzie, who turned in the purse she left on his car. She writes that she also appreciates the courteous treatment she received at the car depot.

William Kelly writes that his first experience of a thoughtful act of kindness in the years he has been using street cars was through Operator Oscar Nelson, badge No. 9338 of Burnside, who held his car to enable Mr. Kelly to board it.

Most Courteous

Harold W. Smith, 10137 South Winston avenue, classifies Operator Harry W. Andersohn, badge No. 8890 of Seventy-seventh, as the most courteous and accommodating employe of the Surface Lines that he has ever encountered.

Miss Virginia Lamey, 5249 West Monroe street, wishes to commend Conductor Benjamin Amsterdam, badge No. 8194 of Kedzie, for his thoughtful and courteous treatment of one of his passengers.

Miss Ruth L. Baily, 230 South Clark street, expresses appreciation of the service rendered her by Motorman William J. Dressler, badge No. 7573 of Devon, who turned in the purse she left on his car.

J. G. Moeller, 4450 North Kedzie avenue, witnessed the kindness of Conductor Otto Dahl, badge No. 6220 of Devon, who assisted a crippled passenger to board his car.

"He gave splendid service to each and every patron," is the commendation given Conductor Ernest L. Frank, badge No. 6476 of Burnside, by Miss Elsa Rupert, 4041 Ellis avenue.

Found Her Purse

Miss Bettie Beyer, 1258 Ardmore avenue, is most grateful to Conductor Harry A. O'Connell, badge No. 4656 of Cottage Grove, for turning in her purse.

Miss Pearl Jane Hanscom, 417 North Clark street, was assisted in boarding the street car on which Conductor John S. Trinen, badge No. 4046 of Seventy-seventh, is one of the trainmen, and she also received courteous answers from him when she asked for information on reaching her destination.

Andrew J. O'Donnell, 2612 North Clark street, writes that Conductor Daniel Hefferman, badge No. 3898 of Seventy-seventh, is an "ideal conductor."

G. A. McMahan, of the Illinois Emergency Relief Commission, 418 East 35th street, greatly appreciates the courtesy shown by Conductor Michael J. Phelan, badge No. 3392 of Archer, in recovering and returning a lost check.

EMPLOYEES RELIEF FUND

December 1935

The Surface Lines Employees Relief Committee held five sessions during the month, at which 22 applications were considered. Of this number there were 14 applicants approved for weekly relief payments, and 2 emergency cases on which immediate aid was given, making the total on this list at the present time 271.

Checks totalling \$14,828 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$695,979.78 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, \$815,979.78.

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 \$935,800.32 to date; and further, the sum of \$60,000 has also been pledged for the 1936 subscription to the Community Fund.

APPRECIATE SERVICE

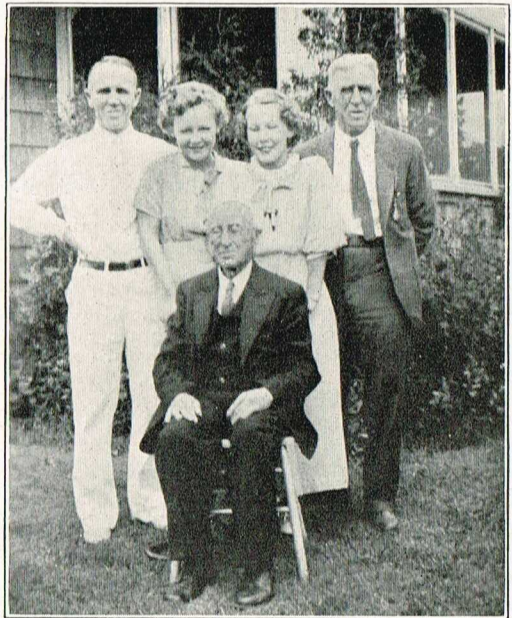
Members of 4-H Clubs Write Thanks From All Parts of Country

Delegates to the congress of the 4-H Clubs in connection with the International Live Stock Exposition early in December have written to Superintendent of Transportation C. H. Evenson from all sections of the United States to thank the Chicago Surface Lines for the good service it gave them while they were here. Letters came from such far away points as Ontario, Canada, Mississippi, South Dakota, South Carolina, Washington, Montana, and Nebraska.

G. L. Noble, managing director of the National Committee on Boys and Girls Club Work, wrote to say: "This is the first opportunity I have had to thank you for the time and care you devoted toward arranging surface transportation for the 4-H delegates during the recent International."

This is a sample of the appreciation expressed by others.

Ten chartered cars were arranged to take the delegates to the International Harvester Company Works and the Horse Show.



FOUR GENERATIONS

Recently four generations of the Mavis family got together in one picture.

Standing at the right is Motorman Harry Mavis of Kedzie. Motorman Mavis' son Carl of Muskegon, Michigan, is standing at the left and two grand-daughters, Barbara and Cerman, are in the center. Seated in the center is Carl Mavis of Snover, Michigan, Motorman Mavis' father.

The combined ages of the group are 227 years.

Motorman Mavis has worked on Madison street for 40 years.

First and Last of Cable

Old Copy of Chicago Tribune Tells of Beginning and End of State Street Line

The following article is taken from the Chicago Tribune of Sunday, July 2, 1899. It tells of the beginning and end of the State street cable line.

"The Rise and Fall of the Cable Car in Chicago" may be written by some enterprising Chicago man after next Thursday. On that day the old State street cable system, which has hauled millions of people up and down that thoroughfare for the last seventeen years is to be abandoned indefinitely for the overhead trolley. The cable is worn out, the dingy cars which it pulls travel too slowly, in the minds of the people who ride in them.

The Chicago people who took the first ride on the State street line in 1882 will find it hard to believe that the cable so quickly has outlived its usefulness and gone out of date. The boys now grown to manhood, who "flipped" the first cable train that bore Mayor Carter H. Harrison, Sr., and the Aldermen and prominent citizens over the line on the first day, probably will rub their eyes when they realize that the State street cable is slow and out of date. It is only a little while ago that people traveled to Chicago from many miles around to watch the cable cars go by at "lightning" speed.

Chicago practically was the discoverer of the street railway cable system, and it has got more value out of it than any other city before concluding to give it up. The State street cable was the first one in the country that was built to go around corners. The cable railway in San Francisco, which was the only one in the United States to antedate the Chicago system, was built to pull street cars up steep hills and was not intended as a practical scheme anywhere else.

Opening State Street Line

The opening of the State street cable line was one of the events in the history of this city in the early '80s. It brought out the greatest crowd of people that ever had gathered in the city up to that time, with two exceptions.

The day before the cable was started the Chicago City railway company sent out invitations to the Mayor, all the Aldermen, and about 200 prominent citizens to ride on the first train. The people of the city in general packed both sides of State street from Madison street for two miles south, and waited for hours to see the first grip car go by.

The start was made at 2 p. m. on Jan. 22, 1882. Hundreds of people said it would be a failure. But Superintendent Holmes had the line cleared of horse cars, which were the only means of street transportation at that time; a team of eight horses drew two brand new grip cars, with five trailers, from the power-house down to Madison street, and everything was made ready. The cars were covered with flags and banners, and in spite of the general prediction that they would bump off the track, it was agreed universally that they were the airiest and most graceful vehicles of the sort ever

seen in Chicago or anywhere else. They are still running on the State street line, but Chicago people do not describe them in that way now.

Mayor Harrison and the band sat on one grip. The other grip was moved 200 feet ahead of the train to act as a "pilot," as the newspapers said next morning.

Enthusiasm of Citizens

The people on the train scarcely believed their watches when they found the run was made to Twenty-first street in twenty-one minutes, including frequent stops. The smoothness with which the cars ran was thought to be something marvelous. "There was no jarring, such as is experienced on the horse cars," the newspapers said next morning.

After the guests had been taken back to Madison street the cars were divided up into two trains, and the public was given a chance to ride. The following Sunday the service was regularly started, and trains were run every three minutes from Madison to Twenty-first streets.

Required New Plans

The Chicago people had to plan practically a new system to adopt it to the city streets. Chicago then had a population of 600,000 and Madison and State streets were too crowded to admit of switching the cars from one track to another. So Superintendent Holmes and Engineer Hovey thought out a scheme for a loop and had plans prepared before the matter was broached to the City Council.

There was immediately a great protest from the property-owners along State street (against the loop.) They said it would ruin the street. The Aldermen objected because they said the street car drivers would rebel against the innovation. It would throw a lot of men out of work. It also was objected to because the cars would frighten the wits out of the horses, and cars running at such a terrific rate of speed as Superintendent Holmes planned for would kill and maim hundreds of people.

But Superintendent Holmes found plenty of sympathy for his plan in Mayor Harrison, and after the ordinance once had passed the Council, which it did with less opposition than was predicted, Mayor Harrison quickly signed it.

Little Development in Cable

There has been comparatively little development in the cable road since the first line was put in, however. The grip is the same that was used on the first State street train, with a few unimportant changes. The enormous expense of keeping up the road, which is almost as great as of operating the line with horse cars, apparently has taken the attention of inventors away from it.

Improvements in electric cars were made so rapidly that the street railway companies hesitated to buy more cable equipment. The State street line, which the engineers have found is worn out, is the first to go. Trolley wires have been strung in the last few days along the line, and the engines that run the State street cable probably will be shut down on July 6.

(Continued from page 7)

employed January 22, 1912, died December 13, 1935.

Accident Investigation—August M. Krieger, employed June 1, 1881, died December 6, 1935.

Shops and Equipment—Division 4, Sixty-ninth: Martin Markus, employed July 23, 1918, died December 19, 1935.

Division 5, Archer: Joseph A. Wagner, employed June 10, 1922, died December 5, 1935.

Division 8, North: Patrick J. Finley, employed August 10, 1923, died December 11, 1935.

Division 12, Devon-Limits: Henry Szafraniec, employed June 1, 1910, died December 29, 1935.

South Shops: Peter A. Bergman, employed December 10, 1890, died December 21, 1935; Robert C. Marsden, employed September 18, 1886, died December 15, 1935.

West Shops: Andrew Olsen, employed May 10, 1927, died December 24, 1935.

Track—Nick Chargal, employed April 1, 1918, died December 26, 1935; Joseph O'Connor, employed June 25, 1907, died December 30, 1935; Sven J. Wedien, employed May 1, 1900, died December 31, 1935.



PREPARED EARLY FOR WORLD WAR SERVICE

While the World War was being waged by European nations and there was constant threat that the United States would be drawn into it, a number of Chicago Surface Lines employees began training as officers at Fort Sheridan in October, 1915.

U. G. Lee, paymaster in the Financial Department, was one of this group and he has preserved a photograph taken at Fort Sheridan at that time. Captain Lee is the only one of the group still in the Surface Lines organization. One of them was Charles Gordon, the managing director of the American Transit Association.

Most of these men afterwards went into active service when the United States entered the war. Those in the picture are:

Front row, reading from left to right: Thomas S. McKinlay, formerly employed in the Department of Accident Investigation; H. M. Wheeler, engineer in the Electrical Department, who died shortly after the training course was finished; W. G. Marshall, formerly of the Accounting Department, went to a training camp in the South and was made a second lieutenant—he died shortly after the war; C. L. Cooksey, formerly of the Department of Accident Investigation, left the employ in 1918; Charles Gordon, former engineer of equipment, went into the aviation division as an engineering officer of the 269th Aero Squadron. He left the employ of the Surface Lines in 1923 and is now managing director of the American Transit Association, representing most of the street railways of the United States.

Rear row, reading from left to right: Samuel M. Ross, formerly cost accountant at the South Shops, left the employ to go East in 1916; A. D. Young, formerly with the Department of Accident Investigation, left the employ in 1916; Cameron Fish, formerly of the Department of Accident Investigation; H. R. Chadwick, formerly of the Electrical Department, saw active service as a captain of the 132nd Infantry of the 33rd Division, was cited for gallantry in action and received the Distinguished Service Cross. He has retired to a farm in Michigan. U. G. Lee, Financial Department, left for Washington, D. C., at the beginning of the war to work in the Finance Allotment Bureau. Later he went overseas as an army paymaster with the rank of captain.

Departments and Divisions

Accounting

Candy was distributed by Miss Roberta Frederickson on Saturday, December 14, when she passed another milestone.

At this writing we are sorry to report Mrs. Dorothy McDonough on the sick list, but look forward to her speedy recovery.

Believe it or not, there is a Santa Claus. If further proof of that statement is necessary, Miss Alice Mell will gladly furnish it by proudly displaying the pretty diamond she received from Harold Berlig. Heartiest congratulations and best wishes.

The comptometer division had a Christmas party and grab bag on Monday, December 23, at noon; various other divisions of the department also had grab bags.

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

"The Austin Times," published by the students of the Austin high school, in the last issue extended to Chicago Surface Lines bus operators on Central avenue the season's greeting: "A Merry Christmas to bus drivers who wait for you when you are late and are running to catch the bus."

Wishes for many years of happiness were extended to Mr. and Mrs. A. W. Malmquist on their 21st wedding anniversary New Year's eve.

Sympathy is extended to Walter Oquist, whose father passed away on Friday, January 3.

T. F. Coan.

Electrical

It has been very interesting and amusing to hear two recent Ford owners and enthusiasts, George Clark of the meter testing division and Ralph Luebkeemann of the timekeeping department, telling each other what their Ford did on their last trip. Some day the Fords may be equipped with loud speakers and they can then talk for themselves.

Gerald McNamara, 19 year old son of Patrick McNamara, operator of 44th and Kedzie substation, died at St. Bernard's hospital of injuries received at Hermosa and Pryor avenue, where an automobile struck the milk truck on which he was riding. Our sympathy is extended to the ones bereaved.

Our most sincere wishes for a speedy recovery are extended to William Jones' wife.

Sympathy is extended to John Gilroy of 82nd and Halsted substation, whose mother died.

Edward Johnson, in charge of electrolysis,

spent his vacation with his mother during the Christmas holidays in northern Michigan.

Billy.

Legal and Accident Investigation

August Krieger, who had been for 54 years in the service of the Chicago Surface Lines, died on December 6 after only a few days illness. The Community Lodge of the Independent Order of Odd Fellows conducted the funeral services, which were held at 2350 West Madison street on December 9. Mr. Krieger had been a faithful and well liked employe during the many years of his service.

Mr. and Mrs. Harry Boness had a pre-Christmas present on December 9, when Yvonne Anne, a young lady of 8 pounds 7 ounces, arrived to make the holidays more vociferous around the Boness menage.

Limits

Our starter, Harry Welhausen, had a beautiful piece of work in the form of a city and farm around his Christmas tree which he made himself, all hand-carved.

The sister of our chief clerk, Albert Hill, was laid to rest on December 26. We extend our deepest sympathy to Al.

On December 29 Motorman Ernst Miller was hit by a Checker cab as he was getting off his car to be relieved. He is in the John B. Murphy hospital with a possible skull fracture. His conductor, Charles Fennesy, was also hit but was not hurt.

Many unusual things are found on the cars, but it took Conductor John Clark to find the most unique. He turned in a very neat package one day. It looked queer to the clerk so he opened it and there were four little white mice. The clerk had a hard time getting someone to relieve him of them.

Our bowling team is still going strong. A couple of the men are up in the high averages. They want all the moral support they can have.

E. A. Davis.

Shops and Equipment

South Shops: Congratulations and best



Art Bowes, Machine Shop Foreman at the West Shops, enjoyed a vacation in Florida

wishes are offered to Allver Engberg, machine department, and his lovely bride, who were married on December 28.

Cottage Grove: We hope to have Steven Pappas, who has been on the sick list for some time, back with us soon.

Burnside: Rudy is so busy with sweepers, scrapers, plows, etc., that he really hasn't time for an item. That's all right, Rudy, business comes first.

77th Street: To our foreman, F. W. Meyers, who has been off sick for some time, we extend our wishes for a speedy recovery and hope to welcome him back soon.

69th Street: Deep and sincere sympathy is extended to the bereaved family and relatives of Martin Markus, who passed away on December 19.

W. Coombs is confined to his bed at the St. Bernard's hospital. A visit from any of the boys would be greatly appreciated.

Elsie S. Frank.

West Shops: Congratulations are in order for Joseph Jankauskis, paint shop clerk at the West Shops, who became the father of an 8 pound baby boy on December 30. The baby was born at Holy Cross hospital, and it is expected that he will be named Ronny. Thanks for the candy and cigars, Joe.

We hear Einar Lovegren and his girl friend are quite some dancers—in fact they are champion collegiate dancers—as the first prize of \$5 they won on December 19 at the Lions ballroom proves. We rather think that prize of \$5 should be turned over to the West Shops office for allowing a collegiate dancer to work in with the rest of us.

The north and west division of the Shops and Equipment Department lost the following employes during the month of December and sympathy is extended to their families:

Henry Szafraniec, car repairman at Devon, died December 29; Mr. Szafraniec had been with the company since 1910. Andrew Olsen, carpenter at the West Shops, died December 24, after eight years of service. Patrick J. Finley, bus repairman at North bus department, died December 11, after having been with the company since 1923.

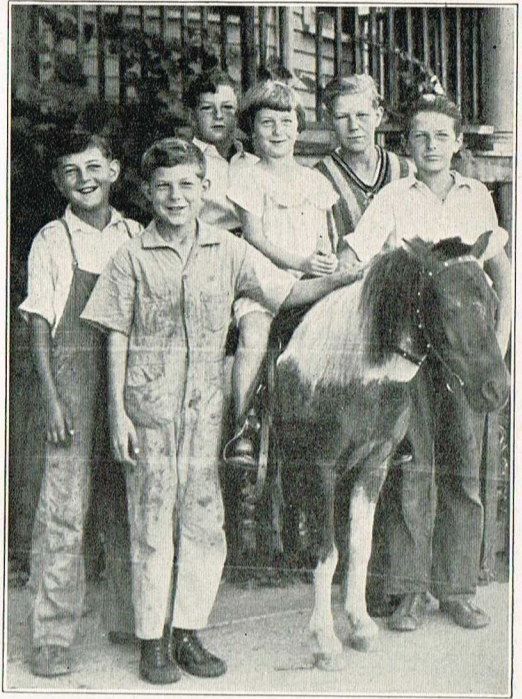
Yvonne Randall.

Around the Car Stations

Burnside

Our old friend Conductor John A. Cronin is spending a delightful winter vacation in sunny Florida. We received a letter from "Doc" a few days ago wherein he offers a wise old proverb: "Save your money while you are young and spend it when you can enjoy it the most."

Much credit is due to Conductor Martin Flaherty and Motorman Albert J. Olson for their actions upon arriving at a delay at 64th and Stony Island avenue. Through their assistance in switching cars and trading cars and crews on the street a lengthy delay was completely eliminated.



The Family of Conductor Andrew J. Enzenbacher of Division. The Six Children Are Raymond, Robert, Le Roy, Gertrude, Andrew, Jr., and Albert.

The following trainmen are off sick: Conductors R. T. Britton and V. L. Sawyer, and Motormen J. H. Undine, C. Kane, A. Hanson, F. W. Gibbs, F. Danielson and J. H. Cochrane. A short visit and a few words of cheer will help. See the depot clerk for their addresses.

Gentlemen, please note. A section of this magazine is reserved for the news of the Burnside depot. It is suggested and earnestly requested that trainmen having news of a general nature and of interest to all employes, please offer it to the depot correspondent.

William D. Frank.

Sixty-Ninth

On December 6, 1935, a meeting was held in the club room for the purpose of electing officers for the ensuing year. The results of the election are as follows:

Francis T. Regan, re-elected President.
James J. Bruin, Vice-President.
Arthur R. Lipphardt, Secretary.
Tracey H. Calkins, Treasurer.
Sebastian A. Peters, Collector of Dues.
Fred Lux, Trustee.
Joseph Quinn, Trustee.
Timothy D. Sullivan, Trustee.

To the above officers we extend our heartiest wish for a prosperous year with the best of luck for the success of the club.

Congratulations from the boys go to Everett M. Headley, supervisor, and Clarence H. Luebeck, starter, on their new positions and the best of luck is wished for them.

Conductor John Arnold is now convalescing at home after having undergone an operation. We wish him a speedy recovery.

Arthur R. Lipphardt.

Armitage

On information from a neighbor across from the depot, G. W. Peterson, Lambert Milz and Motorman Barney Walter captured a burglar who made away with a large fire extinguisher from the car house bay. The burglar ran through an alley and sought refuge in a garage.

Death took the wives of Motorman Charles Johnson, Conductor Charles Klemz and Conductor August Goyke during the past month. Sympathy is extended to these men.

Robert O'Connor.

Division

Conductor James Bell, badge No. 6894, was rushed to the hospital for an appendicitis operation on January 1. Here's hoping he has a speedy recovery and that the remainder of 1936 will have better things in store for him.

Louis Staton, who has been off duty with an infected finger since September 30, has been spending his time playing checkers with John Ellithorpe at the depot. He is improving in health and we hope he will be back on the job soon.

Sunday, January 5, Conductor William Boggs turned in two puppies left on his car. No one claimed them so he took them home and is waiting for the owner to call for them.

Sympathy is extended to Robert W. Judge, whose father died on January 5.

Eugene Peterson.

Noble

Night Clerk Alfred Remack had a reason to be all smiles on the morning of December 14, for at 5:45 A. M. on that date his wife presented him with a 9 pound baby boy at St. Elizabeth's hospital. He will be known as Alfred Remack, Jr. That was the reason your correspondent was on the job at 3:30 A. M. on that date.

Conductor George Cook, who has been on the sick list, made a short visit to the depot and stated that he was well on the road to recovery and expected to return to work shortly.

Sympathy is extended to Janitor William Kuch and family in the loss of his wife after a short illness of only a few days. Mrs. Kuch was buried on December 16, a few days before a golden wedding celebration in her honor would have taken place.

Sympathy is also extended to Conductor Stanley Czyrlanis and family in the loss of his 8 year old son who died suddenly from diphtheria on December 18.

Edward Devine.

Lincoln

A very pretty wedding took place at 5 o'clock, December 7, at Bethany Evangelical church, when Motorman Clark V. Johnson and Miss Alice C. Olson were married. The couple's families have been friends for about 18 years and a brother of the bride is also a motorman at the Lincoln station. A reception was held for about 75 guests at the Lincoln Park commandery hall.

Extra conductor Walter Makarski put one over on his friends and was married on November 26.

Congratulations are extended to both couples.



Lincoln Avenue Celebrates Christmas.

Conductor Conrad Althaler and wife celebrated a wedding anniversary on Saturday, December 28, at Kummer's hall, Lincoln and Wilson avenues. Dancing old-time square dances with music furnished by a 6-piece orchestra of which two of Conrad's brothers are members, was enjoyed by the many guests present. During the evening Conrad himself entertained with a violin solo.

Sympathy is extended to Robert L. Hays, superintendent of the Lincoln station, whose brother John died last month.

Motorman Edward Dersenske reported back to work on December 20, having been on the sick list from December 1 with the flu.

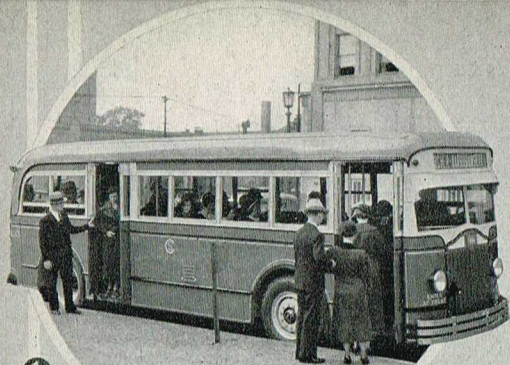
Lincoln boys enjoyed the Christmas holiday week with a beautiful Christmas tree, the prettiest one the station has had so far. Donations for the lights and trimmings were given by the boys and the decorating honors are bestowed upon Clerk Fred Murbarger and Repair Clerk John Vani.

Henry Spethman.

STREET CAR STOOGES

"Where and when," asks Miss Alice Loughran of West Manayunk, Pa., "do the people get off who go to sleep in trolley cars and subways?"

Don't let that old dodge fool you, Miss Loughran. The slumbering figures on street car and subway seats are stooges, hired by subway and surface car tycoons, to impress the general public with the alleged comfort of the seats. These people don't wake up until they roll into the car barn and the superintendent pays them off. Next time you see a guy sleeping on a street car just wake him up, tell him he's in the car barn and shove five dollars into his hand. You'll be surprised to see how fast he scrams out of the car.—Life.



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PICTORIAL REVIEW OF YEAR'S WORK

1—Type of new gasoline bus installed on a number of lines. 2—Celebration of opening of Diversey Avenue trolley bus extension September 11. 3—Cutting ribbon at opening of Higgins Road bus line April 20. 4—Celebrating inauguration of joint transfers between Surface Lines and "L" lines September 22. 5—Opening of 87th Street bus line May 5. 6—Opening of 47th Street bus line May 26. 7—Celebration of opening of 71st Street bus line May 9. 8—Type of six new trolley buses purchased during year.