

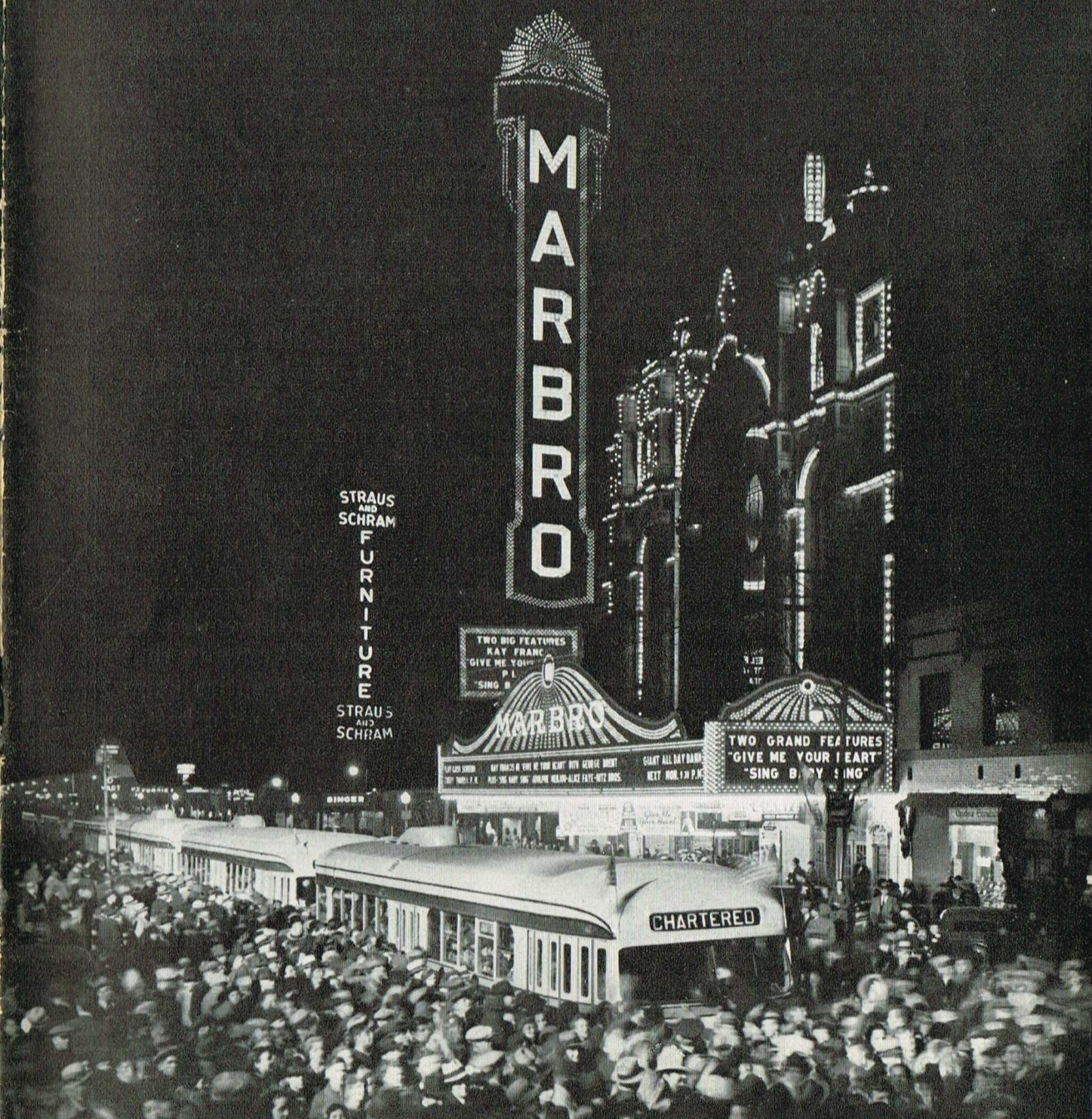
Surface Service

• MAGAZINE •

VOLUME 13

DEC. 1936

NUMBER 9



... AS THOUSANDS CHEER



Season's Greetings . . .

from

PRESIDENT RICHARDSON

THE enthusiastic public reception accorded the new cars on Madison Street, the progress of the plan for the reorganization of the properties, and renewed interest in the formation of a plan for the settlement of the traction question, have climaxed an eventful year from the standpoint of local transportation.

Every month of 1936 has shown some increase in our business as compared with the corresponding month of the previous year. Although the number of revenue passengers carried is still far below the peak year of 1929, the reduction in pay made in the depression has been largely restored during the year.

We approach the New Year, therefore, with renewed courage. Improvement in the condition of general business, the expansion of employment, and increased earnings of the people of Chicago should tend to increase the amount of riding. When to this is added the promise of an early solution of the traction question on the part of the city, giving the Surface Lines an opportunity to plan for the future, the promises of achievement during the coming year are very bright indeed.

If we are to realize the full measure of achievement, every employe must be willing to put his shoulder to the wheel and work loyally and harmoniously for the common good of the entire organization. Moreover, we have the satisfaction of knowing that what is good for this organization is good for the entire community. By helping to make the Chicago Surface Lines a better and a more efficient transportation system, we are contributing to keeping Chicago ahead in the march of progress.

For the splendid co-operation of all employes in the past in our efforts to serve the people of Chicago, the management is very grateful.

And in this spirit, on behalf of myself and the management, I wish to extend to all of you my very best wishes for a Merry Christmas and a Happy and Prosperous New Year.

GUY A. RICHARDSON, President.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 13

DECEMBER, 1936

No. 9

Plan for New Ordinance

President Richardson in Charge of Negotiations for Reorganization Committee

Following the opinion handed down on November 21 by Judge James H. Wilkerson of the federal court on the Surface Lines Reorganization Plan, steps have been taken toward the beginning of negotiations with the city for a new ordinance.

In his opinion, Judge Wilkerson placed the burden of negotiating for a new ordinance upon the proponents of the Reorganization Plan, and they designated President Richardson to take charge of the negotiations with the city. Since that time a number of conferences have been held for the purpose of determining the factors to be considered in the drafting of an ordinance and in an effort to work out a program for the negotiations.

Judge Wilkerson gave tentative approval to the Abbott Reorganization Plan, but withheld final decision pending application by the proponents of the plan for an ordinance. A report is to be filed on or before January 25 on the progress of the efforts to obtain a new franchise.

Court's Opinion

"The City, which is a party to these proceedings," Judge Wilkerson's opinion states, "requests the Court to defer final action on the plan until the terms of the new ordinance have been considered. The Court is of the opinion that this request should be granted and that final action on the plan should be postponed for a reasonable time in order that its proponents may apply for an ordinance and the terms upon which it will be granted may be ascertained."

"The proponents of the plan should make prompt application for a new ordinance. The receivers and their attorneys should co-operate in trying to obtain a settlement and in bringing this receivership to an end. If an ordinance is obtained without material modification of the plan, application may be made for a final order of confirmation. If it is found that the plan should be modified, that fact should be reported to the Court and the proposed amendments presented. If a new grant cannot be obtained, that fact should be reported and application may then be made for the approval of the plan on the basis of the rights under the 1907 ordinance."

Mr. Richardson Selected

The Abbott Reorganization Committee, in announcing to Mayor Kelly its selection of Mr. Richardson as the negotiator, said:

"The Reorganization Committee for the Chicago Surface Lines wishes to inform you, and through you the City Council, that, following a number of conferences, it is prepared to undertake at once compliance with the order of Honorable James H. Wilkerson, Judge of the United States District Court, that 'the proponents of the (Reorganization) Plan should make prompt application for a new ordinance.'

"Mr. Guy A. Richardson, President of the Chicago Surface Lines and Chairman of its Board of Operation, has been designated by the proponents of the Reorganization Plan to take charge of the negotiations for a new franchise. Mr. Richardson, as you know, is thoroughly conversant with the entire situation and he has the confidence of all of the security groups supporting the plan. He is in accord with the desire of this Committee to obtain, as quickly as possible, an ordinance which will be advantageous to the users of local transportation facilities in Chicago and fair to those who have invested in the properties."

"You may be assured that every effort will be made on the part of the Committee to co-operate fully with the City Council in its efforts to arrive at a prompt and satisfactory solution of this problem."

Question Long Pending

The 1907 ordinance period expired on January 31, 1927, and since that time the Surface Lines properties have been operated under temporary extensions of the ordinances. In 1930 a comprehensive ordinance providing for the purchase of both the Elevated and Surface Lines properties by a new company was passed by the City Council and approved by the people by a vote of approximately six to one. The date of acceptance of the ordinance by the new company was postponed from time to time due to court proceedings and the effect of the depression, which made financing difficult, until the City Council in 1934 killed the ordinance by refusing further to extend the date.

Since then no action has been taken by the city relative to a new ordinance, but in the meantime the Abbott Reorganization Committee has undertaken to reorganize the Surface Lines properties into one company to be known as the Chicago Surface Lines, Incorporated.

Judge Wilkerson's opinion indicates that he will approve the Abbott Plan if and when a franchise ordinance is obtained under which the properties can be operated.

DEATH CALLS McGUINNESS

Veteran Conductor Closes 56 Years of Active Service—Other Deaths

The cheery voice that has called streets and given information for 56 years is stilled. Conductor Augustine McGuinness of Cottage Grove is dead.

His passing marks the end of an unusual career for at his death December 3, Augustine McGuinness was the oldest active trainman in Surface Lines service. His service dated from June 5, 1880, when he first went to work for the Chicago City Railway company.

Thus after 56 years that famous badge, No. 1000, will fall to another man and mark a new chapter in surface transportation.

In the days when McGuinness first began his service on the Indiana line there was but a single track from 22nd to 39th streets. Switches at every block enabled cars to pass each other. Wentworth cars ran to 39th street, and south on Cottage Grove there was a dummy train operating from 39th to 55th and east to Harper avenue. At that time 39th marked the city limits and passengers who wished to ride south of that point had to pay another fare.

Old timers will recall that although the modern night clubs were unknown Baum's Dancing Pavilion at 22nd and Indiana was a popular South Side resort, Battery D had its share of entertainment and the old Palmer House was the principal hotel of the downtown district.

In spite of the fact that McGuinness was the oldest active trainman in service, he remained one of the best. As word of his passing seeped through the system there was a general pause as those who knew him commented upon his seemingly boundless energy and all around efficiency. There were many who recalled a gala banquet given in his honor when he reached the 50 year mark in active service. His record through the years shows surprisingly few complaints and many a commendation gives testimony of his worth and ability.

Augustine McGuinness was born in Augusta, Maine, May 31, 1861 and was 75 at the time of his death. There are no survivors.

Funeral services were held at Holy Cross church Saturday, December 5 at 9:30 A. M. Interment was at Mount Olivet cemetery.

Obituary

Other deaths on the system from November 1, 1936 to November 30, 1936 follow:

Transportation—Division 1, Cottage Grove: Patrick J. Clancy, employed December 13, 1926, died November 28, 1936.

Division 6, Blue Island-Lawndale: James Nadel, employed March 23, 1906, died November 1, 1936.

Division 7, Kedzie: August Anderson, employed April 17, 1893, died November 27, 1936.



Augustine McGuinness

Division 9, Division: George W. Schaefer, employed April 21, 1905, died November 6, 1936; George M. Stellers, employed December 17, 1919, died November 21, 1936.

Division 10, Elston-Noble: Karl Benson, employed September 30, 1907, died November 25, 1936.

Shops and Equipment—South Shops: Christian Hauter, employed March 6, 1923, died November 25, 1936.

West Shops: Edward Varosy, employed August 7, 1922, died November 2, 1936.

Track—Gergo Parich, employed January 1, 1908, died November 13, 1936.

EMPLOYEES RELIEF FUND November 1936

The Surface Lines Employees Relief Committee held four sessions during the month, at which 19 applications were considered. Of this number there were two emergency cases on which the committee approved immediate aid, and 12 cases were approved for weekly relief.

Checks totaling \$14,695 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$851,980.38 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 the Committee to date, \$971,980.38.

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 \$182,553.75, which brings the grand total relief expended to date to \$1,154,534.13.

A DOGGY ACCIDENT

In Which a Canine Disrupts Surface Lines Service

Accidents, snow storms and rain have caused many a street car tie-up, but it was a new one when, on December 5, a dog blocked a line.

The trouble started when a passing automobile brushed the dog under a north bound Ashland avenue street car. The motorman stopped quickly, fearing he had killed the animal. He hadn't. Alive, alert and a bit angry about it all, the dog merely growled and snapped at the helping hand that was extended to lead him out of his cramped position in front of the rear truck.

When coaxing failed, the police were called and other north bound cars continued to pile up in the street. The police decided that cookies and sausage were sure-fire bait. The dog thought otherwise. He refused all proffered food.

Two wreck wagons were called. The emergency men, too, tried to coax the dog from his position. That didn't work. So they jacked up the street car.

Then the dog walked out.

New Cars Get Hearty O. K.!

Enthusiastic Reception Surpasses All Expectations

The first of the new cars came, were seen and completely conquered the hearts of Madison street patrons.

And it's going to be a very Happy New Year for those who ride the streamliners. That is apparent these December days to those who listen-in on the admiring comments regarding the speed, quiet and comfort of the new cars. "Gee, won't it be great when they're all like this?"

That's practically the universal remark when the discussion revolves about all the fine features of the 1937 models.

The cars are a revelation to the crowds that pack them. There is something about them that turns passengers into a happy, good humored group of riders. All reserve is broken down. The total stranger riding with you invariably has to express himself to you before he's gone two blocks.

There is a stock opening for all conversations:

"Is this your first ride on the new cars?"

"Nothin' Like 'Em"

Whether your answer is yes or no, there's bound to be more talk on the subject. If you have ridden before that seems to be a badge of merit. If you haven't, well, "Gee, there's nothin' like 'em," and the worth of the cars will be explained right then and there.

Madison street riders accept the cars as personal belongings. Many a passenger not accustomed to the pay-in-the-center system will turn on his heel and retreat to the front of the car in order to make a detailed study of the motorman's actions or to question the supervisors that have been stationed on all the new models. It is their car and they make the most of it.

Glancing through a well-filled car you'll find a passenger surreptitiously testing the leather seats or trying the window catches. The little miss next to you shyly confides she "thought it was a feeder bus" and is thrilled at the assurance that she "can ride all the way down town."

"It sure doesn't ride like a street car, does it?" she says with a chuckle in her voice. "If all lines had cars like this the buses would go out of existence." It's no time to tell her that the bus, too, has its place in huge transportation systems. She is too engrossed and delighted with her study of the fare register designed by Surface Lines engineers.

"Little High-toned for Me"

Jokingly another voice says, "They're a little high-toned for a democratic American like myself." That drew a laugh and in rapid succession you'd hear similar witticisms:

"I feel just like a millionaire."

"They're so smooth and quiet I get sleepy."

At a transfer point a group of chattering school girls get on. For a moment they are disappointed that their transfers bring no

melodious response from the fare registers. Then they exclaim at the tones and the colors brought forth when a token and a half fare are paid the conductor. The common quip is tossed to the conductor, "Play us another tune, mister." Chortling at their wit they make for the rear seat and you later see them opening the large window on the back. At a stopping point their voices are raised with a plea to passengers to "use the rear door!" They want to see the treadle-operated door in action.

The reception for the new cars, in case the word hasn't reached you, was the greatest ever accorded a street car or even a President, for that matter. It will be a long time before Madison street ever sees such crowds as turned out November 12.

500,000 See Parade

Veteran transportation men and police officials who have viewed and handled crowds on numerous occasions never had such masses to contend with. It was with difficulty that the narrow lane for street cars was kept open. All estimates agreed that more than 500,000 people were on hand; others guessed as high as 750,000.

Oh's, ah's and shouts of wholehearted approval greeted each of the six streamlined beauties as they passed slowly through the throngs. At times the enthusiasm of the crowds could not be checked. During the parade souvenir hunting addicts pulled flags from the flat cars that carried the old type horse car and the horse drawn bus.

Field Marshall Julian Fitzgerald led the parade in Indian dress mounted on a white horse. He drew good natured cheers. But the crowd had come to see Surface Lines equipment and they had little time and attention to give to any but the streamliners.

Motion picture men and "still" photographers had a hectic night. Pictures of the new cars showed only the upper half. The crowds that pressed about them were too dense. As far west as the Austin loop newspaper photographers were trying to take pictures of the ribbon cutting ceremonies which were to inaugurate the service. Enthusiastic well-wishers swarmed about in such profusion that Superintendent of Transportation W. A. Hall had difficulty carrying out his part of the ceremony.

City CSL-Conscious

But the value of the streamliners also encompasses a more serious phase. By the hundreds the patrons of other lines have written encouraging the management to provide similar equipment for every line in the city. So vociferous has the demand become that the whole city is Surface Lines conscious as it never has been before.

The records of the cars now on Madison street show in some degree how the cars have attracted public attention and patronage. On the first Sunday the cars were in service the

receipts for the line were more than \$500 above the average figure. In the main that could be attributed only to the curiosity riders who flocked to have their inning and share the thrill of a ride on the streamlined 1937 models.

Nor has patronage and approval abated. As more cars are delivered and pressed into service more riders are attracted. To date the line is carrying almost double the increase other lines are showing as compared with the corresponding period in 1935. On Saturday, November 21, receipts per car hour for the new cars were \$11.62 as against \$5.15 per car hour for the old cars and \$5.85 for the line.

As SURFACE SERVICE MAGAZINE goes to press, new cars continue to arrive and are placed in service and it is interesting to note that the receipts for the new cars (per car hour) consistently run from \$2 to \$4 more than the receipts of the older models.



Superintendent of Transportation W. A. Hall watches William Druley cut the ribbon to start the parade from the Austin loop.

HELP DEAF CHILDREN

Association Pleads for Careful Drivers

Chicago Surface Lines motormen this month received a plea for cooperation to protect 30,000 deaf and hard of hearing children in Chicago.

The appeal was made through Mrs. L. L. Mulay, president of the Parker Deaf Oral Parent Teacher Association which estimates there are more than 300,000 persons in Chicago with impaired hearing. One out of every 17 school children have hearing defects.

The Association points out that the hearing child can avoid many dangers which are unnoticed by the deaf children. The deaf and hard of hearing must depend upon their eyes. If they fail to see dangers they may suffer serious injuries.

Deaf children cannot hear a motorman's gong or the screech of brakes and thus jump to safety. Outwardly, the Association states, the deaf child appears no different from any hearing child. His handicap is not visible as in the case of the crippled or blind child. The plea ends with the suggestion that motormen give blind children the chance their ears have deprived them of—"HEAR FOR THEM by driving carefully and sanely."

A HAM AND PROUD OF IT

Amateur radio has a lot of friends but it is doubtful if any are more loyal than Motorman J. R. Weber, badge No. 10893 of North avenue.

Weber calls amateur radio one of the most interesting of hobbies. There are approximately 50,000 licensed amateurs in the United States and as Weber says, "50,000 'hams' can't be wrong."

In this day of all-wave radios one can't dial through the short wave spectrum without hearing the amateurs, along with the howls and squeaks from thousands of stations operating at the same time. This is technically known as "heterodyning" and is termed "qrm" in ham lingo.

Weber likes to give the short wave stations much of the credit for bringing radio to the point it has reached. He points out that short wave stations were the first on the scene.

Another of its thrills for the amateurs, Weber says, is that one talks to people in every walk of life. He has rather a warm spot in his heart for a feminine voice he hears over W6CIN from Arcadia, California. Unless he happens to contact a station whose operator is a personal friend, he never knows but what he is "chewing the rag" with some bank president or other high executive.

Motorman Weber operates station W9JHA.

ROUNDING UP WITNESSES

Averages Slump Again—Burnside Bids for New Honors

Although averages for the system in rounding up witnesses slumped off from the last recordings, Burnside showed the way for all stations with a 4.61 rating, the highest of recent months.

In establishing that high mark Burnside climbed from fifth place, while Cottage Grove, leaders in the September figures, dropped to seventh.

Elston-Noble continued to rank with the top notchers in moving from third to second place. Sixty-ninth moved from seventh to third.

The 3.30 average for the system was one of the lowest for the year and is a drop from the 3.51 average in the September report.

Detailed standings follow:

	Oct.	Sept.	Aug.	July
1. Burnside	4.61	3.60 (5)	3.82 (2)	3.56 (4)
2. Elston-Noble	3.75	3.71 (3)	3.28 (8)	2.82(11)
3. 69th Street	3.74	3.52 (7)	3.64 (5)	3.38 (7)
4. Lawn-Blue Isl.....	3.53	3.68 (4)	4.00 (1)	3.81 (2)
5. Archer	3.46	3.98 (2)	3.67 (3)	3.57 (3)
6. 77th Street.....	3.36	3.53 (6)	3.65 (4)	4.25 (1)
7. Cottage Grove.....	3.35	4.01 (1)	3.56 (6)	3.38 (5)
8. Kedzie	3.31	3.45 (8)	3.29 (7)	3.38 (6)
9. North Avenue.....	3.28	3.37 (9)	2.87(10)	3.11 (8)
10. Limits-Devon	3.00	3.35(10)	2.84(12)	2.66(12)
11. Lincoln	2.95	3.20(11)	2.93 (9)	3.09 (9)
12. Armitage-Div.	2.11	2.77(12)	2.86(11)	2.83(10)
Aver.for System.....	3.30	3.51	3.33	3.34

"They laughed when he stepped up to the piano—they didn't know he was from the finance company."

Snow Storm Preparedness

Efficient Forces Geared For Action When Storms Hit System

The first snow storm—a light one—has come and gone and, as usual, the Surface Lines forces were not caught unprepared.

For some time past all available snow fighting equipment has been in condition to battle the ice and snow that characterizes winter in Chicago. Snow plows were groomed for their winter's work before the summer had passed. Minute inspection of all equipment had been made. Sand had been stored away on the cars to combat winter's first approach.

The efficiency of the Surface Lines operating forces is never more in evidence than when winter first strikes. Heavy snow brings one of the greatest emergencies that ever confront the lines. And always when these emergencies have arisen, the efficiency, loyalty and intelligence of the employees have stood out.

There are thousands of dollars invested in equipment to keep the lines open for Surface Lines patrons when severe storms strike. There are also elaborate and comprehensive plans of attack which can be put into action at a moment's notice. Approximately 250 snow fighting units are available at the various stations. And the first fighting line numbers some 1,000 employees who are used to operate the different plows, cars and other pieces.

A secondary fighting line composes all the trainmen regularly operating the cars and buses comprising the system.

Minor Storm Breaks

Integrating all the men and units into a compact fighting force is an interesting process to those who can appreciate efficiency and co-operation. The minor storm of Saturday, December 5, offers a case in point. At noon as the weather took a threatening turn the wheels were set in motion.

L. J. Dixon picked up a 'phone at his desk and put through a call to Superintendent of Transportation Hall and Superintendent Blakely of the Utility department. "I've got a bad looking weather report here," said Dixon. That was all that was necessary. The Transportation and Utility departments could then lay battle plans to combat any storm, no matter how severe.

The word was passed along from station to station, from this group to that. Then at 3:00 P. M. when the first of the snow started driving across the city every man was at his post. Transportation officials were at their offices until late that Saturday night until the snow had given way to an icy sleet and finally to a warmer rain. Then, sure of the storm's abatement and the efficiency of their men, they felt free to leave their offices.

No "Working Hours"

That was only the preliminary to the work and worry that will come when the more severe storms of the winter make their inevitable visits. Then there'll be no "working hours" as a vast force works night and day to keep the right of way clear.

Nor will snow be all these men will battle. In their efforts they will be hampered by the indiscriminate parking of many careless motorists. They will fight against the tie-ups that stalled automobiles will cause. And they'll do their best to keep on scheduled time against the thousands of motorists who calmly appropriate the track space as the clearest portion of the street in which to drive.

Each unit of the snow fighting equipment has a specific territory and track mileage assigned it, and the crew in charge has a definite responsibility to keep that section of track open for traffic.

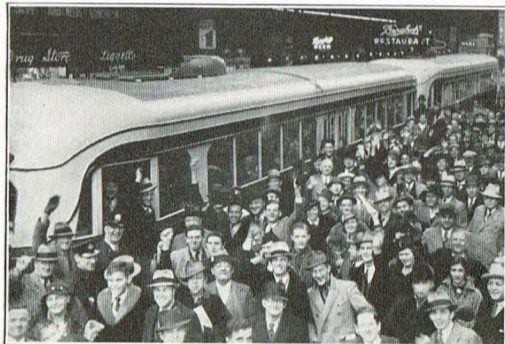
Time is a vital element in the battle, for during even a small tie-up more snow will fall and be packed into the tracks by passing automobiles. It is then the supervisory force goes into action to re-route cars and prevent long breaks in headways. Often the crews themselves will find it best to switch back after transferring their passengers to leading or following cars.

Storm Equipment Increased

If the storms grow fiercer the normal wreck wagon service is increased and arrangements are always made with large trucking organizations throughout the city to supply equipment on short notice. Thus it is possible to give speedy service to any portion of the system.

Records show that since 1930 more than \$160,000 has been spent in modernizing snow fighting equipment and adding more units. The number of sweeper-scraper routes has been materially increased. Specially designed fender lifts have been placed on the cars to avoid the trouble formerly experienced by tripped fenders striking snow banks. This change in equipment cost \$18,000 alone.

Transportation officials don't really dare snow storms to strike the system. They'd prefer them to stay far away. But if they do come you'll find the Chicago Surface Lines is prepared to combat them as perhaps no other agency in the city can do.



Cheering crowds hailed the new cars after inspecting them at State and Adams streets.

SURFACE SERVICE MAGAZINE

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

Volume 13 December, 1936 No. 9

H. O. Crews - - - - - Editor

H. F. Peck - - - Assistant Editor

THE SEASON'S GREETINGS

There's something about December that makes it quite the nicest, happiest month of the year. Purse strings are loosened, smiles come easier and, in general, it's a better world during the Christmas month.

That's all as it should be. Old friends come to mean a bit more and the newer ones are received more warmly in the family circle.

Christmas is a great institution, for it allows an emotional release that no other season does. It is then one likes to recall the joy and pleasure the year has brought. It is then that life seems fullest.

There may be a few Scrooges who'll still say, "Christmas! Bah, humbug!" but there will always be many more who prefer to say with Tiny Tim, "God bless you, every one."

In that sentiment is contained the whole wish for a Merry Christmas and a Happy New Year to you all!

DESIGN FOR 1937

Life, in Chicago's confusion, frequently grows a bit too complex. In the fight to live many of the commonplace virtues and mannerisms of the past have been shed. "Survival of the fittest" has assumed a magnitude all out of proportion to its importance.

With a happier outlook for the future, the time seems to have come when individuals may well return to such elementary principles as courtesy and kindness. These traits, chucked overboard in the

frenzied depression years, should be recaptured along with other typically American customs.

The hard boiled pose of those who sneer at New Year's resolutions might be readjusted to fit changing conditions. High resolve never merited the contempt of any man.

Old copy book maxims are still worthwhile. Why not use some of them as the basis for a completely new set of resolutions for the New Year?

Why not, just for a start, resolve to:

Insert a larger portion of courtesy and kindness into each day's work,

Extend a helping hand to make the other fellow's job easier,

Remember a "smile will go a long, long way"?

Let these suggestions be just the start to a long list of your own honest, if somewhat old fashioned, New Year's resolutions.

If you do, the chances are 10 to 1 you'll have a happier New Year.

THE HOLIDAY SPIRIT

(Reprinted by Request)

Now comes the yearly Christmas rush
With almost every trip a crush;
In ev'ry load are anxious mothers
With babes in arms, kid sisters, brothers
All on their way to view the toys
St. Nick's prepared for girls and boys.
They'll walk about for miles and miles
Their happy faces wreathed in smiles.
But when the shopping day is o'er
They may be tired and cross and sore,
Their tempers may be sadly tried
When ready for the homeward ride.
So that's the time for us to be
Considerate; our sympathy
And any help we give will tend
To make each passenger a friend.
It's up to us to do our share
By courtesy, good temper, care
By ev'ry kindly act in reason
To LIVE the Spirit of the Season.

—John E. Wilkie,
deceased December 13, 1934.

Preacher: "So God has seen fit to give you two little brothers?"

Child: "Yes, and He knows where the money's coming from, too. I heard Daddy say so."

Trainmen's Courtesy Cited

Complaints Continue Decrease; Commendations On Up Grade

Good things still come to him who waits. That fact was borne out by the commendation records for November, 1936, which show an increase for the second month in succession. A decline in complaints is also a noticeable feature of the report.

Evidence, however, shows there is still no cause for undue rejoicing. The decline in complaints is easy to trace. There are 46 less registered for November, 1936, than for the same month of 1935. Of that number 37 are directly traceable to the fact that trainmen aren't having the trouble with "L" transfers which they had during November, 1935, the month following their introduction.

The older classifications continue to show increases, seemingly without reason. Quick starting complaints are about four times what they were a year ago. Such old bugaboos as "passing up" and the "service" complaints still show an increase over the corresponding month of 1935.

Passing lightly over the less praiseworthy phases of the monthly reports, 49 commendations lend a ray of cheer as one notes that figure is a good six above a mere 43 recorded for November, 1935.

Returns Purse

Conductor James E. Fagan, badge No. 8414 of Burnside, recovered a well-filled purse together with some keepsakes belonging to Mrs. Mary Crooke, 5526 Harper avenue. The contents of the purse meant a great deal to Mrs. Crooke and she wrote a most thankful letter in praise of Conductor Fagan.

Courtesy and an aim-to-please attitude on the part of Motorman Anthony Schutz, badge No. 4321 of Devon, impressed Mrs. Jerome M. Pickard, 6112 North Artesian avenue. Schutz courteously considered the welfare of all his passengers, said Mrs. Pickard, and was particularly helpful in aiding her to make proper bus connections late at night.

An Elston Operator, Lawrence Pawlak, badge No. 3070, is a trifle richer for honesty he also displayed. He was able to find and return the purse of Miss E. H. Green, 2239

Diversey avenue, which contained her glasses and house keys. Miss Green sent Pawlak a reward and a nice letter commending him.

Rush hour courtesy shown to a small school girl seemed exceptional to Miss Zandra Meta, 2900 Leland avenue and she wrote in praise of Conductor Harry M. Henderson, badge No. 3800 of Devon.

Helped Small Boy

A small boy was saved many hours of tedious work when Conductor Oskor Anderson, badge No. 642 of Burnside, returned a brief case containing the youngster's school papers. Mrs. D. Bronstein, 708 East 81st street, wrote thanking him.

Commenting upon the many complexities involved in metropolitan travel and the "burdensome duties placed upon your men," Knowles B. Hollowell, One North LaSalle, wrote to commend an unusual bit of service rendered by Conductor John A. Gebel, badge No. 10938 of Armitage.

The kindness and unobtrusive sympathy of Conductor Joseph P. J. Ryan, badge No. 9368 of Burnside, drew the praise of Reverend C. S. Burnard, 837 East 47th street. Reverend Burnard wrote that he is fighting blindness and carries a white cane. He praised many of the

Stony Island conductors but gave Conductor Ryan his particular commendation.

From one transportation man to another went the praise of William Dolphin to Motorman Carl Carlson, badge No. 8959 of Kedzie. Mr. Dolphin is Superintendent of the Chicago, Milwaukee, St. Paul & Pacific company, 2801 West Grand avenue, and he "could not help but be impressed with the courteous manner in which he (Carlson) handled a situation on his car this morning."

Trust Repaid

Conductor George R. Cameron, badge No. 14088 of Lawndale, found his trust repaid and a letter of commendation from Mrs. Richard H. Bauman, 1715 West 91st street, when he loaned Mr. Bauman money to return home.

SO THE PEOPLE SAY

"While this conductor behaved very much in the manner of a bulldog, he most certainly lacked a bulldog's intelligence."

"I stand and wave my arms until I remind myself of a windmill in an attempt to convince your employees I want to become a passenger."

"—the car again started without warning. Some of the girls were on the steps when the car started and had no means of holding on when it began to move."

"His reply was as curt as you'd expect from a truck driver when he said, 'I can't help it—der was a car in fronta me.'"

"He said, 'Well, you can see my badge number. What are you going to do about it?'"

"What I experienced this morning was certainly a demonstration of neither courtesy nor service."

"He then said gruffly, 'You can't argue with me. I'll throw you off. I've been with this company . . .'"

"I can't understand the seeming reluctance of your conductors to sell the blue 'L' transfers."

CHRISTMAS IN THE STATIONS

Numerous Carhouses Plan to Observe Yuletide

Chicago Surface Lines employees are going to do more than their bit to make this one of the happiest Christmases in years. Following a custom of many years several of the stations will again see to it that less fortunate families are cared for during the holiday season. And in numerous stations there will be small celebrations at which the trainmen with their families will extend Christmas greetings to one another.

At Lincoln depot Superintendent R. L. Hays' boys will have their annual Christmas tree and the interior of the station will be decked out in the typical holiday colors. The huge tree is usually erected in the station just prior to December 25 and remains until the New Year is ushered in. The festive spirit of the season will be further enhanced by 10 series of gaily colored lights for both tree and interior decorations. For the children of the trainmen Santa Claus will have some 25 pounds of candy that will be available.

The men under Assistant Division Superintendent Thomas Eigelsbach at Lawndale are not taking any special note of the season because they already know what Old Nick is bringing them. They have chipped in on the latest type radio and a complete "mike" system. That is their present to themselves.

The activities at 77th will be, for the most part, under the watchful eyes of L & A club members. The celluloid off-day cards for 1937 which the club annually distributes to its members will be ready shortly before Christmas Day. Members will also follow their annual custom of providing a number of well filled baskets for less fortunate families. These baskets, paid for by club dues, yearly brighten Christmas for numerous people.

President Owen Duncan of the L & A club will work with Division Superintendent W. A. Bessette in composing a list of families to be cared for through the generosity of 77th's members.

There will be a subdued air of excitement around the Cottage Grove station as Christmas approaches. Some of the trainmen are going to get free turkeys and the rest of the men will have to buy their own. There are 50 available and the lucky ones will get one free at the big drawing just in time for the December 25th meal.

Superintendent C. C. Cricks' men will also provide a number of baskets to needy families. Club members at Cottage Grove also distribute baskets at Thanksgiving time.

There will be plenty of excitement at Archer for Santa Claus is making a personal call there and he will have toys and surprises for all the youngsters. This is the only station at which Santa is calling this year before December 25, when he actually starts his work. His preview will be for the youngsters of Surface Lines employees at Superintendent D. F. Bowles' station.

In all the other stations, although there will be no formal observance of the occasion the spirit of the season is bound to make itself felt. So throughout the system the time-honored Merry Christmas will be called out to all.

SUMMERTIME SANTA CLAUS

A Sociable Santa's Saved For Yuletide

TRACTION SANTA.

Ever since I was a child I have been looking for a real live Santa Claus and on one of the hottest days of the summer I found him. He is a conductor on a Halsted street car and the number on his cap is 9880. He is built just as the story books used to tell us. When he laughs he shakes like jelly. He is a friendly fellow and courteous to everybody.

Just the other morning I saw him stop a car going in the opposite direction and transfer a young lady who had got on his car by mistake. When children leave his car they always look happy. Somebody has said a kind word to them.

CHARLES L. FICKETT.

Chicago.



Editor's Note: No. 9880 is Conductor Michael H. Tierney of 77th and we were sure he wouldn't mind the artist's conception as gained from the commendation. We always did like Santa Claus so maybe he'll forgive us.

KEEPING 'EM ROLLING Kedzie Retains Leading Role in November Ratings

Retaining a hold on first place for the second month in succession, Kedzie depot leads the keep 'em rolling figures with an average of 9,142 miles per pull-in. This was a decrease of 19.2 per cent over the fine record set by the same station in October.

North Avenue followed in second place, up one notch from the previous ranking, with an average of 8,657 miles per pull-in. Devon tumbled from second place heights to wind up in the lower brackets of the standings.

The biggest improvement was that shown by Burnside which spurted to third place after languishing in ninth place during October. Burnside had an average of 7,919 miles per pull-in, an increase of 14.8 per cent.

Individual records follow:

Rank	Carhouse	Zero Days	Mileage per Pull-In	Pct. Inc. or Dec.
1	Kedzie	1	9,142	19.2*
2	North	---	8,657	1.6*
3	Burnside	4	7,919	14.8
4	Cottage Grove	2	7,879	5.3
5	Lawndale	4	7,835	6.9*
6	Archer	---	7,768	6.0
7	Division	4	7,444	11.9
8	69th	---	7,110	18.3
9	Devon	---	6,737	28.3*
10	Elston	5	6,428	24.9*
11	Armitage	4	5,960	28.6*
12	77th	---	5,448	12.5*
13	Limits	3	4,959	9.3*
14	Lincoln	1	4,147	2.0*
15	Blue Island	3	3,566	2.3*
16	Noble	---	2,855	1.5

*Denotes decrease.

Carhouse records for the past six months:

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

Queer Things Found in Cars

Predict Many Lost Articles on System During Heavy Shopping Season

Keep a sharp eye on the cars, boys. Santa Claus may leave you some unexpected presents.

With the heaviest Christmas shopping season since 1929 in full swing, you can count on the "forgetters" to leave numerous things in your cars. The lost and found records of the various stations show that December is the prize month for "forgetters."

And people leave plenty of things on street cars, ranging from weird and wonderful to the commonplace. At Cottage Grove alone 2,102 articles have been turned in thus far in 1936. If this can be taken as a fair average for all the depots on the system it will be seen that around 33,600 articles are left on the cars during the year. That is almost 100 per car.

The fellow who "lost his shirt" is well represented in the lost and found records of every station. Sometimes, while in the process of losing his shirt he'd lose one that was none too clean and then again he'd lose some new or freshly laundered ones.

When It Rains

You can get a good weather report by checking back in the records of the lost and found book. When it rains every other item lists an umbrella that is forgotten on the cars. If it will help any of the men, most of the "forgetters" are women. And, logically enough, most of the umbrellas are blue.

Cottage Grove records also noted the approach of winter as far back as October 31. On that date one snow shovel and two coal shovels were turned into the office. Some people have to study maps and make various weather readings to know when winter is coming. Not the loser of the shovels.

It is not unusual to find a bottle of wine left in the car in festive seasons. A rather large bottle was lost just prior to Christmas last year. Maybe it's just as well. Somebody might have been saved the remorse of the "morning-after." It's a little too early for such things to show up at present.

Money, Also

Money, of course, is recovered in large quantities. Much of it is returned to the rightful owner after identification. But there is always some that is never called for, always numerous purses that are never identified.

The fellow cited above who "lost his shirt" needn't feel so badly. At least one other lost his pants. And there are other records that list whole suits as being turned in.

Schoolbooks are "lost" and recovered in large numbers. As you glance over the list of titles revealing algebra, geometry, geography, Greek and Latin subjects you wonder if some of them are 'nt "lost" by design by some unwilling pupils. Certainly they all can't be that forgetful.

Many a poor man goes hungry, even in these days of prosperity's return. But the fault is

usually his own. Lunch boxes and thermos bottles add up as they are collected from the cars.

Some Big Ones

The sizes of some of the articles recovered makes one wonder just how they could be forgotten in a street car. An auto tire turned in at Cottage Grove is a case in point, an egg case offers another.

If none of the musical instruments were called for you'd have enough for a good sized band. Recent records reveal that one station has a music stand, a violin in a case, a trumpet and a clarinet. Strike up the band!

Some of the sporting gentry had some uneasy moments during the summer just passed. One lost his complete set of golf clubs with bag and balls and another, a fisherman, lost everything from fishing poles to "hook, line and sinker."

Nor are the trainmen immune to forgetting. Quite a few instances are recorded where both cap and badge of trainmen have been found lying in the cars.

Plenty of people with a taste for good literature forget when they ride the street cars. Some of the book titles listed include *The Story of Mankind*, *The First 100 Years*, *Essays of Montaigne* and *An Analysis of the Securities Exchange Act*.

He Lost a Shoe

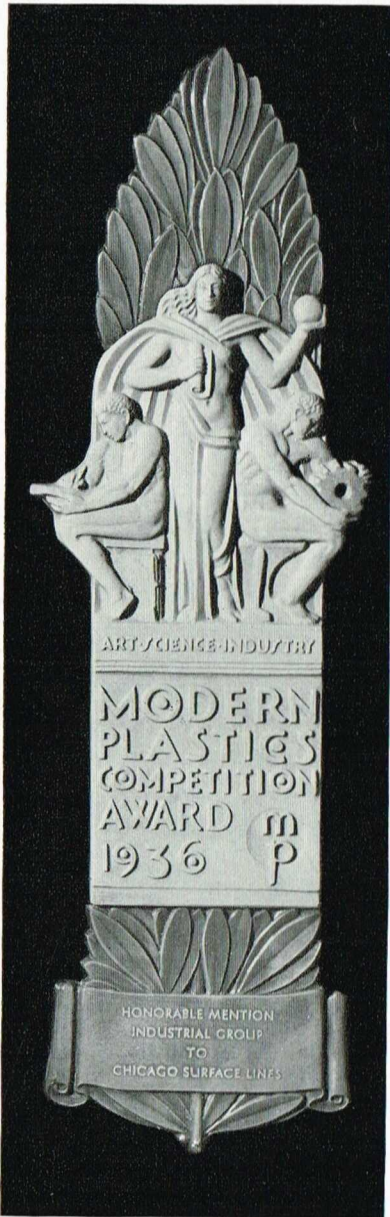
One wonders just how a certain football team fared on a recent Saturday during the season. Somebody lost a football shoe just before the week end arrived. If you'll remember the old rhyme there came a point where "for want of a shoe" everything was lost.

Observant trainmen frequently get an unexpected "bonus" where their finds are never identified or called for. After being held for 30 or 60 days in the station it's "finders keepers."



Streamliner Enthusiasts

The Northwest Federation of Improvement Club boosts the new cars following a trial run November 30.



CSL AWARDED PLAQUE

Prize for Design of New Fare Register Arrives

The plaque awarded to the Chicago Surface Lines in the Modern Plastics competition recently for the new fare register cover design has been received. As will be seen from the accompanying reproduction, the plaque is very artistic. The award was for honorable mention in the industrial group of exhibits.

The new register cover was designed by L. M. Traiser of the Surface Lines and W. B. Petzold of the General Electric Company. The main cover and toggle housings are of Tenite made by the Tennessee Eastman Corporation.

The removable transparent window and light compartment separators are of Fibestos made by the Fiberloid Corporation, and the molding was done in the Fort Wayne plastics plant of the General Electric Company.

The exhibits on which awards were made were entered in the first Modern Plastics competition in the International Building, Rockefeller Center, New York, beginning on October 29. Several hundred entries were made.

The figures in the plaque are ivory-toned and are accented by laurel sprays in green acetate. The whole is mounted on a lustrous black phenolic background.

SINGIN' THE BLUES!

Motorman's Daughter Achieves Torch Song Success

Take a back seat, Ruth Etting. Here's a torch singer who is setting things afire at the age of 11.

She is June Lorraine Hanson and she already has more than one radio success behind her as she continues to mount the mythical ladder that leads to fame and fortune.

You might scoff at any competition of so young a girl. Don't be misled. June first sang in public when she was a tender four-year-old. And she's been getting better all the time.

June is the daughter of Motorman Fred Hanson, badge No. 10129 of North avenue. A natural mimic, she got her start by imitating the songs she heard on the family Victrola. Then came Al Jolson with his songs about "Sonny Boy." Maybe Al is due for a share of the credit for it was his specialty the youngster chose when, unknown to her parents, she made her "debut."

Age, of course, is a barrier. She has had to decline several contracts due to her youth. And she has won several competitions against older talent, too.

But she'll be along with her name in lights before many years have passed. Almost every Chicago radio station has used June on one program or another. You can hear her over WIND every Sunday as she broadcasts for the ABC chain from the Civic Opera building at 5:30 P. M.

If you're a fan for the Gordoni Parade which goes out over WSBC weekly you've probably heard her. She is still a pupil of Miss Lillian Gordoni. She won several auditions over WGN, she took a first prize in a contest at the Medinah A. C. and only her age kept her from top honors in a contest sponsored by Carlos Molina of the Stevens Hotel.

Right now she has a mere 40 or 50 songs in her song basket. She can handle all those and she's adding new ones all the time.



June Hanson



MARRIAGE CALLS KUSHNER

Milton M. Kushner was married on Thanksgiving Eve to Miss Ruth Anenson with only a few close relatives present in the Edison Park Lutheran church by the Rev. Roy Harrisville. This was one of those "I-o-way" affairs as Ruth comes from Roland, Iowa, and Milt from Milford, Iowa. Though Milt intended that his wedding be a secret, nevertheless, when he arrived at the D. A. I. on Friday morning he found his desk decorated appropriately, with a handsome clock as a present from his friends. Milt's friends are investigators and hence his efforts at secrecy were a bit futile.

Departments and Divisions

Legal and Accident Investigation

Several of the employees of this department are laid up from injuries and illnesses of a serious nature.

On November 23, Attorney Thomas F. Murphy was struck and injured by an automobile which made a sharp left turn while he was crossing the street just after leaving the office for the day. He sustained a fractured clavicle, fractured right femur just below the thigh and two fractured ribs. He is at St. Luke's hospital and recuperating satisfactorily, but a long confinement can be anticipated.

James Heckman was one of the unfortunate victims of the Elevated crash at Granville avenue on the night of November 24. He sustained severe cuts and bruises on the face and head and severe laceration of one ear. His right leg was fractured just below the knee involving the knee. It will be some time before he will leave the Edgewater hospital where he was taken after the accident.

William Bockelmann is resting at home with a serious illness which will keep him out of service for months at least.

Howard Symmes is confined to the Contagious hospital with scarlet fever. "Howie" has our sympathy whilst he struggles with this aggravating disease.

Miss Edith Riddle was quietly married to Robert A. Pruitt on Thanksgiving Eve in the parsonage of the Englewood United Presbyterian church. Her friends in the department joined in giving her a handsome present.

Schedule and Traffic

George Weidenfeller, the regular correspondent for this department, suffered injuries in an automobile accident on Sunday, November 22. He is recovering in the West Suburban hospital. The entire department hopes that George will enjoy a speedy recovery and soon be returning to his desk.

John Franzen has a new Chevrolet in his garage. It may have been that the election was just what he wanted, and then again he may have struck a high pressure salesman on the evening when he attended the Auto Show.

This news was such a surprise that it did not make last month's issue. Congratulations to L. C. Dutton on the arrival at Englewood hospital on November 9, of a 7-pound, 8-ounce daughter. The baby will be known as Margaret Ann. Cigars and candy were passed around the department. Thanks! Are you looking for a boy next time "Dut"?

W. R. McConochie and A. W. Stahl decided that the Thanksgiving turkey could be enjoyed more out of the city; McConochie went to Milwaukee and Stahl to Paxton, Illinois.

The chips and sawdust are probably flying on North Main street in Lombard now that Max Kipping has his new work shop equipment operating from the new motor.

The sympathy of this department is extended to Charles Kreiner and family in the death of his mother.

Shops and Equipment

South Shops: Again Ye Holiday Season is with us so to everybody a toast—"Wishing you one and all an abundance of Yuletide Joy and may the New Year bring you much happiness and success."

We extend our heartfelt sympathy to the bereaved family and relatives of Christian Hauer, car repair department, who passed away suddenly on November 25.

Cottage Grove: F. Hagins is back to work after a long absence resulting from injuries. All the boys are happy to have him back.

Earl Eyer, after observing the new Madison street cars, realized his old Studebaker was antique, hence the streamlined Plymouth he is now perambulating.

A. Kalantzopoulos is convalescing at home from a severe cold. We wish him a speedy recovery.

77th Street: The boys in the bus garage enjoyed free smokes when J. Hewitt announced the arrival of a new addition to the Hewitt family, a bouncing baby boy.

The fellows are still expecting stogies from L. Jewell who apparently is thriving on matrimonial bliss since he has gained 18 pounds in less than a month of wedlock.

We regret the unfortunate accident in which Kidder Anderson was injured and he has our sincere wishes for a speedy recovery.

David Stewart, who is also on the sick list, would appreciate a visit from the boys.

Elsie S. Frank.

West Shops: Two members of the West Shops office have been transferred—Frank Norton to Limits carhouse, and Walter Hager to the drafting room. They stop in once in a while to say "hello", and they like their new jobs.

Edward Yarosy, a carpenter at the West Shops, passed away on November 2. We sympathize with the family and friends in their loss.

Lillian Hultquist.

Around the Car Stations

Cottage Grove

In last month's issue of the magazine we failed to mention the fact that Motorman John Logay is the father of a nice baby girl. John takes pride in telling us of young Joan Charlotte.

During the course of the last month many relatives of the boys have passed away. We know of no greater sorrow than the parting of beloved ones and we should like to offer, in behalf of every member of the depot, our deepest condolence.

Well, here is an item that might interest all the members of Cottage Grove Bachelor Club. We had Conductor H. H. Gottsch and Motorman J. E. Ivers walk the gang-plank on Thanksgiving day and bear the burden of all married men. The two lads look quite contented and don't know the meaning of the expression, "It isn't the original cost, but the up-keep." Don't wake 'em up fellows.

Motorman J. Kane has been ill for the past few weeks and would appreciate a visit from a few of the fellows.

Charles Eitel.

Burnside

We noticed in the last issue of the magazine that our depot showed a decrease in rounding up witnesses. Let us try to top the list. Remember witnesses are very important. Always obtain as many witnesses as possible.

Last week Conductor J. A. Cronin left for a winter vacation in California. We wish you well 'Doc' and hope you will enjoy every mile of your trip.

Conductor A. Jacobs took a trip to the Navy Pier the other day. Jake says next time he will take another route. See Jake for further particulars regarding the trouble he had.

We are glad to see that Motorman S. S. O'Garek has returned to work after a long illness. Steve says it is quite a treat to be back.

William T. Frank.

Seventy-Seventh

As sportsmen go, 77th probably has as energetic and as diversified an assortment as any organization. Between our golf bugs like Motorman Joe Anderson; our fishing addicts like Motorman Charles Hill; our bowling demons like Conductor Ted Brucks and our hunting hounds like Conductor Vic Bellinger, there isn't much left in the field of sport that remains untouched, unless its football. But, in the words of Motorman Val Green, "When it comes to getting through tight places, we're way ahead of those fellows. They wouldn't even make the second team in the kind of football we play every day on 79th street."

Driving those new cars on Madison street must be quite a sport in itself, if you can call any man's daily work a sport. Motorman J. B. Smith ventures the opinion that, "When you master one of those new streamliners so you can take it through without scratching the varnish, you're qualified to pilot the *Queen Mary* across the Atlantic any time."

And speaking of new cars, Motorman R. J. Roak bought a new Plymouth just before the

streamliners came out. After seeing them he's wondering now if he couldn't trade it in for a 1937 streamliner.

The new deluxe equipment on Madison street will go a long way to help spread the gospel of service that the Editor wrote about, but, we can imagine him saying, "It takes streamline handling of the public to go with it in order to stimulate and maintain the good will this service fosters. Good will is like a tender plant; it takes plenty of time and infinite patience to create, but one chill blast can destroy it."

Mr. Owen Duncan wishes to announce that the new celluloid off-day cards which the L. & A. Club distributes every year will be ready in a couple of weeks, and that again this year the club will assume the role of good-fellow for distribution of Christmas baskets to our depot's less fortunate members. The performance of this benevolent work is made possible entirely through club dues.

"The barometer of our business," Mr. Bessette says, "is reflected in the reaction of the public to our service in the form of complaint versus commendation. Last month the barometer showed decidedly fair weather when commendations surpassed complaints. I hope all the succeeding months, through cold and storm, will show fair and warmer on the barometer."

A speedy recovery is hoped for in the case of Motorman Boland, who is in the St. Bernard hospital for an appendicitis operation.

Conductor John Burke was married a couple of weeks ago. We hope the course of his married life is marked by smooth sailing.

Sympathy is extended to the following men on death of members of their families: Conductor J. A. Hannon, his mother; Conductor W. G. Harrison, his father; Conductor W. A. Wegner, his father; Conductor J. J. Quilty, his mother, and to the families of the deceased Motorman J. O. O'Neil No. 3 and James Casey.

W. F. Story.

Lawndale

With a dancing school opening close to the depot, many of the trainmen are considering taking lessons.

Everyone is inquisitive as to what Motorman Otto Bruebach has in that big bundle when he comes to work.

Motorman John McCarthy just returned from his honeymoon. Congratulations.

Motorman John Carroll announces the birth of an 8-pound son.

Sympathy is extended to the following trainmen: Motorman Patrick Geary in loss of his son; Motorman Roger Shoevlin in the loss of his brother and Conductor Walter Subaitis in the loss of his mother.

C. F. Karschnik.

Blue Island

Our sympathy is extended to Conductor John Lenau in the loss of his mother.

Conductor James Clinnin was presented with an 8-pound boy on November 18, and Conductor Steve Wapon was presented with a 7-pound girl on November 27. Congratulations and good luck.

Mr. Maguire, Mr. Eigelsbach and the office force wish you all a Very Merry Christmas and a Happy and Prosperous New Year.

C. P. Starr.

North Avenue

Robert Keag has succeeded in selling his antiquated "Flivver" to the Smithsonian Insti-

tute and now rolls by in his latest speed wagon.

The staunch old standby of the Bachelors Club has had a change of heart. To John Howlett Thanksgiving day will henceforth be a double cause for celebration for that was when he annexed himself a wife.

Mention must be made of the arrival of Judith Gail at the home of Clerk John Williams. "A great little girl and a great big day," said Johnny, and followed that up with a great big box of cigars. Many thanks.

Motorman Barney Sullivan slipped away a few days ago and entered the state of wedded bliss. Being a quiet sort of a boy, Sully kept the merger quiet until it was brought to light by the boys.

Here's news from those on the sick list. Jack Clifford is still off but holding his own. Martin Hennely is doing likewise. Ed Robitzke is on the mend. George Reichel is looking better than ever and feeling so, he says. We hope they return to work in the near future.

Chief.

Division

We are introducing our new clerk, John Pasche, formerly of Armitage depot.

Haddon Phillips, a clerk at the Armitage depot, is sort of missed around here now. Every now and then you hear his name among the boys. Such popularity is well deserved. We know you will gain friends in your new post, too.

Motorman and Mrs. Ed Strom, have become proud parents of a bouncing baby boy who will answer to the name of Bob. They're hoping that little Bobbie will grow up to be a motorman like his dad or even better.

Motorman George Abel has a very interesting hobby—that of collecting pictures and taking photographs. Why not have the boys look over your collection? We're sure you will have a good audience.

We are very glad to see Conductor Ed Dowling (the younger one) back at work and well recovered from his illness. In case you don't know, he is looking well and feeling better than ever.

A Happy Birthday to little Olive Simeca, daughter of Conductor and Mrs. E. J. Simeca, on her first birthday. Just picture her reaching for the cake with one candle on it—doesn't that remind you of the good old days when you had a chance to do that? We wish her the best of everything for the future.

Being a carman means that you could ride the cars without paying a fare, but Motorman Ed Strom doesn't think so. Why? Well, because he drives to work and that isn't all. He makes sure that he brings all of his supplies along. When it's cold he has extra clothing available. If he is tired he sleeps in the car. All he needs is a camp stove to make his meals and a blanket to keep him warm.

Conductor George Schwap was seen at 2 o'clock in the a.m. in the middle of the street without gas in his car. What's the matter George, are the street cars too good to use?

Our popular and very well known conductor, Frank Bischoff, carries a much bigger smile than ever before. We heard that he is planning taking unto himself a wife. If it's true, congratulations are in order.

This being the month of December, we of the depot wish to you all a Merry Christmas and a very Happy New Year.

F. F. D.

Lincoln

This may be a little late in appearing in our monthly magazine, but we are pleased to report a baby boy weighing 7 pounds 11 ounces, was born in the Ravenswood hospital on October 28 to Conductor and Mrs. W. Geib. Best wishes to the parents and the baby.

We were glad to hear that Conductor John Collins, who was on the sick list due to a bad case of lumbago, has returned. Motorman Eddie Falls who injured his hand November 11 on the hand brake has also returned to work again. Operator Joe Fichter is still at home with neuritis and Motorman Stanley Carlson is a patient at the Municipal Tuberculosis hospital.

Some people have all the luck and some don't. Motorman W. Beckenbaugh went hunting November 29 and didn't even see a rabbit. Clerk Robert Kent went hunting the same day, in a different locality, and returned with a well filled bag containing ten fine rabbits.

Henry Spethman.

Devon

While we're worrying about falling temperatures and possible blizzards, Charley Saklem is lolling under the palm trees of Riverside, California. We regret that the pleasure of his sojourn is impaired by the illness of his mother, for whose recovery we express our anxious hope.

Hereafter Thanksgiving day will have a two-fold significance for Conductor Walter Steinbeiss, who took the nuptial vows on that day. Best wishes for a long life of marital bliss, Mr. and Mrs. Steinbeiss.

Motorman Henne reports a successful pheasant hunt, and came in with a few specimens.

With Yuletide sentiments foremost in everyone's mind, a visit to the following trainmen who are off sick, would truly be timely. Conductors: Carl Friedman, Maurice O'Brien, Charles McKiel, Clarence Brasmer, Roland Howard, Dwight Seidel, and Hugo Schelling. Motormen: Charles Ellis, Jesse Morin, Joseph Mallick, Charles Wolfe, Jacob Walvart, Leon Farber, Charles Holtberg, and Joseph Ryan.

A Merry Christmas and a Happy and Prosperous New Year to all. John Binder.

COFFEE ON THE CARS!



President Richardson, Chief Engineer Harvey B. Fleming and Charles Gordon of the American Transit Association enjoy "lunch a la streamliner."



icago Surface
ines to Install
Streamlined Cars

'PICK-UP' SPEED
MAJOR FEATURE

THROGS GREET
SIX NEW STREET
CARS IN

New Surface Line Cars
an innovation

tion immediately on Madison, w
others will be

—AND NOW IT'S
STREAMLINERS

roduce New
Streamlined
Street Cars

new streamlined cars—the first
which will be used to re-equip
completely the Madison street line
near future—are being intro-
duced to the people of Chicago this
by the Chicago Surface Lines.
etically noiseless, with a speed
quick deceleration, a

reamliners!—
NEW
TROLLEYS OUT
TONIGHT

rade to Celebrate
22 Organizations
Will Join

HORSE CARS
N PROCESSION

reamlined street car service
be inaugurated on Madiso
ht, with twenty-two
business men's organi-
part in a

CHICAGO OPENS
NEW ERA TODAY
STREET CAR

Modern Vehicle
'Launch

REAMLINED STREET CARS GREET PUBLIC

R ON NOISE
AINS VICTORY
N MADISON ST.

Silent Street Cars
led; Psychologist
rges More Action.

500,000
PRATION

New Streamline Cars
Maiden Trip On City

Amid throngs of cur
re-ated specta-

NEW CARS TO BE
SIX INCHES LONGER
PLEASING IN COLOR
Actual Length Put at
Fifty Feet

IMPROVED CARS
ARE PRODUCTS
OF DEPRESSION

Street Rail

NEW CARS SEEN
AS CHALLENGE
TO BUS SERVICE
Official of Surface Lines
Tells Benefits.

"MARVELOUS!
PROGRESS IS
CATCHING!
NOW THE STREET CARS
HAVE FALLEN IN LINE—
STREAM-LINE"



AS MODERN AS TOMORROW
New Madison Street
Cars Now Ready
for Service
Six new streamlined cars—the
of eighty-three which will be
re-equip completely the
near

DREAM-LINE CAR
MAKES DEBUT ON
MADISON STREET
Brakes Purr and Register
es on New Tram

TO GREET
STREAMLINED
TROLLEYS
Side will
d tonight
tion over
strea

NEW TROLLEYS
FLOAT ON RUBBER
"SANDWICHES"
Wheel Inserts of Live Rubber
Minimize Noise and Bumps.

Latest in Streamliners

Surface Lines
MERIT CONGRATULATIONS
streamlined, new type street cars that the Surface Lines are bringing
years of scientific analysis' and tests of all functions
Introduce

NEW STREAM-
LINED CARS
ON PARADE!

City Gets New
Street Cars For
Waiting Pub
Six new streamlined ca
first of 83 which will be use

NEW STREET CARS
GO ON PARADE

NEW TROLLEYS
AWAKE MADISON
ST. CROWDS
Parade on West Side
Traces Development
of Transportation
Thousands of Chicago
Siders gazed in won
the streamlined
ultra-mod
as the

Latest in Streamliners

ol new stream
the Madison

streamlined cars—the
which will be used
near future

streamlined cars—the
which will be used
near future

streamlined cars—the
which will be used
near future

streamlined cars—the
which will be used
near future

streamlined cars—the
which will be used
near future

NEW NOISELESS
STREET CARS
PREVIEWED
Streamlined Trolleys
to Go Into Service
on Madison St.
Two of the six new streamlined
street cars that will go into ser-
vice on the Madison st. line next
week took a preview of the loop
and the North Side today.
The light wa
descenda
case
near hon
moner

Streamlined Trolleys
to Go Into Service
on Madison St.

Two of the six new streamlined
street cars that will go into ser-
vice on the Madison st. line next
week took a preview of the loop
and the North Side today.
The light wa
descenda
case
near hon
moner

Latest in Streamliners

Latest in Streamliners

Latest in Streamliners