

Surface Service

• MAGAZINE •

VOLUME 13

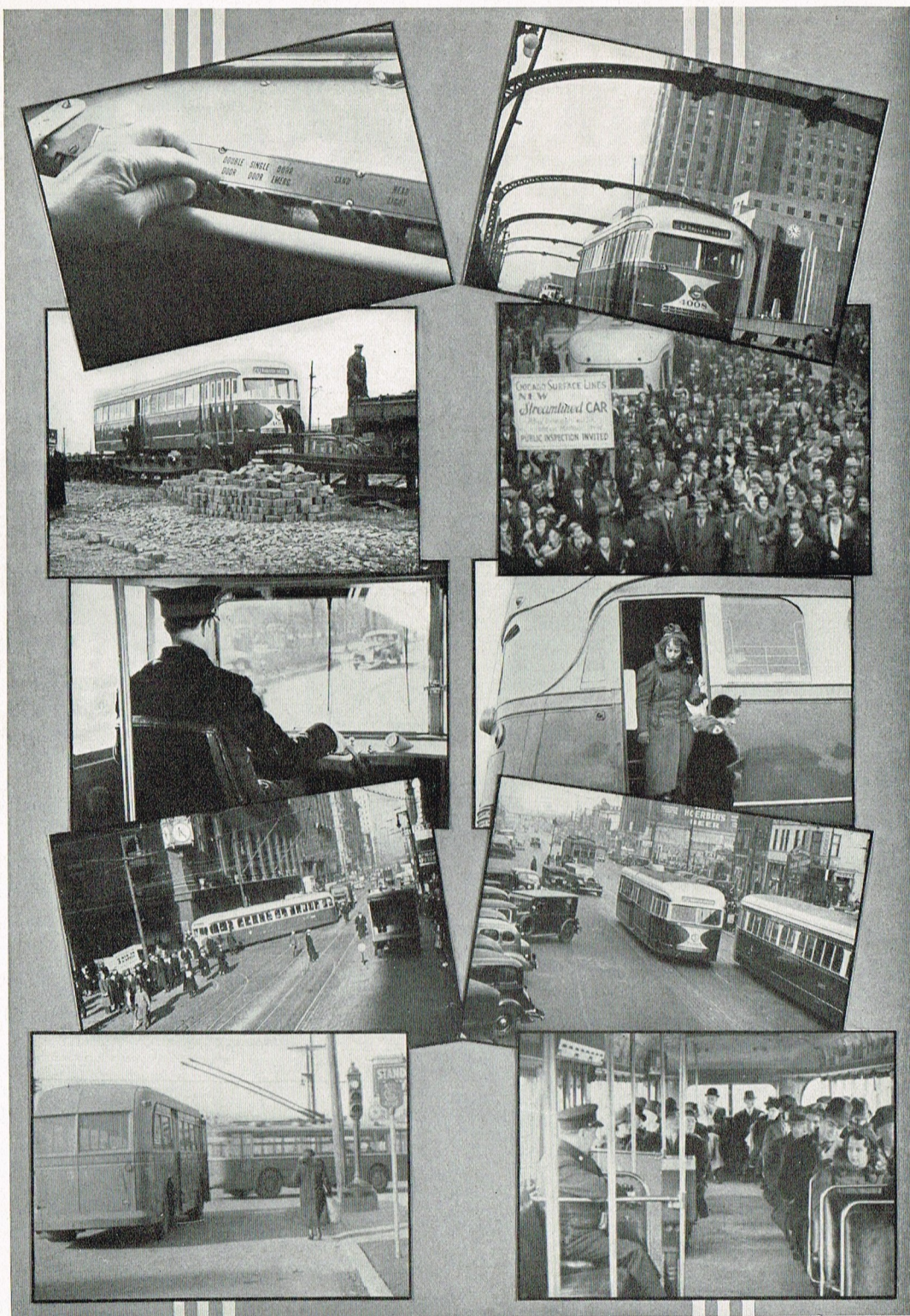
FEBRUARY 1937

NUMBER 11



THE CITY WE SERVE

© CHICAGO AERIAL SURVEY CO.



MODERN STREET CARS IN THE MOVIES

These views make a motion picture stand still for you. All the shots have been taken from "Streamlines," a recent sound picture in a series that present the Chicago Surface Lines to Chicagoans.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 13

FEBRUARY, 1937

No. 11

Mayor Kelly Has a Plan

Chief Executive Offers Suggestion for Traction Settlement

When Mayor Edward J. Kelly sent to the Local Transportation Committee of the City Council on January 26 his "Plan for a Comprehensive Transportation System" for Chicago, he provided a very definite basis for the pending negotiations for a new franchise ordinance. His plan is a distinct departure from any previous approach to the subject.

Unlike all previous plans, it not only takes into consideration the immediate problem of public transportation but contemplates also the building up of a system of elevated highways for the accommodation of both public and private vehicles, and a study of the advisability of tying railroad suburban service into a co-ordinated local system.

The Mayor recognizes the fact that much of his plan is to be accomplished in the future, but he believes that an immediate beginning should be made by giving the Chicago Surface Lines an assured life and adequate credit through the granting of a franchise by the City and by finding means, "where economical to the City, to utilize the property owned by the Rapid Transit Company as a useful component part of a comprehensive transportation system," and to require the Chicago Motor Coach Company to secure from the City a franchise or license to operate over city streets.

Parties at Interest

It is stated that the parties at interest in a new franchise are the public, the investors, and the employees, and that any franchise must make provision for fair and just treatment of all three affected groups. The plan "contemplates fair and equitable treatment of all three groups whose interests are affected."

In brief, the Mayor's plan contemplates the co-ordination of a network of surface, elevated, and underground transportation arteries upon which not only modern public utility transportation vehicles may be operated, but which, in whole or in part, will be available to private automobiles, taxi-cabs, and other fast-moving vehicles.

It is explained that the plan recognizes the successful advent of new means and methods of local transportation. "These include," Mayor Kelly says, "the electric trolley coach, the gasoline motor bus, and possibly the Diesel-driven vehicle in the near future. The super-highway, the subway or underground and one-way street, grade separation, scientific traffic control systems, and possibly the use of steam and electric suburban railroads are also contemplated. The future desirability of the new

electric street car still operated on rails will be conjectural until added experience with this recent vehicle furnishes a definite answer."

The Mayor in his message continues:

Elevated Highways

"It is open to doubt whether the operation of some of the present rapid transit lines over the existing structure, as located, should be continued. Patronage of this service has seriously diminished. Its structures and equipment require extensive and costly rehabilitation and renewal, which may be difficult to finance under present conditions. Improvements and extensions of rapid transit elevated lines have been recommended in every previous Chicago Plan. Even granting that they might still be desirable, what is the use of shutting our eyes to the real facts. In the last twenty years every attempt to obtain rapid transit improvements and extensions has failed. The situation today, both from a patronage and financial standpoint, is worse than at any time in that period.

"Therefore, the plan suggests the desirability of an immediate study of the possibility of converting at least some sections of the existing elevated railroad structures into super-highways over which trolley or gas buses and automobiles might operate to the better advantage of the whole community. Any other highways or superhighways which may be adopted should be designed and their locations planned so that their use can be co-ordinated with mass transportation routes. A study of the desirability, scope and character of additional underground facilities in the downtown district which would permit of the operation of public transportation vehicles and possibly private automobiles should also be made.

Co-ordinate Services

"It is essential that the surface transportation be operated in co-ordination with this fast moving superhighway service; that the initial program require the substitution of trolley coaches or gas buses for street cars wherever determined to be advisable and possible and also the immediate installation of express buses; that, unless urgently required, no further work of replacing street cars or tracks be undertaken, at least until the initial program is determined."

The new ordinance, the Mayor believes, should provide a grant of the right to operate a comprehensive public utility transportation

system over the streets and public ways. The grant should be either a term or a terminable permit, whichever the committee, after study, determines to be necessary to assure adequate credit and maintain good service. The right to earn a reasonable return upon a fair valuation of the property used for operation should be recognized.

Transit Obligations

The obligations on the part of the transportation agencies should be:

"1. To provide a corporate organization which is capable of efficiently maintaining and operating all public utility local transportation facilities as one comprehensive unified system.

"2. To maintain, operate, improve and extend its transportation facilities as outlined in the ordinance and in the manner and at the times ordered by the Transit Commission.

"3. To provide universal transfer privileges; charge reasonable rates of fare; conduct its operations economically and its accounting according to modern accepted methods; all subject to approval by the Commission.

"4. To pay adequate compensation to the City as fixed by the terms of the ordinance.

"5. To provide fair wages, safe working conditions and adequate health and accident insurance, disability and retirement pensions for employees.

"6. To be subject to penalty and cancellation of franchise for default in performance of obligations, and to the right of the City to purchase the properties of the company at any time upon such notice and terms as may be specified in the ordinance.

Trunkline Highways

As a part of the rapid transit system, the Mayor contemplates the scientific planning and development of trunk line highways, through streets, one-way streets, subways or underground streets where necessary in congested and built up districts, grade separations, efficient traffic control systems, and ultimately fixed bridges. These, together with the boulevard systems, should be so planned as to form an integral pattern of thoroughfares available to both private and public vehicles.

He recommends the following general policy and plan in order to achieve the results he outlines:

"(a) The immediate establishment and progressive construction of a co-ordinated system of super-highways, limited ways and through streets for rapid travel to all areas of the city. Such system should be made available to both private automobiles and to trolley coaches or gasoline buses engaged in public transportation;

"(b) The utilization and co-ordination of such portions of existing elevated structures as may be determined to be feasible, economical, and advisable for highway purposes after thorough survey and study;

"(c) The substitution of trolley coaches or gasoline buses for street cars wherever found feasible from a general economic and public standpoint;

"(d) Immediate establishment and installation of a system of express bus routes to provide faster service to areas not now served by rapid transit;

"(e) Co-ordination of local and express transportation facilities with each other and also with the properties or service of suburban

railroads wherever found advisable and possible;

"(f) The construction of subways, underground streets or other additional facilities in congested districts, particularly the central business area;

"(g) The installation and scientific operation of comprehensive and modern traffic control facilities;

"(h) The construction of grade separations and adequate center safety islands for pedestrians;

"(i) The elimination of huge and unsightly structures in the streets wherever replaced by adequate safety islands and curb loading;

"(j) The ultimate removal of the Union Loop Elevated structure and the beautification of elevated highways will contribute another step toward the carrying out of the 'Chicago Beautiful' plan."

Ultimate Achievement

"While it is recognized that this suggested program is impossible of entire completion immediately," the Mayor concludes, "nevertheless, it is not impossible of ultimate achievement if I am any judge of the ability of Chicago to overcome obstacles that bar the path to final fulfillment of her destiny.

"The plan which I have outlined permits of a prompt beginning, and progressive completion by immediately usable steps. It contemplates the most intensive use of every dollar invested for highways. It seems to me to point the way toward permanent and adequate modern transportation facilities made continuously available to all who may travel on the streets, whether it be the pedestrian, the car rider or the automobile user."

CONFLICTING ENGAGEMENTS!

Opera Star Misses Thrill—Streamliners Go Without Her

If you're good the world is bound to hear of you.

That observation works two ways. It applies particularly to the new Madison street cars and it has also worked in the case of Gladys Swarthout, trim songstress of the movies, radio and the Metropolitan opera.

If things had only worked out a little better the best qualities of the two might have been combined for the edification of the untold thousands who admire both Miss Swarthout and the new cars.

As the singer arrived in Chicago recently she astonished newspaper reporters sent to greet her with the blithe announcement:

"If I have time I'm going to ride one of your streamlined street cars I've heard so much about. After riding the subway in New York I think they should be grand!"

"How about a song for Uncle Watt Rider and all his little relatives?" she was asked.

"I'll neither affirm nor deny that I might burst out in song on a street car," Miss Swarthout answered, with a melodious laugh.

Previous engagements of both parties concerned eventually made it impossible for the singer and the street car to get together. Both had definite schedules which conflicted. Should Miss Swarthout arrive in the city again with an advance warning riders might still get an earful and an eye-ful for their 7-cent fare.

Trolleys for Heavy Traffic

**Electrically Operated Vehicles Are Best
Says General Electric Official**

Electrically operated vehicles for heavy traffic drew the praise of H. L. Andrews of New York, vice president of the General Electric Company, in a recent speech to a joint meeting of the American Institute of Electrical Engineers and the Western Society of Engineers. With unlimited power available, electric transportation has the great advantage of a minimum time in transit, a cleaner and smoother ride, better lighting and better heating—in short a more comfortable ride for the public, he said.

Pointing to the fact that the transportation industry is embarking on the greatest modernization program in its history, Mr. Andrews outlined the new motive power units and passenger car equipments available to the transportation industry and stated that these are rapidly being adopted and placed in operation by both the steam railroads and the street railways of the country. He also called attention to the fact that Chicago occupies a unique position, being the hub from which the eastern trunk lines, the great transcontinental lines to the Pacific Coast, and to the larger cities, north and south, radiate.

The reciprocating steam locomotive has been modernized and is continuing to maintain its great production record as a producer of transportation, according to Mr. Andrews.

Streamliners Cited

The streamlined trains, powered with Diesel-electric locomotives, on the Union Pacific, Burlington, Illinois Central, and Chicago and Alton were cited as examples of modernization of long-haul transportation which is producing for the public a service that is speedy, quiet, comfortable, and modern in every respect.

Mr. Andrews pointed out that in urban transportation, for cities such as Chicago, modernization is making rapid progress. In this field there are many new units from which to choose and in his opinion each has a useful and economical field. The units described as available to the urban transportation industry are the Presidents' Conference car, improved models of which are now in operation on Madison street; the trolley bus, used on Central avenue and other routes in Chicago; the gasoline or Diesel-electric motor bus and the all service vehicle, of the type used by the Public Service

Company of New Jersey; and the motor bus, as operated in Chicago.

In discussing these modern units, Mr. Andrews pointed out the value of electrically operated vehicles in heavy traffic service, where great numbers of people are to be transported in a short space of time, such as on the heavily traveled lines of the Chicago Surface Lines.

Electric Vehicles Faster

It was stated that the new Presidents' Conference car is the result of years of research and development on the part of industry to provide an economical, quiet car for the public on heavily ridden lines. Besides its comfort and quietness, which excel any other urban transportation unit, it is capable of higher schedule speeds than any other passenger-carrying unit available and may properly be called the champion of electric urban units, according to Mr. Andrews. The speaker did not claim that this unit is a cure-all for all transportation ills but that it is a long step forward in modern urban transportation.

For those services where traffic density will not economically support a rail line, Mr. Andrews recommended the trolley bus as providing the most attractive service for the public. He described the trolley bus as in effect a street car on rubber tires drawing its power from overhead wires and declared that it provides all the advantages of other electric transportation units—comfort, good lighting and heating, and a faster ride.

Mr. Andrews stressed his point that for transporting large masses of people, rapidly and with comfort, elevated lines equipped with modern light-weight electric trains, similar to those recently placed in operation in Brooklyn, supply a real need in any mass transportation system because they can be operated in longer trains, are free from interference of other traffic, and can, therefore, transport a greater number of passengers in a given time.

It was maintained by Mr. Andrews that for surface transportation the electric vehicles—the modern street car and the trolley bus—are the champions of all urban surface units and will provide the public with better transportation than any other unit operating on the streets.

Modernization Important

In his closing statement, the speaker pointed to the importance of modernization in giving a better and more comfortable ride.

"To the management of transportation operating companies," he said, "modernization is a highly technical problem worthy of the closest study by the best brains of the industry. It involves more than the mere selection of a unit. It affects the growth of the entire community served by the transportation company. Only by providing modern transportation can the operating company maintain its solvency, and therein lies the hope and success of the industry and of the community it serves."



H. L. Andrews

CARTOONIST UNCOVERED

Magazine Gets New Life From Hirsch's Caricatures

Eliot Hirsch reversed the usual procedure of rising young cartoonists. Hirsch's first published cartoon was the last! That may be due an explanatory note. His first published cartoon marked the end of the Oak Park high school yearbook.

But even if Hirsch started at the end he seems to have been working forward in the right direction. His works are unveiled to SURFACE SERVICE MAGAZINE readers for the first time in this issue together with a self portrait of this young night timekeeper, who headquarters at Clark and Division.

Drawing and cartooning have always been a family trait of the Hirsch's. Every picture in their Oak Park home has been done by one or another of the family. Eliot did his first work for the high school publications prior to his graduation in 1929.

For a time he studied at the Chicago Art Institute during the years when work was hard to get and artists were unwanted.

Hirsch has been a Surface Lines employee for almost two years now. As he travels about the city at night he encounters many amusing scenes. A study of the Hirsch drawings in this and later issues of the magazine will show you how well he has interpreted life-like scenes on the street cars.

Keep a sharp look out for Mr. Hirsch, he'll be with us again! He is one of the many talented employees uncovered through last month's "Bargain Offer."

SELF PORTRAIT



Eliot Hirsch

DONATION TOPS ALL

Employees Voluntary Contributions Always Aid Needy

The generosity of Chicago Surface Lines employees would be difficult to equal throughout Chicagoland. When disaster, disease and desperate conditions prevailed in stricken areas, Surface Lines contributions have always been rushed to alleviate misery and famine.

The most recent helping hand extended by company employees has done its bit to aid flood refugees made homeless by the most severe floods in United States history. A total of \$15,376 was forwarded to James T. Nicholson, manager of the American Red Cross, on February 4 as the voluntary contribution of employees. Of that total amount \$15,021 was

raised by contributions of \$1 and the remainder by larger contributions of those who desired to give more. It is the largest single contribution made to the fund by Chicago groups.

The generosity of Surface Lines employees has been equally noteworthy in similar disasters that have beset this and other countries. When the appalling story of the Japanese earthquake of 1923 reached this country they were among the first to respond with voluntary contributions to relieve the homeless and the distressed. A total of \$12,682 was raised in that instance.

When disaster struck closer to home in 1925, company employees dug into their pockets again. The tornado that hit Chicago's western suburbs and swung down through Illinois, Indiana and Missouri left much wreckage in its wake. A \$15,000 donation from Surface Lines employees, however, did much to alleviate conditions in this area, when it was turned over to the Chicago Tornado Relief Fund.

The same generous assistance was extended to Florida following the disastrous storm and flood which wrecked the boom of 1926. On that occasion the special voluntary donation totalled \$13,752. In the following year employees gave \$14,523 to aid sufferers from the Mississippi river flood.

These particular instances reveal company employee donations for emergency cases only. They do not include the large amounts that have been given in response to the periodic drives of the organized charities. Nor do they tell in any part the story of what has been accomplished through the contributions they have made to the Employees Relief Fund and the Community Fund. As of February 1, the total of the two relief fund expenditures reached \$1,188,004.

CONDUCTORS KNOW HER!

Coan Sends a Word Picture of an Every Day Gal

Thomas F. Coan, correspondent for the accounting department, sends in a word picture of a lady most of the conductors meet daily. This item appeared in a daily paper accredited to Jonas Pearlberg:

"A man gets on a street car, takes 7 cents out of his pocket, hands it to the conductor, then reads his paper.

"A women gets on the street car, opens her purse, take out a little pocketbook, closes her purse, opens the little pocketbook, takes out a dime, closes the pocketbook, opens the purse, drops in the little pocketbook, closes the purse, hands the conductor a dime. He gives her change, she opens the purse, takes out the little pocketbook, closes the purse, opens the little pocketbook, drops in the change closes the little pocketbook, opens the purse, drops in it the little pocketbook, closes the purse, asks the conductor where she can go on a transfer and everybody standing in line tells her."

An employee of the Puget Sound Power and Light company in Port Townsend recently shortchanged a blind man a dollar—and then walked eighteen miles after work to correct the error.

Off to a Good Start

Complaints Show Big Decrease— Many Draw Praise

The complaint-commendation report for 1937 will look better than that of 1936 if the running start of January, 1937, is an indication of how the year's record will end.

A drop of 147 complaints is noted in the records of the first month of the new year. While 757 complained in the numerous classifications of the January, 1936, report, that number had dropped to 610 at the end of January, 1937.

The main reason for that difference, however, is to be found in the "service" classification and can be attributed to the difference between the comparatively mild weather of January, 1937, as against the bitter cold of January, 1936.

Discourtesy continued to bring in many complaints, 127 being registered against trainmen. Passing up drew 133 reprimands and "miscellaneous" totalled 181.

Conversely, the commendations for the month dropped in comparison to those of January, 1936, only 40 being received as against 69 received last year.

Extends Helping Hand

A cheerful disposition coupled with an act of kindness to a blind man called Mrs. Alice Crawford's attention to Conductor John Nelson, badge No. 250 of Cottage Grove. Mrs. Crawford wrote from her 10126 Commercial avenue address to commend Nelson's courteous helpfulness.



E. HIRSCH

Motorman Ole Moe, badge No. 543 of Burnside, saved both a purse and peace of mind for Mrs. J. Van Loon, 10928 Wallace street. Mrs. Van Loon had lost some railroad tickets and \$20.75 which Motorman Moe turned in.

A moment's pause for approaching passengers always is appreciated though rarely mentioned. Andrew Karinski, 1621 West Division street, appreciated such courtesy on the part of Motorman Milton A. La Cloche, badge No. 1051 of 69th, and wrote to praise him.

Miss Lillian Sanborn's letter is worthy of reprinting for obvious reasons. "I would like to commend conductor 6066 (Conductor Anthony C. Kielbasa of Kedzie) on one of the Madison street cars for general courtesy and consideration for his passengers and an especial act of kindness in assisting a blind woman off the car and to safety on the sidewalk. He was quite a contrast to the hardboiled conductor of the day before who bullied two foreign looking women."

Fare Returned

Conductor John L. Blaa, badge No. 1108 of Noble, was considerate of a passenger who had inadvertently boarded without money and to whom he advanced fare. Miss Gertrude

Kuenne, 3037 North Ashland avenue, appreciated his trust and returned the money.

In a similar case Motorman James W. Richardson, badge No. 1817 of Archer, also found himself praised and his faith repaid by O. A. Rice, 4751 Maypole avenue.

Bus Operator Hans T. Mueller, badge No. 11426 of North Avenue, received a writup which was sent in by Robert Gross, 5211 North Newcastle. The note as it appeared in "Nabor News" follows:

"We suggest to the Surface Lines that they hire more men like Operator 11426 on the Narragansett bus line. This man, affectionately known as Hans, is certainly the most courteous and friendly man to be found in the employ of that company. His cheery 'good morning' and friendly 'good night,' have earned him many friends in this community."

Archer Staff Praised

The Archer avenue staff received a blanket commendation from Dr. M. E. Abrahams, 1927 West Pershing road, who thanked the men for many courtesies extended to a Goldblatt Brothers employees' meeting.

Conductor Peter J. Barry, badge No. 2504, and Motorman Anthony Varvodic, badge No. 7843, both of 77th, were commended for a kindly act by Miss Bessie Trenker, 2464 Clybourn avenue. In part Miss Trenker said, "It is unusual to see one exceptionally polite, but when two are on the same car, I believe it merits attention."

Sells Company Service

Starter Fred Di Girolamo of 69th made a friend for the company and drew the praise of Mrs. E. W. Strecker, 5759 South Whipple street, who termed him "a very clean and intelligent salesman of the company's service."

"Your conductor No. 7478 (Conductor David Sax of Kedzie) on the Madison line is an asset to the streamlined car he is on. Not only is he courteous and efficient; he makes people with a morning grouch leave his car smiling. More conductors like him would be an inducement to ride street cars." Conductor Sax also received several other commendations during the month.

Politely explaining transfer rulings, Conductor Harry Anderson, badge No. 7398 of Elston, earned both the praise and the gratitude of Evelyn H. Scheer, Deerfield, Illinois.

"I commend this man to you for his strict attention to his duty under provocation when he was busy and for his courtesy at the same time to all passengers getting on his car." So wrote Dr. John C. Werbrick, 306 East 43rd street in praising the conduct of Conductor Adolph Pfeifer, badge No. 10732 of Lincoln.



E. HIRSCH

SURFACE SERVICE MAGAZINE

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

Volume 13 February, 1937 No. 11

H. O. Crews - - - - - Editor
H. F. Peck - - - Assistant Editor

HERE'S A THOUGHT

One of the largest wholesale distributors of general merchandise in the country—Butler Brothers, Randolph and Canal streets—displays on a printed card throughout its stores this quotation from the Pure Oil News:

A corporation may spread itself over the whole world and may employ a hundred thousand men, but the average person will usually form his judgment of it through his contact with one individual. If this person is rude or inefficient, it will take a lot of kindness and efficiency to overcome the bad impression. Every member of an organization who in any capacity comes in contact with the public is a salesman and the impression he makes is an advertisement, good or bad.

There is a thought in this for every member of the operating force of the Chicago Surface Lines.

A GUIDING PRINCIPLE

"... to seek always the best possible solution for the good of Chicago."

In those simple words President Richardson spoke the spirit of the Chicago Surface Lines as he concluded a recent communication to Mayor Edward J. Kelly.

Speaking in all sincerity for the high-principled system he heads, Mr. Richardson expressed an attitude that has made the Chicago Surface Lines great in the face of difficulties that might have ruined less honorable companies.

Although in receivership, operating under day-to-day extensions of the franchise and encountering revenue decreases due to the depression, the Chicago Surface Lines has been well maintained and has enlarged its plant and service. No operating employees were discharged because of decreased earnings. Throughout the troublous years the Surface Lines gave Chicago good service.

Thus the record of the management has borne out its willingness and desire to serve. The record of the majority of the employees is equally commendable.

When management can express itself so whole-heartedly in favor of the public good, employees can certainly do their best to follow. It is not too much to expect each individual to re-dedicate himself to the guiding principle—"to seek always the best possible solution for the good of Chicago."

ROUNDING UP WITNESSES

System Average Drops—Burnside Remains in Lead

System averages for rounding up witnesses dropped slightly during December even though the top ranking Burnside crew increased to tighten a hold on first place for the third successive month.

Elston-Noble dropped out of the front ranking class to land in seventh place with an average of 3.40 down from a previous 3.93. Contrarily, the Burnside first-place-retaining average was 4.56, up from November's 4.54.

The Kedzie station averages hit the upgrade and that group climbed from tenth place to fourth in compiling a 3.62 average. Seventy-seventh also climbed and wound up in second place after several months in the lower brackets.

The system average of 3.40 was off from 3.46 recorded for November.

Detailed standings follow:

	Dec.	Nov.	Oct.	Sept.
1. Burnside	4.56	4.54 (1)	4.61 (1)	3.60 (5)
2. 77th Street	3.78	3.57 (5)	3.35 (6)	3.53 (6)
3. Lawn-Blue Isl.	3.64	3.82 (4)	3.53 (4)	3.68 (4)
4. Kedzie	3.62	3.14(10)	3.31 (8)	3.45 (8)
5. Archer	3.60	3.84 (3)	3.46 (5)	3.98 (2)
6. 69th Street	3.52	3.42 (7)	3.74 (3)	3.52 (7)
7. Elston-Noble	3.40	3.93 (2)	3.75 (2)	3.71 (3)
8. North Avenue	3.24	3.29 (9)	3.28 (9)	3.37 (9)
9. Cottage Grove	3.15	3.35 (8)	3.35 (7)	4.01 (1)
10. Armitage-Div.	3.03	2.87(12)	2.11(12)	2.77(12)
11. Limits-Devon	3.00	3.01(11)	3.00(10)	3.35(10)
12. Lincoln	2.79	3.49 (6)	2.95(11)	3.20(11)
Aver. for System....	3.40	3.46	3.30	3.51

Druggist: "Yes, miss; you'll find that most ladies like this lipstick."

Young Lady: "You couldn't—er—tell me the kind the men like, could you?"

"So the Papers Say . . ."

Knocks and Boosts Draw Editorial Comment

One of the more colorful characters of another day—P. T. Barnum—is reputed to have complacently viewed good and bad personal publicity with the sage observation—"Insofar as I am concerned, I do not care what people say about me as long as they say something."

That by-gone oracle doubtless would approve the numerous letters that have been directed to the metropolitan newspapers during the last month. Rarely a day has elapsed without some transportation critic or enthusiast volunteering knocks or boosts in the newspapers for the city's transportation systems.

The net result of the various communications that have appeared and the editorials which have been written is debatable at this time, but enough of them were commendatory to warrant Chicago Surface Lines employees throwing out their chests with justifiable pride.

The majority of the communications dealt with the Surface Lines, a logical fact in view of the preponderance of passengers carried on this system in comparison to others.

"No Mean City"

To its more than 800,000 readers the Chicago *Tribune* carried an editorial message on January 23 entitled "No Mean City." Commenting upon three letters that had commended trainmen in the "Voice of the People" column, the editorial urged the need for even more courtesy than is exhibited by most Chicagoans.

"Some readers," said the *Tribune*, "may feel that consideration for the handicapped, the aged and the stranger is everyone's duty and that no one deserves to be commended for doing what everyone in decency should do. There is something to that argument, but not much. The fact is that courtesy is a neglected amenity. Chicago is certainly no worse in this respect than many other cities and is probably better than most, but there is vast room for improvement. If the publication of the three letters will advance the cause, the paper and ink were used to good advantage."

Asks Fair Play

After commenting upon specific acts of discourtesy the *Tribune* takes up the cudgel for street car trainmen and riders alike.

"It is also discourteous of motorists, including truck drivers, to follow street car streets when an alternative route is available," it says. "A street car at the crowded hour will normally carry upwards of a hundred passengers. An automobile may carry five, but generally carries one or two. The capacity of the tracks is limited. It is only fair that those who can relieve congestion on these routes do so."

As that plea was made thousands of trainmen and street car users must have murmured a fervent "Amen" in the hope that street car right-of-ways would be clearly maintained for the street cars.

TROLLEY SPARKS



Young man, will you please hold Junior while I go in and look for a good seat?

Credit To All

Chicago now lingers more pleasantly in memory of one Bostonian who met Motorman P. J. Carey, badge No. 12511 of 69th, whom he termed "a credit not only to himself but to his employers and to Chicago." Motorman Carey had directed Elmer Burger to various destinations and constantly cautioned alighting passengers against accidents.

The same issue of the paper also gave space to a letter of Martin V. Hapeman who praised an anonymous motorman who extended a courteous helping hand to a blind man on a Clark-Wentworth car.

A correspondent signing himself Leonardo, writing in the "Voice of the People," in the *Tribune* added

his bit to bring a smile to many.

"What this city needs," said he, "is a fund-to-buy-new-cigarets-for-the-people-who-must-carry-lighted-butts-in-street-cars."

Make Conductor Depository

"Wouldn't it be possible for the persons to deposit their stubs with the conductor, who could then issue a certificate of deposit which could later be turned in for a new cigaret? The expenses of this philanthropy, of course, would be met by the above mentioned fund."

"S. V." and "J." carried on a miniature feud under "What the People Say" in the same paper. "J" took it upon himself to explain certain phenomena to "S. V." "The conductor doesn't jam people aboard the car," he said. "They jam themselves. Maybe it's the herding instinct. After all, the car must make certain stops and if the people persist in jamming, that's their problem."

Protest Track Removal

The recent action of the Illinois Commerce Commission in ordering removal of the Lake Shore Drive tracks from Chicago avenue to Ohio street and the subsequent failure of the Park District to allow for a loop terminal at the east end of Chicago avenue was scored in two letters to the *Chicago American*. One unknown correspondent made his resentment quite plain as he told of the numerous times he had used the tracks to obtain transportation to Navy Pier, which is now impossible because he owns no automobile.

William S. Devlin, executive secretary of the West Towns Chamber of Commerce, voiced a similar sentiment as he remarked upon the numerous west side residents who use the Chicago avenue line to Navy Pier. "We feel," said Mr. Devlin, "that the 2,000,000 people in Chicago who use street cars daily and whose taxes help to support the parks have as much right to get to the lake front as have the owners of automobiles to use the lake front for a speedway."

One of the most worthwhile editorials appeared in the *Tribune* entitled "Unjust Comparison" which pointed out the fallacy of comparing New York's transportation facilities with those of Chicago. In attacking the fare problem the editorial told how New Yorkers pay much more than their nickel fare through taxation which makes up operating deficits incurred by the subway's 5 cent fare.

Companies Do Their Best

"It is far better," said the *Tribune*, "to proceed on the theory there is substantial truth in the oft-repeated statements of Chicago traction companies that they are doing the best they can under the circumstances and with the facilities available."

"While municipal ownership of the traction lines in Chicago has been discussed many times, there has been no recent public demand for the socialization of street railway service that has been accomplished in New York. The nearest approach was the creation of a traction fund, but that money has not been spent on facilities."

EMPLOYEES RELIEF FUND January 1937

The Surface Lines Employees Relief Committee held four sessions during the month, at which 25 applications were considered. Of this number there were 18 approved for weekly relief.

Checks totalling \$14,944 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$885,450.58 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 \$1,005,450.58.

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 \$1,188,004.33.

"Never Trust a Trolley" Casey Tells You Why

One of the better stories following in the wake of the recent ambulance chaser crusade was told by Robert J. Casey who writes for the *Chicago Daily News*.

In Casey's version of the affair Surface Lines car No. 3785 hit a truck at Market and Madison streets. The street car was not damaged but 28 people were injured. The details of the "wreck" were cleverly concealed from the public. The "victims" languished until the solicitous Attorney Robert E. Leigh got around to filing suits in their behalf, totalling \$500,000.

Let Mr. Casey carry on the story from that point.

"The first case of the 28 came to a hearing before Judge Joseph Burke . . . the case of Mr. George W. Sellers. Mr. Leigh contended that the company's representative, Motorman Irving K. Holzman, had been guilty of gross negligence or the terrible wreck would not have happened and passengers such as Mr. Sellers and his 27 companions would not have been hurt.

"Mr. Holzman sadly took the stand in denial. 'I don't remember Mr. Sellers,' he said. 'I don't remember how he got hurt.'

"Mr. Leigh sneered openly. It was obvious that the motorman had been intimidated.

"You remember that you were motorman of the car, don't you?" he inquired. 'You remember that you ran into the truck?'

"I remember all that," Mr. Holzman admitted. 'But it's the passengers that puzzle me. Where were they?'

"Seated in the car, of course," retorted Mr. Leigh. 'They were hurrying home to their families—intrusting their lives to you, their pilot.'

"Mr. Holzman sighed in relief.

"Oh, then it's all right," he told the judge. 'I was afraid for a minute they might have been in the truck. They certainly wasn't in my car. The only guy in my car was Fred Smith, the colored fellow. I guess you could call him the conductor because he had a shovel and we was conducting a load of sand. Car No. 3785 is a sand car . . .'

"Mr. Leigh has left town. The other victims apparently have recovered."

FOG COSTS MONEY

Troublesome weather plays a part in the trials of England's transportation, too. A recently released report of R. Stuart Pilcher, general manager of the Manchester Corporation Transport Department, reveals a large revenue decrease during nine consecutive days of foggy weather.

Compared with the same month of the previous year there was a loss of 2,527 pounds by trams and 1,803 by the buses. Roughly translated that total loss approximated \$21,650.

First Devil: "Ha ha! Ho, ho!"

Satan: "Why the laugh?"

First Devil: "I just put a woman into a room with a thousand hats and no mirror."

"LET'S SHOW CHICAGO"

Superintendent Hall Makes Plea— Teamwork Important

Trainmen at the Kedzie depot have recently received a personal letter from Superintendent of Transportation W. A. Hall calling attention to the fact they are among the first to have the distinction of operating the finest street cars in the country. The letter stresses fundamental operating policies that should be of interest to every trainman.

"Trainmen at Kedzie," Mr. Hall says in his letter, "have the distinction of being the first on the system, and among the first in the United States, to operate the new streamlined cars, which were built after years of research and experiment. The electric railway industry expended approximately a million dollars in this development.

"In Brooklyn, Baltimore and Pittsburgh, cars of a similar design, but of smaller capacity, are being introduced to the public. Other cities are preparing to install them. Everywhere this new car is recognized as the greatest development in local transportation in a generation.

"So, it is no small honor for Kedzie to have the first chance to operate the new equipment in Chicago.

"But this opportunity carries with it grave responsibilities. The popularity of the new type cars depends to a very large extent upon the crews who man them. It is their job to show the public that rail operation with this new vehicle is superior to any other local transportation service.

"In operating the car, a smooth but rapid pickup is of primary importance. Sudden stops should be made only in emergencies.

"Schedules must be maintained accurately. The speed of the new car should be used to keep it in its place with other traffic, but the temptation to run ahead of schedule, thus necessitating going slowly as time points are approached, should be avoided.

"Conductors can help prevent congestion at the center exit doors and delay in unloading by frequently but politely asking passengers in the front to move toward the rear and use the rear exit door in alighting.

"Neatness in personal appearance and cour-

tesy in dealing with passengers are essential. The Madison street service is on dress parade and the trainmen who operate it should look and act the part.

"Propaganda for the substitution of buses for rail service has been spread vigorously in recent years. The management believes the new car is the answer to the charge that street cars are obsolete. Madison street has been equipped with the streamliners in order to give the people an opportunity to judge for themselves. It is now up to the trainmen to sell them to the public by proving the superiority of rail service with a 1937 street car.

"I am writing to every man at Kedzie in order to impress upon all trainmen of that division, whether they operate the new cars or not, the importance of teamwork for the good of the service—and that means for the good of everyone in the organization.

"Let's show Chicago what Kedzie can do when it has a chance."

KEEPING 'EM ROLLING

Archer Ousts Lawndale to Take January Honors

Archer supplanted Lawndale in the keep 'em rolling figures for January and took the lead position with an average of 8,629 miles per pull-in, an increase of 10 per cent over their December record.

The biggest spurt was made by Armitage as that station moved from eleventh place into the runner-up's spot with an average of 7,198 miles per pull-in, an increase of 21.4 per cent.

North Avenue had the biggest drop from a percentage standpoint when they lost 37.1 per cent from an earlier ranking. The drop deposited that station in fourteenth place after being a fifth place tenant in December.

Detailed standings follow:

Rank	Carhouse	Zero Days	Mileage per Pull-In	Pct. Inc. or Dec.
1	Archer	1	8,629	10.0
2	Armitage	4	7,198	21.4
3	Lawndale	4	6,811	22.6*
4	69th	----	6,647	.9*
5	Division	6	6,528	14.6*
6	Devon	1	6,453	26.0*
7	Cottage Grove	2	6,062	1.9*
8	77th	----	5,682	15.8*
9	Kedzie	1	5,560	3.8*
10	Noble	5	5,045	36.9
11	Burnside	1	4,716	28.0*
12	Limits	2	4,685	31.4*
13	Elston	5	4,402	3.9*
14	North	----	4,398	37.1*
15	Lincoln	2	3,384	5.0*
16	Blue Island	1	2,594	7.7*

*Indicates Decrease.

Carhouse records for the past six months:

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

THE OFFER STILL HOLDS

The "Bargain Offer" in the January issue drew a hearty response in the form of suggestions for a better SURFACE SERVICE MAGAZINE.

The editors appreciate the response and the offer will continue to be in force to attract new contributors with stories, poems, suggestions, cartoons, or what have you.

Eliot Hirsch, a fine cartoonist, makes his first appearance in this issue. Later you will meet Motorman Melvin L. (Bud) Walker of Archer who is similarly talented.

Suggestions for the type of material you would like to have in your magazine will still be given careful consideration.

NEW PICTURE AVAILABLE

"Streamlines," latest in a series of sound-motion pictures designed to interpret the Chicago Surface Lines to its numerous city patrons, was completed and released during the latter part of January. Its early showings have met with a most favorable response on the part of company officials and the public.

The picture, now available to groups of 75 or more, shows the development of all forms of transportation that has taken place during the streamlining period of the last few years.

One of the little known facts regarding transportation systems is shown and commented upon by narrator Bob Elson who informs the audience that Chicago Surface Lines cars carry more passengers every year than do all the steam railroads and airplane companies together. Thus launched into a discussion of the street car the picture continues to develop numerous phases of the serviceability of the modern cars.

In a number of the scenes Chicago Surface Lines employes have acted their part for the cameras.

The picture may be booked for suitable audiences by calling the Public Relations Department, Dearborn 8800.



Bob Elson

THEY'RE FRANK ABOUT FRANK

Newspaper Sings Praises of a Good Worker

TWO DIFFERENT GENTLEMEN: We have recently had brought to our attention two types of citizens. The one lives completely to himself. He shrouds himself in an isolated existence that strikes us as pretty miserly, selfish and lacking in good citizenship. He hoards his nickels, never mixes, his blinds are pulled tight and his is a narrow, pinched sphere. To spend an evening with him is like spending it in an ice box and to shake his hand is like grabbing the tail end of a fish. The other one is Frank Campbell. We have never seen him without a smile and have never heard him speak ill of anyone. Frank is a member of several dozen West-side civic, business and fraternal organizations. He is on the directorate of a dozen. Whenever we go to a Westside community meeting, Frank is sure to be there. Naturally, he has to give a lot of his time and must eat a batch of ready made group meals, but he seems to be in good health and is ever ready to do his fellows a good turn. Frank is an enthusiastic reader of the *Midwest News*. He sees the cream in the pitcher, rather than the sour milk in the jug. He is a real optimist. The other gent thinks the world is going to that limbo where the woodbine twineth and the whangdoodle mourneth for its lost mate. We ask you, which is the best citizen?

—Reprinted from the *Midwest News*.

OBITUARY

Deaths on the System From January 1, 1937 to January 31, 1937

Transportation—Division 1, Cottage Grove: Bert B. Jones, employed March 14, 1890, died January 9, 1937; William Moran, employed November 18, 1936, died January 1, 1937.

Division 4, Sixty-ninth: William H. Schroeder, employed May 17, 1889, died January 14, 1937.

Division 5, Archer: Maurice Connors, employed October 11, 1913, died January 2, 1937; Elijah Mulkins, employed December 12, 1905, died January 29, 1937.

Division 6, Lawndale-Blue Island: Charles C. Haase, employed July 19, 1910, died January 2, 1937; Mathew J. Kalsch, employed April 18, 1916, died January 1, 1937.

Division 8, North Avenue: Laurits Busse, employed February 20, 1912, died January 3, 1937; John Ed Clifford, employed September 5, 1910, died January 11, 1937; Arvid Peterson, employed July 11, 1916, died January 29, 1937.

Division 9, Division: Anthony Corcoran, employed February 17, 1904, died January 7, 1937; August Hartmann, employed November 2, 1907, died January 7, 1937; John F. Joyce, employed March 12, 1918, died January 31, 1937.

Division 11, Lincoln: Nickolas J. Dee, employed September 16, 1896, died January 23, 1937; Thomas Drecelan, employed January 29, 1908, died January 21, 1937; Adolph Leitza, employed July 4, 1893, died January 9, 1937.

Division 12, Devon-Limits: George Merker, employed December 22, 1925, died January 21, 1937; William Rindfish, employed March 5, 1902, died January 5, 1937.

Electrical—Michael Carrigan, employed October 2, 1902, died January 27, 1937; Patrick J. Logan, employed June 10, 1896, died January 7, 1937.

Shops and Equipment—Division 6, Lawndale-Blue Island: Patrick McAvoy, employed September 1, 1910, died January 21, 1937.

Division 8, North Avenue: Jacob Klass, employed February 23, 1928, died January 21, 1937; Edward Proll, employed July 28, 1913, died January 11, 1937.

South Shops: Charles Bloom, employed November 8, 1919, died January 15, 1937.

Track—Jasper Coppola, employed March 22, 1929, died January 19, 1937.

TIMES SEEM BETTER

An increasing transit passenger load is a feature of business recovery throughout the country, according to a recent bulletin of the American Transit Association.

In round figures the transit industry, which involves the transportation of passengers upon street cars, motor buses, trolley coaches, interurban and rapid transit lines, carried twelve billion passengers in 1936. Roughly, these lines carried two million more revenue passengers each business day in 1936 than in 1935.

Departments and Divisions

Accounting

We extend our deepest sympathy to Charles W. Meyer, in his sorrow in the loss of his mother.

As this item goes to press, we are looking forward to the speedy recovery of Mrs. Marguerite Rohde of the trip sheet analysis division, who is at St. Anne's hospital convalescing from an operation.

Our most recent bride is Mrs. Ralph Harpel formerly Miss Gertrude Collins of the comptometer division, who was married at the home of her parents 7016 Kimbark avenue, on New Year's Eve. Misses Mildred Montgomery and Joy Collins were her attendants. To the happy couple we wish many years of happiness.

Thomas F. Coan.

Electrical

Peter Nelson, bonding foreman of the line department, has returned to his duties after a long siege of illness. Peter is one of the old timers of our department.

After a long period of illness, Michael Carigan died January 27. Mike first started his connection with the company in 1889 when he joined the West Chicago Railways company. After leaving the company for other fields he returned as a machinist on October 2, 1902. His service record was continuous from that date. Missing him as we do, we express our sincere sympathy to his family.

Edward Roper, line foreman, has gone to Miami, Florida for some mid-winter fishing which that spot affords.

George Nelson, meter testing division, has finally succumbed to the lure of the streamlined automobiles. He terms his new purchase as quite an advance over his Model "T."

Arthur Martens, operator of the Grand avenue sub-station, was recently taken to the hospital for an emergency appendicitis operation. He is reported as doing well so we hope he will soon be back on the job.

Billy.

Engineering

John Nette is taking a delayed vacation to visit friends in New Orleans. We hope that "Ole Man River" does not upset his plans for a most enjoyable time.

We regret to report the illness of John Kamenjarin of the track department. All hope for a speedy recovery.

Our sympathy is extended to the following employees in their recent loss of loved members of their families—John P. Flynn, daughter; M. J. Dinneen, wife; A. J. Flood, father; and Edward Fitzgibbons, sister.

Legal and Accident Investigation

Mrs. Bernice Manske, who had been employed in this department for a good many years, resigned last summer and on January 10, Marilyn Gene, 7½ pounds, arrived to keep Bernice's mind from straying back to office duties.

Myrtle R. Niederloh, who resigned about

three years ago to go with her husband to Black River Falls, Wisconsin, where he went into the grocery business, advises us that the grocery business is coming along and announced the arrival on December 29, 1936, of Janet Merle, a young lady of 7 pounds, 7 ounces, well qualified to assist at a later date in the grocery store.

The wife of our legal investigator, Ora F. Gilbert, passed away on January 1, 1937, and the funeral services were conducted at Ferguson Chapel on north Western avenue on January 4, by H. W. Strahloff, First Reader of the 14th Christian Science church. Interment was at Rosehill cemetery.

Schedule and Traffic

Charles Keiser and D. M. Flynn have returned to this department after spending several months on outside work.

John P. Crennell, our new typist, seems to have made himself at home in this department.

Lee Gilbert has recovered from the "flu" and now Lee says his troubles are all concerned with dodging drafts and cold rooms.

George Weidenfeller has put in his appearance again after his prolonged illness. George wishes to express his thanks to every one for their expressions of sympathy and for their visits to him while he was confined in the hospital.

Mike, the new English setter that has taken up his residence at Fred Excell's home, forced Fred to mix up his cat stories with tales about the new dog.

We wish to extend to Edward Hill, our sincere sympathy in the loss of his sister, who passed away on January 27.

Shops and Equipment

South Shops: Sincere sympathy is offered to the immediate family and relatives of Charles Bloom, car repair department, who passed away on January 15, after a long illness.

To Sam Heasley, car wiring department, who recently slipped on the icy pavements and was seriously injured and to Louis Vick, of the same department, who recently underwent an operation, we express wishes for a speedy recovery and hope to have them back with us in the near future.

77th Street: All of the men on our sick list have returned excepting Anton Mavrinac, whom we hope to have back soon.

Archer: To Joseph Peleckis and Frank Ozminkowski who are on our injured list we extend wishes for a speedy recovery and hope to have them back with us before long.

We extend our sympathy to William Ryan upon the loss of his beloved wife.

Elsie S. Frank.

West Shops: The bowlers from the machine shop and armature room played the stores and office team the evening of January 25, the losers being the stores and office would-be champions. He wouldn't admit that he was the jinx that night, but Ed Wendt blushing agreed that he was the best bowler!

Three employees of the shops and equipment department passed away during the past month, Jacob Klass, Patrick McAvoy, and Edward Proll, and we extend our sympathy to their families and friends.

Lillian Hultquist.

Around the Car Stations

Cottage Grove

The boys are wondering what has come into the life of Motorman L. R. Grant recently. Our reporters claim he can always be found using taxi cabs and smoking big cigars in the vicinity of 63rd and Cottage Grove.

The story of Operator S. P. McIntyre's nightmare has provided some amusement of late. A neighbor wakened one night and glancing from his window saw McIntyre leaning from a window sill trying to put up an imaginary trolley pole. He was rescued from what might have been a serious fall and is now busy denying the story to all who twit him.

Motorman Thomas Corrigan broke his ankle when he fell in the pit one morning recently. He would probably appreciate any visitors from the station.

Motorman K. L. Crist has one of the new high speed cameras and he and Frank Buck have spent much of their time at the Zoo snapping shots.

Charles Eitel.

Seventy-seventh

Seventy-seventh's campaign for Red Cross funds on behalf of flood relief has revealed an encouraging, generous response. Several instances have been discovered of friends and relatives of our own members who have been made homeless in this national catastrophe. We feel, therefore, that our financial help is not entirely impersonal.

The prospect of warm weather soon brings up the matter of spring training. Conductor Art Felz plays billiards to keep in trim for golf; Conductor W. G. Harrison just rests and rests to get in shape for next season's soft ball games; Conductor Fred Schmidt throws snowballs to keep his arm limbered up; Motorman Ed Gillooly sleeps a lot to rest that old batting eye, and Conductor George Becic has gone in for heavy eating this winter so he'll be able to get a little more zip on the ball.

Sympathy is extended to the following men on death in their families: Motorman John White No. 2, daughter; the mother of Motorman A. Flately and Conductor J. E. Flately; and the mother of Conductor C. F. and B. M. Holloway.

W. F. Story.

Archer

Our sincere sympathy is extended to Conductor E. M. Mumphreys on the death of his son who died January 7, after a lingering illness.

Bus Operator George Stokes reports the arrival of a son at his home on January 22, who answers to the name of Gerald George Stokes. Congratulations George, on this happy event in your home.

Conductor Maurice Connors who has been confined to his bed since November, 1936, died January 2, at Municipal Tuberculosis sanitarium. Our sincere sympathy is extended to his family.

The truth leaks out. Motorman Joseph F. Henneberry asked his sweetie and the answer was wedding bells. The happy couple were married December 14. Best wishes to you.

Conductor Ross Wareham, another of our faithful co-workers, died December 31, at the Lutheran Memorial hospital. He will be missed by his many friends. The boys of Archer depot extend their deepest and sincere sympathy to his wife and family.

A bouncing baby girl, Marjorie Anne, arrived at the home of Conductor Anthony J. Kasnauski January 3. Congratulations on your first arrival and may the next be a boy.

We regret to announce the passing of Motorman E. F. Mulkins, another of our veterans, having been employed in the train service since December, 1905. He was well liked by his fellow employees. He died at the Holy Cross hospital January 29. His memory will live long with his many friends who extend their condolences to his family.

Dusty.

Blue Island

Our sympathy is extended to the family of Motorman John Norfray who passed away on December 15; to the family of Motorman James Lastovka who died on December 17, and the family of Conductor Matt Kalsch who died on January 1.

Our sympathy is also extended to the following and their families in their recent bereavements: Conductor Harry McGowan in the loss of his mother; Conductor Joseph Klimas in the loss of his wife; and Conductor Thomas Cusack in the loss of his father.

Conductor Ted Piekarski was presented with an 8 pound baby boy on January 26. Congratulations and good luck to mother and the baby.

Conductor Robert Quill was riding down Douglas boulevard in a cab when at Homan avenue he noticed an apartment building afire. He asked the driver to stop, got out and asked if anyone had called the fire department. The tenants were all on the sidewalk watching the fire. He rushed in and gave the alarm. The loss, according to the papers the next day, was \$500 and if Quill had not come along the loss would have been much greater. Congratulations, Bob.

We wish to welcome all the new men and wish them the best of luck in their new positions.

C. P. Starr.

Lawndale

First hand information of the flood is obtainable from Conductor Charles Lindsey and Earl Thul. Thul receives his information by phone and letter from relatives, while Lindsey was an eye witness, making a trip across the river by a steamboat, of which his brother-in-law is captain.

Motorman Charles Piskac returned from a tour of California reporting a wonderful trip.

Conductor Frank Knoblock made his radio debut on January 8. He was confronted by the "Court Reporter," and almost passed out with "mike" fright. For your own benefit ask him where Niagara Falls is.

The following new arrivals were announced during the past month: Motorman Elwood Melby, a 10 pound boy; Conductors John Novak, a 9 pound girl, and Francis Coughlin, a 9 pound girl.

Sympathy is extended to Conductor Erwin Dietz in the loss of his sister and to Motorman Eugene Sullivan in the loss of his mother. Condolences are also extended to Motorman Fred Haase in the loss of his father, Motorman Charles Haase, who died while on duty, January 2.

C. F. Karschnik.

North Avenue

A reward is offered for information leading to the recovery of Ben Mathy's trained frog "Petey." If needed, he says, he will call in the "G" men. Ben has an idea that Mike Hanley of Lawndale depot could be of great aid should he put his marvelous powers of deduction to work on the disappearance.

Louis Wieringa and Mike Kenneally are wintering at Hot Springs, Arkansas. As soon as cold weather arrives they go off for the springs.

Tony Falco is still enjoying Miami sunshine. Jerry Organ is also lolling around under Florida skies. Conductor Harry Schultz and Motorman Ted Linn just returned from Florida and narrowly escaped being held up by the floods. "Swell trip," says Schultz, "sorry to have to return so soon."

Motorman John Jacobson reports the arrival of a husky son. Bus Operator James Whalen likewise joyfully spread the words of the arrival of a boy on February 3. Kindly omit cigars.

To Conductor John DeJuren we extend our deepest sympathy in the loss of his wife, likewise to Conductor Patrick McHugh in the loss of his aged mother. Our sympathy is also for the family of Motorman Arvid Peterson, who died February 5.

Operator Stanley Balicki must be a boy at heart, for he recently came down with the mumps.

Our newest addition to the clerical staff is Theodore Hoellen, who calls the bus operators. Chief.

Armitage

Conductor John Joyce, a veteran of the service, died suddenly Sunday morning, January 31, after a short illness. The funeral was held February 2, at the late residence, 4750 North Karlov avenue, thence to St. Edward's Catholic church. Interment was at St. Boniface cemetery. We extend our sympathy to his loved ones.

Supervisor John Carlin returned from his furlough looking fine.

Conductor John D. McDaniels, together with Motorman Elmer Wistrand and family left the city for a tour of the south and of sunny Florida.

Frank Fram and family left for Florida to visit friends.

We are introducing our new clerk, Robert Kent, who replaced Haddon Phillips who went to Lincoln depot.

Robert O'Connor.

Division

We are informing all that our "ex" clerk, Haddon Phillips, has changed his mind about being a bachelor. He too has taken unto himself a wife. We extend to you and your wife our best wishes for the future. Mr. Phillips has again been transferred—he is now at the Lincoln depot.

It looks like a serious romance, Motorman Ed Lynch. Congratulations! You and the new

Mrs.-to-be have our best wishes for a happy marriage.

It is nice to know that Conductor Russell Stromsta feels better after his confining illness. We will be looking for Russell to be back at work soon.

Our sick list had a few names jotted down for a few days but now all is fine—the boys are back to work, feeling better after the rest. (We hope.) The sick were: Motorman George Abel and Conductors George Schwab, Edmund Simeca and Joseph Wronski.

Conductor Edward L. Kemp had a birthday last month. We are late in sending our greetings but here is wishing you everything of the best and may you have many more birthdays.

Conductor Robert Stacey had some drunks on his street car who wanted to have some fun by pulling emergency bells and chasing people with the iron switching rod. They had their fun but it was quite expensive. They were fined \$200 and sent to jail to sober up.

Motorman and Mrs. M. E. Strand had a fifth wedding anniversary on February 2. We extend to you both our best wishes and hope that you will have many more. Zephyr.

Lincoln

Conductor Art Wagner has taken a 30 day furlough and gone to Miami, Florida. We hope he is enjoying the warm sunny days and that he won't meet any wintry blasts when he returns.

Conductor G. A. Glueck was laid up with the flu for two weeks but is back on the job and "mighty glad of it," he says.

A blue eyed baby girl weighing 7 pounds and 4 ounces was born to Conductor and Mrs. M. H. Joyce, December 16, at the Ravenswood hospital. The new daughter has been named Mary Catherine.

A PRIZE!

Robert Kent, our former clerk who was recently transferred to Armitage depot, entered the picture of his 14 month old son, David Warren Kent, in a baby photo contest and among more than 17,600 contestants David Warren won third prize and \$25. Congratulations, Mr. and Mrs. Kent, the photo shows a son you should be very proud to own.

Funeral services for Conductor Adolph Leitzau were held January 12 with interment at Elmwood cemetery.

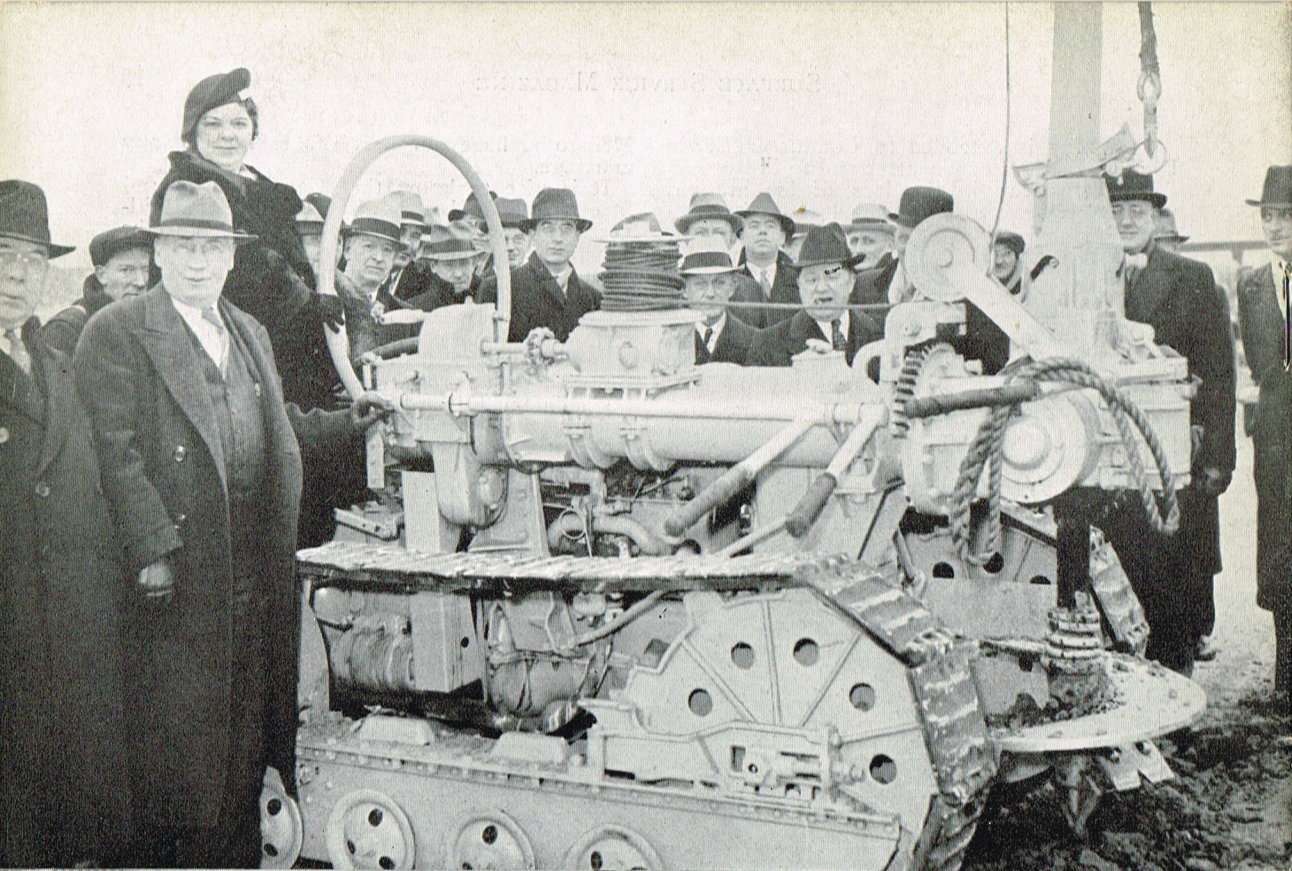
Motorman Thomas D. Dreel, who had been sick since October 6, died January 22. Services were at the St. Sebastian church and burial at All Saints cemetery.

Motorman Nickolas Dee, with the company for many years, died January 23 and was buried at Mt. Olive cemetery, January 26.

Our sincere sympathy is extended to the families of all these men. Henry Spethman.



David Kent



NEW SERVICES FROM THE SURFACE LINES

In the top picture Alderman Michael F. Mulcahy (8th) and William A. Rowan (10th) with civic leaders attend ground breaking ceremonies for the 87th street trolley link, January 18.

Alderman John E. Egan (13th) cut the ribbon when feeder bus service was inaugurated in Pulaski road on January 24.