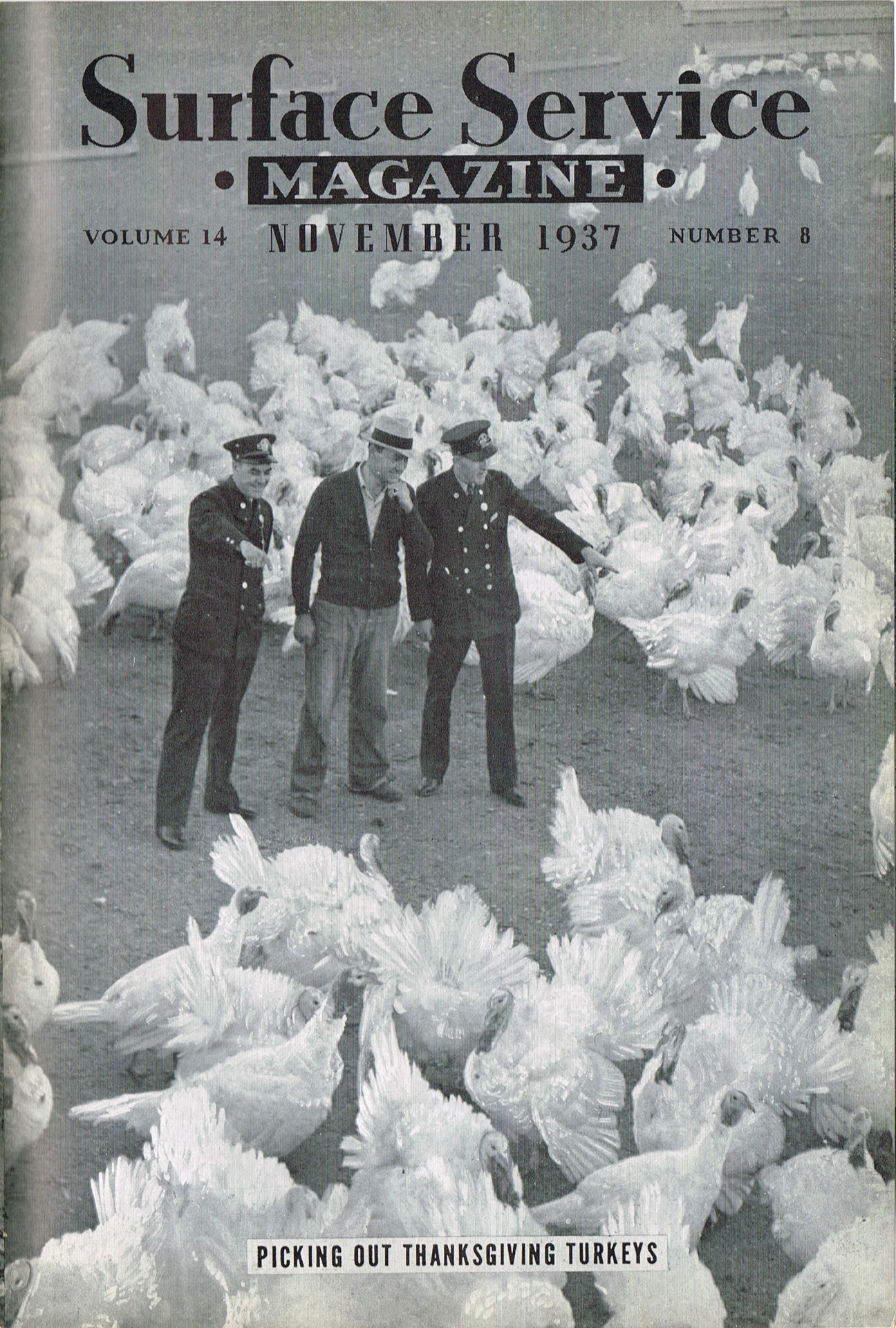


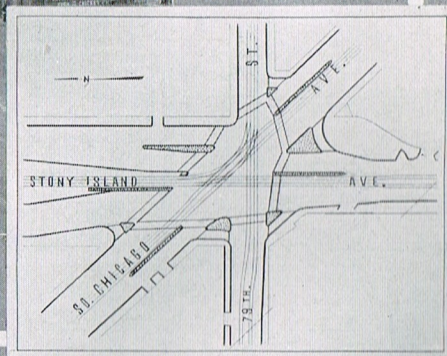
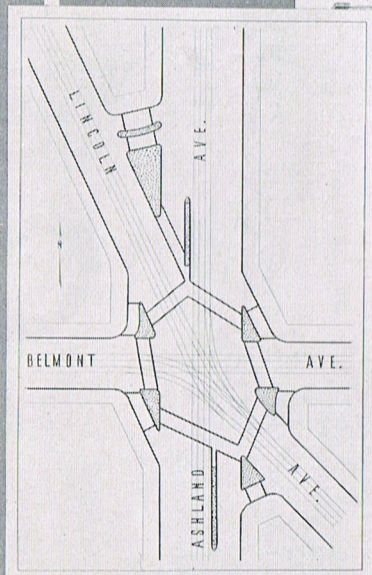
Surface Service

• MAGAZINE •

VOLUME 14 NOVEMBER 1937 NUMBER 8



PICKING OUT THANKSGIVING TURKEYS



TWO EXAMPLES OF CHANNELIZATION

Above—Lincoln-Belmont-Ashland intersection and Channelization Plan. Below—Stony Island-South Chicago and 79th Street intersection and Plan for Channelization Traffic Control. The more heavily shaded portions of the diagrams indicate raised safety islands. The connecting lines between the islands will be painted to show pedestrian cross walks.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 14

NOVEMBER, 1937

No. 8

Endorse Mayor's Plan

Surface Lines Action Hailed as Important Step in Traction Solution

Endorsement of Mayor Kelly's plan for the settlement of the traction question by President Guy A. Richardson, speaking as the representative of the Abbott Reorganization Committee, has been hailed generally as an important step toward the early solution of the problem.

"While there has been no opportunity for a careful study of Mayor Kelly's plan," Mr. Richardson said after the plan had been released on October 19, "I have no hesitancy in agreeing with the Mayor that the plan suggested seems to be generally sound and feasible. As he himself states, 'desirable and necessary modifications will result from its study by the City Council and the companies.' As a basis, however, it provides the groundwork for the drafting of an ordinance looking to ultimate unification."

Filed in Court

The plan was first presented to the City Council Committee on Local Transportation by the Mayor on October 19, and on the following day it was submitted to Federal Judge James H. Wilkerson at a hearing attended by representatives of the Reorganization Committees of both the Surface Lines and Rapid Transit Company. The court hearing on the plan was continued until November 22, in order to give the city engineers an opportunity to complete their engineering report on the feasibility of the various suggestions made.

These suggestions include the following:

"1. Unified operation of all local transportation public utilities with universal transfer privileges.

"2. Construction of a subway for rapid transit train operation in State street and Chicago avenue, extending from a connection with the elevated rapid transit structure near Chicago avenue to a connection with the south side elevated structure at a point just south of Roosevelt road.

Street Car Subways

"3. Construction of a subway for street car operation in Washington street from Des Plaines street to Grant park.

"4. Construction of a subway for street car operation in Jackson boulevard from the Van Buren street tunnel to Grant park.

"5. Construction of a six-lane elevated highway in Randolph street extending from Paulina street to Jefferson street, with connections at Paulina street by ramps to Washington boulevard, Warren avenue and Lake street.

"6. Conversion of the Douglas park, Paulina street, Lake street, Logan Square and Humboldt park elevated structures of the Rapid Transit Company into widened elevated highways over which private automobiles as well as public carrier coaches may operate.

"7. Extension of the elevated structure southeast to Lake street in Milwaukee avenue providing elevated coach service from the northwest side direct to the downtown district.

Improved Facilities

"8. Improvement of the remaining structures of the Rapid Transit Company and the modernization of their equipment to provide fast, up-to-date train service on the north, south and Garfield park division of the rapid transit system.

"9. Installation of a modern and extended system of surface facilities, combining street cars, trolley coaches and buses.

"10. Installation of a system of express bus routes on streets and boulevards to give faster service to areas not directly reached by elevated rapid transit service.

"11. The construction of an underground facility in Grant park for the daytime storage of extra cars and coaches needed only in the morning and evening rush hours, thus preventing the unnecessary congestion caused by returning empty vehicles to outlying barns and returning them empty in the evening.

"12. The removal of the Wabash avenue and Lake street sections of the Union Loop after the recommended subways are put into operation.

"13. The coordination of local transit facilities with suburban railroads to make available faster service to those outlying areas which cannot be directly reached by the local company's rapid transit and express bus service.

"14. While this plan does not make provision for complete and unified transit service for the metropolitan areas outside Chicago, it can be expanded as desired."

Estimated Cost

It is estimated that the city will be required to expend \$59,000,000 in six years and the unified company must provide \$98,000,000 in nine years to carry out the plan.

In discussing the outline of the plan the Mayor said:

"Undoubtedly, desirable and necessary modification will result from its study by the City Council and by the companies. Perhaps many

of the suburbs will desire to be included in a metropolitan transit district. Nevertheless, it does provide a definite and concrete medium for the purpose of concentrating attention and negotiation upon a single objective, both from an engineering and financial viewpoint. If that is done, it should require no protracted period of time to ascertain whether or not the city can expect or hope for cooperation from those now charged with the responsibility of directing the affairs of our present transportation systems.

"While this must be considered as a plan suggested by me as the executive officer of the city, and not as a program approved by the City Council or the people, nevertheless I am confident that they will be found not only willing but anxious to develop any plan which may be found meritorious into an ordinance and franchise the terms of which will treat fairly with private interests and promote the public welfare."

C. S. L. Will Co-operate

Mr. Richardson in his statement pointed out that the Surface Lines Reorganization Committee is anxious to do all it can to secure an early settlement of the question, and that it is not necessary to wait until the entire plan suggested by the Mayor has been finally consummated to begin improvement and ex-

tension of the Surface Lines system.

"Until the engineering report being prepared by the city engineers is available," he said, "it is impossible to discuss intelligently any of the details of the plan. On our part, we are ready and willing to undertake a careful analysis of the suggestions and engineering studies and to begin negotiations with the City looking to the completion of an ordinance along these lines."

"We are anxious to do anything we can to secure an early settlement of the traction question and get started toward the improvement of local transportation in Chicago."

"The security holders of the five companies comprising the Chicago Surface Lines began, more than two years ago, putting their house in order so that they would be ready to act quickly and with unanimity when the traction question should come up again. They agreed

upon a plan of reorganization for the acquisition of all of the properties of these companies by the Chicago Surface Lines, Incorporated.

Millions for Improvements

"They realized that, as the transportation agency serving 80 per cent of all those using local transportation, they owed it to the public to modernize and extend their facilities in the immediate future. With this in view, the security holders of the properties agreed to permit the expenditure, for extensions and improvements, of the money now held in reserve funds, totaling some \$30,000,000. This

large sum will be available for that purpose as soon as the necessary franchise ordinance is granted by the City.

"As we have repeatedly stated, we want to get started on an improvement and modernization program at the earliest possible date."

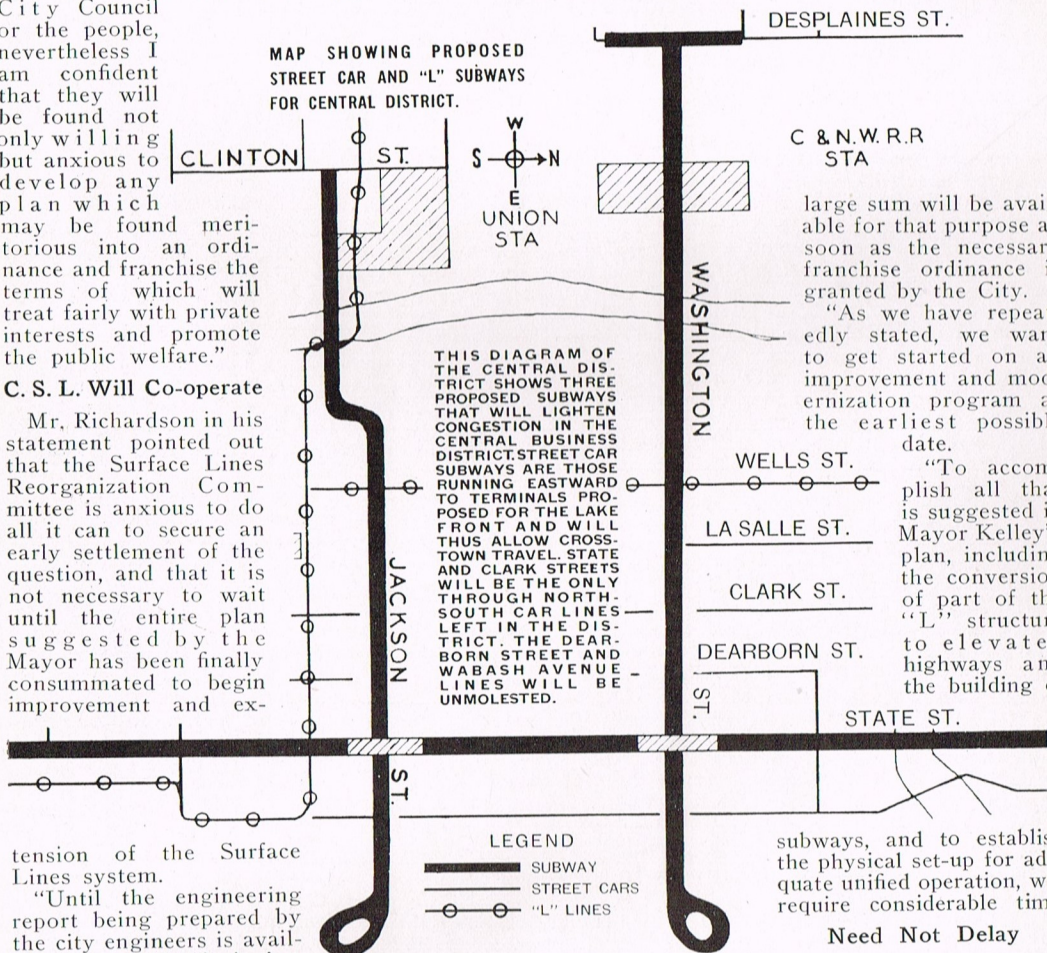
"To accomplish all that is suggested in Mayor Kelley's plan, including the conversion of part of the 'L' structure to elevated highways and the building of

subways, and to establish the physical set-up for adequate unified operation, will require considerable time.

Need Not Delay

"But I can see no reason why an immediate start cannot be made on this program. The City Council and the companies can work out an ordinance based on the general provisions of the Mayor's plan, binding the Chicago Surface Lines to provide unified operation when the rapid transit facilities set up in the ordinance are provided. Similar action was taken in drafting the 1930 ordinance, which provided for operation of specified subways by the proposed new transportation company whenever the subways were built by the City."

"Under such a grant the Chicago Surface Lines could at once proceed with improvement and extension of its properties, could acquire the Chicago Motor Coach properties, and could be required eventually to provide unified operation of rapid transit facilities."



Substations Now Shine

Periodic Inspections Pay Big Dividends in Cleanliness

Cleanliness, order and neatness have long been recognized as indispensable parts of any well conducted shop, warehouse, office or home. The same qualities are equally important, possibly more so, in the 21 substations of the Chicago Surface Lines.

A clean substation will not, of course, increase the number of car riders any more than a clean bus bar will increase the flow of electricity. But a clean, orderly substation does minimize the fire hazard ever present around electrical equipment, does improve the actual appraisal value of the station, and does give everyone connected with the station the pride and personal satisfaction that results from cleanliness and orderliness. So quietly and without fuss a friendly competition has been going on between the various Surface Lines substations each seeking the highest possible rating on each of some 22 points that are scored in the cleanliness competition.

There are 21 substations owned by the Chicago Surface Lines and they are scattered throughout the city from Broadway and Ardmore on the north to South Chicago on the south and from Illinois on the east to 44th and Kedzie on the west.

Big Power Producers

Anyone of these from 20th street, the largest, to Plymouth Court, the smallest, is of sufficient size to supply all of the electrical requirements for a good-sized town. Collectively, the substations supplied the cars, shops and buildings of the Chicago Surface Lines with 70 per cent of the energy consumed last year or approximately 438,000,000 kilowatt hours. The rest of the energy was furnished by Commonwealth Edison Company substations.

If those figures are too large to grasp easily this comparison might help: the average American home uses 630 kilowatt hours of electrical energy per year. The Chicago Surface Lines used almost as much energy as one million average homes. The average Chicago street car used approximately 200,000 kilowatt hours last year.

Valuable Equipment

Surface Lines substations represent an investment in land, buildings and equipment of approxi-

mately \$5,000,000. and the cost of energy converted by them last year for the operation of street cars and trolley buses was approximately \$3,280,000. The total cost of energy supplied from all substations was \$4,800,000.

All except one automatic substation are manned 24 hours a day by a corps of carefully chosen and thoroughly trained operators and helpers. A substation with everything running smoothly is not a particularly exciting place, but many things can happen to interrupt this smooth operation, and it is when things happen that a thoroughly trained man is needed.

A trolley break close to the station, a trolley pole caught in some subway steel, a defective cable, trouble on the incoming lines, these and many other sources of trouble, both within and without the substation, can in a moment change the quiet orderliness of a station to a noisy disorderly atmosphere.

Periodic Inspections Started

A few years ago a system of thorough periodic inspections of all the equipment and space in these substations was started. As these inspections have continued it has been gratifying to observe with each inspection a general improvement in the condition of nearly all the stations.

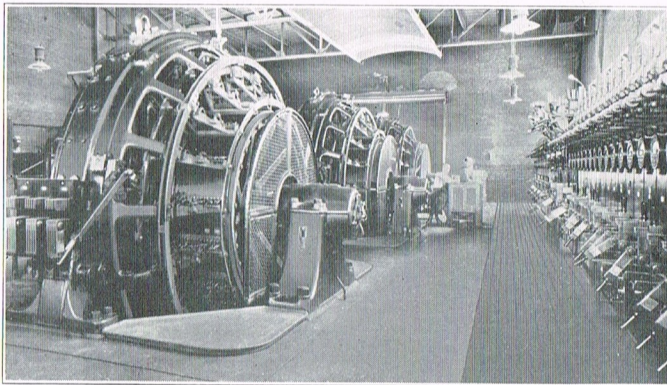
For the most part, the friendly rivalry between the men in the various stations has resulted in each man taking a keen interest in improving his particular station. Under the inspection system the stations are graded on at least 22 separate items and an average value given each.

Note Fine Points

Although no station has yet achieved a perfect score all have shown individual excellence. As an example officials of the Electrical Department point to the front of the switchboards at 20th street and at 82nd street which are termed "as fine as one can hope to find

in stations of this type." The rear of the switchboards at 82nd, Blue Island and 63rd literally shine and indicate many hours of painstaking work.

The battery room at Homer is in such fine shape and looked so well that a picture was recently used to illustrate an advertisement for that particular battery.



This picture of the substation at Western and Washington typifies the cleanliness and the orderliness of the various substations since "clean-up contests" were started several years ago.

Floors at Lill and 20th, the rotary alley at 44th, the air chamber at 20th, the air compressor at Western, the storeroom at 44th as well as many others are examples of individual excellence that would be a credit to any station.

Three times during the last four years Chief Operator Leo Behrendt, with his men, has achieved top ranking for the station at 20th and Dearborn. This station record is doubly gratifying for it is located in one of the poorest neighborhoods of the city. On the other ranking 48th and Honore took first place. Forty-fourth and Kedzie, Blue Island and Homer substations are, at present, closely bunched behind the leaders and the men at those stations are predicting a shift in the rankings. Behrendt insists that his station will stay on top.

A HAPPY FAMILY

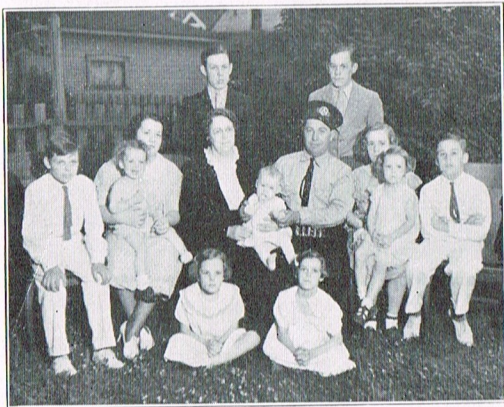
Pat Byrne Calls Eleven a Lucky Number —With Good Reasons

Modern parents who find themselves confused with the problem of raising one or two small children should give pause to the problem of Conductor and Mrs. Patrick Byrne. They have 11 and they will tell you quite frankly that the children constitute no problem at all!

"We've been fortunate," Mrs. Byrne says, "in that none of the children ever had a major sickness. Though each have required different attention in some small way, we've managed to provide it all without much difficulty. When you have as many as we have you learn not to get too excited about little things."

Conductor Pat works out of 77th Street. He is Chicago-born and 41. He entered Chicago Surface Lines service September 29, 1921. Prior to that time he had served two years with Uncle Sam's forces during the World War period.

As a matter of fact, Pat wasn't even on



MEET THE BYRNES!

Seated on the ground, left to right, Catharine and Elizabeth.

Left to right, middle row: Michael, Mary with Larry on her lap, Mrs. Byrne, David, the baby, Conductor Pat Byrne, Leona with Margaret on her lap, and Eddie. Standing in the rear are Pershing and Thomas.

hand when the first child was born, and it was six months old before he came back from the war. But he's been around ever since and he is a mighty proud father when he talks of his six boys and five girls, the oldest 19 and the youngest seven months.

"Finding names for them was easy," he says. "Remembering them is what baffles me. I sometimes call three or four before I get the right one."

Neither Pat nor his wife are very strict disciplinarians, they admit. "We find a way to keep order without the old fashioned strap and have had very good success so far." They're good-natured and affable parents and the Byrnes make a happy family.

Some of the older children show marked talent in music. Under the capable hand of Mrs. Byrne they are helpful to her and to each other. She will tell you that a large family is a blessing in more ways than you can imagine.

Pat says if they have any more he'll let us know!

OBITUARY

Deaths on the System from October 1, 1937 to October 31, 1937

Transportation—Division 3, Seventy-seventh: John Kerzey Allen, employed March 6, 1923, died October 20, 1937; Richard A. Covert, employed December 10, 1889, died October 18, 1937; Fred Joseph Ficks, employed December 26, 1905, died October 16, 1937.

Division 5, Archer: Michael S. Biggis, employed December 9, 1911, died October 3, 1937; Fred Julius Bremer, employed January 14, 1908, died October 25, 1937; Patrick Sexton, employed April 13, 1893, died October 29, 1937.

Division 7, Kedzie: Patrick Fitzgerald, employed April 5, 1910, died October 25, 1937; Toney Novakey, employed May 28, 1906, died October 21, 1937.

Division 9, Armitage: Martin Grannon, employed October 7, 1907, died October 30, 1937.

Division 12, Devon-Limits: John A. Miller, employed December 6, 1926, died October 14, 1937.

Shops and Equipment—Division 3, Seventy-seventh: Joseph Bujan, employed November 1, 1920, died October 8, 1937.

Division 12, Devon-Limits: Leo Pulit, employed September 28, 1922, died October 31, 1937.

South Shops: Patrick Burke, employed August 19, 1901, died October 18, 1937.

West Shops: Edward Felske, employed March 1, 1889, died October 5, 1937; Nils Ed Gustafson, employed October 20, 1920, died October 31, 1937; Fred Karsch, employed January 8, 1936, died October 22, 1937; Joseph Pociwecis, employed September 14, 1920, died October 14, 1937.

Building—Leon Spak, employed April 21, 1923, died October 22, 1937.

Track—Marien Smokeama, employed June 1, 1905, died October 29, 1937; John Weiner, employed June 1, 1926, died October 18, 1937.

Cop: "Hey, you! Didn't you see that stop light?"

Culprit: "Yes, officer, but I must confess I didn't see you."

Boon to Motormen

Channelization to Aid Pedestrian and Vehicular Movement at 237 Intersections

By WILLIAM R. McCONOCHIE

A pedestrian in most cities is a man whose wife has the family car, but in Chicago a pedestrian is a man who is usually attempting to reach a street car boarding point. Pedestrians have learned not to ask for anything better than an even chance at any crowded intersection. Chicago, however, is giving this abused human a half-million dollar gift of channelization.

Channelization sounds most awe-inspiring. But—compared with present conditions at many complicated intersections—a channelized intersection is heaven.

In more earthy terms, channelization is the physical reconstruction of an intersection to simplify and rationalize traffic movements of both pedestrians and motorists, and to make exact points of crossing at appropriate angles.

Improve 237 Intersections

To the Surface Lines motormen who transport so many part-time pedestrians, channelization of the 237 intersections will mean much when the reconstruction program for 1938 is completed.

A start is to be made December 1, 1937. Automobiles will no longer dash in front of street cars from unreasonable spots in unpredictable gyrations. Raised islands in the roadways will confine traffic to proper channels where it will meet cross flow traffic at definite locations under absolute control. In other words, it will be a little easier to guess what the other fellow is going to do.

Under the new system, people crossing the streets are less likely to be left stranded in the middle by changing traffic signals. One young engineer explains it graphically—if facetiously.

“Nowadays, when people are stranded in such a predicament they always jump in front of a street car because motormen are the only drivers on the street whom they can be sure won’t be lighting a cigarette, powdering their noses, or talking to a back seat driver. Starting December 1 islands will be erected in spots where pedestrians most often feel that a man is following them in a big, black car.”

Traffic to Be Speeded

It will be possible to set traffic signals for more frequent changes when the distance between safety islands is shortened. Thus the long waits at red lights will be eliminated to some extent and bunching up of street cars will be reduced. Following logically along in the same vein, the new move means there will be fewer waiting vehicles when street cars arrive. Cars will then have easier access to loading and discharging points and, as a result, service will be speeded.

Islands built out into the intersections will reduce the area of the “zone of confusion” at such points as Lincoln-Belmont-Ashland and Stony Island-79th-South Chicago (pictured on the inside cover) and numerous other intersections throughout the city.

Traffic signals are to be moved to the safety islands in many instances. Then when a motorman leaves the signal toward the end of a green light period at one of these “condensed” intersections, he will be across and under the protection of an island on the far side before traffic starts to move on the cross street.

Business to Benefit

The Lincoln-Belmont-Ashland corner offers a case in point. Some 102,000 people live within a mile of the intersection which constitutes one of the heaviest outlying retail districts. Channelization is confidently expected to benefit business men in that territory who now complain they lose potential customers due to the accident hazards of the corner.

Under the channelization planned for that intersection, three corners will be cut back and seven safety platforms will be built. The extreme distance between curbs will then be 81 feet, a decrease of 42 per cent, and the greatest distance between points of pedestrian refuge will be 52 feet. The introduction of the right turn behind safety islands will remove approximately 16.3 per cent of the total vehicular movements from the intersection proper.

New Design for Islands

The various safety islands are designed to be low and unmarked either by lights or by bulkheads. To assure proper respect by motorists, however, and at the same time encourage use by pedestrians, it is proposed to make the platforms strikingly visible. This will be accomplished permanently, by night as well as by day, by paving the top surface with highly visible white stone imbedded in pure white Portland cement.

The program was developed through the combined efforts of City Traffic Engineer Leslie Sorenson, the Chicago Association of Commerce and the Chicago Motor Club, with the active assistance of Surface Lines engineers.

OUR COVER PAGES

Suggestions of November, Thanksgiving and the traditional turkeys are all incorporated in the front cover picture made through the courtesy of Henry C. Schirding, Deer Grove Turkey Farm, Palatine, Illinois. The farm is located near the intersection of Northwest Highway and Dundee Road.

Motorman C. W. Newman, left, and Conductor H. T. Sebastian, both of North Avenue depot, are pointing out the birds they want to Mr. Schirding.

Motorman Edward Martin, also of North Avenue, is the gentleman soliloquizing on the back cover.

SURFACE SERVICE MAGAZINE

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

Volume 14 November, 1937 No. 8

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H. F. Peck - - - Associate Editor

GIVING THANKS

We don't need to read the Thanksgiving proclamations of the president and the governor to convince ourselves that we have a lot to be thankful for this year.

We all have our private worries and some of us are inclined to grumble now and then, but when we stop to consider, we can't help but feel a little ashamed that we are not more grateful. A good job and the health and ability to work at it are great blessings in themselves.

The past year has been good to Surface Lines employees. It has brought increased earnings, vacations with pay for the first time in Surface Lines history, and more work for more men than at any time since the beginning of the depression.

The Thanksgiving feast should be a happier occasion as a result.

But there is another reason for giving thanks that often is not considered from that standpoint.

A week or two ago we had another opportunity to contribute to the relief of those less fortunate than ourselves—those whom illness or other misfortune has overtaken. It is a real privilege to be able to help others. That Surface Lines employees appreciate this fact is proved by their voluntary donations of a part of their pay to continue the Surface Lines Relief Fund and to assist outside relief agencies.

The thought of this unselfish action on our part should add to our enjoyment of Thanksgiving.

WHO'S BOSS?

Too many men have an idea they are working for someone else. It is an unfortunate misconception.

No man, whatever his station, works for someone else. Quite the contrary. Someone else is paying him to work for himself.

Promotions and monetary success have never fallen to men who were doing a job only because that job paid them. Such things go to men who work for themselves, who are spurred by an inner taskman demanding good workmanship.

Successful men have always risen through an innermost urge to better themselves. Thus by doing their job in a way satisfactory to themselves they better their positions, with a corresponding financial reward.

ROUNDING UP WITNESSES

Lawndale-Blue Island Regain Lead; Burnside Second

The see-saw battle between Lawndale-Blue Island and Burnside for the first ranking in the rounding up witness contest continued in the reports made for September. In those figures the Lawndale-Blue Island men nosed into the lead again, pushing Burnside back to second place.

Lawndale-Blue Island showed an increase from 3.69 to 4.03 while Burnside was slumping from 4.38 to 3.98.

The general trend of the averages was upward although the system average showed only a small increase from 3.35 to 3.38.

Kedzie moved two points up from fifth place to third. Lincoln and Devon-Limits moved into eighth and ninth places, respectively, as each station climbed two notches.

Slumps were noted in the figures for Archer which dropped that station from fourth to sixth position; 69th fell from seventh to eleventh and Armitage-Division remained in the cellar.

Detailed standings follow:

	Sep.	Aug.	July	June
1. Lawndale-Blue Isl...	4.03	3.69(2)	3.88(1)	3.82(1)
2. Burnside	3.98	4.38(1)	3.81(2)	3.52(5)
3. Kedzie	3.82	3.57(5)	3.22(7)	3.69(3)
4. Cottage Grove ..	3.73	3.68(3)	3.80(3)	3.64(4)
5. 77th Street	3.65	3.55(6)	3.46(5)	3.48(7)
6. Archer	3.62	3.63(4)	3.75(4)	3.75(2)
7. Elston-Noble ...	3.55	3.11(8)	3.19(8)	3.51(6)
8. Lincoln	3.24	3.02(10)	2.48(12)	2.76(11)
9. Limits-Devon ...	3.20	2.95(11)	3.05(11)	3.21(10)
10. North Avenue ...	3.13	3.03(9)	3.18(9)	3.23(9)
11. 69th Street	3.06	3.46(7)	3.38(6)	3.31(8)
12. Armitage-Div. ...	2.46	2.75(12)	3.11(10)	2.60(12)
Average for System..	3.38	3.35	3.35	3.41

Courteous Trainmen Praised

Complaint List Still on Up Grade; Cheery Note— More Commended!

Again, as in each of the past several months, the complaint list for October showed a sharp increase in every major classification. The discourtesy complaints were 25 per cent greater, totaling 153 in October, 1937, as against 153 for the same month in 1936. The miscellaneous complaints were 10 per cent more numerous, and the letters on quick starting were up more than 50 per cent, having jumped from 14 in October, 1936 to 31 in October, 1937. A comparison of the total number of complaints for October, 1937, and the same period in 1936 showed 600 as against 512.

Lined up with the totals for August and September, 1937, October showed an average increase of 12 per cent. Furthermore, this past month's total of complaints was the highest since that of October, 1933, and 1933 and 1932 were the only years in which the October total ran over 600 complaints since as far back as the records go.

Can't Blame Weather

In searching for a reason for such an increase, one finds that neither the weather nor an increased personnel can be blamed. During certain months a decided increase in complaints can be laid to the inclemency of the weather, but the weather in the past month, aside from a few rainstorms, has been exceptionally mild. According to W. C. Pearce of the Transportation Department, who is an authority on complaints, the new men draw fewer complaints. The opinion has been expressed that the increased publicity which the traction companies are receiving, coupled with the recent courtesy campaigns conducted by certain newspapers, are major causes of the increase in complaints.

It is heartening to turn finally to the commendation list. In October, 1936 there were 59 commendations, while in October, 1937 there were 89, an increase of more than 33 per cent. However, the best news of the report lies in the fact that from September, 1937 to October, 1937, the number of commendatory letters increased more than 50 per cent.

Tact Invaluable

Consideration, efficiency and tact were, as always, the qualities most mentioned in the commendation letters. Conductor Frank C. Elget, badge No. 4364 of Cottage Grove, was praised by Theodore Malott, 6541 Kenwood avenue, for the way he handled an enraged old gentleman, who thought he had been given an invalid transfer. According to Mr. Malott, the old gentleman was on the verge of fighting and only Conductor Elget's courteous manner saved the situation.

C. Schulien, in the City Comptroller's office at the City Hall, wrote in to thank and reimburse Conductor Louis J. Thomas, badge No. 6970 of Lincoln, for paying Mrs. Schulien's fare when she discovered the loss of her purse after boarding the car. Mr. Schulien returned not only his appreciation and the fare, but "something in addition to buy a cigar." It is such consideration on the part of Surface Lines employees that changes occasional riders to steady patrons, he said.

Efficiency Praised

Among the anonymous commendations was a post card bearing verbal applause for Bus Operator Herbert A. Lange, badge No. 4561 of 77th Street, who, writes the unknown booster, "is both considerate and efficient."

John A. Jacobsen, 431 South Dearborn street, reported the extreme courtesy of Conductor Henry J. Quitno, badge No. 4824 of Devon, in escorting a blind man across the street and placing him safely on the sidewalk during the rush hour. Mr. Jacobsen says, "Such a man deserves great credit and is an asset to your company and to the traveling public."

Another instance of consideration to the blind was cited by Mrs. Hazel Lindy, 1746 Humboldt boulevard, who praised Conductor Harold G. Springer, badge No. 6582 of North Avenue, for getting off his car to lead a blind man across the street to another corner in order that he might make a transfer in safety. Mrs. Lindy says, "He evidently had been a boy

TROLLEY SPARKS



"I'm getting tired of working with Shorty!
That happens every time he puts up the trolley!"

scout and never got over his habit of a good deed a day." She hopes he never does.

Calls All Points

Conductor David Sax, badge No. 7478 of Kedzie, received his commendation from Miss Charlotte Lavine, Room 800, 400 West Madison street, who writes as follows, "He says 'Good morning' to almost everyone getting on the car—calls every stop—calls the name of the street car transfer points, and sees that everyone is cautioned before they step off of the car." Miss Lavine writes further that Conductor Sax calls the name of any large building, department store or school in the vicinity of his stops, and calls attention to any seats that become vacant so that the ladies may have a seat whenever possible.

KEEPING 'EM ROLLING

**Figures Slump for System;
Division in Lead**

Division depot, although dropping from September figures, held up well enough to move into first place in the keep 'em rolling figures for October when most of the leaders went into a tail-spin. Division had an average of 10,838 miles per pull-in, a decrease of 2.4 per cent over the previous month.

Lawndale, leader of September's listings, nose-dived to wind up in seventh place, a decrease of 40.9 per cent. The average miles per pull-in dropped from 15,124 to 8,932.

The biggest gain for any one station was that registered by Burnside which moved from fifth place to second, an increase of 32.3 per cent. Both 77th and Noble showed an increase of 22 per cent and North Avenue showed a 15.1 per cent gain.

With but few other negligible exceptions the rest of the list dropped drastically from earlier figures.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Dec.
1.	Division	7	10,838	2.4*
2.	Burnside	4	10,608	32.3
3.	Cottage Grove	5	9,454	18.6
4.	Archer	—	9,148	7.2*
5.	77th	—	9,130	22.0
6.	Devon	1	9,038	3.4
7.	Lawndale	5	8,932	40.9*
8.	69th	—	6,782	4.0*
9.	Elston	4	6,566	4.3*
10.	Kedzie	—	6,536	8.3
11.	Armitage	3	6,216	18.9*
12.	North	1	6,004	15.1
13.	Limits	8	5,974	11.6*
14.	Noble	4	5,289	22.0
15.	Blue Island	2	4,476	2.8*
16.	Lincoln	2	4,471	11.8*

*Denotes decrease.

Carhouse records for the past six months:

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

**HOPE SPRINGS ETERNAL—
OR ANYWAY 25 YEARS**

You'll like this little note. It is taken from the *Austinite* column, "Twenty Five Years Ago in Austin:"

"The secretary of the Greater Chicago Federation has been instructed to collect a fund of several hundred dollars for the purpose of securing engineer's plans for a subway through Humboldt Park to connect Division street cars with the projected new lines on the street west of the park."

That all happened on October 4, 1912. On October 20, 1937 the following statement appeared in the *Chicago Daily News* quoting Alderman Thomas P. Keane, (31st): "It is no use to give them (the street car petitioners) a hearing. We have been trying for years to get the two car lines on Division street connected, but the Chicago Park District refuses to permit tracks to be laid across the quarter-mile of Humboldt Park. We have pleaded with the park board time and again. Since the park board insists on buses let's take what we can get."

This plan is termed "a foolish recommendation of bus service in the middle of two street car lines" by the West Towns Chamber of Commerce.

Nobody seems to remember or care about the "several hundred dollars" which must have resulted in some mighty fine subway plans for that stretch.

MISS CANNY TO MARRY

Popular Chief Clerk of Insurance Department to Reside in Kansas City

On November 24, Miss Frances B. Canny, chief clerk of the Insurance Department, will be married to Harold B. Kluckhohn at the



Frances Canny

Holy Name cathedral. Following an extended trip, the couple will make their home in Kansas City, Missouri.

Miss Canny is widely known in the Surface Lines organization, with which she has been connected for sixteen years. For a number of years she was employed in the Purchasing Department, later becoming chief clerk of the Insurance Department under the late Mr. Hamilton. She has continued in that position under Mr. Storm.

Mr. Kluckhohn is territorial representative for the Cook-Waite Laboratories, his territory comprising a number of middle-western and western states.

"Doctor, the other four doctors seem to disagree with your diagnosis of my case."
"Yes, but the post mortem will show them that I am right."

TROLLEY POLES RESET

Roper Was Right but He Gave 'Em What They Wanted

The removal of the trolley poles from the center of North avenue has recently been completed at a cost of approximately \$30,000, according to officials of the Electrical Department.

Slightly more than 100 poles were taken out and replaced by 200 on either side of the street on a two mile stretch from Western avenue to Pulaski.

An interesting historical bit was reported by Superintendent of Transmission F. E. Roper. It was he who directed the installation of the first trolley poles in 1895. At that time Mr. Roper said he suggested that the poles be set at either side of the street but finally bowed to the wishes of the original merchants who wished to have the poles set in the center. The most recent action, said Mr. Roper, may be tabulated as the second bow he has made to the people's wishes.

Some 33,000 feet of new overhead feeder wire was used in the new installation at a cost of \$12,000. The remaining costs were for labor, poles and other materials. Approximately 75 Surface Lines employees were used on the job at different times.

Street widening operations throughout the city have made it necessary that numerous trolley poles be reset during recent years. Approximately \$249,000 was spent for pole resetting operations during 1936.

GAINS WIPED OUT

Traffic Accident Toll Tops Medicine's Losses

Traffic accidents in Illinois have wiped out all the splendid gains made by medicine against half a dozen serious communicable diseases during the last 20 years, according to a recent statement of Dr. Frank J. Jirka, State Health Director. He points to the fact that during the first eight months of 1937 motor vehicle accidents were responsible for four times as many deaths as the aggregate mortality from typhoid fever, small pox, measles, scarlet fever, whooping cough and diphtheria.

"Twenty years ago these six diseases caused about 3,000 deaths annually; now they only cause about 600 while motor accidents are charged with about 2,500."

Dr. Jirka says an analysis of the traffic records shows that three-fourths of all traffic accidents occur when the cars involved are traveling straight ahead, four-fifths take place in clear, dry weather, one-half during broad daylight, 90 per cent on straight highways and one-half between intersections. Evidence of mechanical fault was found in less than 7 per cent of the cars.

Concluding his report Dr. Jirka said: "Human behavior that would be classed as grossly discourteous at home is responsible for many accidents."

"Controlling human behavior through education supplemented by an effective drivers' licensing system and adequate police patrol along the highway is plainly the way to prevent traffic accidents."

EMPLOYES RELIEF FUND

OCTOBER, 1937

The Surface Lines Employees Relief Committee held four sessions during the month, at which there were 21 applications considered. Of this number there were 16 approved for weekly assistance, and one emergency case on which the Committee extended immediate relief.

Checks totaling \$15,665.00 were distributed. This sum, together with distributions since December 1930, heretofore reported, makes a total of \$1,036,604.08 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 \$120,000.00 to the Joint Emergency Relief Association during the period from November 1931 up to and including October 1932, making a total expenditure by the Committee to date, \$1,156,604.08.

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 \$253,591.09, which brings the grand total relief expended to date, to \$1,410,195.17.

GOBLINS, WITCHES STRIKE!

Hallowe'en a Bust This Year; Little Damage Done

Maybe the younger generation has lost its punch. We're not trying to start anything but the fact remains that Hallowe'en of 1937 passed into history as one of the "mildest in years" as far as damage to Surface Lines properties is concerned.

You can take the word of Transportation Department officials on that and find added proof in the records that went to the desk of T. H. Shaughnessy, assistant superintendent of Shops and Equipment.

Mr. Shaughnessy reports a total of 260 windows broken, 229 in street cars and 31 in buses, but that number is 'way short of what it used to be. Trolley ropes suffered a bit and 125 were cut. The saddest story could probably be told by a few crews who were unfortunate enough to be spattered with eggs of an uncertain vintage. There were 57 street cars that had to be bathed after egg baths.

There was one momentary delay on Fullerton avenue but that provided more of a hearty laugh than any real trouble. A piano hauled from a tavern was placed in the car tracks and set afire. The Utility Department handled that all right. They put the fire out and they have a singed piano waiting for an owner's call.

Lecturer: "I calculate that the end of the world will come in 117 million years."

Member of audience (in great agitation): "How many did you say?"

Lecturer: "One hundred and seventeen millions—"

Inquirer (sitting down, with great relief): "I had such a fright—I thought you said 17 millions."



CHAMPS GET TROPHY

Superintendent of Transportation W. A. Hall presents his trophy to the championship Blue Island softball team. In the picture from left to right are: Walter Zelis, Archer; Manager John Vujtech; Mr. Hall; Captain Charles Paszternak, and Joseph Kurzer, Armitage. Zelis and Kurzer are secretary and president, respectively, of the Chicago Surface Lines Softball League.

Departments and Divisions

Accounting

A 1,500-mile automobile vacation trip was enjoyed by Charles W. Meyer and family. Visits were made to many of the larger outlying cities and universities. Part of the vacation was spent with a brother in Michigan who manages one of the larger apple orchards. This afforded Mr. Meyer time for reminiscence as several years of his younger life were spent on a farm in the vicinity.

Many members of the financial department attended the first Tuesday evening meeting group held October 26 in the Transportation Department to witness a motion picture talk by Mr. Peterson, a representative of the United Air Lines and our own W. C. Wheeler of the Shops and Equipment Department. From comments made a very interesting time was had by all.

The many friends of Miss Ann Kerruish of the comptometer division are offering congratulations, the occasion being an engagement ring she received from James Robison of Elk Creek, Nebraska.

Miss Phyllis Magnuson of the pay roll division, who left service recently for her home town, Los Angeles, California, was guest of honor at a farewell luncheon on Wednesday, October 20, at De Mets Tea Room. The occasion also served as a birthday party for Miss Helen Michul, also of the pay roll division. Miss Magnuson was presented with a pearl necklace and earrings and Miss Michul with a beautiful purse.

On Thursday evening, October 28, in the Brevoort Hotel, a dinner was tendered Mrs. Lillian Hunter of the stenographic division by her associates. The dinner table was beauti-

fully decorated, the center piece being very colorful with roses and autumn leaves. Mrs. Hunter, who left to spend the winter in Hollywood, Florida, was presented with a beautiful traveling bag and with it went the best wishes of the Accounting Department.

Sixteen of her friends attended a farewell luncheon for Mrs. Agnes Howell of the ledger room at the Club Monte Christo, located at Erie and St. Clare streets, recently. Mrs. Howell was presented with a beautiful gift.

Thomas F. Coan

Electrical

Here's belated news of a big event. George Richter of 44th and Kedzie sub-station recently reported that he was the proud father of a second son weighing 8 pounds and 10 ounces. Congratulations and thanks, George, the cigars were of good stock just like that new born son.

Congratulations and best wishes for many more birthdays go to Frank E. Roper, superintendent of the line department, because on the fourteenth of this month Frank came to the 65th milestone in his young life. He is enjoying the best of health and he says he feels "fine and dandy."

Charles Schumacker of the line department is reported to be in the hospital suffering from an electric burn on his face which he received in performance of his duties. We are all hoping for his speedy recovery.

Edward Sheridan whom we mentioned in our October issue as retiring from service was tendered a farewell party. His fellow workers presented him with a token of remembrance on the eve of his departure for Florida.

Billy

Engineering

Matt Stiglich, wreck truck helper at Armitage station, who postponed his vacation in anticipation of the arrival of a new baby, was able to leave recently with mother and bouncing son who are doing fine. Cigars were passed by the proud daddy.

Harry Safford, welding clerk, reports having a difficult time eating peanut butter sandwiches, but a visit to his dentist disclosed the fact that it could have been much worse had he eaten caramels.

To Mr. and Mrs. Andrew Flood we extend our heartiest congratulations upon the arrival of a baby son who will be christened Michael.

Joseph Pruzich, welding foreman, spent his vacation breaking in his new Pontiac touring the New England States and reports having a wonderful time.

Al Rehling, violin virtuoso, gave a concert for his many friends in the track department and they all sang praises of his ability.

Legal and Accident Investigation

Mr. Philip A. Comiano, our softball twirling demon, signed on October 31 to team up with Miss Ukraine Sankey for the remainder of his career. From now on the umpire who makes the decisions will be a member of his own team, so Phil ought to come out at least second best. This effusion refers to the wedding ceremony held at the Holy Rosary church on the date mentioned and we wish the happy couple the best of luck for the future.

Mrs. Joseph E. Koch presented our Joe with a 7 pound boy, Ronald Joseph, on October 29. That makes two boys for Joe.

Schedule and Traffic

Dorothy Peacock waited for the cooler weather for her vacation when she spent time visiting the south and southwest at Oklahoma City, Oklahoma, Dallas, Houston and Fort Worth, Texas, and New Orleans, Louisiana.

Fred Excell can now smoke his pipe again, the new store grinders having arrived.

Another wedding announcement since our last issue. Thomas B. O'Connor and Alice Herbert were married on October 12 at St. Bernard's church; they spent their honeymoon at Turkey Run, Indiana. Congratulations to Mr. and Mrs. O'Connor.

There are only two eligible bachelors left in the department, so the young unmarried ladies will have to hurry.

George Weidenfeller.

Shops and Equipment

South Shops: We wish you one and all a joyous and bountiful Thanksgiving—but—don't eat too much gobbler.

It seems that Peter Doot, truck department, and his prospective son-in-law decided to have a mustache race. Well, Pete won after grueling perseverance and much kidding—but immediately he won off came that cookie duster. What was the matter? We understand that it was just too, too cute!

We offer sincere condolences to the bereaved family and relatives of Patrick Burke, stationary engineer, who passed away suddenly on October 18. Mr. Burke had been employed by the Chicago Surface Lines for the past thirty-six years, and will be missed by his co-workers and many friends made during his association with our company.

77th Street: We express our deep sympathy to the bereaved family and relatives of Joseph Bujan, who recently passed away.

Three of our more talented members are planning to form a vocal trio to entertain during lunch hour. Charley Walsek has been nominated to sing tenor; Melvin Sayre, baritone and Joe Lilley will take the bass part. This group is to be coached by Mike Schahill who has had professional experience along this line. Benjamin Roberts, who has traveled quite extensively, has been persuaded to give a series of short talks of his many interesting experiences to further add to these programs.

Archer: The boys at Archer wish Joseph Caulfield and Anthony Chapas, who are off sick, a speedy recovery.

Elsie S. Frank

West Shops: John Loris of the Curtain Room was passing out cigars recently in celebration of the arrival of Maxine, born October 5. We send our wishes for health and happiness to little Maxine.

We regret to report the deaths of the following employees during the past month: Fred Karsh on October 22 and Nils Gustafson on October 31, carpenter shop; Joseph Pociwecis of the truck shop, October 14; and Leo Pulit, repairman at Devon, October 31. Our sympathy is extended to their families and friends.

Lillian Hultquist

Around the Car Stations

Cottage Grove

The boys of Cottage Grove extend sympathy to Conductor M. M. Anderson on the loss of his father and also to Motorman Henry Moss on the loss of his wife. Impressive funeral services were held for Mrs. Moss on October 3 and were attended by quite a number of Henry's many friends.

Ducks, beware!! R. T. Spencer and five of his friends expect to get a lot of ducks this season. They have rented ponds and blinds, have built dams and purchased whole cases of shells, so it looks as if they will get a lot of ducks or else think up a lot of alibis such as we heard during the fishing season.

Congratulations to Motorman R. Vaughan and his wife who announce the arrival of a baby girl. This announcement is a little late, but better late than never.

In this game of life it is not if we win or lose, but how we play the game.

Atkinson

Burnside

This month we have no obituary news or new babies to talk about; just odds and ends of information around the Burnside depot, better known as the Prairie Farmer Station.

We see by the October issue that Burnside took the first place in the garden contest. There is more evidence of the honors at the depot. Our barn foreman, Rudy Nebelsiek, is strutting his stuff every day in the gardens with the big broad smile of satisfaction. It is believed that approximately 5,000 spectators visited the garden this year.

Once again Burnside regained the top position in rounding up witnesses. Witnesses play an important part in the accident investigation department. Conductor Carl Memsen is deserving of creditable mention. Last week he obtained 54 witnesses out of a possible 60 passengers in the car. Carl says it's all in knowing how.

We now have a new depot musician in competition with Motormen W. S. Merrill and R. A. Ashton. It is extra Motorman F. Hinckley. Watch the extra board for his show up and if you can be present at that time you will hear a lovely one-man program.

Sometimes we wonder what is wrong with our dear friend Joe Carney. The last two days Joe was scheduled to be off he reported for duty. Maybe he is drumming up business for his shop on wheels.

We are indeed very well pleased to know that Burnside is nearing the top of the courtesy list. We are now in second place and hope to be in first place next month. Our slogan is "More Smiles Per Car Miles."

William D. Frank

Seventy-Seventh

Mr. Bessette wishes to take this opportunity to express his gratification for the splendid turnout last month at the transportation and safety meeting. Mr. Hall and Mr. Pasche, too, were pleased with the attendance and commented very favorably upon the good appearance of the men.

The following new officers and directors were recently elected to guide the destinies of the L. & A. Club:

Officers: A. F. Feltz, President; J. F. Matern, Vice-President; G. M. Miller, Treasurer; O. T. Duncan, Secretary.

Directors: R. F. Keebler, O. A. Autenrieth, P. A. O'Malley, E. G. Bedore, E. E. Knapp, D. M. Nelson, F. G. Campaigne, J. V. Goyke, G. J. Kobar.

They are enthusiastically looking forward to an active and beneficial program for the Club in line with the progressive trend of the organization since its inception. In this respect they are assured of the wholehearted support of the rank and file for the common good.

The vacation controversy which centers around a choice of the seashore or the mountains was settled this year by Motorman J. B. Smith in favor of the mountains of Colorado. Pike's Peak got its first peek at the diminutive carman.

Conductor J. P. Flynn No. 2, leftfield ball hawk on 77th's softball team, was married last month after a whirlwind courtship that ran a neck and neck race with the ball season and came out ahead.

A veritable landmark on 71st street for years, Operator R. I. Ferguson recently changed over to 87th. His juvenile following on 71st put up such a howl he had to return and everything is now under control.

Conductor G. W. Schlitz's family celebrated the arrival of a baby boy a couple of months ago. The stork must have slipped in pretty quietly because we didn't hear him.

Condolence is extended to the following men upon death in their families: Motorman H. W. Timmons, his baby boy; Motorman J. T. Murray, his father; Motorman A. Zeisel, his mother; Edward McMorro, his wife; Conductor R. C. McNamara, his brother; and to the families of the following deceased men: Starter R. A. Covert and Conductor J. K. Allen.

Walter F. Story

Archer

We regret to announce the passing of another Archer veteran. Conductor Fred Bremer died October 25, having entered service January 14, 1908. Interment was at Concordia cemetery October 28.

Conductor Jacob A. Wagner is the proud father of a son born October 13. The latest addition to the family will be known as Robert.

Conductor Arthur F. Roepke strolled away Saturday, October 23 and was married. A wedding dinner was served at the home of the bride. Here's wishing you well. Congratulations to you both.

Motorman Pat Sexton, another Archer veteran who has been on the sick list for several years, died October 29 and was buried at Mt. Olivet cemetery. Mr. Sexton had a seniority

rating dating back to April 13, 1893. The boys extend sincere regret to his family.

Supervisor S. J. Bitel has purchased a new Buick. He says his family has grown too large for the coupe. Here's wishing you and the family many happy and pleasant trips.

Conductor Stephen R. Lagochi, one of our newer members at Archer depot, signed a life's contract for a happy home Thursday, October 28, when he stepped to the altar at St. Nicholas church. Congratulations, Stephen.

Our deepest sympathy is extended to Conductor Charles J. Powers on the recent death of his father.

Conductor Cyril T. Harris tells the world he is again the proud father of a son born October 30. Congratulations are now in order.

Conductor Edward F. Dion reports the arrival of a daughter in his home on October 22.

Bus Operator J. P. Falsey is the proud owner of a new 1938 Pontiac. We have always heard J. P. to be a man with the money. It is now quite evident when he can purchase a new machine each year.

The rumor goes that Conductor Edward C. McCarthy was seen riding in the back seat of the Alderman's auto at the dedication opening of the new Kedzie avenue bridge, October 2. More power to you Ed.

Conductor Albert A. Colby brought around the cigars October 18, on the arrival of a son who answers to the name of Ralph Anthony Colby. Father and son are doing nicely.

Dusty

Blue Island

The Accident Prevention and Operating meetings were held at this depot on October 28 and every trainman was given some very good advice by Mr. Hall, Mr. Pasche and Mr. McKinney. As all these executives are ex-Blue Island avenue trainmen it was a sort of a homecoming meeting. Mr. Maguire, Mr. Eigelsbach and Board Member M. C. O'Brien also made some very interesting talks.

At the evening meeting Mr. Hall presented the Soft Ball League Trophy to Manager John (Sparkey) Vujtech and Captain Charles Paszternak of the Blue Island team who won the Surface Lines Softball Championship. They in turn presented the trophy to E. L. Maguire, division superintendent. Joseph Kehoe and Daniel McNamara of Division No. 241, who were present, each congratulated the Blue Island team with a short speech.

A few weeks ago an article appeared in the Chicago *Daily News* in which it was stated some children came to depot with a wagon load of transfers and asked Clerk Raymond Simon for a goat. He told them they could not get any goat or transfers and they went away disappointed. A few weeks later Ray received a card from a Mrs. X who stated she and nine other girls used to miss Sunday school in the year 1900 or 1902 and walk up and down 18th Street from Halsted to Robey (now Damen) and when they had enough transfers they inquired about the goat and were instructed to stop saving transfers.

Motorman Samuel Roland was presented with a 4 pound baby girl on September 26. At the present time he reports the mother and baby are both well. Congratulations and good luck.

Our sympathy is extended to Motorman Frank Krska in the loss of his sister, to Conductor Frank Drnek, the loss of his mother, and to Conductor Edward Goettert on the loss of his mother.

C. P. Starr

Lawndale

Michael Hanley and Arthur Schaid returned from San Francisco after attending the annual convention. Both enjoyed the trip very much and have quite a story to tell. The two big scenic features of the trip were the Boulder Dam and the San Francisco-Oakland Bay bridge.

Conductor Wallace Lumpf returned from Loretta, Wisconsin, without any fish. Conductor John E. Bondike spent his vacation hunting duck and pheasant in Minnesota, and visiting his brother in St. Paul.

Motorman Jacob Silha sent cards from Washington D. C., from Niagara Falls, Canada and he also visited the Dionne quintuplets at Callender.

Motorman David Whalen spent his vacation seeing the sights in Chicago.

Motorman Frank Yager sends a card from Ironton, Wisconsin, stating he is having a good time while it lasts.

Motorman George Keidel returned from an eastern tour reporting a wonderful trip.

Motorman Edmund Jensen sends a card from Charleston, West Virginia, stating he is amazed at the wonderful scenery enroute.

Sympathy is extended to Motorman Emil Schroeder in the loss of his father who passed away at the age of 97.

Charles Karschnik.

Kedzie

Our Assistant Division Superintendent Johnson has left us to go to Noble and Elston depots. He was well liked by all the boys at this depot. Mr. Andrew Ure who was assistant division superintendent at Armitage depot is back at Kedzie depot as our new assistant. Welcome home.

Motorman William Keller who entered the service March 14, 1881 was the oldest man in service at this depot when he died November 7, after an illness of several years. He was a very kind old gentleman and will be missed by many.

Supervisor Louis Wilson is back on the job again looking fine and fit after spending two months in the Speedway hospital.

Motorman Phil Hagerman informed us he has some 250 canary birds on hand to keep him busy in his spare time. He has had great success in coloring some of them a crimson and others a deep yellow and is now experimenting in other colors.

Clinton Sonders

Lincoln

On Saturday, October 16 Conductor Timothy Keane walked up the aisle of St. Andrew's church with his charming bride by his side having just been joined in marriage. Congratulations to the happy couple and may their happiness never end.

The number of boy babies born in October seems to be in lead over the number of baby girls. A son was born October 17 at St. Elizabeth hospital to Conductor and Mrs. Raymond Murphy.

A 6-pound 3-ounce boy was born on Monday, October 18 at Augustana hospital to Conductor and Mrs. Nick Koelinke and a 6½ pound daughter on October 12 at St. Joseph's hospital to Motorman and Mrs. W. Beckenbaugh, Jr. Congratulations and best wishes to these parents and their new babies.

Tom McPhee, an ex-conductor whom many of the boys knew and will remember, is on the sick list at his home, 835 Barry avenue and would like to have some of the boys come up and visit with him. When a person is ill the days seem pretty long and a visit is sure to cheer and shorten some of the long hours.

Henry Spethman

Devon

Motorman Patrick Carroll reports a pleasant vacation spent exploring the Ozarks. He was also detained by the law in St. Louis. Police officer Jim Powers was his host for almost a week. It was a voluntary detention however, since Officer Powers is Pat's uncle.

Thanksgiving Day will always be a memorable one in the lives of Conductor W. Roberts and his fiancée who will take the nuptial vows on that day. We wish them a long life of health and happiness.

The following trainmen who are off sick and would be appreciative of a visit during their convalescence are: Conductors F. Beber, E. Olson, J. Altpeter, G. Cox and J. Linden; and Motorman L. Dobberstein.

We regretfully announce the death of Leo Pulit. His funeral mass was read from St. Stanislaus church, Wednesday, November 3. Burial was at St. Joseph cemetery. To the members of his family we extend our heartfelt condolence.

Sympathy is extended to Conductor Michael Eardly whose wife passed away October 31.

John W. Binder



THE WINNING GARDENERS

Gardeners whose work was rewarded at the annual Garden Dinner are shown here wearing the awards that testify to their skill. From left to right standing they are: Antonio Crisicione, Track; Emil P. Kuehfuss, Blue Island; Joseph H. Gamen, 77th Street, and Rudolph F. Nebelsiek, Burnside.

Seated in the same order are: Ralph W. Short, Archer; David Striker, Noble; Ernest Phillips, Devon; John F. Gillen, North Avenue and John Leahy, Track.



*"When the frost is on the punkin
And the fodder's in the shock . . ."*