

Surface Service

• **MAGAZINE** •

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NUMBER 10



A SHOWER BATH FOR
THE NEW CARS



REOPEN SEARCH FOR TRANSPORTATION SOLUTION.

President Richardson is shown addressing the Local Transportation Committee of the City Council as preliminary franchise negotiations were opened. Seated from left to right facing the camera are Edward E. Brown, John E. Blunt, Jr. and A. W. Harris.

Grouped around the picture are various chapters in the transportation "solutions" through the years. From left to right, top, the two separate ordinances of 1907 and the unified operation ordinance of 1913. Below is the preliminary draft of the 1918 ordinance, the "Dever Ordinance" of 1925 and the ordinance of 1930.

Surface Service Magazine

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VOL. 13

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Plan New Ordinance

City and Surface Lines Representatives Again Undertake Traction Settlement

As a new page in the history of the Chicago Surface Lines was turned on January 1, Father Dearborn sat down with pen in hand and prepared to add another chapter to the long chronicle of local transportation in Chicago.

The preliminaries to the negotiations for a new franchise for the Surface Lines were staged in December, following the order of Judge Wilkerson tentatively approving the Surface Lines Reorganization Plan, contingent upon the securing of a new franchise. President Richardson was selected by the proponents of the Reorganization Plan to act as sole negotiator with the City for a franchise, and on December 10 he, together with the other receivers of the properties and the proponents of the Reorganization Plan, met with the City Council Committee on Local Transportation to discuss a program for future conferences.

Securities Representatives There

At this meeting, in addition to Mr. Richardson, were Edward E. Brown, president of the First National Bank, and Harvey B. Fleming, chief engineer of the Surface Lines and president of the Chicago City Railway Company, co-receivers of the south side lines; Albert W. Harris, chairman of the Harris Trust and Savings Bank and chairman of the first mortgage bondholders of the Chicago Railways Company; and Frank M. Gordon, John E. Blunt, Jr., M. H. MacLean and Bernard E. Sunny, members of the Reorganization Committee. Walter J. Cummings, chairman of the Continental Illinois National Bank and co-receiver of the Chicago Railways Company, was unable to be present.

Mayor Kelly attended the meeting and took a lively interest in the discussion. Mr. Richardson, as spokesman for the Surface Lines interests, declared that all of the representatives of these properties are anxious to secure an early settlement of the franchise question and would co-operate to the fullest extent with the representatives of the City.

Following the discussion the entire matter was referred to a sub-committee of the City Council headed by Alderman B. A. Cronson.

Engineers Confer

Five days later Mr. Richardson met with the sub-committee and it agreed that engineers of the Surface Lines and the City would sit down together and endeavor to arrive at some understanding on the physical phases of the

traction question. Conferences between these engineers have been in progress since that time.

The consensus of opinion in the City Council seems to be that the best plan of procedure is to draft an ordinance for the reorganized Surface Lines company, making it broad enough to make possible eventual consolidation of the Surface Lines, Rapid Transit system, and Chicago Motor Coach Company. The order of Judge Wilkerson directing the proponents of the Surface Lines Reorganization Plan to negotiate with the City for an ordinance seems to make this the best possible procedure at this time.

For Thirty Years

Attempts to settle the traction question in Chicago by unification go back over three decades. In 1916 the City Council passed an ordinance creating the Chicago Traction and Subway Commission, consisting of William Barclay Parsons, chairman, Bion J. Arnold, and Robert Ridgway, for the purpose of making an investigation and reporting on a plan for unified operation of a single system of surface and elevated railways and the construction of subways. This Commission compiled a voluminous report showing the desirability and feasibility of unification and the construction of subways, but nothing came of it immediately.

On August 14, 1918, the City Council passed an ordinance for the unification of the properties under a company called the Chicago Local Transportation Company. This ordinance was vetoed by Mayor Thompson, but on August 22 was passed over his veto and submitted to a vote of the people. At the referendum election on November 5, 1918, the ordinance was defeated by a vote of 209,682 for, and 243,334 against.

The following year Mayor Thompson, with authority from the City Council, appointed a commission to study and report on a plan for a comprehensive local transportation system for the Chicago area. As a result of the activities of this committee a bill was introduced in the Legislature providing for the setting up of local transportation districts for the acquisition and operation of local transportation properties, but the bill failed of passage.

Dever Ordinance Defeated

On February 27, 1925, the City Council passed the so-called Dever ordinance, providing for the unification of existing surface and

elevated lines, for the construction of subways and transportation extensions through the concentration of ownership in the City of Chicago, which was to purchase the existing properties by the issuance of certificates. The properties were to be operated under the direction of a board of control consisting of 9 members, 3 appointed by the mayor with the consent of the City Council, 3 by the security holders, and a neutral group of 3 to be selected in a manner outlined in the ordinance. Upon the retirement of 51 per cent of the certificates outstanding, the City would have been empowered to appoint a majority of the board, thus giving it complete municipal ownership control.

The referendum clause in the ordinance provided that it should be submitted to the voters in the form of two questions, one municipal ownership, or, two, municipal operation. It was submitted on April 7, 1925, and both propositions were defeated—municipal ownership by 101,674, and municipal operation by 100,862.

Plan Comprehensive Ordinance

The 1907 Surface Lines franchise ordinance period expired on January 31, 1927, and the various properties either prior to or subsequent to that date were thrown into receivership in the federal court, because the term of their bonds was concurrent with the ordinance period and they all became due and payable at once. The properties thereupon began operating on temporary permits extending the terms of the franchise ordinances from time to time.

Judge James H. Wilkerson of the United States district court, on December 6, 1928, appointed a Citizens' Committee to co-operate with the City Council and the several transportation companies in the drafting of a new traction ordinance and in procuring the enactment of the necessary enabling legislation. James Simpson was chairman of this Committee and A. A. Sprague, Joseph R. Noel, John A. Carroll and Charles M. Thompson, the latter dean of the college of commerce of the University of Illinois, were members.

As a result of negotiations of this Committee with the City, certain fundamentals for a comprehensive unification ordinance were determined upon in 1929. These fundamentals required the enactment of enabling legislation by the Illinois General Assembly. The bills were presented to the Legislature at its 1929 session with the backing of the City Council and all of them were passed.

Approved by People

In the meantime, work progressed on the drafting of a comprehensive ordinance for the unification of the surface and elevated lines and the construction of subways. The ordinance, since known as the "1930 ordinance," was passed by the Council on May 19, by a vote of 47 to 3 and was approved by Mayor Thompson on the following day. It was submitted to a vote on July 1, 1930, and was approved by the people by a vote of 325,837 to 56,690, or nearly 6 to 1.

The ordinance provided for the purchase by a new company of all of the facilities of both the elevated and surface lines and for the construction of subways through the loop district by the City with the use of the traction fund and by special assessments on the property

benefited. To become effective it required acceptance by the new company, which of course could not be given until the financial arrangements were completed for taking over the properties. A date for acceptance was fixed in the ordinance.

Before the necessary securities could be issued or steps taken for the construction of a subway, court approval of the various legislative acts was necessary, and this was not obtained until two years later.

By that time, the industrial depression had constantly increased in severity and it was difficult to attempt anything in the way of a reorganization or the floating of new securities.

Allowed to Lapse

As negotiations between the security holders continued, the date for acceptance of the ordinance was extended from time to time. Various plans for the exchange of securities to effect the purchase of the properties by the new company were suggested, and finally, on March 21, 1934, Walter L. Fisher, special counsel of the court, reported to Judge Wilkerson an amended plan and agreement to accomplish this. It appeared at last that the purpose of the ordinance was about to be consummated, but Mr. Fisher explained that it would take at least six months to go through the necessary legal proceedings before the new company would be in a position to accept the ordinance.

In the meantime the date of acceptance had been extended to April 3, 1934, and when the question arose on March 21 as to whether there should be a further extension of the date of acceptance, the City Council voted to refuse to give more time. Consequently, the ordinance automatically lapsed.

Nothing more was done by the City on the franchise matter until July 15, 1935, when a sub-committee of the Committee on Local Transportation was appointed with instructions to draft a new ordinance.

This committee, however, was inactive from the time of its appointment until the revival of the subject the tenth of last month.

C. S. L. Reorganization Begun

On July 12, 1935, Judge Wilkerson appointed a committee composed of W. Rufus Abbott, M. H. MacLean, Frank M. Gordon, John E. Blunt, Jr., and Bernard E. Sunny for the purpose of preparing a plan for the reorganization and unification of the various underlying companies of the Chicago Surface Lines.

This committee proceeded at once to work out a plan for reorganization, and on January 15, 1936, a report was submitted to the court that a very large majority of the depositing security holders had agreed to the plan formulated by the committee. Under this plan a new corporation under the title of Chicago Surface Lines, Incorporated, has been organized. The properties have been sold and the court has issued an opinion tentatively agreeing to the Reorganization Plan, contingent upon the obtaining of a franchise from the City, negotiations for which the proponents of the Reorganization Plan are ordered to undertake.

This is but a brief summary of the long trail that has been followed in the efforts to secure a settlement of the traction question in Chicago.

Time Marches On!

Highlights of Surface Lines Activities During 1936 Reviewed

Old 1936, like other years before it, has passed into history and the records it left will be important in Surface Lines annals for years to come. With its passing there is a record of objectives achieved, of progress made and of other aims that must await more of 1937 before accomplishment can be noted.

From a weather standpoint 1936 could well be compared to March, for as March is reputed to do, it "came in like a lion and went out like a lamb." Its passing during comparatively high temperatures was in sharp contrast to the snow and bitter cold that marked its birth. Trainmen last year battled sub-zero blasts and snow for the entire month of January and most of February.

Rush for Jobs

Even the bitter cold, however, didn't deter 10,000 would-be trainmen from applying for some 250 positions which were open last January. So great was the press of applicants that it was impossible to interview the men at any central point. As a result applications were made at the various depots about the system. Even the depots were swamped with applicants numbering from 800 to 1,700 men, the latter number applying at Seventy-seventh.

In January, too, came the decision of the Board of Operation to purchase 83 new cars for Madison street and the specifications and bids were placed in the hands of the Board of Supervising Engineers for action. Shortly after the Board acted the receivers presented a petition to the federal court for permission to spend the necessary funds.

New Cars Ordered

On February 28, the Purchasing Department placed the order for the cars following the issuance of an order by Federal Judge James H. Wilkerson directing the receivers to spend \$1,292,119 from the renewal and depreciation reserve funds for this purpose.

Sadness threw a pall over the entire system in early March when word spread through the city that Superintendent of Transportation C. H. Evenson had died following an operation for appendicitis. At that time President Richardson paid tribute to the popular superintendent by saying: "I have known few men with as keen an insight into human nature or a greater ability to make friends of all of those with whom he came in contact. . . . In fire and flood and storm he was always in the front rank doing his best to keep service moving."

It was with universal approval that the appointment of William A. Hall to succeed Mr. Evenson was greeted. The wide experience of Superintendent Hall made him remarkably well equipped to assume the responsibilities of that office and the past year has demonstrated again his fitness for the position.

On March 31 the Illinois Commerce Commission issued an order for Surface Lines buses on Foster and Kimball avenues, subject to approval by the city.

Accidents Averted

The efficiency of the trainmen was demonstrated in April when Superintendent of Accident Prevention William Pasche released his no-accident list which showed a total of 5,511 trainmen ended the year without a single chargeable accident. In the nine consecutive years during which records have been kept in this way, 935 have had no chargeable accidents.

April also saw the enactment of the so-called "Home Rule" bill by the Illinois General Assembly.

As one of the lighter moments in life's parade, mention should be made of the mythical man who was left "without a leg to stand on." The reference is to the erroneous rumor which spread through the city that the Surface Lines would give an artificial leg to a crippled boy or a legless man in return for a number of used transfers—various stories placed the number at from 100,000 to 1,000,000—and no two stories agreed as to who was to get the artificial leg. The mystery of how the rumor started was never solved, although the Accident Investigation Department inquired into it extensively during May.

June brought brides, bugs and bonus bonds. It was the latter that cheered innumerable Surface Lines employes when Uncle Sam paid off for World War services.

Properties Sold

During the same month the federal court approved the bid for the Chicago Surface Lines properties entered by Frank M. Gordon of the First National Bank and M. H. MacLean of the Harris Trust and Savings Bank, who represented the security holders who had accepted the Abbott Plan of Reorganization. The sale of the properties was a formal but necessary step toward the reorganization of the Surface Lines.

Chicago began a concerted drive to eliminate unsafe vehicles from the streets July 1 when every automobile owner was required by law to put his machine through one of the numerous safety testing lanes throughout the city. Chicago Surface Lines buses and other automotive equipment were among the first to comply with the new law and soon all company-owned vehicles bore the city's sticker of approval.

The summer months brought work for the electrical department as many trolley poles had to be reset following street widening operations. The Chicago Surface Lines spent approximately \$249,000 last year for pole resetting operations.

August proved of particular importance to Surface Lines patrons on both north and south sides, for on August 20 the new Ashland avenue bridge was opened, thus linking the two sections by direct Surface Lines connections and providing another long through line. With the cooperation of the company a lengthy parade demonstrated the advancement in surface transportation from the time of the horse car to the streamliners of 1937.

Wage Increases Granted

From an employe standpoint October was probably one of the best months of the year. It was in that month that wage scales were started back to 1929 levels, although the volume of Surface Lines business is still 20 per cent under those levels. Through an agreement accepted by Division 241 of the Amalgamated Association of Street, Electric Railway and Motor Coach Employes of America, trainmen received an increase of 2 cents an hour retroactive to June 1, and 2 cents additional from January 1, 1937, to May 31. Pay of other workers was advanced, and, effective at the beginning of the new year, all salaries and wages were back to the 1929 rate.

Streamliners Arrive

Chicago became street car-conscious as never before in November when the 1937 model streamlined street cars were introduced to the public. The city never turned out for another event as it did for the inaugural parade of the new cars November 12. Estimates placed the crowd at between 500,000 and 725,000. Many thousands more inspected the cars the next day when they were exhibited in the Loop.

Every newspaper in the city tried to outdo the others in stories following publication of a special 8-page section in the *Chicago Tribune*. Full page ads in color were used in three papers and black-and-white advertisements were inserted in the other papers throughout the city. Numerous magazines of national circulation were also stirred at the enthusiastic reception given the new cars and carried stories praising the Surface Lines for so forward a step.

As the year drew to a close the company was again in the foreground of public interest as President Richardson and the transportation committee of the City Council started negotiations for a new ordinance. Mr. Richardson was designated to take charge of the negotiations by the proponents of the Reorganization Plan, following a tentative approval of the Abbott Plan by Federal Judge James H. Wilkerson.

NEW LINES TO OPEN

Street Car Extension and New Bus Route Open Soon

Chicago Surface Lines patrons will soon have additional service in two different parts of the city to which their 7-cent fares with transfer privileges will entitle them.

A recent ruling of the Illinois Commerce Commission together with City Council authorization has made possible the long sought 87th street link between Stony Island and Ingleside avenues. Judge James H. Wilkerson of the Federal Court is expected to pass soon upon the petition for authority to spend the necessary money for the extension. Estimates on the construction costs for linking the two tracks were in the neighborhood of \$110,000.

On January 6, the Illinois Commerce Commission ordered the Surface Lines to operate feeder buses in Pulaski road between 47th and 63rd streets as an extension of the existing street railway system. The City Council previously had passed the necessary ordinance. The order calls for a twelve hour service with a seven or eight minute headway. The usual transfer privileges will prevail.

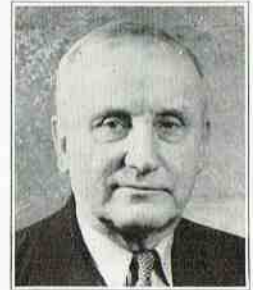
STREAMLINERS vs. "SCREAMLINERS"

Mr. Koenker Provides an Interesting Comparison

Henry Koenker likes the 1937 streamlined street cars much better than he did the first cable cars that were run on the north side. He likes them better even though he did not get an engraved invitation to the opening celebration as he did when the first cable car line was opened.

Mr. Koenker, 1250 North Clark street, who has lived in the neighborhood since 1878, has followed local transportation changes rather closely since that time. He was one of the favored citizens who received an engraved invitation to the cable car line opening of Mr. Yerkes' company, March 26, 1888.

Back in those distant days Mr. Koenker ran a small lunch room at 1204 North Clark and frequently delivered Mr. Yerkes' lunch to him at his offices on the Clark-Division site still occupied by the Chicago Surface Lines. The traction head, Mr. Koenker says, wasn't much of a man for oratory and a favorite remark of his was, "There is nothing for me to say except 'set the wheels in motion'."



Henry Koenker

Clippings from the old *Chicago Herald* of November 18, 1887 tell of the trial trip of the cable cars in the graphic style of that time. Mr. Koenker says it was all mighty impressive. He estimates there were several hundred people on hand. Of course, when the car reached the end of the line all the passengers had to pitch in and help carry it around to reverse directions. The car used on the trial run was an old horse car in which grips had been installed.

In recalling such early history Mr. Koenker told how the old Surface Lines Club property came into company possession. Powerhouse disturbance caused by the plant at Clark and Elm forced the company to buy the two buildings in the rear. They were occupied as a Knights of Columbus hall and later by the Club.

Mr. Koenker was born in Boston in 1870. He moved to Chicago in 1874. He has been retired since 1919.



Invitation to a Party

New Schedules Operating

Runs Added To Handle Riding Increase— Department Functions Explained

Increased riding on the Chicago Surface Lines has forced the schedule department to add 162 runs to the service since December 1. Therein lies a story.

The accumulation and analysis of all data relating to the movement of riders and the responsibility for scheduling service to be rendered rests with the Schedule and Traffic Department, headed by Superintendent F. A. Forty. The work of the department not only covers the preparation of schedules, but also includes the research work of Staff Engineer E. J. McIlraith on many studies relating to the use of street space, traffic control systems, parking, operating problems and the preparation of data used before the Illinois Commerce Commission on cases affecting the Surface Lines.

Traffic Analysis Important

The principle function of the department, however, lies in the analysis of the traffic in order to plan schedules specifying the number of cars and car miles to be operated and the quality of service to be rendered. The accuracy with which schedules may be maintained is largely dependent upon the care exercised in analyzing running time, passenger car loading and proper distribution of trips. Once that is done the responsibility falls to the trainmen who, barring accidents and unavoidable delays, have only to obey three words under section 29 of the rule book, "Run on time."

The story behind the 162 runs added since December 1 is but a small part of schedule making. Much more important are the regular runs that form the basis of the service. For all runs there must be the schedule or written information regarding the planned operation of each route. Here the number of cars and buses to be operated must be specified. This information must cover all periods of the day and night and the time these units depart and return to the car house, the arriving and leaving time at each terminal and time point of each trip, together with the time and place each crew starts and completes the day's work and the total pay time.

The sum total of all schedules then constitutes the planned operation on the system and specifies the schedule mileage and trainmen's pay roll.

Loads Are Charted

Such detailed work and planning does not, as one might expect, require a huge force. Much of the groundwork is laid by a force of 18 checkers who are constantly working throughout the city. Constant checking and re-checking by this trained field force permits charting of the loads. They make traffic counts which, when combined with statistical information from the accounting department, enable the schedule department to develop schedules calling for a service with maximum benefit to the riders and with the best working conditions for the trainmen consistent with the volume and distribution of riding.

During recent years there have been nu-

merous reasons for schedule changes. Violent changes in business activities during the depression made some of them imperative. School opening and similar seasonal changes often make more service necessary for some streets and less for others. The changing locale of a WPA project may require schedule revamping. The riding habits of the public are subject to many whims and the schedule men must almost sense these changing habits if ample riding facilities are to be provided.

Appearances Deceptive

The public knows little of this. When they are in a car that is loaded they think often that service is lacking. Such is not always the case. A car that appears overloaded is, in reality, emptying itself as it progresses and the shifting loads make it necessary to arrange schedules based on the maximum load at the heaviest loading point. It is no small task to correlate all these features in providing suitable schedules.

When one car is overloaded and a follower bringing up closely in the rear has very few passengers, you may be sure it is no fault of the schedule makers. In the normal course of events such conditions would not exist. One of the cars is off schedule and is thus missing much of the load that rightfully belongs to it. The calculations of the schedule department show accurately just what loads are available to cars at specified times and places.

When you come right down to it the destinies of the trainmen are tied very closely to the schedule department. The trainmen know, of course, that their pay checks, which total slightly more than one-half the company's operating expense, are based on the working hours as shown by trip sheet records. The schedule men say just how many men are to work at any given time. On a normal weekday during the first part of January, 1937, a minimum of 9,582 street car men and 300 bus operators were required to maintain the schedules.

Maximum Requirements

At a maximum point in the daily operation of the system, the schedule department will direct the activities of 2,766 two-man street cars, 260 one-man cars and 189 buses. For the week day runs, the department must arrange every movement of 4,078 two-man runs, 486 one-man runs and 270 bus runs.

During the year there are always at least four new schedule sets for the quarterly picks. On other occasions there are picks sometimes for only one street and again for an entire depot.

Thus Superintendent Forty's department is a prime factor in company operation. So accurate are the schedules of the department that additional pay hours do not generally exceed one per cent of total operation. That very small margin covers every unusual situation that arises to distort planned schedules.

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CONSERVATION

It has long been axiomatic that firms tend to cast covetous eyes at the customers on the books of competing firms and are inclined to neglect their own customers. Therein lies the reason for the decline of many a once prosperous concern.

In the transportation business, too often the steady rider is taken for granted—is accepted as commonplace and so is extended little of the courtesy and respect due him.

The steady rider, by all logic, however, should be the one to whom all attention should be shown. His daily fares meet the running expenses of the business. They can be relied upon; those of occasional riders and patrons of other systems are uncertain at best.

If the steady rider is satisfied and kept happy by good service and courteous attention, he becomes the best advertisement for the company, for he advertises it by word-of-mouth. The acclaim of the satisfied customer attracts other customers. Courtesy, mixed with an aim-to-please attitude, both conserves and builds business.

LOSING GROUND?

Theodore Roosevelt, addressing a representative group of navy men, once said:

"You must constantly strive to render yourselves more fit. If you ever think you are fit enough you have abandoned the law of progress and started to retrogress."

There is always evidence of such retrogression on the part of some men. In the ranks of Surface Lines trainmen there are

some who may well be cautioned against slipshod practices, lest they lose further ground.

As 1937 moves along there are numerous acts which should be corrected for the good of employes and riding public alike.

There is the motorman who carelessly opens exit doors before his car is stopped. That in itself is an invitation to an accident. The same may be said of the motorman who brings his car to a shuddering stop with the front end protruding into the intersection.

Some conductors could "render themselves more fit" by a closer adherence to the high standard of Surface Lines service—looking out for boarding passengers before giving the go-ahead signal, calling streets more distinctly, answering questions more courteously, and selling blue "L" transfers without grumbled protestations.

At the beginning of this New Year let each of us ask, "Am I striving to render myself more fit?"

YOUR MONEY'S WORTH

Western Avenue Reveals Interesting Facts

Western avenue has long been known as Chicago's longest street and as the longest improved street in the world. It goes from the north city limits at Howard street to the south city limits at 119th street, a distance of 23½ miles, connecting the city of Evanston with the city of Blue Island. In this street also is Chicago's longest car-line which carries about 62,000,000 passengers annually. As such, the following information may be of interest:

The first car line on Western avenue was authorized in 1878 from Madison street to Van Buren street. By 1931 it had grown until it extended from the north city limits to 111th street.

A street car making a round-trip travels 45¼ miles and may make as many as 392 stops, 234 of which are equipped with concrete islands for the safety of passengers.

A ride from one end of the line to the other would carry a passenger through 12 railroad subways, over one railroad grade-crossing, under six lines of the Chicago Rapid Transit Company, through 13 community areas and 15 city wards. On this trip the passenger would pass 261 street intersections and may transfer at any one of 40 connecting car-lines or ride 22½ miles from the north city limits to within one mile of the south end of Western avenue in the city, rising 85.8 feet from an elevation of 7.0 feet above city datum at 26th street to an elevation of 92.8 feet at 92nd street, the highest in the city.

And the public gets all this for a 7-cent fare!

Bad News Crops Out!

Complaints Show Big Increase Over 1935 Records— Commendations Drop

The complaint report for 1936 contains little that comes under the classification of good news.

Bordering closely upon the record high of 1933, 6,991 complaints were lodged against the trainmen during 1936. This is the second highest number of complaints received by the Chicago Surface Lines since 1929 when many more revenue passengers were carried.

The figure 6,991 for 1936 contrasts poorly with the record for 1935, during which there were but 6,253 complaints. In a detailed analysis of the figures there are few bright spots that would cause the record to be overlooked. Even the commendatory letters received by the company dropped from 591 in 1935 to 567 in 1936.

Disregarding the miscellaneous complaints for the purposes of comparison, discourtesy of the trainmen ranks as a major item, 1,537 complaints having entered the records. Closely in line were the objections noted under the "passing up" classification. In this group 1,284 cases were noted as compared with the 920 recorded for 1935. Of this 1,284 more than 1000 people were passed by and 256 "carried by."

December Complaints Up

The monthly comparisons for December follow rather closely the pattern for the year. Complaints increased from 665 in 1935 to 680 in 1936. There was a slight increase in the commendation records, 54 being listed as against 49 for the same month of 1935. There were 149 complaints directed at discourteous trainmen, and 131 cases of passengers passed up.

In the commendations for December numerous trainmen were praised for conventional actions which displayed courtesy and tact in the countless situations which arose during the month.

A helping hand extended to a sick passenger drew both gratitude and praise. Mrs. Ida Holm, 4715 Lexington street, wrote expressing her thanks to Conductor John E. Cahill, badge No. 12938 of Kedzie.

Returns Purse

The season's greetings and a \$2 reward were directed to Conductor John E. Mondike, badge No. 10758 of Lawndale, when he found and returned the purse of Miss Mary Alice Groesbeck, 1900 West Polk street.

The unusual courteousness of Motorman Alva H. Lovewell, badge No. 8797 of Devon, was commended by William Meckel, 6840 North Bell avenue. Mr. Meckel noted Motorman Lovewell alight from his car to help an old lady board and then gave her transfer to the conductor. Later he also assisted her from his car to the curb, even though he missed a green light by so doing. Mr. Meckel suggested that some of the younger men might well profit by the courtesy of this older trainman.

Rush hour traffic and the demands of numerous Christmas shoppers did not disturb Conductor George Johnson, badge No. 7022

of Armitage. Mrs. John Milloy of Elmhurst, Illinois, cited him for aiding her with her packages and for unfailing courtesy in directing passengers.

Mrs. Leon J. Adams, 3255 Beach avenue, was impressed by the solicitous attention Conductor William J. Tierney, badge No. 5306 of Division, gave to an elderly woman whom he assisted aboard and then to a seat.

Honesty Rewarded

A \$1 reward found its way into the pockets of Motorman Walter A. Kressler, badge No. 3405 of Lincoln. He was praised and thanked when he returned the purse of Mrs. L. Mencl, 5230 Altgeld street.

George R. Hans, 10225 South May street, writing for a group of regular patrons, commended two Burnside operators for all-around worth. The two were Operator Jack Gouderjann, badge No. 728, and Operator Carl J. Swanson, badge No. 2474.

Two other operators cooperated with Mrs. Minnie Danielson, 1419 North La Salle street, in aiding her to recover a purse she had left on one of the cars. This act, combined with the courteous attitude of both men, caused her to write praising them. The men were Operator William P. W. Johnson, badge No. 1520, and Operator Arthur F. Hanrahan, badge No. 3046, both of 69th.

Alertness Commended

Alertness in an emergency was noted by C. T. Pope, 4828 North Kildare avenue. His letter commended Motorman Gustaf A. Skoog, badge No. 1689 of Devon, whose instantaneous action in halting his car probably saved a car full of passengers from an accident.

From the Union League Club, 65 West Jackson boulevard, Jay Burns wrote to commend the "many virtues" of Conductor Lawrence C. Hodapp, badge No. 2560 of 77th.

"Such employes make friends and patrons for you," said C. H. Redus, 407 Melrose place, Centralia, Illinois, in commenting upon the actions of Conductor Homer E. Bledsoe, badge No. 890 of Devon. In the dark Mr. Redus thought he had the correct change and it was not until Conductor Bledsoe followed him into the car and gave him additional change did he realize he had tendered two dimes thinking they were pennies.

Calling the streets clearly and distinctly, Conductor Arthur T. Johnson, badge No. 5290 of Devon, earned the praise of John J. Warren, 4134 Clarendon avenue.

Conductor James McMullen, badge No. 11312 of North Avenue, was praised by Oscar J. Smith, 1 North Pulaski, for his safety precautions.

"Don't thank me. I'm paid for that." That surprising statement in response for courtesy shown was directed to John E. Swenson, 909 School street, by Conductor John Cunningham, badge No. 6712 of Devon. Such gentleness together with assistance given by Conductor Cunningham moved Mr. Swenson to write in praise of his attitude.

ORDER TRACKS OUT

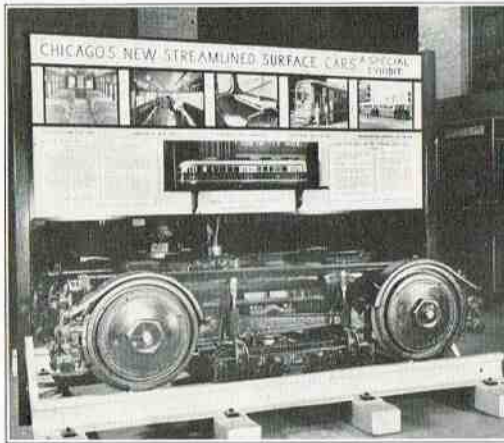
Company Will Seek Terminal In Shore Case Rehearing

The Illinois Commerce Commission on December 15, directed the Chicago Surface Lines to remove the car tracks which cross Lake Shore Drive at Chicago avenue and parallel the drive between Chicago avenue and Grand avenue. The order requires that the tracks and equipment be removed within sixty days. No provision is made for a loop terminal of the line to take the place of the present terminal at Navy Pier.

Following the issuance of the order President Richardson said the company would seek a rehearing. The Commission, Mr. Richardson pointed out, apparently recognizes the need for a new terminal for it says: "suitable terminal facilities are or can be made available for the Chicago avenue line west of the Lake Shore Drive."

His statement points out that a stub-end terminal at Chicago avenue and the drive would create serious traffic interference and would be a hazard to people alighting and boarding at this point.

All new equipment purchased in recent years has been of the single end car type which can be used only where loop terminals are provided. A stub-end terminal at Chicago avenue would preclude the use of any new cars on that line.



Truck Exhibit Draws Throngs.

The exhibit of the silent truck of the Surface Lines' 1937 streamliners drew interested crowds to the Museum of Science and Industry, 57th and the lake, during December and early January.

Mounted at the top of the exhibit are various pictures illustrating the differences between the new models and the old. In the center section cut-out the scale model of the new cars appears. Below is the truck as it appeared completely set up on ties and rails.

Youth—Girls were harder to kiss in your day, weren't they, grandpa?

Grandpa—Mebbe, mebbe. But it wasn't so blamed dangerous. The old parlor sofa wouldn't smash into a tree about that time.

OBITUARY

Deaths on the System From December 1, 1936 to December 31, 1936

Transportation—Division 1, Cottage Grove: Joseph A. Demarais, employed September 7, 1892, died December 29, 1936; Augustine McGuinness, employed June 5, 1880, died December 3, 1936; Howard Riggs, employed November 28, 1927, died December 5, 1936.

Division 2, Burnside: Henry Anderson, employed January 9, 1918, died December 29, 1936.

Division 3, Seventy-Seventh: George Duman, employed January 7, 1885, died December 20, 1936; Charles P. Kaley, employed December 15, 1891, died December 27, 1936.

Division 5, Archer: Ross A. Wareham, employed August 28, 1905, died December 31, 1936.

Division 6, Lawndale-Blue Island: James Lastovka, employed February 4, 1907, died December 17, 1936; John Norfray, employed February 20, 1909, died December 15, 1936.

Division 7, Kedzie: James J. Delahunty, employed August 10, 1916, died December 29, 1936; Patrick H. McManus, employed June 30, 1897, died December 14, 1936; Thomas Shanahan, employed November 21, 1899, died December 22, 1936; John Steward, employed August 20, 1907, died December 1, 1936.

Division 8, North Avenue: Eli Fredrick, employed April 4, 1900, died December 26, 1936; Thomas J. Mullaney, employed June 11, 1909, died December 22, 1936.

Division 9, Division: Prospero Carosillo, employed November 5, 1907, died December 29, 1936; George H. Kudsk, employed March 7, 1916, died December 14, 1936.

Division 10, Elston-Noble: Otto Boehm, employed November 24, 1925, died December 15, 1936.

Division 11, Lincoln: Charles Hoff, employed April 7, 1895, died December 14, 1936.

Division 12, Limits: Carl D. Freedman, employed July 25, 1912, died December 8, 1936.

Shops and Equipment—Division 6, Lawndale-Blue Island: Vincent Szymkus, employed October 20, 1919, died December 20, 1936.

South Shops: Herman Weilert, employed September 16, 1918, died December 12, 1936.

West Shops: Joseph Suschek, employed October 25, 1909, died December 7, 1936.

Track—Charles Cadman, employed October 1, 1921, died December 18, 1936; Philip Ciaccioppo, employed April 27, 1927, died December 15, 1936; Vasa Skulitz, employed May 1, 1925, died December 16, 1936; Samul Traficanti, employed April 15, 1923, died December 31, 1936; Sam Vanadia, employed May 7, 1927, died December 24, 1936.

A Thought for Trainmen

Every morning when I leave my house, I say to myself, "Today I shall meet an impudent man, an ungrateful one, one who talks too much. It is natural and necessary that these men be thus; therefore do not be surprised."

Marcus Aurelius.

KEEPING 'EM ROLLING

Lawndale Moves Into Lead in December Rankings

Lawndale spurted from fifth place to first to feature the keep 'em rolling figures for December. The front runners averaged 8,800 miles per pull-in which was a 12.3 per cent increase over the previous month.

Biggest surprise of the month was the Kedzie station, leaders for the last two months, who slumped to a lowly twelfth place ranking. Kedzie figures for December showed an average of 5,781 miles per pull-in as compared with 9,142 miles compiled in November.

Devon showed up in second place in climbing from ninth with an average of 8,725 miles per pull-in, an increase of 29.5 per cent.

The 77th street station showed the biggest percentage increase by boosting their records 37.6 per cent in moving from twelfth to seventh place.

Individual records follow:

Rank	Carhouse	Zero Days	Mileage per Pull-In	Pct. Inc. or Dec.
1	Lawndale	7	8,800	12.3
2	Devon	..	8,725	29.5
3	Archer	1	7,845	1.0
4	Division	6	7,648	2.7
5	North	1	6,993	19.2*
6	Limits	4	6,825	37.6
7	77th	1	6,747	23.8
8	69th	..	6,706	5.7*
9	Burnside	1	6,553	17.2*
10	Cottage Grove	1	6,178	21.6*
11	Armitage	2	5,929	.5*
12	Kedzie	..	5,781	36.8*
13	Elston	3	4,579	26.8*
14	Noble	..	3,686	29.1
15	Lincoln	2	3,561	14.1*
16	Blue Island	1	2,809	21.2*

Carhouse records for the past six months:

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

ARNOLD RECOVERING

Engineer in Hospital After Christmas Accident

Colonel Bion J. Arnold, 75, nationally prominent traction expert and chairman of the Board of Supervising Engineers, is making satisfactory progress in Michael Reese hospital following injuries sustained when hit by an automobile December 25.

He suffered five broken ribs when struck late Christmas Day while on his way to deliver gifts to the home of S. R. Arnold, a grandson. He has remained in the hospital since that date.

A lieutenant colonel in the regular army during the World War, Colonel Arnold has been prominently associated with traction problems in every large city in the country. He was chief engineer in rebuilding the local transportation system years ago and was made head of the Board when the ordinance of 1907 was adopted.

CONGRATULATIONS, NEWLYWEDS



Mr. and Mrs. Howard H. George.

This popular Surface Lines couple were quietly married December 12.

The new Mrs. George was formerly Miss Marie Cecilia Sullivan, the daughter of Mrs. Patrick C. Sullivan, and a secretary in the Executive Department. She served both as treasurer and as president of the Women's Auxiliary of the Surface Lines Club. Her resignation, effective February 1, has been tendered.

Mr. George is an engineer in the same department, a graduate of the University of Pennsylvania and a member of the American Society of Civil Engineers.

BALFANZ SHUNS SANTA

Decries Gun Toting of Mr. Claus

Elmer Balfanz does not like Santa Claus! Santa might mean a great deal to you and you might think a lot of him but that doesn't alter the hatred the Elston-Noble Division Superintendent has for Old Saint Nicholas.

Mr. Balfanz hasn't always had that attitude. Prior to December 25 he held him in high regard, even as you and I. But that regard and affection was abruptly changed on Christmas night.

The trouble is the Santa Claus Mr. Balfanz encountered didn't act his part in conventional fashion. Instead of being a kind and charitable soul he turned out to have manners that were too "taking" for the peace of the Balfanz pocketbook.

"Santa," disguised as the real article even to his white whiskers, invaded the Balfanz bedroom where he awakened the superintendent and his wife. Then, emphasizing his demands with a .22 caliber revolver, he demanded money. He got \$9 and then forced Mr. Balfanz to escort him to the door.

Both front and rear doors were locked in the house so police sleuths surmised that "Santa" could have entered only by the chimney. A careful search failed to produce any clues such as would have been left by a sleigh and reindeer.

Alex: "You'll ruin your stomach, my good man, drinking that stuff."

Walter: "'Sall right, 'sall right. It won't show with my coat on."

BARGAIN OFFER!

Here's the chance of a life-time. The editors of SURFACE SERVICE MAGAZINE are offering company employes a chance to draw up their own specifications of what they want in their magazine.

The best part of the whole bargain offer is that only the editors will have any work to do once employes have made their wishes known. They are calling on you for the prescription for a company magazine as you would like to see it.

So what will you have? If there is a budding cartoonist in the ranks you know of you might induce him to contribute. But in the main you have only to make your wishes known.

You name the stories you want. Telephone the assistant editor or tell your clerk or correspondent what you know. He will see to it that the story is handled properly. Or, if you have a yearning to see yourself in print, submitted stories will be given careful consideration.

Make your wants known. The magazine is "A Monthly Publication by and for Chicago Surface Lines Employees!" Now let's hear from YOU!

ROUNDING UP WITNESSES

Averages Climb Again—Burnside Retains Top Ranking

System averages for rounding up witnesses climbed slightly during November and Burnside retained the top ranking spot for the second successive month.

Burnside's 4.54 is slightly off from an excellent 4.61 recorded for October. Elston-Noble continued to rank with the top notchers and occupied second place with 3.93 up from the 3.75 registered in October.

Lincoln settled down to serious business and corralled witnesses to jump from a lowly eleventh to sixth place. Sixty-ninth slumped badly from third to wind up in seventh place.

The 3.46 average for the system during November is up slightly from the low for the year, 3.30 in October.

Detailed standings follow:

	Nov.	Oct.	Sept.	Aug.
1. Burnside	4.54	4.61 (1)	3.60 (5)	3.82 (2)
2. Elston-Noble	3.93	3.75 (2)	3.71 (3)	3.28 (8)
3. Archer	3.84	3.46 (5)	3.98 (2)	3.67 (3)
4. Lawn-Blue Isl.....	3.82	3.53 (4)	3.68 (4)	4.00 (1)
5. 77th Street	3.57	3.36 (6)	3.53 (6)	3.65 (4)
6. Lincoln	3.49	2.95(11)	3.20(11)	2.93 (9)
7. 69th Street	3.42	3.74 (3)	3.52 (7)	3.64 (5)
8. Cottage Grove.....	3.35	3.35 (7)	4.01 (1)	3.56 (6)
9. North Avenue.....	3.29	3.28 (9)	3.37 (9)	2.87(10)
10. Kedzie.....	3.14	3.31 (8)	3.45 (8)	3.29 (7)
11. Limits-Devon	3.01	3.00(10)	3.35(10)	2.84(12)
12. Armitage-Div.....	2.87	2.11(12)	2.77(12)	2.86(11)
Aver. for System.....	3.46	3.30	3.51	3.33

PROMOTIONS ANNOUNCED

Order No. 41 recently released by H. H. Adams, superintendent of shops and equipment, and approved by President Richardson, made two appointments effective January 1.

In the order C. D. Mack was named shop superintendent of the South Shops and W. C. Smith was named assistant shop superintendent at the same location.

**GIRLS GET A BREAK!
City Fathers Find Feminine Appeal Irresistible**

The appeal of femininity made itself felt more in the selection of Chicago's street names than any other factor. When the city fathers were choosing names they honored 46 girls by naming streets after them.

That information is gleaned from the report of the city superintendent of maps to Oscar E. Hewitt, Commissioner of Public Works, recently released.

It probably wouldn't please Joyce Kilmer too much, but trees ran a poor second when the names were being doled out. Tree names were used to designate 35 streets.

And for the young men who are going to grow up to be president this word of caution might be issued. Presidents were considered very poor material for street names and only 21 Chief Executives were so honored. States rights, too, took a trimming when only 16 states were honored by having streets named after them.

Now that the street name changes have been completed if you would like to get them all firmly in mind there are only 1,363 names you have to memorize.

If you had to do the same thing for other principle cities of the world you'd find your task much harder. In London, for example, where the square miles area is much less than that of Chicago there are 5,350 street names. Baltimore, Cleveland and Detroit, whose square mile area and population figures are smaller than Chicago's, all have many more street names than does the Windy City.

For your information the average length of a street name is six and one-half letters!

That average figure is taken from street names that have only three letters and others that climb right up through the list until the longest names are reached. Two streets in the city, Midway Plaisance and Oakland Crescent, each have 15 letters in their names.

Streets are very interesting. Don't forget to call them!

**EMPLOYEES RELIEF FUND
December 1936**

The Surface Lines Employees Relief Committee held five sessions during the month, at which 21 applications were considered. Of this number there were four emergency cases on which the Committee approved immediate aid, and seven cases were approved for weekly relief.

Checks totalling \$18,526.20 were distributed. This sum, together with distributions since December 1930, heretofore reported, makes a total of \$870,506.58 paid to Chicago Surface Lines employes to date.

The Surface Lines Employees Relief Committee, in addition to the above disbursements to employes, paid a total of \$120,000 to the Joint Emergency Relief Association during the period from November 1931 up to and including October 1932, making the total expenditures by the Committee to date, \$990,506.58.

Surface Lines employes have also contributed to the Emergency Welfare and Community Funds, over and above the disbursements handled by the Surface Lines Employees Relief Committee, a total of \$182,553.75, which brings the grand total relief expended to date to \$1,173,060.33.

STREAMLINED SHOWER BATH

New Car Washing Equipment Draws Attention To Kedzie

Before many years have passed those long handled brushes used for car washing may become a thing of the past. In two stations they have been or are being replaced with the latest type of mechanical car washing equipment.

The proud new Madison street cars are the first to get the new baths in a wash house built recently on the Jackson street end of the Kedzie carhouse. Another is now being built at the North avenue depot to wash trolley buses.

As the Kedzie wash house now stands it gives a streamlined shower bath and a good scrubbing to the streamlined beauties quartered at that station. The shower bath cost \$5,000.

The cars entering the wash house to be cleaned move westward over the tracks running through the wash house and break a beam of light. This "electric eye" throws an electrical switch which starts the water flowing and large mechanical brushes rotating over the cars.

The whole job from scrubbing to rinsing is completed in 55 seconds. Then, as the car proceeds further it breaks another light beam which automatically shuts off the shower and stops the rotary brushes. The equipment partially replaces hand labor.

The Kedzie wash house cost \$30,000 exclusive of track and interior equipment. The North avenue wash rack will cost approximately the same. Both are of brick construction.

Hearst Metrotone News and Universal Newsreel have pictured the shower baths in films that have had wide distribution in the city's motion picture houses.

Departments and Divisions

Accounting

Cupid has scored another hit. Miss Emma Miller of the pay roll division came to work December 24 wearing a great big smile and proudly displaying a beautiful diamond received from M. V. Morton of the treasury division. We wish to offer hearty congratulations and the very best of wishes.

The comptometer division had a Christmas party and grab bag on December 22 at noon.

December was the banner month for birthdays in the department and candy was distributed on each occasion by the following clerks: Miss Roberta Frederickson, Mrs. Olive Battersby and Mrs. Lucy Winkler, all of the pay roll division. Many happy returns of the day.

Eunice Janet Allen is the name of the new 7 pound baby born on Sunday, November 29 at the Women's and Children's hospital, to Mr. and Mrs. John Allen of the timekeeping division. To the proud parents we extend our best wishes.

Thomas F. Coan.

Electrical

Edward Sheridan of Crawford and Milwaukee substation is enjoying his annual trip to Tampa, Florida.

Mike Carrigan has again been confined to his home on account of illness. His witty comments of the day's happenings and his cheerful spirit are missed by his fellow workers at Grand and Leavitt. We are all wishing him speedy recovery and hope to see him back soon.

Charley Sullivan, machinist of this department, is heard crowing about that famous river from his home town, since the song "The Water of the Kishwaukee River" has been broadcast several times this past month. Well, Charley, it must be some river when others write songs about it.

To the great surprise of Edward Yost of the line department at Grand and Leavitt, his fellow workers presented him with a turkey at Christmas time. How was the turkey, Ed?

I am sorry that you didn't find any news-items in the December issue of our SURFACE SERVICE MAGAZINE, but owing to my illness for the whole month of December I was unable to fulfill my duties. I wish to take this opportunity to thank all who had wished me well. I am glad to be back on the job again.

Billy.

Schedule and Traffic

Mr. and Mrs. F. A. Forty had the pleasure of announcing the birth of a daughter, Miss Marilyn, at the Belmont hospital on December 8. Mother and daughter are doing fine. Miss Marilyn arrived home a week before Christmas to the delight of brothers Ralph and Phillip. Congratulations, Mr. and Mrs. Forty, and thanks for the cigars and candy.

Several members of this department enjoyed Christmas out of town.

C. S. Steele went to his home town, Warren, Wisconsin.

W. R. McConochie was at Rock Island, Illinois.

E. M. Guy chose Moline, Illinois.

Dana, Illinois, enjoyed the company of W. R. Marston.

L. M. Traiser visited with his parents at New Richmond, Wisconsin.

George Weidenfeller is still in the West Suburban hospital. He seems to be improving, but it is a slow process battling off the "flu" bugs which had him. Hope we see him soon.

L. A. Gilbert has been fighting the "flu" for two weeks. We hope he has it beaten and that he will be at his desk before the printer finishes this.

W. P. Devereux's three children won't let him play with the toys so Santa Claus delivered a set of building blocks to the office for Bill.

Byron O'Neill reversed the New Year's resolution order by starting to smoke cigarettes again.

Shops and Equipment

South Shops: Sincere sympathy is extended to the bereaved family and relatives of Herman Weiler, watchman, who passed away on December 12, after a brief illness.

To Helen Schlack and Mrs. Jennie Jankovich of the printing department, we offer our deep sympathy upon the loss of their beloved brother who passed away very suddenly on December 17.

Cottage Grove: We extend best wishes for

a speedy recovery to George Thermos who is on our sick list.

Burnside: Mario Cristofaro, car cleaner, reports that he is rapidly recovering from an operation and hopes to be back with us soon.

John Kristof, repairman, who has been on our sick list for several weeks, would appreciate a visit from the boys.

77th Street: Bus foreman Arthur Jacobsen received a new Pontiac from Santa for Christmas. Not to be outdone, repairman Magee purchased an identical model. However, Magee doesn't seem to be able to get his started—what, no motor 'till the second installment???

Elsie S. Frank.

West Shops: A Happy New Year to everybody—from the West Shops.

We are pleased to report that after six years of evening school work, James McClements of Division has completed the General Bible Course at the Moody Bible Institute. The class graduation exercises were held on December 17, at which time Mr. McClements was the proud recipient of a diploma from this school. Mrs. McClements is a graduate of the 1934 class.

During the past month, two of our employes passed away—Vincent Szymkus and Joseph Suschek, and we wish to extend our sympathy to the families of the deceased.

Lillian Hultquist.

Around the Car Stations

Cottage Grove

With the election of officers for the ensuing year over, the Cottage Grove Social and Athletic Club is headed for a prosperous new year. Our club is headed by Jack O'Connor who says he has all the plans laid out for his entire term in office. Good luck, Jack.

Conductor Joseph Demarais passed away on December 29, after a very brief illness. Services were at Holy Cross church and burial at Holy Sepulchre cemetery.

Want to know the weather forecast? See our official weather man, Jerry O'Connor. He sees and knows all. Jerry's favorite forecast is "High winds and squalls." Winter or summer he still seems to hang on to the same prediction.

Our chief clerk, who was the proud owner of the Buick that appeared daily at our depot, is now sorrowing due to the fact that Jack Frost unexpectedly cracked the block. Percy says that his car has now developed the only perfect knock-knock. Poor Percy.

Charles Eitel.

Burnside

At this time we wish to introduce to you our two new clerks, Harry Swanson, formerly of 69th, and George Miller of the 77th Street depot. Michael Cosgrove, who was transferred to the 69th street depot, is missed by everyone. We wish you good luck, Mike.

We are informed that Motorman Maurice Fitzgerald became the father of a baby boy last month. We congratulate you, Daddy, and

wish the best of luck to Mother and the baby.

Jim Cashman is still going strong. He says as long as the feet hold out and his conductor Alex Brand does the same everything will be jake.

Things are more prosperous than ever at the Burnside depot. So says one of our new motormen, James De Young. On December 25 Miss Pauline Rimer became Mrs. J. C. De Young. The wedding was held at the home of the bride's parents in Gary, Indiana. We wish you health, wealth and prosperity.

William D. Frank.

Seventy-seventh

The hottest spot in the world during the Christmas rush must have been 63rd and Halsted and the immediate vicinity. Heavy riding is usually associated with the loop, but this year business was so active around Englewood that Conductor Ralph Lindholm was forced to state, "The Loop is bad medicine but this year Englewood was worse."

Constantly stationed at this spot, Supervisor Pete Conrath, who assimilated the major part of all the pushing around at 63rd and Halsted street, estimates there must have been three or four thousand people per hour loading and unloading at the four corners during the early and late evening shopping period.

It would be hard to convince the trainmen who had to wiggle through this district that there was anything less than a million.

Conductor Pat Byrnes and Motorman J. V. Goyke were supposed to deliver some sausage one night, a certain meeting was waiting for sliced sausage for sandwiches. The sausage finally arrived with the above crew but it was seven A. M. and it was not sliced.

A casual observation will reveal that there has been some slicing going on in a matter not pertaining to sausage. It's 77th street's witness standing which shows the depot is now in the sixth place. A good New Year's resolution would be to get the depot on top again. We've the best ball team, the biggest fish and the champion billiard player, why not the best witness-getting outfit in town?

Thirteen Christmas baskets were distributed by the L & A Club this year in their worthy effort to spread Christmas cheer. It's a job well done.

Speaking of jobs, Mr. Bessette says, "The new year should find us more keenly interested in contributing to the splendid cooperation Mr. Richardson commends. Every man should continue to be diligent in his work, tend strictly to his own job, especially in daily service and when not in service. The responsibility for your end of the car never ends until it is in the depot."

Condolence is extended to the families of



Mary C. Keane, daughter of the popular James A. Keane of the track department.

the following men: Motorman George Dudman and Conductor Charles P. Kaley.

W. F. Story.

Lawndale

Mr. and Mrs. Martin McGinnis, observed their silver wedding anniversary on December 11. Many of the celebrants' friends and relatives wished them continued happiness.

Now that the holidays are over, quite an assortment of ties and mufflers are being displayed by the various trainmen.

Conductor Charles Kucera announces the birth of a 7-pound daughter; Conductor Francis Coughlin the birth of a 9-pound son.

Sympathy is extended to the following trainmen: Motorman Daniel Heafey in the loss of his mother and Conductor William Kelleher in the loss of his brother.

C. F. Karschnik.

Division

Now that the New Year has begun, I'm sure all of you of the depot wrung every ounce of happiness and joy there was to be had from good old Santa. Many of you have started the New Year with new resolutions and the good many that have not will do so—but in any event let us hope that we will be able to carry a big smile throughout the year.

Motorman William Bolstad, has recently sailed on the sea to matrimony. We wish you and your wife the best of everything in your new venture.

Conductor Joseph Wronski was seen running around the depot not so long ago—and had the car-men wondering what he was up to. In the end he was carrying a little pup he caught. Imagine a car man dog catcher!

Our well known but very quiet motorman, Frank Chaney, has been ill for a few days. He wasn't ill long enough to allow the boys to come over and cheer him up, but we would rather see him on his feet than on his back any time.

Conductor Frank Bischoff, was a surprised man after last month's article—but don't mind him, boys, he probably wants to keep it all a secret and that is why he makes the denials of an impending marriage.

I'm sure you haven't seen anything like this before:—A motorman on a rainy day with a rain-proof hat—covering his head with newspaper to wipe the windows on the street car. If you haven't then keep an eye on Motorman Ed Strand. He will be more than willing to show you how it's done.

For what occasion Motorman Ed Lynch is smoking cigars lately we don't know—but whatever the reason we would like to find out, and then how about passing them around?

We are expressing our heartfelt sympathy to the families of the late Conductor George Stellers, who passed away suddenly.

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

Wyn Ru-lan.

Lincoln

Another holiday season came and Lincoln station had another beautiful Christmas tree. A collection was taken and a tree and lots of lovely ornaments were bought. The artistic trimming and arrangement is due to the following boys: Charles Holzsch, William Hanneboline, Robert Janicke, Fred Murbarger, Charles Kerr, William Pinassa, Elmer Reidel and our new clerk, Thomas Cook. In this way

we are thanking these men who took the time to trim the tree which everyone enjoyed and which spread the Christmas spirit throughout the station.

The men have all missed Superintendent Hayes who has been confined to his home since December 17 due to illness. We are glad to know he is improving and hope to see him back at the office very soon.

Operator James Rubineck is at the Alexian Brothers hospital suffering a double rupture which occurred suddenly on Monday, December 28, while he was at work on the car. We wish him a speedy recovery.

Charles Hoff, who was not with the company at the time of his death, but who will be remembered by many of the men with whom he worked in former years, was buried Wednesday, December 16, at Rosehill cemetery. Sympathy is extended to the family.

Henry Spethman.

Devon

Congratulations are in order for Conductor William Rhind, who became the proud father of a baby boy weighing 8½ pounds, born at Grant hospital, December 23. He will respond to the name of Ronald.

The following trainmen who are off sick, and who would be appreciative of a visit during their convalescence are: Conductors: Charles McKiel, William Pohlmann, Jake Cohn, Harry McDonough and James McCurdy. Motormen: Charles Holtberg, Charles Norien, Edward Paulkner, John Sheeran, August Eggert, Charles Wolfe and Joseph Jablonski.

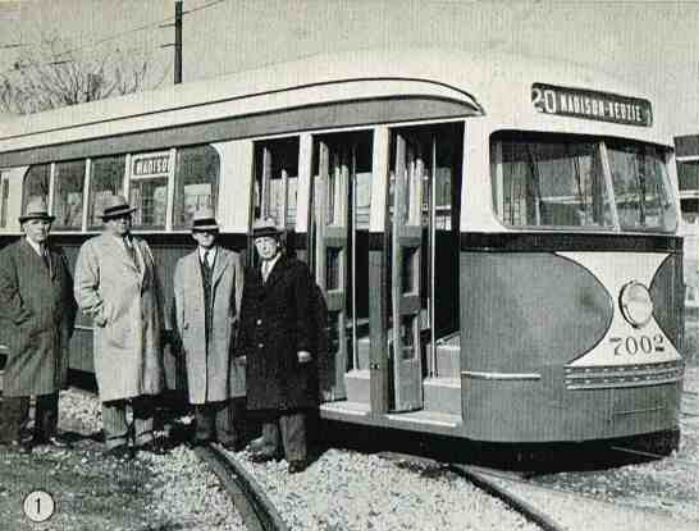
We regretfully announce the death of Motorman Carl D. Freedman, who was buried at Rosehill cemetery December 11, 1936. We extend our sincere and heartfelt condolence to his family in their bereavement.

Sympathy is also extended to Conductors Michael Kneafsey and Alfred Asp in their bereavement suffered by their loss of brother and mother.

John W. Binder.



Motorman Bernard O'Neil of Blue Island proudly presents his grandchildren, Thomas and Bernadine Reid.



**We Want CHICAGO SURFACE LINES
7¢ FARE BUSES 7¢
ON FOSTER & KIMBALL AVENUES Now!**

NORTH MAYFAIR IMPROVEMENT ASSN. - GREATER NORTH PARK IMPROVEMENT ASSN.
 UPTOWN NO CLARK ST. BUSINESS ASSN. - NORTHWEST FEDERATION IMPR. CLUBS
 AVONDALE CHAMBER OF COMMERCE - NORTH PARK COLLEGE - SWEDISH COVENANT HOSPITAL



OLD MR. 1936 PASSES IN REVIEW

Some of the highlights of 1936 are presented as the Surface Lines tackles the problems of the new year. (1) Shop and Equipment officials greet the first of the 1937 models to arrive. (2) New-type buses are installed during the year. (3) A transportation pageant celebrates the Ashland avenue bridge opening. (4) Buses roll over new pavement on the Northwest Highway. (5) Cheering crowds voice approval of the new car at State and Madison. (6) "Streamlines," a new company sound picture gets "shot." (7) Kimball-Foster residents make known their wants. (8) Trolley poles take a back seat as Irving Park boulevard is widened.