

Surface Service

• MAGAZINE •

VOLUME 14 DECEMBER 1937 NUMBER 9





Season's Greetings . . .

from

PRESIDENT RICHARDSON

TO ME the approach of the New Year is like reaching the top of a hill from which we can look back over the road on which we have been traveling and forward in the direction in which we are bound.

The road behind us was not always a smooth one. There have been rough spots where the going was hard, as well as pleasant stretches when we went sailing merrily along. And it is reasonable to assume that, life being what it is, the road ahead of us also will have its ups and downs.

The important thing is that we shall have learned from past experience how to get over the rough spots and enjoy more fully the pleasant stretches.

All of us are an integral part of the Chicago Surface Lines organization. We are traveling the same road, and if each member of this group of 17,000 men and women strives to do his or her part well, the road will be smoother.

Our business is to serve the riding public. If the people to whom we sell transportation like our service and if, by courteously and efficiently serving them, we make them more friendly to us, every employe will find his work easier and more pleasant.

The New Year is a good time to resolve anew to do this.

With deep appreciation for the loyalty and intelligence manifested by Surface Lines employes in the past, I wish to extend to all of you my very best wishes for a merry Christmas and a most happy and prosperous New Year.

GUY A. RICHARDSON,
President.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 14

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No. 9

Good Neighbors!

**Employees' Charitable Record Merits High
Praise—Relief Activities Reviewed**

The generosity of Chicago Surface Lines employees will do much again this year to keep the Christmas spirit alive among unfortunate families both inside and outside the organization.

By recently authorized pay roll deductions, an estimated total of \$200,000 has been contributed by employees for the relief of distressed Surface Lines families during the ensuing twelve months, and approximately \$55,000 has been subscribed for the Community Fund of Chicago, to be distributed among 177 local charities. The contribution to the Community Fund is the largest of any employee group in the City with one exception.

Since the beginning of the collection of Surface Lines relief funds in 1930 up to November 30 this year, a total of \$1,056,068 has been paid out to Surface Lines employees, and an additional \$373,376 has been collected and disbursed to outside relief agencies.

The first contribution for outside relief agencies was made in 1932 when a total of \$120,000 was collected. Since that time, collections have been made each year ranging from \$13,273.60 in 1933, to \$71,037.34 in 1937.

In the Surface Lines organization during these years, a total of 2,778 applications for relief have been made and help has been given to 1,893 employees to date.

Many Charities Aided

Among the large number of charities to be benefited by the 1938 subscriptions to the Community Fund are the United Charities of Chicago, Catholic Charities, Jewish Charities, Salvation Army, Hull House, Travelers' Aid Society, Infant Welfare Society, and the American Red Cross.

But it is in taking care of their own that Surface Lines employees may point with the greatest pride. As the Surface Lines Employees Relief Fund marks its seventh anniversary this month and the record passes in review, all employees share gratification for all that the Fund has done to alleviate misery and distress on the part of employees and their families.

The Surface Lines Relief Fund was started on December 2, 1930 with 32 needy cases on its rolls, which have now grown to approximately 355 cases with weekly disbursements of approximately \$3,900.

Not a Pension Fund

The Fund is in no sense a pension. Its beneficiaries are only the most needy cases of em-

ployes, who through illness, accidents or unavoidable misfortunes, have reached a state of financial distress. Numerous cases have occurred where employees not in actual need of aid have applied for relief from the Fund, but careful investigations have disclosed the true facts.

The Employees Relief Fund was first broached when the management of the Chicago Surface Lines and the officers of Division 241 of the trainmen's union felt there was a definite need for some agency to aid fellow employees and their families who were in dire need of assistance. Administration of the fund was entrusted to two executives and two representatives of union employees. The first Committee consisted of William Quinlan, Joseph J. Kehoe, and the late Messrs. C. H. Evenson and F. M. Hamilton.

Cases First Approved

At the first meeting of the Committee the previously mentioned 32 cases were approved for relief, and the rules and procedure to be followed in the administration of the Fund were adopted. These rules and procedures are still being used by the present Committee which consists of H. B. Storm, W. A. Hall, Joseph J. Kehoe and Daniel McNamara, who is representing Mr. Quinlan at this time.

Employees' requests for relief are referred to Chairman H. B. Storm of the Relief Committee. If the case is not urgent or of an emergency nature a careful investigation is made and action taken at the next weekly meeting of the Committee.

If all the applicants' available money is exhausted and the income of the employee is not sufficient to provide the necessities for keeping the family from want, the Committee authorizes payment of a sum each week to insure the employee the necessities of life.

Check Cases Carefully

Relief cases, in every instance, are subjected to careful scrutiny and are re-checked at least twice each year to prevent abuse of benefits made possible by employees' contributions. The re-check also shows any change in the conditions of each case. This has proved of great value, for in some instances it has been found that larger payments were needed. In other instances changed conditions enable the Committee either to stop relief payments or reduce the amount of the weekly check.

As examples of the type of employees who are helped by the Surface Lines Employees Relief Fund the following typical cases have been selected at random from the relief rolls:

Typical Cases Cited

Case A.—Employee is 71 and was in active service for 32 years. Arthritis has made it impossible for him to work since December, 1935. His wife has been confined to a wheel chair for eight years. His savings went in an effort to restore her health. There are no children.

Case B.—Employee is 49 and was in active service for 19 years. Arthritis and tuberculosis have made it impossible for him to work since November, 1936. He is receiving treatment at the Municipal Tuberculosis Sanitarium and is expected to be fit for work soon. His family consists of his wife and six children, the oldest 15, the youngest 2. The Relief Fund is supplementing Government Disability payments which are not sufficient for a family of this size.

Case C.—Employee is 73 and was in active service for 35 years. Crippled by sciatic rheumatism, he has not worked since 1934. He has no children and has been a widower for 20 years. All his money was lost in banks since closed. He is staying in a rooming house where the small check from the Employees Relief Fund enables him to procure room and board.

Build Up Health

Case D.—Employee is 67 and was in active service for 19 years. He received all his sick benefit in September of this year for heart trouble and diabetes. Wife and children are unable to help him, due to lack of work. Doctors advise that this man will, with proper medical attention, soon be able to work. His savings were spent on his illness, but the Employees Relief Fund check is rehabilitating him to a point where he will be able to help himself in the future.

Checks are made out weekly and are forwarded by the Committee to each department head who arranges for the delivery of the check to the employee. In cases where it is not practical for the employee to call for the check it is mailed or delivered by messenger.

Every cent donated to the Fund has been expended for actual relief for the management has always borne all expenses connected with the investigation of cases and the administration of the Fund.

HE'S A RADIO STAR!

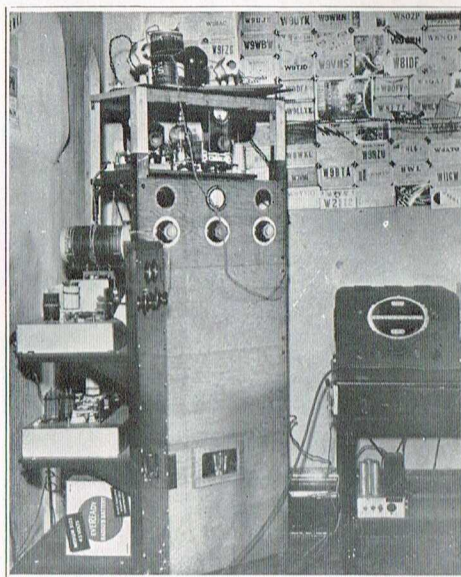
Cottage Grove Conductor Operates Short Wave Station

BY OTTO S. TORK

Calling CQ, CQ, CQ. This is W9WBB in Chicago calling CQ and standing by.

If any of you've heard this call on the short wave band of your radios you probably did not know that Conductor Andy Schuble of Cottage Grove was broadcasting and looking around the country for someone to talk to.

Andy became interested in radio in 1921 when he built his first crystal set and got KYW in Chicago. He reports that it was a thrill he'll never forget. From then on he con-



Conductor Schuble's broadcasting equipment.

tinued to build larger and larger sets and finally was in the business of building receivers for many of his neighbors.

He tells of one of his early experiences in the crystal days. One night he was listening to his set while lying in bed and fell asleep with the set still operating. During the night a storm came up and Andy's father started to close windows in the house. Upon arriving in Andy's room the wires leading from the radio to the bed were not visible in the darkness and he tripped over them, spilling the radio on the floor. As a result Andy had a broken radio, a broken heart and a severe lecture on the subject.

Short wave broadcasting captured Andy early in 1935 and on Christmas Eve he got his license from the government. At the present time he has over \$1,100 worth of equipment in his "studio." The room is literally a maze of panels filled with glowing tubes, wires, switches and other impressive appearing equipment. All this takes up quite a bit of room but the charming Mrs. Schuble doesn't mind because she also is a fan of the "hams."

During the hectic flood in Louisville and surrounding towns early this year Andy did his bit by helping the Red Cross in reuniting families. During this time Andy stayed up all night relaying messages from one part of the country to another.

Andy joined the Surface Lines 10 years ago at Lawndale and transferred to Cottage Grove seven years ago. He is willing to help any of those interested in radio broadcasting, so get in touch with him if you want expert help and advice on this subject.

The stork scored again by making a sale in the Purchasing Department.

On November 15 William B. Folta became the proud daddy of a baby girl. Kathleen Margaret, weighing 7 pounds 11 ounces was delivered at the West Suburban hospital.

Youth Favors Street Cars

Radio Interview Draws 9,226 Requests for Information and Pictures

Street cars may be an old story to Surface Lines employees who operate them every day, but they have a romantic attachment for the youth of today.

And if that sounds like a tall statement, the proof of it is to be found in the more than 9,226 requests that have poured into Surface Lines offices following a radio interview of Assistant Superintendent of Transportation John B. O'Connell by John C. Baker of Radio Station WLS on November 10. The interview was broadcast from Kedzie depot, in a program entitled "School Time", a daily feature of the station.

Mr. O'Connell briefly told the history of Surface Lines travel under the questioning of Mr. Baker. Then, interspersed in simple, understandable language for the school audiences of surrounding states who listen to the program regularly, Mr. O'Connell dwelt on some of the values the Surface Lines offers Chicagoans.

Response Amazes Officials

The response to the Surface Lines saga was as amazing to radio station principals as it was to Surface Lines officials. From Wisconsin, Minnesota, Michigan, Indiana, Ohio and Illinois requests poured in from street car fans, from youngsters who have never seen a street car and, more amazing still, from innumerable Chicagoans, young and old, to whom street cars should seem commonplace.

A glance at the numerous letters would be a severe blow to the wishful-thinking advocates of bus supremacy. The faith in the street cars and the fondness for that mode of travel was often expressed and it was apparent that the story of the street car is a story of romance and never ending interest to thousands.

Many Parents Write

Many of the letters were from parents and a typical phrase ran through them saying that even though the youngsters were at school the parents found the program of unusual interest and they wrote for information and pictures of the various types of street cars so that the information could be passed along to the children upon their return from school. Other parents made no bones about their own adult desire to know more about the street cars of yesterday and those of today.

Smart, streamlined and noiseless though they may be, the

Madison street cars were overshadowed in the interest that was devoted to the older type cars. One letter read as follows:

"I don't go to school any more but I listened to School Time. I would enjoy receiving information about the street cars and pictures of the older models.

"My father was an old cableman. He worked for 21 years without coming late one time. On many nights when that cable broke he laid on the street or in the tunnel until it was fixed. He is now passed away."

Linked to the Past

A complete file of pictures showing the development of transportation was sent to the woman who wrote the above letter and she now has a definite link to the past in which her father worked.

There was more than a touch of pathos in a brief card that came from a mother.

"Could Jack please have some pictures of the street cars? He does not go to school for he is a crippled boy but is 8 years old and listens to 'School Time' and gets a lot out of it and wants some pictures of street car."

Jack and his mother now have the pictures in their Calumet avenue home in the 7400 block.

A young scientific group in Bloomington is probably even now discussing some phase of transportation if one interprets a recent communication correctly. Ralph George Martin wrote for ten sets of historical data.

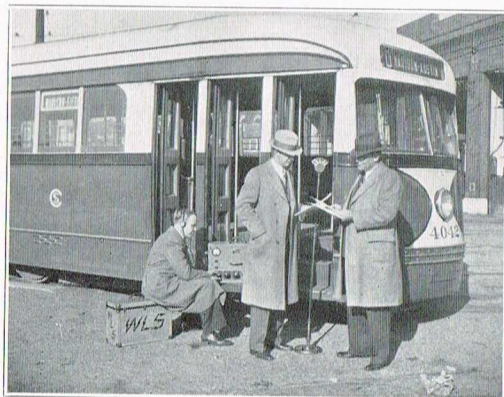
Young Scientists Interested

"I should like to distribute them to members of a scientific club to which I belong," he wrote. "I consider the street cars to be a scientific subject and the development of transportation of great interest. I spend some time in Chicago and I do a lot of riding on the Surface Lines. The club is the 20th Century Alchemists of America."

The principal of a school at Dundas, Illinois, closed his request for information on the wistful note—"Many of the pupils down here have never seen a street car." Thus the spark of street car interest will be re-kindled in another small town.

Another Chicago mother, writing from North Paulina street, requested that information and pictures be sent her with the explanation:

"My son does not attend school as yet because he is too young, but I intend to keep the pictures until such time that



Mr. O'Connell, right, and John C. Baker, WLS announcer, broadcast from Kedzie depot.

he will understand them." There's a mother and son who'll be street car boosters for many years to come!

Program Termed Informative

The many letters run on in similar vein. In numerous instances the requests are made for adults who either desired the information for their own use or for that of children who are still too young to appreciate the data. Several were frank in the statement that through Mr. O'Connell they had learned things they had never known before regarding the Chicago Surface Lines. Others confessed that they depended upon the program to teach them of the work-a-day business world.

There is no doubt but what Mr. O'Connell's message reached many a remote spot. From a small town in northern Wisconsin came a letter telling how the program had been heard. The small country school house was not equipped with a radio. That difficulty was solved when the teacher drove her automobile close to an open window of the school house and then lowered the car window so that the program could be heard from her automobile radio.

Some Doubters

Among the highlights following Mr. O'Connell's description of the Lines much comment was made of the seemingly little-known fact that the system has 257 buses which carry more passengers than the entire Chicago Motor Coach company. Others found it difficult to believe the well-substantiated fact that the Chicago Surface Lines carries more passengers than all the railroads and all the airlines in the country combined.

If there be those who have lost their faith in the utility and the future of street cars, there are 9,226 concrete evidences of unusual and heartening interest filed away in Surface Lines offices. They are evidences of faith and interest sent voluntarily by those who listened to a 15 minute program on surface transportation in Chicago.

HELP — HELP — HELP

Collector Wants Pictures of Old Time Cars—Mentions Historical Incidents

A request for help has recently come in from John J. Brown, Alvarado hotel, 5118 Dorchester avenue. Mr. Brown is a street car enthusiast and for many years has studied the history of the various lines in addition to collecting pictures of every type car used in the city. His request, together with some interesting historical lore of earlier days is quoted almost in entirety:

"I wish you would be kind enough to ask your employes for pictures of the old 22nd street cars of the Chicago General Railway. From about 1894 until 1907 this company operated the 22nd street line and short branches on Ashland, Kedzie and Morgan streets, the latter going to the stockyards at 38th street.

"There were about ten single and double truck cars. The latter were a short double truck car of ten windows and one trolley and numbered from 101 up. Unlike all present day double truck cars they did not have air brakes and were hard to stop with hand

brakes. I believe these cars were the first double truck electric cars in Chicago. This company was also the first one to use the skip stop plan in the city.

"The 22nd street cars were unique in design for that period because they had straight sides instead of the curved sides that all other single truck cars had. I have been told that the reason for this was that the strip between the tracks at that time was too narrow for the wider cars with the curved sides. These 22nd street cars were painted a very dark blue which looked almost black. They were also the first street cars built by the Pullman Company.

"This Chicago General Railway was controlled by the Bonney interests and had numerous legal complications with the Chicago City Railway Company over the right to use the latter's tracks on 22nd street from the river to Wabash avenue. One time Chicago City Railway shop men from the old shops at 21st and Dearborn demolished a 22nd street car because of this dispute.

"The Chicago General Railway also tried to force the City Railway to accept their transfers, so their passengers could reach the loop, as the former company had no line to the business district.

"I would appreciate very much if you could obtain any pictures of these old Chicago General Railway cars of both the single and double truck type, as they are the only old Chicago cars of which I do not have pictures."

BECKER COMES BACK

Walter C. Becker, former well-known and popular automotive engineer of the Surface Lines, renewed old acquaintances when he spoke briefly before a representative group of employes, December 8. Mr. Becker, now chief engineer of the Ohio Brass Company, illustrated his talk with slides showing the development and process of manufacturing equipment for electric railways.



"I say da box alone she's-a no good! Widda da monk you'll make twice-a da bizness!"

Cite Courteous Trainmen

Commendations Up as Politeness Is Practiced— Complaints Still Rise

Following a trend which started some months ago, the complaint list crept up again during November and the comparison between that month of 1937 and the same month of 1936 showed 548 complaints as against 503, an increase of 45 complaints.

Of that number 130 complaints were specifically directed against discourteous trainmen. Those complaints compare most unfavorably with the 87 which were charged in the records for November, 1936. Similarly, the passing-up complaints increased from 96 to 111.

The remonstrances against quick starting also piled up as 36 complaints were made. There were 20 quick starting complaints during November, 1936.

On the other side of the picture, the commendation figures rose again as 58 were recorded, a sizeable gain over the 49 received during the same month a year ago.

Shows Great Tact

Conductor Max Dowmondz, badge No. 12952 of North Avenue, was the recipient of praise for his tact and good judgment which he exercised in an unusual situation. Mrs. F. W. Helm, 4626 Deming Place, boarded Dowmondz' car and inadvertently tendered an unused and invalid transfer from an earlier ride. Conductor Dowmondz pleasantly called her attention to the mistake and suggested that perhaps she had mislaid her valid transfer. Mrs. Helm searched through her purse and found that to be the case. She praised the polite manner in which the matter was handled.

Mrs. Helm added that there could not "possibly be anything but praise for his courteous manner," and her praise was further extended to compliment Conductor Dowmondz for the way he called streets and loaded passengers safely and efficiently during slippery weather.

Helps Blind Man

Helping the blind and aged rarely fails to draw praise from riders. H. L. Monheimer, 2100 Lincoln Park West, noted the kindly courtesy Conductor Peter J. Barry, badge No. 2504 of 77th, extended to a blind man whom

he helped from the car steps to the curb, and praised him for such actions.

From Elizabeth Rowden, 65 East Huron street, came praise for the tact and courtesy displayed by Conductor John R. Kelly, badge No. 3880 of Cottage Grove, in dealing with two women who pestered him with inquiries about how to reach numerous parts of the city.

The return of a lost purse containing \$7 was sincerely appreciated by Maryann Kamins, 1826 South Millard avenue, who praised the honesty of Motorman B. J. McEneny, Jr., badge No. 4005 of Archer, who returned it.

Pleasantly giving explicit directions, Motorman Frank Gerry, badge No. 4229 of Lawndale, won both the gratitude and the praise of Barbara E. Tumpach, 2642 South Karlov avenue.

The smiling courtesy of Conductor Marcel T. Bouet, badge No. 4726 of Devon, won over a large group of boarding passengers and his actions in dealing with the crowd were praised by Ed Praeger, 1529 Rosemont avenue.

Smooth Ride Noted

"A symphony of motion" is the description Charles Borch, Union Park hotel, gives to his recent ride on one of the new Madison street cars. The praise was extended after several adverse experiences and was directed to Motorman John B. Downes, badge No. 5069 of Kedzie.

Conductor Charles McGoldrick, badge No. 5382 of Burnside, "sure can call streets as they should be called," said E. Horsman, 11 North Union avenue, in his commendatory letter.

The helping hand extended by Conductor Otto H. E. Willer, badge No. 5924 of 69th, was greatly appreciated by Mrs. Margaret B. Pickard, 1322 East 47th street, who wrote in praise of his gentlemanly actions.

The exceptional courtesies shown by a conductor off duty attracted the attention of Edgar R. Mattingly, 313 East 7th street, Kaukauna, Wisconsin, who wrote in praise of Conductor William F. Naylor, badge No. 6590 of Devon.

TROLLEY SPARKS



"Now don't misunderstand me! It's not that I didn't appreciate the wool sox and muffler last year. But if I could just get a good run on those Madison street cars..."

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H. F. Peck - - - Associate Editor

THE SEASON'S GREETINGS

Here's December again. And gay Christmas is just around the corner!

There is a new spirit in the air and the hustle and the bustle of the shopping crowds is marked by a cheerier manner than prevails at any other time of the year.

The disappointments that the year has brought assume less significance as the Yuletide approaches. On every side there is more thought for fellow men. The very height of goodwill is indelibly impressed on every shopping list for at this time, as at no other, all selfishness is dissolved in the prospect of cheering another with gifts, no matter how small.

The fundamental principle—"It is more blessed to give than to receive"—is again borne out in emphatic manner, for Christmas is still the most popular festival in the world. As the day comes 'round each year the spirit of the season reigns everywhere—a spirit which is characterized by a generous expansion of kindly sentiment.

In that spirit of kindly sentiment and sincerity is a cordial wish for a Merry Christmas and a Happy New Year to you all!

AVOIDABLE TRAGEDIES

Two conductors have been snatched from the Surface Lines ranks by sudden, violent death in the recent weeks.

Both men were crushed at the rear of their cars as they were adjusting trolley

poles from the street. One was killed between two cars. The second died a lingering, painful death after he had been struck down at night by an autoist who offered the defense that the street car was unlighted.

It will bring no relief to grief-stricken families to know that these deaths could have been avoided. The tragic consequences, however, should be a stern reminder to all other trainmen to exercise the greatest precaution in re-setting trolleys.

Don't take a chance.

PAULY PERKS UP

Motorman Finds \$1,000 and Nets \$5 Reward

If you ever built fond dreams of what you'd do if you found \$1,000 and then woke up with a start and with only five dollars in your hand, you know just how Motorman H. E. Pauly, badge No. 5509 of Armitage, feels these days.



H. E. Pauly

Motorman Pauly went you one better though. He had the whole thousand well in hand on November 19. It might have amounted to a bit more for he found a \$1,000 gold mortgage bond with the interest notes still attached on his Milwaukee avenue run that day.

The honest Mr. Pauly did just as many of his fellows have done on other occasions. He turned the bond in to his superiors and sat back to wait. Being human he can naturally be excused for hoping the owner wouldn't put in an appearance for some thirty days, but such was not to be.

A very frantic Ed G. Lutz, 4100 Greenview, was hot on the trail of the missing bond and he finally called the right place and made definite identification. That's where the \$5 comes in, too. Mr. Lutz left it for Motorman Pauly along with his most sincere and effusive thanks and hearty wishes for a Merry Christmas.

Motorman Pauly, freshly returned from a vacation trip to California, sighed deeply as his air castles built on \$1,000 tumbled, but he perked up remarkably as he pocketed his \$5. He's sure, too, that he'll have a Merry Christmas.

Woman driver: "Can you fix this fender so my husband will never know I bent it?"

Garage Mechanic: "No, but I can fix it so you can ask him in a few days how he bent it."

Employees and Fares

Mayor's Transit Plan Discusses Two Important Issues

In the Comprehensive Local Transportation Plan for Chicago, prepared in accordance with Mayor Kelly's new traction suggestions, employees' working conditions and pensions and the closely related subject of rates of fare are discussed at some length. The Plan was prepared by Philip Harrington, traction engineer of the City, R. F. Kelker, Jr., engineer of the Committee on Local Transportation, and Charles E. De Leuw, consulting engineer, and was presented recently to Federal Judge James H. Wilkerson and to the City Council Committee on Local Transportation.

The section in the report under the head "Employees' Working Conditions and Pensions" is, in part, as follows:

"Mayor Kelly, in his statement of January, 1937, stressed the importance of fair and just treatment not only to the public and the investor, but also to the employees,

'whose welfare and working conditions are directly affected by the success of the operation.'

He advocated that the grant of a new franchise should be made conditional upon acceptance by the company of the following obligations:

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

Public Relations Important

"In the conduct of an urban transportation system, personal contact with the public is more frequent and intimate than with almost any other public utility such as gas or electricity. Hence, courteous, willing and efficient service brings returns to the company in 'repeat' patronage. With the highly competitive character of the business in which the transit industry now finds itself, public relations assume an importance formerly given little attention by many managements.

"The platform man is the company's salesman. Aside from humanitarian considerations, it would seem to be the part of good management to insure a satisfied, fairly treated employee by establishing just working conditions and adequate pensions.

"At the present time the Chicago Surface Lines carries group life insurance on about 16,000 employees of \$1,000 each and in addition, provides health and disability insurance for some 15,000 employees. There is no annuity or pension system for taking care of old employees. The Chicago Rapid Transit Company has a similar arrangement for group life insurance and health and disability insurance. The Chicago Motor Coach Company has an insurance plan differing in minor respects from the above, but likewise has no annuity plan. All companies also make payments as required by recently enacted Social Security legislation.

"It has been generally recognized in the transit industry that the older employees must be taken care of. The transit industry has been established over a period of 40 years or more, so that the number of employees in the higher age groups is increasing each year. Where employees have not been taken care of through a definite pension plan, some provision is often made for taking care of those who are most needy. Obviously a more definite approach to the problem should be required.

Employer-Employee Interests

"This subject is obviously a matter in which both the employer and employee are interested and their views should be considered in formulating any plans for the future. The necessary payments to be made should be reasonable and not require undue burdens to be placed on the operation as a whole. Provisions should be made for compensation to employees who may be displaced by reason of changes in operation due to unification and modernization, although the natural growth of business will probably absorb any surplus man-power resulting from this cause. The problem of providing for pensions will not be as simple as in the case of a young organization. In the case of the Surface Lines alone there are about 3,500 employees that have been in continuous service for 25 years or more.

"In so far as the federal and state social security laws provide for some of the benefits resulting under a pension plan, these benefits should be recognized, so as not to place undue burdens on either employer or employee.

"Some modification of the Social Security law may later be made to fit in with the particular needs of the local transit industry and thus may meet most of these requirements."

An Adequate Fare

As a matter of course, to provide satisfactory working conditions and pensions and a reasonable return to investors, the fare charged by the new company under this Plan must be adequate. On this subject the report states:

"A well established formula states that a utility company is entitled to ask a fair return upon the value of that which it employs for the public convenience while the public is entitled to demand that no more be exacted from it than the services are reasonably worth.

"Mayor Kelly stated in his message of last January:

"Chicago riders are entitled to and are willing to pay any reasonable cost for the best local transportation service that the industry can economically produce."

"Inasmuch as the value of that which the companies employ for the public convenience cannot be ascertained until the new company

provides 'convenience' through extensive abandonment of present obsolete equipment, it follows that the fare to be 'exacted' from the rider cannot be computed at this time by that accepted standard.

Future Rates

"The Chicago Transit Commission will succeed to all the powers now enjoyed by the Illinois Commerce Commission, including the authority to establish from time to time rates of fare in accordance with law. Not until the unified company is organized and modern service installed, will we know accurately what the public response, the operating expense and other pertinent results will be. When this information becomes available, an intelligent fare structure can be determined and established. Long before that time the Transit Commission will have had opportunity to observe and study the operation, thus becoming equipped to make a finding fair and just to company and car rider alike.

"With the exception of Detroit and Los Angeles, where the extent of the area served at a flat fare is substantially less than that in Chicago, most of the larger cities in the United States have a fare structure equal to or greater than that existing in Chicago at present. This may be attributed largely to the simplicity of the operation in Chicago, high average loads carried, and to the result of the development of the transfer habit as contrasted to the operation in many other cities where most of the trolley or bus lines from the outlying and intermediate areas are routed directly into the central business district."

FEEL DEATH'S HEAVY HAND

Record Number Pass Away During November

Death laid its heaviest hand on the ranks of Surface Lines employees last month and, as a result, 34 names, the largest number in history for one month, were placed on the obituary rolls.



William Keller

Of the numerous veterans who passed from the picture, at least two lived full lives during their time with the Surface Lines.

Motorman William Keller, Kedzie, had a service rating of 56 years that made him the senior man of his depot. He first entered service on March 14, 1881. Death

came to Mr. Keller on November 7. He is survived by his son Harry, mechanical foreman at Lawndale, and a daughter, Mrs. May Luxen of Berwyn.

Conductor Charles Levighn, Armitage, whom death called on November 21, served the Surface Lines for almost 46 years, having entered the service on February 17, 1893. He was long known as "Diamond Charley" due to his fondness for the precious stones.

Other deaths on the system, no less important, follow for the period from November 1, 1937 to November 30, 1937:

Transportation—Division 1, Cottage Grove: Cornelius J. Hickey, employed June 7, 1918, died November 6, 1937; Anthony Kuhnlein, employed May 6, 1926, died November 23, 1937; Edgar S. McMeen, employed December 26, 1901, died November 18, 1937; William Russell, employed October 28, 1915, died November 28, 1937.

Division 2, Burnside: John Mathias, employed October 5, 1916, died November 26, 1937.

Division 4, Sixty-ninth: William Behrend, employed November 20, 1922, died November 14, 1937; Caleb Curtis, employed March 25, 1882, died November 14, 1937; James J. Finnegan, employed May 9, 1904, died November 25, 1937.

Division 5, Archer: Michael W. Boozan, employed May 17, 1906, died November 29, 1937.

Division 6, Blue Island-Lawndale: Thomas W. Brady, employed April 15, 1896, died November 7, 1937.

Division 7, Kedzie: Henry Blume, employed December 24, 1894, died November 18, 1937; Walter Keeger, employed July 16, 1912, died November 29, 1937; William Keller, employed March 14, 1881, died November 7, 1937.

Division 8, North: Gustave A. Anderson, employed November 8, 1928, died November 4, 1937; Fred Erickson, employed February 11, 1920, died November 24, 1937; John Gregory Kelly, employed April 25, 1924, died November 27, 1937; Andrew Nelson, employed September 4, 1913, died November 10, 1937; Arthur J. Olufs, employed November 27, 1923, died November 28, 1937.

Division 9, Armitage-Division: Charles Levighn, employed February 17, 1893, died November 21, 1937; Soren Sorensen, employed May 19, 1892, died November 17, 1937.

Division 10, Elston-Noble: Herman G. Haedike, employed February 12, 1900, died November 23, 1937.

Division 11, Lincoln: Frank Bieschke, employed July 10, 1905, died November 27, 1937; John Edward Goggin, employed February 10, 1908, died November 19, 1937.

Division 12, Devon-Limits: Richard William Traxel, employed October 12, 1928, died November 13, 1937; Clarence C. Brasmer, employed May 24, 1923, died November 18, 1937.

Electrical: Thomas Gilligan, employed April 10, 1908, died November 26, 1937; Peter A. Nelson, employed May 10, 1887, died November 22, 1937.

Shops and Equipment: Division 3, Seventy-seventh: William H. Cohan, employed February 1, 1902, died November 28, 1937.

Division 12, Devon-Limits: Lawrence Gawlik, employed October 17, 1918, died November 6, 1937.

South Shops: John Guterschank, employed March 13, 1925, died November 16, 1937; Gust A. Hallin, employed March 9, 1927, died November 25, 1937.

West Shops: Albert K. Danielson, employed April 27, 1890, died November 13, 1937.

Track: Charles J. Gaffga, employed February 7, 1924, died November 30, 1937; Michael Rogulich, employed July 15, 1927, died November 4, 1937.

MONAHAN MAKES GOOD!**Uncorks "Sunday Punch" to
Save Cash**

They're calling Conductor James Monahan, of 69th, "One-Punch" Monahan now and with very good reason. On Sunday, December 4, Mr. Monahan, appropriately enough, uncorked his "Sunday punch" and thereby saved himself and the Chicago Surface Lines some money.

There's more than a bit of Irish in the Monahan make-up and that flared up when confronted by a sawed-off shot gun held by an Italian-appearing individual. The mere fact that the proceedings were announced as a "stick-up" didn't daunt Monahan one bit. As his car started forward and momentarily threw the would-be bandit off balance Monahan saw his chance.

That's where the punch came in. Monahan threw it from his heels and Mr. Bandit, unidentified to date, went sprawling out on the pavement and his sawed-off shot gun fired off a blast that echoed and re-echoed through the Ashland avenue and 14th street neighborhood.

A similar chain of events confronted Conductor Dennis Hurley of Kedzie a bit earlier, but the happy ending is lacking in that instance. A man answering the description of Mr. Monahan's victim, shot gun and all, relieved Hurley of \$12.88 at the Taylor-Damen intersection. The saddest part of that story is that \$6 of the money belonged to Conductor Hurley.

ROUNDING UP WITNESSES**Burnside Regains Lead as System
Average Slumps**

Burnside men were out rounding up witnesses with a vengeance during October and, as a result, they moved into first place in the witness contest figures for that month with 4.47.

September's front ranker, Lawndale-Blue Island, dropped off from a fine 4.03 to 3.62 and brought up in third place. In the runner up position was Seventy-seventh with a mark of 3.91.

The general trend of the averages was downward although the system average showed only the small drop from 3.38 to 3.37.

A major slump at Lincoln depot moved that station from eighth place in the rankings to a near-cellar spot and eleventh place.

Detailed standings follow:

	Oct.	Sept.	Aug.	July
1. Burnside	4.47	3.98(2)	4.38(1)	3.81(2)
2. 77th Street	3.91	3.65(5)	3.55(6)	3.46(5)
3. Lawn.-Blue Isl. .	3.62	4.03(1)	3.69(2)	3.88(1)
4. Archer	3.60	3.62(6)	3.63(4)	3.75(4)
5. Kedzie	3.53	3.82(3)	3.57(5)	3.22(7)
6. Cottage Grove .	3.48	3.73(4)	3.68(3)	3.80(3)
7. Elston-Noble ...	3.42	3.55(7)	3.11(8)	3.19(8)
8. Limits-Devon ...	3.22	3.20(9)	2.95(11)	3.05(11)
9. 69th Street	3.10	3.06(11)	3.46(7)	3.38(6)
10. North Avenue ..	2.98	3.13(10)	3.03(9)	3.18(9)
11. Lincoln	2.93	3.24(8)	3.02(10)	2.48(12)
12. Armitage-Div. ...	2.64	2.46(12)	2.75(12)	3.11(10)
Average for System .	3.37	3.38	3.35	3.35

OLD PALS (?) MEET!**Conductor Renews Acquaintance
With Robbery Suspect**

After what happened recently, Conductor Russell A. Stromsta is going to be a lot fonder of the crowded portions of Washington street and Ralph Gebert, 29, 10737 South Campbell, will probably put most of his faith in the wide open spaces, say 109th and Western avenue.

When Mr. Gebert was last in that vicinity he was footloose and free and, according to Mr. Stromsta, well fixed with funds that weren't his own. Specifically, Stromsta accuses Gebert of being the smooth stranger who produced a revolver from a rolled newspaper and appropriated \$18.85 owned jointly by the Chicago Surface Lines and Conductor Stromsta. All that happened on May 11 and street car passengers had to make their own change for a time.

On December 3 Conductor Stromsta and his wife left their home at 2336 Addison street on a Christmas shopping spree. Maybe you couldn't call it a "spree" because the conductor was still painfully conscious of his own \$11 which had been taken on that May day.

Imagine their surprise as they walked west on Washington street and came face to face with Mr. Gebert whom Stromsta positively identifies as the man who lifted his cash. Turning, the Stromsta's trailed him to a point near State street where the Law, previously procured by the conductor, took charge.

Gebert partook of what hospitality is dispensed at 11th and State and was then transported to the Morgan Park Police station, 1830 West Monterey, where several other conductors who have been robbed recently were to try to identify him.

At last report Mr. Gebert was being held for the Grand Jury.

Permanent Jobs

Foreign War Correspondent.
Special Investigator of Rackets.
Relief Expert.
Tax Collector.

THE LAUGH'S ON YOU!

The time has come to "talk turkey." And in so doing this brief note will give "the bird" to certain skeptics. The several city slickers and even a few transplanted farm boys are the ones who get the bird. They are the ones who, because they have gone through life without seeing a white turkey, dogmatically assert that no such bird exists.

But SURFACE SERVICE MAGAZINE is not one to stoop to faking pictures. The front cover of the November issue pictured legitimate, honest-to-goodness white turkeys. Don't let the apparent retouching lead you astray. If you read carefully you must have noticed that the name and location of the turkey farm were mentioned.

That's talking turkey and it's a bird for you if you doubted!

KEEPING 'EM ROLLING

Better System Averages—Lawndale Takes Lead

Lawndale moved from seventh place to take the lead in the November keep 'em rolling figures with an average of 16,203 miles per pull-in, an increase of 81.4 per cent over the October figures compiled by that depot. Division bettered its leading figures for October but was forced to second place by the unusual improvement at Lawndale. Division had an average of 13,401 miles per pull-in, a 23.6 per cent increase.

Archer showed a notable percentage increase and moved into third position with an average of 10,991 miles per pull-in, a 20.1 per cent build up.

Generally speaking the averages were up for November, but this was due to major gains made by a few stations. Nine of the 16 stations in the rankings showed a decrease in the miles traveled per pull-in.

Individual records follow:

Rank	Carhouse	Days	Miles per Pull-In	Pct. Inc. or Dec.
1.	Lawndale	9	16,203	81.4
2.	Division	10	13,401	23.6
3.	Archer	—	10,991	20.1
4.	77th	—	9,055	.8*
5.	Cottage Grove	2	8,274	12.5*
6.	Devon	2	7,997	11.5*
7.	Elston	8	6,628	.9
8.	North	—	6,257	4.2
9.	Burnside	2	6,250	41.1*
10.	Kedzie	—	6,227	4.9*
11.	69th	—	6,209	8.4*
12.	Limits	7	5,839	2.3*
13.	Lincoln	6	5,717	27.9
14.	Noble	2	5,310	.4
15.	Armitage	1	4,649	25.2*
16.	Blue Island	—	4,349	2.8*

*Denotes decrease.

Carhouse records for the past six months:

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

IS THERE A SANTA CLAUS?

Little Boy Sees for Himself

The Milwaukee avenue car wasn't too crowded and the attractive couple were easily noticeable. She was a pleasant faced young matron and he was an attractive, tow-headed youngster brimming over with curiosity and anticipation.

"When will we see Santa Claus, Mother? How long will it take us to get down town?"

Will Santa Claus be there? When will we see Santa Claus?"

The constant stream of questions couldn't daunt his obviously adoring mother. And throughout the car fleeting smiles brightened older, tired faces at the contagious enthusiasm of the boy.

The questions started again. In almost every query there was some mention of Old Saint Nick and the youngster's boyish faith that he'd soon see Santa Claus.

Then in real life it happened as it would never happen in story books. There was a routine stop and an elderly man boarded the car and took a seat directly behind the little boy. The boy's pent up enthusiasm was getting the better of him. He couldn't sit still and the questions about Santa Claus still poured forth. "When will we . . ."

He turned in his seat . . .

"Oooo-oo-oo-oh, mother-r-r. There's Santa Claus behind us!"

That long gasp ran through the car. It took all the eager questions out of the little boy. Santa Claus, on his way to work in the interest of the Salvation Army, sat right there.

And Santa Claus basked in the appreciation of a little boy's wide, adoring eyes all the way to work that day.

PINS START TOPPLING

That Noise You Hear Is Made by the Bowling Boys

The first one-third of the Street Car Men's Bowling League has just been completed and the eventual winner is as much a toss-up now as when the teams first went swinging into action. In a ding-dong battle that has kept the standings in a constant state of change, the lead has gone first to one team and then to another.

As the first third was completed late in November the Cottage Grove No. 1 team edged out Sixty-ninth's No. 1 aggregation to take the lead with 22 victories as against 8 losses. Sixty-ninth and the North Avenue Regulars shared second place with 19 wins and 11 losses each. Devon, Lincoln and Limits trailed, but all have shown enough to make them feared as the season progresses.

Joseph Schmoeller of Lincoln, Rudolph Mikulic of Limits and John Carlson of Devon are the top notchers in the individual averages, theirs being in the 180's. High total for a single game in the individual listings goes to George Kornacki of Limits who toppled 269 pins on a "hot" night. Second high game score was rolled by John Spoo of 69th who totalled 254.

Mikulic leads the three game individual high scorers with 615 to nose out David Kinnamon of 69th who rolled 614.

The well-rounded North Avenue Regulars, 1936-37 champions, have shown a consistent attack that has landed them the high team three game honors with 2,665 pins. Sixty-ninth No. 1 follows with 2,637. The high single game rolled by any one team was that of Noble, totalling 967. North Avenue No. 3 knocked over 957 pins for an effort that was second best in the high game team classification.

Departments and Divisions

Accounting

We are all wondering who are going to flash the surprise diamonds after Christmas.

Mr. "Sleep" stole a good deal of the time from Miss Edith Bennet's vacation. However, she had a few hours left for horseback riding and to attend a wedding at Lake Geneva, Wisconsin.

Turkey Run, Indiana, was selected, and also recommended, by Miss Marjorie Robinson of the comptometer division, as an ideal place to enjoy leisure time. Hiking and horseback riding were her favorite pastimes, topped off with good food and plenty of it.

Her many friends and associates in the department wish Miss Virginia Haggard much happiness in her marriage to William Edward Barron (Petty Officer in the United States Navy) of Graham, Texas, on Saturday, November 13, at the Chicago Lawn Presbyterian church, located at 62nd place and St. Louis avenue.

Armistice Day, Thursday, November 11, was also the occasion of Mrs. Evelyn Elden's birthday. Congratulations!

We are pleased to report that on Wednesday, December 1, Mrs. Dorothy McDonough, formerly of the trip sheet analysis division, gave birth to a 5½ pound boy. To the proud parents we extend our best wishes.

Thomas F. Coan

Electrical

Pete Nelson, bonding foreman of the line department, who died November 22 at the age of 73, had the distinction of being with this department since May 10, 1887, a record of 50 years and 6 months of continuous service. Pete was well liked by his fellow-workers. His two sons, George and Wallace, now employed in this department, will carry on the family name with our company. To the family of Pete Nelson is extended sympathy in their hours of sadness.

Thomas Gilligan, conduit inspector in the line department, died November 26 at the age of 76. Thomas started his service with the department April 10, 1908, having about 30 years and 6 months to his record. Heartfelt sympathy is extended to his family.

Ralph White, an electrician, has been confined to his home with pneumonia since Thanksgiving day. May he have a speedy recovery.

Patrick McNamara, operator at 44th and Kedzie sub-station, was injured by an automobile October 10, which required him to be away from his duties for several days. We are glad to have him back with us again.

Archie Smith, chief operator at 63rd and Wentworth sub-station, was recently seen on the outer drive trying to get away from the speed cops in his new Oldsmobile. Archie claims that 90 miles per hour was too much for the cops.

John Michnick, repairman in the line department, is the proud father of his third son, born October 31. Congratulations to Mr. and Mrs. John Michnick.

Billy

Engineering

Frank Madsen, chauffeur at Racine and Center, can now be quoted as an authority on oil. He invites us to inspect his father's well at Centralia, Illinois, which was recently "brought in".

We hope for a speedy recovery for Chauffeurs Al Becker at Grand and Leavitt and Jake Benner at 39th and Wallace, who are ill at this writing.

C. H. Gremley went forth on a rabbit hunt recently in the state of Michigan and came back with a very good golf score, for which the bunnies were very thankful. Better luck next time, Charley.

Sympathy is extended to George Johnson, whose mother passed away on November 4.

Sympathy is also extended to Fred Merkel, trolley tender, upon the loss of his mother.

Schedule and Traffic

The members of the department extend congratulations to the following employees of the department who were married during the past month:

Edward G. Schick and Miss Helen Jacoby were married at St. Alphonsus church at 9 A. M. on November 6.

John P. Crennell, formerly of Zeigler, Illinois, and Miss Velma Louise Berger, formerly of Cairo, Illinois, were married at St. Vincent De Paul church at 11 A. M. on November 25.

John F. Ocken and Miss Bernice Ketter were married at St. Juliana church at 9:30 A. M. on November 27.

Some of the hunters of the department have gone hunting since the season opened. Andrew DeGrazia succeeded in bagging 3 fine pheasants on 2 trips to the hunting grounds. Robert Sedlack did not get his pheasants, but was able to bring home a big fat rabbit.

George Weidenfeller

Shops and Equipment

South Shops: Again the annual toast: "May you have the happiest and most joyous of Yuletides and may the New Year bless you with an abundance of good fortune."

John E. Guterschank, truck repairman, passed away on November 16, after a brief illness. We offer sincere sympathy to the family and relatives in their bereavement.

The daughter of Peter Doot, truck department, was married on the evening of December 2. Good luck and best wishes are extended to the happy bride and groom.

We offer heartfelt condolences to the bereaved family and relatives of Gust A. Hallin, who passed away suddenly on November 25. "Gus," as he was known, will long be remembered by his many friends and co-workers.

The boys in the blacksmith department are glad to have Axel Anderson, who recently underwent a serious operation, with them again.

77th Street: William H. Cohan, repairman, passed away on November 28, after a long illness. To his family and relatives we offer our sincere sympathy in their sad bereavement.

Elsie S. Frank

West Shops: We regret to report the deaths of Lawrence Gawlik, car cleaner at Limits, and Albert Danielson, assistant foreman, carpenter shop, during the past month. We offer our condolences to the bereaved families.

Mr. Danielson had been with the company since April 27, 1890, at which time he was employed as a carpenter. He had been off since August 17, 1932, on account of illness, and he passed away on November 13. Mr. Danielson is well remembered by his former fellow-workers as a kind and gentle man, and will be missed by his many friends.

Lillian Hultquist

Around the Car Stations

Cottage Grove

Three more of our comrades have left the ranks. Sympathy is extended to the relatives of E. S. McMeen, who died suddenly, and to the relatives of A. J. Kuhnlein and William Russell who passed on after brief illnesses.

The Cottage Grove bowling team is leading the league and they are going to do their best to win first place this season. If any one wishes to spend an enjoyable evening he should watch this team bowl on Tuesdays. It looks as if we have a winner and it is up to us to give them moral support.

Winter, with its adverse weather conditions, bad rails, and holiday crowds, is with us again, but our work will go smoother and we will feel much better at the end of the day if we keep our feet warm and our heads cool.

Motorman O. F. Calt took the fatal step Thanksgiving day and took upon himself a wife. Best of luck, Old Boy.

Did you know that George Menogue is a staunch member of the Izaak Walton league?

Dan Kennedy is an excellent cook and excels in beef stew. "Old Man" Kennedy, his father, wouldn't tender a dinner invitation though. We wonder why.

M. J. Schofield is the proud father of a baby boy. Mother and baby are doing nicely, thank you, and incidentally, so is the father.

Motorman H. K. Lindemann has joined the ranks of the benedicts. He wears a big smile and, believe it or not, he calls up his better half as soon as he reaches the depot. Congratulations to both of them.

Atkinson

Burnside

Conductor F. J. Bjork is the proud father of son Robert Donald, born November 13. Congratulations to Mother and Daddy.

We are happy to report that Motorman D. J. Lyons, who has been sick for some time, is on the road to recovery and expects to be back on the job in the near future.

The other day Motorman Max Hein was stopped by a number of Gypsies and was asked regarding the route to a certain destination. After Max's inquirers had departed the pocket book was missing. What's the matter, Max, sleeping on the job?

William D. Frank

Archer

Motorman Michael Boozan, who has been on our sick list since March, 1934, died at his home November 29. Interment was in Calvary cemetery December 3. He had a seniority dating to May 17, 1906. Mike had many friends among his fellow workers who will miss him. Sincere sympathy is extended to his family.

Motorman Anthony S. Ottis reports the arrival of another son, born November 14. This makes Tony the proud father of 6 children, 3 daughters and 3 sons. Congratulations are extended to him.

Sympathy is extended to Motorman James W. Blair, who was called upon November 12 to part with his wife after an illness of several months. She was buried from her home November 15.

Conductor John T. McKay says the stork made a delivery at his home November 30, presenting him with a son who answers to the name of Robert McKay.

Motorman Rudie Hemzacek is enjoying his first vacation on the beach of Miami, and sends a card of greeting from the Florida shores.

Motorman James McCutcheon buried his son November 13, after an illness of several years. Deepest sympathy is extended to Mr. McCutcheon and family.

Motorman Patrick Francis McQuaid had an early caller at his home November 16, and it was a bouncing baby boy, who bears his father's name—Patrick Francis.

The stork has been doing some good work for the boys of the fifth division. Here's another boy: Conductor Charles B. F. Wenzel announces that a son weighing 7½ pounds arrived at his home Thanksgiving morning. This makes Charles the proud father of 2 boys.

Dusty

Seventy-seventh

Mr. Bessette wants to take this opportunity to wish every man in the depot a Merry Christmas and a Happy New Year and to commend their work during the recent cold spell.

Conductor Elmer Kline gave an amateur radio performance last month with his friend on the Morris B. Sach's program and received first prize.

For a young fellow, Motorman J. E. Dunn did some heavy celebrating a few weeks ago. The occasion was his tenth wedding anniversary.

Motorman R. D. Lahvic's family welcomed the arrival of a baby girl recently.

The broad grin on Clerk D. M. Nelson's face is caused by the birth of a baby boy in his family.

Walter F. Story

Blue Island

Sympathy is extended to Motorman William Hellmers in the loss of his daughter and to Conductor Samuel Barbour in the loss of his wife.

Motorman John Hardek was presented with an 8 pound baby boy on December 2. Congratulations!

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

C. P. Starr

Lawndale

A Merry Christmas and a Happy New Year to all.

Now that the hunting season is over, the majority of hunters are back to work, with empty bags, all except two: Motormen Leroy Blondin and Leonard Hammerman. According to their letter and postcards, they bagged all the game in Michigan. Here's hoping they bring back a few deer steaks.

Conductor Arthur Payne sends a card from Perry, Iowa, reporting a pleasant time.

Motorman Clyde Bear returned from a trip to the Ozarks, his former home.

Conductor Lawrence Saindon announces the birth of an 8 pound boy.

Sympathy is extended to the following: Foreman Harry Keller, in the loss of his father; Conductor Walter Lewerenz, the loss of his mother; Conductor Frank Knoblock the loss of his father; Motormen Patrick Doherty, the loss of his son; and Patrick Kerwin, the loss of his brother.

C. F. Karschnik

Kedzie

Several of our trainmen waited for the hunting season to take their vacations. Motorman Raymond Deditz traveled up to northern Wisconsin and bagged his deer within two hours. He brought back several delicious steaks to the boys. Motorman Robert Marosits went back home in Pennsylvania to do his deer hunting; when asked if he spelled it "d-e-a-r" he said, "absolutely no."

Conductor George Howlett celebrated Thanksgiving Day by getting married, and Motorman George Harrison followed his footsteps November 30. Here is wishing them success in their new undertakings.

One of our new recruits, Motorman Edward Lacey, could not make up his mind November

27 whether he wanted a girl or boy, so compromised and took one of each. Mother, daddy, and twins are doing fine.

We have other proud daddies: Conductor R. Erdmann, a girl born November 10; Motorman Edward Gilligan, a boy born November 14; Edward A. Daley, a boy born November 26; and Charles Carden, a boy born November 27. Congratulations!

Conductor Henry Blume died November 18 after an illness of several months. Motorman Walter Keeger, who has been ailing for some time, died November 29. Sympathy is extended to their families.

We offer you all best wishes for a Merry Christmas and a Happy New Year.

Clinton Sonders

North Avenue

Within the past few weeks the following trainmen have passed away—Arthur Olufs, John G. Kelly, Gustave Anderson and Fred Erickson. Most sincere sympathy is extended to their families.

Gerald Buckley is still confined at the Speedway hospital and sends his greetings to the boys. Tony Stiglick is now in Hot Springs recuperating. John Greenwald says he is expecting to return to work any day now.

Winter has officially arrived, now that James Behan has started his annual winter vacation.

Taking his cue from the rest of the birds, Tony Falco is Florida bound, movie camera and all. We'll never forgive him for sending those "having a fine time, wish you were here" cards from down there when the temperature here was in the bottom of the tube.

Gerald Kenney received his first Christmas present very early when he won a handsome new radio in a raffle. Speaking of raffles, don't ask MacIntosh about them. He is quite touchy on that subject. Charlie Granz won his Thanksgiving dinner that way.

Harry Dillon tried to bring home a brace of pheasants. Just to make sure the day was not entirely wasted, he did bag a skunk. Nope, he did not bring that home. Tom Carey can vouch for this.

In closing, best wishes for a most happy holiday season are extended to all.

Chief

Lincoln

Thanksgiving day this year meant a day of happiness in the home of Conductor P. Killen, as on that holiday his daughter was married. Conductor J. Mickelson's son also chose that day for his wedding. Good health, wealth and years of happiness are wished for both newly married couples.

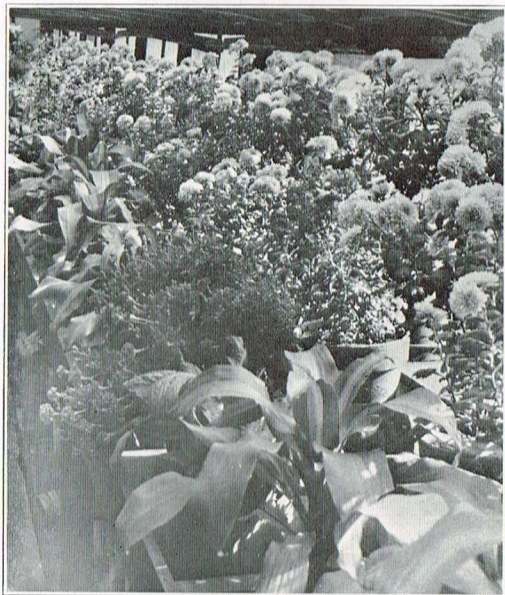
Conductor August Henning, who met with an accident while on duty on Friday, November 26, is convalescing at St. Joseph's hospital. The boys wish him a speedy recovery.

Motorman John E. Goggin passed away on November 19, and funeral services were held at Krauske's chapel to Queen of Angels church. Interment was in Graceland cemetery.

Funeral services for Conductor Frank Bieschke, who passed away after a long illness, were held on Tuesday, November 30, at Ewald's chapel to St. Joseph's church, and thence to St. Adelbert cemetery.

Sympathy is extended to both of the bereaved families.

Henry Spethman



Though wintry winds may blow there is still a flowery wonderland snug in the greenhouse at Noble Depot. These chrysanthemums, raised entirely by Surface Lines employees, are especially lovely.



UNFURNISHED
DOLL HOUSE
Number 1281
\$6.25

TOYS

CHARLIE
M. CARTHY
\$10
\$10
W. CYRILIA
ENYRTIE