

Surface Service

• MAGAZINE •

VOLUME 15 DECEMBER 1938 NUMBER 9



PICKING OUT A CHRISTMAS TREE

Season's Greetings

from

PRESIDENT RICHARDSON

The years roll round so swiftly that we always have a feeling of surprise when we find ourselves on the eve of another Christmas and New Year's season. Yet here we are, looking back over what 1938 has brought us and wondering what 1939 will have in store for us.

And the older we get the more our ideas change as to values. The things that once seemed important to us grow less important and other things that we thought little of increase in value.

Old friends, old associates—loyalty, honesty, fairness—these bulk larger as we come to recognize their true worth.

Personally, I am reminded that it has now been fifteen years since I came into this organization. They have been busy years—so busy that I haven't had time to think about the kind of an impression the organization was making on me. As I look back over the years, however, I realize that this group, individually and collectively, has an important place in my life.

It must be so with every man and woman in the organization. We are all bound together by mutual interests and memories. Although each of us has his or her individual life to lead, all are striving for the best success of the enterprise in which we are all engaged.

Thus, as one fellow-worker to another, I wish all of you a very 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. 15

DECEMBER, 1938

No. 9

"Your Business and Mine"

Hall Tells Present CSL Status and Future Outlook— Operating Economies Suggested

EDITOR'S NOTE: *The following informal talk was delivered by Superintendent of Transportation W. A. Hall at each of the 16 depots during the operation discussions held during the last month.*

Since our last meeting of this kind a most eventful year has passed. At the meeting held in 1937 I told you that while earnings were diminishing to an alarming extent, expenses were increasing by leaps and bounds, and I also stated that each and every one of you had just as much invested in the Chicago Surface Lines as the men who had put in their money, that you were entitled to know in just what financial condition the Company finds itself.

I am still a firm believer in that policy and without attempting to use too many figures running into the millions, I do want to say that conditions since that time have been most critical, since for a great part of this year we were not even earning operating expenses. To bring that statement a little closer home, the greater part of those operating expenses was your pay and mine.

Recent History

You know, of course, that on July 15 of this year the City Council refused to further extend the 1907 ordinance and submitted a temporary ordinance with a time limit of five days for acceptance. The receivers declined to sign this and were upheld by the court in their action. This, of course, was followed by the resumption of negotiations by the City Council Committee on Local Transportation for the working out of a unification ordinance. Mr. Shaw was appointed co-ordinator by the court for the purpose of working out a plan for unification. Such a plan has been completed and submitted. In this plan Mr. Shaw recognizes the need of more earnings and has recommended an eight cent fare.

Making a brief comparison between the year 1920, when your pay rate was 80 cents per hour and we were collecting an eight cent fare rate, the earnings amounted to \$55,000,000—this year they will amount to around \$46,000,000, a difference on the wrong side of the books of \$9,000,000, directly traceable to the different rate of fare and to the decrease in the number of passengers carried.

Looking at this comparison from a slightly different angle, the increase in cost of conducting the business stands out sharply. Compared with 1920, taxes and the cost of settling accident claims have increased nearly \$2,000,000 this year, and to this we must add the cost of social security, vacations and employees' insurance, which brings this increase in cost up to a little over \$4,000,000. If in addition to this we are required to pay 3 per cent of our gross receipts per annum to the City as compensation, it will add another \$1,500,000, raising this figure to \$5,500,000. Briefly, we face a \$9,000,000 decrease in receipts and a \$5,500,000 in-

crease in operating expenses. Taking the most recent comparison possible, the first nine months of the present fiscal year against the same period last year, we find we are running over \$3,000,000 short in receipts.

Staggering, isn't it, when we realize that it is our own business, our own source of living that is getting so soundly thumped? What are we going to do about it, go over in a corner, lie down, and pass out, or put up a fight for what is justly ours—revenue which will justify the paying to us of a comfortable living wage?

Layoffs Were Necessary

We were all sharply reminded of this decrease in business when in April of this year it became necessary to lay off 500 men with 1937 seniority for whom we could provide no work. They were fine fellows and we all look forward with considerable eagerness to the time when an increase in business will permit their recall.

The answer to all this lies in increased business. Personally, I am not going over in a corner and lie down and from what I know of you fellows, and I have worked with and among you for 40 years, you are not going to do that either.

Let us first see what can logically be done to reduce some of these heavily increased expenses. Good operation means less accidents with the resultant reduction of costs in settling accident claims. Accidents hurt us distinctly in at least two ways. First, as I have said in the past, money so expended does no one in the business any good. It is just so much money taken away from the business and from us individually. Secondly, an accident which attracts widespread newspaper publicity scares away a certain number of people to whom our service is actually the most convenient.

Power saving is another item of expense that could and must be sharply reduced. At the present time power costs are much higher than when we operated many more cars, which means we are using much more power. One of the reasons for this, and you know it also, is the practice of motormen applying brakes with the power on and some of our older motormen are conspicuous in this abuse of equipment. Don't do it. It weakens your brakes, puts an unnecessary strain on the motors and burns up the energy for which we pay.

Prevent Transfer Abuse

Abuse of transfer privileges permitted by laxity of some conductors in checking and preventing their fraudulent use actually amounts to a loss of several hundred thousand dollars in a year's time. While we realize that most of our conductors are conscientious in the per-

formance of their duty, the few who take the easiest way are responsible for this loss. Failing to register fares is a most serious offense. Failing to collect revenue due us when an invalid transfer is presented likewise means a loss of revenue. Our transfer privileges are most liberal and for that reason invalid transfers must not be accepted as payment of fare. Collect the additional fare in this case but do it in a courteous way.

Again I have only scratched the surface on procedure which if correctly carried out means a sizeable reduction in expenses.

Now let's look on the productive side—things we may do to increase our revenue. First among these is courtesy. Courtesy has sometimes been defined as "little things you do for the other fellow that you don't have to do." Recently I heard a man prominent in city affairs make a statement that "a courteous, willing, careful employe is an asset to any company," and that remark was 100 per cent correct. That kind of a man is a business builder. Courtesy embodies many factors, primarily careful consideration for the comfort and safety of our passengers. Courtesy to your passengers also means that you present yourself in a neat uniform, cleanly shaven and shoes shined; that you answer questions politely; that you remember that while on your car passengers are under your protection—that their actual safety depends on your actions.

Again I want to remind you that all I have said about operating practices has a direct bearing upon the entire Chicago Surface Lines organization of which you are the greater part.

Lifetime Jobs

The average length of service of all employes is 15 years—many of you have been here much longer and have given the best years of your life to this service. As the organization prospers, so do you. The management fully realizes this and is making every effort to keep you informed with regard to the traction question and the system earnings. Following my endeavor to explain this to you last year, articles by Mr. Richardson and others have appeared in the SURFACE SERVICE MAGAZINE bringing this information to date. Due to this information you know, of course, that for a long period the Chicago Surface Lines has been earning no profit on the money invested. It has been paying out for operating expenses and for interest on the first mortgage bonds practically every dollar earned, while the many other investors, who have put their money in the property, have had nothing in the way of earnings.

I have no intention of becoming a "calamity howler," but do want to frankly say that if operating expenses continue to increase and earnings drop, it is questionable as to what all our jobs will be worth at some time in the future. That is why I am talking to you so seriously today. It is a serious problem and one that is not altogether the problem of the management. We need a better understanding of our problem on the part of the public. We need more co-operation on the part of public officials who are in a position to determine our destiny. That is the situation to date, but there is reason to hope that the entire traction question may be worked out. When it is, it will mean the addition of much new equipment, the building of many extensions and a complete revamping of both surface and elevated sys-

tems. It also would mean the eventual purchase of the Chicago Motor Coach system. All of it would be under the management of a new company controlled by the owners of the Chicago Surface Lines and here again you men have a most important part.

Public Approval Needed

When and if a satisfactory ordinance is worked out, it must be submitted to a vote of the people for approval. We need public good will because the public will decide whether or not to accept the ordinance. If the voters have found the employes with whom they daily come in contact anxious to provide good and efficient service and always willing to do their best and treat their riders courteously, it is bound to have an effect on their attitude when they go to the polls.

What I want to impress upon you particularly is that you platform men who are out on the street daily operating the equipment of the Chicago Surface Lines are, in the eyes of the public, the real Chicago Surface Lines. The management and the entire organization are judged by the way you perform your duties. If the public is friendly, it is because you have made it friendly—if it is unfriendly, you can do much to remove that feeling.

Facing a Crisis

Let's go into this thing as we never have before. We are facing a crisis. We can't stand still and watch our earnings decrease and our expenses increase. We actually have to fight for our jobs. It's going to take more care on the part of every man in the way he performs his particular job, and above all it is going to take team work. Each of us should see that he is performing his particular job to the best of his ability and is going into the game and playing it for all it is worth. None of us has any use for the fellow who doesn't.

A SHOCKING TALE!

In Which a Proper Conductor Upsets One's Dignity

It takes all kinds of people to make the world!

That fact is borne out almost any day by the many and strange cases that arrive at the Department of Accident Investigation. Officials there are chuckling now at one of the strangest and most recent cases that came before them. Maybe it'll give you a laugh.

The Surface Lines is going to be sued—for how much nobody knows. Here's how it all came about. One of the cars stopped just to the rear of a safety island when southbound on Broadway recently. There was a good and proper conductor on the car who, following accepted practice, leaned out of the car to see if there were any passengers who wished to board. There was one—a woman who started back to board. Seems the conductor had seen the stoplight and thought he'd be helpful. He motioned to the woman. That was the only mistake he made.

That last action of his is the basis upon which the suit is founded. Watch out now! The Surface Lines is being sued by the same woman for—of all things—shock and loss of dignity!

Some people shock easily, don't they? And that mild statement doesn't say a thing about how easily the dignity of some people is upset!

Witness Cards Important

Accident Investigation Officials Stress Importance of Legibility

Officials of the Accident Investigation Department issued a sharp warning regarding the importance of witness cards early this month, and the necessity for such cards to be legible as to both name and address.

"The payment of a very substantial amount of money often hinges upon one witness," said General Attorney Frank L. Kriete. "Therefore it is important that trainmen obtain as many witnesses as possible on all occasions and then take especial care to see that the correct name and address of each witness is correctly and legibly recorded."

Officials of the department point to innumerable cards on which names and addresses resemble nothing more than the mud stained tracks of an illiterate hen. Approximately one out of every five witnesses turned in proves to be what the Accident Investigation Department calls a "no-locate."

Majority Are Illegible

Included in the last group are those cases where the witnesses deliberately give fictitious names or addresses, or both. The majority of them, however, consist of those cases where the witness cards are so written as to contain either illegible names or addresses or both. In many cases the addresses are entirely omitted and the card returned to unobservant trainmen.

In discussing the importance of legible witness cards, Engineer P. N. Simmons suggests that as each trainman receives a witness card he should immediately check its legibility, questioning the witness about the card whenever there is any doubt as to either name or address.

"Such questioning," Simmons declared, "can be done without offending the witness in any way. The card could be read back to the witness and the trainman could then ask in a pleasant manner, 'Do I have that information correct?' If the information is not correct or not legible the trainman could then make his own notation on the card."

Costly Delays

Such a practice, officials point out, would do much toward reducing

the investigation expense that is involved when investigators spend time and effort trying to decipher and track down witnesses whose cards are illegible. Many of the "no-locates" who remain forever unknown represent costly investigation. In every case an illegible witness card causes a delay which often proves costly and which is, furthermore, most undesirable from a good-will standpoint.

As an illustration of the work necessary to locate a witness whose card could not be interpreted, officials described the history of the cards which appear in the accompanying illustration.

It is impossible to make out either the name, the number or the street in the top picture. A number of locations were tried under various names. Streets tried included Elm and Clark, both north and south. The numbers tried were 471, 421 and 2121. The surnames tried included Dunlap, Dembus and Dumbus. The given name was taken to be Andrew.

When the case was being prepared for trial the attorney interviewed the Kedzie motorman who had received the card, and when he was advised the witness had not been located he voiced a recollection of having seen the man frequently in the vicinity of Clark and Van Buren.

For several days the motorman spent his time in that neighborhood and finally found the man. He proved to be Andrew Demos, who lived on West Congress street. The address which had been given on the witness card was 420 South Clark and was a business address. It is obvious that much investigating effort and expense could have been saved had more definite information been obtained at the time the witness card was signed.

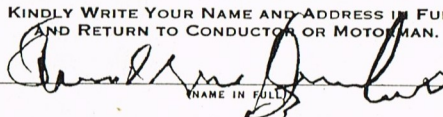
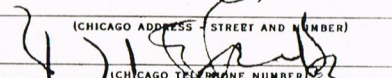
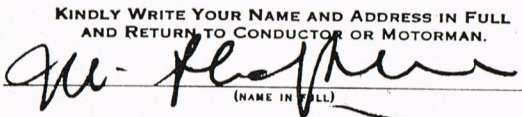
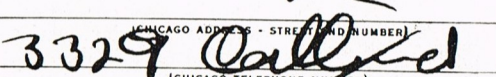
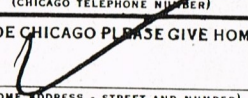
information been obtained at the time the witness card was signed.

Try Many Places

The street number in the lower card is, of course, clear—3329. Streets which had to be tried, however, included Calumet, California, both north and south, and Cullom.

The names tried included Stephen and Heflin, and a general order was sent out to check the names of all persons at each address in the hope of finding some which bore a similarity to the card. In spite of much effort the witness was still unlocated until the motorman who turned in the

THESE ARE "WITNESS" CARDS

KINDLY WRITE YOUR NAME AND ADDRESS IN FULL AND RETURN TO CONDUCTOR OR MOTORMAN.  (NAME IN FULL)  (CHICAGO ADDRESS - STREET AND NUMBER) (CHICAGO TELEPHONE NUMBER)	
KINDLY WRITE YOUR NAME AND ADDRESS IN FULL AND RETURN TO CONDUCTOR OR MOTORMAN.  (NAME IN FULL)  (CHICAGO ADDRESS - STREET AND NUMBER) (CHICAGO TELEPHONE NUMBER)	
IF YOU LIVE OUTSIDE CHICAGO PLEASE GIVE HOME ADDRESS ALSO  (HOME ADDRESS - STREET AND NUMBER) 7084 REV. (NAME OF TOWN AND STATE)	

... but illegibility destroyed their value.

card was set on the case. The motorman believed the card to be one turned in by a cab driver who frequently could be seen around Grand, Halsted and Milwaukee. When sent to that location the motorman found the witness and the correct address and the witness was interviewed the next day.

Due to the fact that a lawsuit is still pending from the accident for which the card was received, attorneys regard it as unwise to reveal the identity of this witness. It is enough, they say, to mention that the street was not any of those tried and the name could never be determined from a study of the card.

The two case histories are typical of hundreds of illegible cards which are turned in during the year. The histories of the two show conclusively how much time and effort could be saved if the necessary information is obtained by the trainmen when they collect the witness cards.

TWO PROMOTIONS MADE

Tagler and Unsen Named to Regional Posts

Effective November 16, two new Regional Supervisors, Angelo Tagler and Arthur B. Unsen, were appointed in an order of Superintendent of Transportation W. A. Hall. The promotions assign Tagler to the Seventy-seventh Street station and Unsen to North Avenue.



Angelo Tagler

Mr. Tagler started his transportation career as a motorman working out of Sixty-ninth Street on September 29, 1922. On May 4, 1930, he changed to bus operation and in 1935 was made a bus instructor for the South Division. He is married and the father of a 2-year-old son, John.

Mr. Unsen started his train service as a conductor out of Lawndale depot on February 28, 1917. For a short period in 1923-24 he worked as a receiver at the same station. He was promoted to a supervisory position on September 5, 1924. One year later he was transferred to the Central Division supervisory forces. Unsen is married and the father of a son, Arthur, Jr., who, incidentally, celebrates his birthday on the same day his father does.

The two promotions caused a station revision for Regional Supervisors. Under the present set-up Cottage Grove and Burnside will be supervised by J. J. Theis, Seventy-seventh by Tagler and Sixty-ninth and Archer by J. B. Becker.

T. H. Eigelsbach will check on the Lawndale, Blue Island and Kedzie stations. Unsen will watch North Avenue and Lambert Milz will work with the men at Armitage, Division, Elston and Noble. J. C. Mathley will have similar duties with the Lincoln, Limits and Devon stations.



A. B. Unsen

NEW HOPE IN TRACTION

Indication of Agreement Brighter—Subway Bids Let

Indications that the security holders of the Chicago Surface Lines and the Chicago Rapid Transit Company are in substantial agreement on a plan for consolidation of the properties, were seen from the statements of attorneys to Federal Judge Wilkerson on December 1.

The Judge expressed himself as well pleased at the turn matters had taken and immediately made plans for the preparation of a written agreement and the submission of a proposed plan to the security holders. December 15 was set down as the date for a report of progress from the attorneys and it was indicated that the completed plan should be ready by the middle of January.

The principal stumbling block in the way of the consolidation has been the inability of the Surface Lines and Rapid Transit Company security holders to agree on the allocation of securities. Walter A. Shaw, appointed by the court as coordinator, submitted a report in which he presented a plan which was considered unsatisfactory both by the Elevated and the Surface Lines. He then submitted a revised plan.

This revised plan, with some modifications, has now been accepted by all security groups with the exception of the first mortgage bondholders of the Chicago Railways, and statements by the attorneys for that group indicate that the difficulties are not insurmountable.

After an agreement is reached on the division of securities and on the plan for consolidation, it will be necessary to submit it to the various classes of security holders of both properties for their approval. The plan will contemplate the organization of a new company to take over the properties and operate them as one corporation.

How long it will take to accomplish this is problematical, but the hearing on December 1, it is believed, prepared the way for the final solution of the entire matter.

While Mr. Shaw's report sets up a complete plan for the unification and unified operation of the Elevated and Surface Lines, it will be up to both the city and the company in final negotiations to determine how much of this plan is to be adopted. After unification of the properties, approval of the financial set-up must be obtained from the Illinois Commerce Commission and an ordinance must be secured from the City Council.

The first Surface Lines receivership in the pending cases was begun in December, 1926, exactly 12 years ago, following which the other Surface Lines companies also went into receivership. The Chicago Rapid Transit Company is in the same court in bankruptcy proceedings under section 77B of the bankruptcy act. Judge Wilkerson has been pressing very hard for a final solution of these long-pending cases.

Bids were opened on the first section of the proposed subway on December 1, the lowest bidder being the Herlihy Mid-Continent Construction Company of Chicago. This section includes about three-quarters of a mile running from Illinois Street to Bellevue Place. Actual work on the subway is scheduled to begin this month.

Cut Boarding Accidents!

Accidents to Moving Cars Cause Concern— Can Be Reduced

By WILLIAM PASCHE
Supervisor of Accident Prevention

An accident is in the making many times before it ever happens.

At the back end of the car, accidents that are in the making result in the majority of the complaints against discourtesy. Picture the situation yourself—a street car pulls away from a corner before all passengers are safely aboard. Nine times out of ten you hear about it, don't you? The natural reaction of the passenger is like that of the speed "cop"—"Where's the fire?"—if he doesn't use even more forceful language. And that is where the discourtesy complaints start.

Boarding accidents during the first eight months of the fiscal year have decreased in comparison to those for a similar period last year. Many, however, are still in the making. That is apparent from the high percentage of the boarding accidents that occur to moving cars. More than half of all the boarding accidents occur to moving cars.

Precautions Important

That is a situation which can be thoroughly whipped. We are not considering the flipping accidents that occur in the intersections or between blocks. We are trying to eliminate the boarding accidents that occur to moving cars when the cars are still in loading zones. And they can be eliminated! There are two important precautions that must be observed; conductors should never give the go-ahead signal before looking out and until all women have two feet firmly on the platform and all men are securely on the step of the car. Those simple precautions will slice a great gap in the figures that list boarding accidents to moving cars.

Motorman Plays Big Part

And because these cautions have been directed primarily at conductors does not mean for a moment that motormen do not play an important part in all such accidents. Many of them are caused by motormen. You have known time and again of the motormen who constantly jangle for the go ahead signal. Impatient for such a signal at every stop he throws the controller on nine and moves off with such a jerk that passengers not firmly planted are thrown to the floor or else have the car pulled right away from their grasp which was preparatory to boarding.

That motorman is the type who is directly responsible for the fact that of all the fall-in-car accidents, most occur when the car is starting. Everyone knows how and why they occur. Maybe a slight delay has thrown a run off-schedule. When that happens the fall-in-car accidents start mounting. Motormen will dash up to a stop with all power on and then slam on brakes which brings the car to a sudden, jerky stop. Then, still impatient to make up those seconds lost earlier, he'll worry his conductor for a fast bell and then be off at full

speed in a new effort to make up a few lost moments. Then the accident men will record more fall-in-car accidents. That motorman has caused them by stopping abruptly and then adding to the total by starting too quickly and too jerkily.

Let Them Board!

In my mind there is little if any excuse for a boarding accident. After all, our cars are on the streets to serve the public which pays our wages. If we don't allow those passengers time to board our cars—and board them safely—they aren't going to be passengers any more. And when you carry that thought out to a logical conclusion you arrive at the point where there are no passengers who even desire to board the cars. After that—who knows? Certainly we won't have

any jobs on the street cars. There won't be any!

Self-preservation, in these times, demands that every possible customer be given an opportunity to not only board the cars but to board them safely—accident costs have never been small, and passenger revenue has never been unimportant.

When the question of courtesy enters we can all see the passenger's side. He is about to pay his money for a desired service. If we pull away from his prospective fare he can be forgiven for thinking we are dumb or crazy or both. He has voluntarily offered his money—which pays our wages—and has been either ignored, as the car pulled away, or else he has had to fight his way on to a moving car in order to pay that money. On the next occasion he might justifiably feel that he would prefer to deal with a transportation system which would accept his fare with better grace and with less inconvenience to himself.

ABOUT THE AUTHOR

Bill Pasche knows a trainman's problems because he has been a trainman himself—and his train service record will still stand up with the best of them. His rise to his present position is proof of the old saying—"There's always room at the top"—for those who work to get to the top.

Pasche started as a conductor for the old Union Traction Company. His service dates back to May 16, 1904. After 14 years in active train service he was made a supervisor in 1918. When October 1, 1925, came 'round William Pasche was made a Division Superintendent. On May 1, 1927, he was appointed Supervisor of Accident Prevention.

His extensive, practical experience make it possible for him to speak with authority regarding both operating problems and accident prevention.

SURFACE SERVICE MAGAZINE

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

Volume 15 December, 1938 No. 9

H. O. Crews Editor

H. F. Peck Associate Editor

THE SEASON'S GREETINGS

A glowing candle in the window, a sprig of holly and cheery greetings resounding on all sides mark the approach of another holiday season. It's December again—and there's something about December that makes it quite the nicest, jolliest month of the year.

Santa Claus is in every downtown store and carolers are everywhere. Imperceptibly the bonds of the family draw a bit tighter and still there is more than enough affection to encompass all one's friends.

Christmas is still the world's most popular festival—and with good reason. Its coming allows an emotional release that is good for everyone. It is then that one recalls the joys and the pleasures the year has brought. It is then that life seems fullest.

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.

Sentiment is good for all of us. There is no more sincere sentiment which we can offer than our very best wish for a Merry Christmas and a Happy New Year for you all!

USEFUL EVERY MOMENT

I am a little thing with a big meaning. I help everybody and hurt no one. I unlock doors, open hearts, dispel prejudice. I create friendship and goodwill. I inspire respect and admiration. Everybody

loves me. I bore nobody. I violate no law. I cost nothing. Many have praised me, none have condemned me. I am pleasing to those of high and low degree. I am useful every moment of the day.

My name is COURTESY.

—selected

1939

Economists tell us that better times are ahead.

Surface Lines and Elevated security holders seem near agreement on a unified traction plan.

Dirt will be flying in a few days on the construction of Chicago's first subway.

These are a few of the optimistic notes with which we can greet the New Year. There are many others, if we care to look for them.

Of course, if you are a Lugubrious Blue you probably can think of a lot of disagreeable things that also may happen in 1939, but you don't "win friends and influence people" by being a Lugubrious Blue during the New Year's season.

So let's all think up as many optimistic predictions as possible and hope they'll come true.

SWELL COMMUNITY FUND

Employees Pledge \$45,000 to Private Charities

Employees of the Chicago Surface Lines have pledged \$45,000 to the Community Fund, according to a tabulation of the pledges received. The gift, as in other years, is the largest to be made by any one firm in the city. When it is finally paid in full next fall, the total amount will undoubtedly be greater than the pledge. Such has been the experience of recent years.

The Surface Lines gift was acknowledged by G. F. Mitchell, chairman of the Public Utilities Group of the Community Fund in the following letter to Executive Assistant J. V. Sullivan:

"Thank you for your letter of November 21 enclosing the signed subscription card which records the pledge of 11,354 officers and employees of the Chicago Surface Lines to contribute \$45,000 to the 1938 Community Fund of Chicago.

"This subscription is greatly appreciated. It indicates widespread, generous interest and co-operation on the part of Surface Lines employees in helping Chicago's private charities to carry on their very necessary functions. Everyone concerned is grateful for that help."

Complaints on Downgrade

Many Trainmen Praised For Honesty and Kindly Deeds

Complaint listings for November, 1938, showed a decrease of 97 complaints when compared to the figures for the same month of 1937. At the same time the commendation report showed a small decline from 58 to 52.

The major complaints were charged against discourteous trainmen, with passing up also bringing many reproofs. There were 451 complaints in November, 1938, as against 548 for the same period a year ago.

Foremost among the trainmen who found that courtesy pays was Conductor Raymond P. Haslop, badge No. 1030 of Devon, who was given a \$20 reward for returning a purse lost by Miss Frieda R. Peetz, 7711 Euclid avenue, Cleveland, Ohio.

Miss Peetz called the reward a "small token of my appreciation" and said "if it were not for the fact that I am a working person myself I would like to send a larger amount." The reward was almost one-third of the entire amount carried in the purse. The extreme generosity of Miss Peetz is greatly appreciated by Conductor Haslop.

A Good Witness

Operator Lawrence S. Olsen, badge No. 562 of Devon, came up with a fine witness statement and a commendation all in one. Lawrence's bus was involved in a minor collision and his handling of the matter was praised by L. E. Gibian, 5746 Kenmore avenue, who added, "According to my own observation the operator is absolutely innocent and I believe the rest of the passengers will be glad to testify likewise."

Calling streets well is one of the easiest ways to build good will, according to Arthur Rieck, 742 North Clark street, who praised Conductor William F. Gill, badge No. 10416 of 77th, for that trait. Gill not only called streets well but he also mentioned larger points of interest adjacent to each corner stop.

Gracious assistance given by Conductor John F. Mostyn, badge No. 1320 of North Avenue, was praised by Miss Mary M. Keys, 4437 West Congress street. Miss Keys had the misfortune to have a loaded suitcase break open and spill her belongings about. Her praise was for the courteous manner in which Mostyn aided her to collect them and later helped her to alight.

Charles E. Cooper, 10 South Wabash, wrote the company to commend the politeness with which Conductor Bernard W. Kupinski, badge No. 2306 of Division, gave directions and called streets.

Aids Blind Woman

A helping hand which aided a blind woman to board, to alight and to the safety of the curb was extended by Conductor Edward J. Hanly, badge No. 5386 of Devon. Such courtesies were observed by Arthur Gunther, 57 West Monroe street, who commended Conductor Hanly for his thoughtfulness toward one of his fellows so afflicted.

In an unusual incident, Motorman Walter Mikos, badge No. 11105 of Archer, was commended by J. A. Keating, 2329 Farwell avenue. Mr. Keating observed that a small girl, traveling alone, had ridden past her transfer point. She was immediately reassured by Motorman Mikos. At the approach of the first southbound car he stopped his own car and flagged the other to a halt and then placed the little girl on the front platform, at the same time giving the other motorman directions which would enable the little girl to make the proper transfer and arrive safely home.

Appreciates Thoughtfulness

The courteous thoughtfulness of Conductor William Wiesen, badge No. 5506 of Elston, was also noted and commended by John W. Kouba, 4133 North Hamlin avenue. Wiesen was praised for the assistance he gave several blind passengers.

John A. Jacobsen, 431 South Dearborn street, praised Conductor Fritz I. Bjork, badge No. 6020 of Burnside, for exceptional courtesy to two elderly women who were having difficulties with children and heavy baggage.

Conductor Frederick O. Nelson, badge No. 7334 of Kedzie, dealt tactfully with an unreasonable patron and showed several other courtesies during a trip in which he was observed by Theresa Fitzgerald, 5436 Jackson boulevard, who commended him.

A visitor from DeKalb, Illinois, Mrs. Grace E. Johnson, also found the courtesies of Conductor David Sax, badge No. 7478 of Kedzie, worthy of praise.

TROLLEY SPARKS



"Hey, Pop, did that tree have ornaments on it when we bought it?"

RARE FIRST EDITION!

Co-Publishers Introduce New Issue November 15

Volume 1, No. 1 of "*The Ocken Crier*" was the latest publication to make its appearance last month. The new four-page publication was edited by Jack Ocken of the Schedule Department and, judging from all comments, was a rousing success.

The newsy little "extra" announces the visit of Dr. Stork, who brought John Francis, Jr., and checked him in at 6 pounds at the West Suburban hospital November 15.

The masthead of the publication announces that "*The Ocken Crier*" is "published not too often." Under the heading "Unusual Weather Predicted" stormy weather with squalls and violent bursts of wind in the upper regions is forecast.

An advertisement appearing in "*The Crier*" features the "Ocken Streamlined Super 6 (lbs.*)" with knee action, free squealing and other features. Bernice Ocken is named as production manager of the new model, while Ocken himself takes credit for being the "Chief Designer." Dr. L. F. Mammoser was listed as "Technical Adviser."

The new baby is now "at home" to visitors in his nursery at 7009 Overhill Avenue.

OBITUARY

Deaths on the System from November 1, 1938, to November 30, 1938

Transportation—Archer: Thomas Kaliski, employed December 30, 1919, died November 12, 1938.

Armitage: Ole J. Christiansen, employed December 15, 1925, died November 15, 1938.

Blue Island: Max W. Steiner, employed July 2, 1923, died November 3, 1938.

Burnside: Vernon L. Sawyer, employed October 25, 1918, died November 29, 1938.

Division: George Trumbull, employed September 12, 1910, died November 23, 1938; Carl Wahlen, employed November 11, 1922, died November 14, 1938; Patrick Walsh, employed February 2, 1889, died November 13, 1938.

Elston: Carl B. Torgersen, employed August 7, 1916, died November 12, 1938.

Sixty-ninth: Samuel Holmes, employed January 5, 1910, died November 19, 1938.

Accident Investigation—Ralph F. McDuffee, employed February 4, 1904, died November 20, 1938.

General Office—John J. Brunswick, employed November 1, 1903, died November 24, 1938.

Shops and Equipment—Blue Island: Mike Salkauski, employed February 20, 1925, died November 19, 1938.

South Shops: John M. Riley, employed July 11, 1901, died November 17, 1938.

Track—Horace V. Roberts, employed May 20, 1920, died November 16, 1938; Fred Weisenritter, employed November 8, 1923, died November 1, 1938.

Utility—James R. Powers, employed September 9, 1907, died November 17, 1938.

"A RULE OF THREE"

Rhymester Offers Trainmen Good Advice

The following bits of rhyme were received by the London Transport Board and were published in the magazine *Pennyfare*. The sentiments of the unknown complainants are especially applicable at this time following the operating talk by Mr. Hall, who warned against running ahead of schedule.

"At 8 P. M. the other day
My wife and I, on Hendon Way
Stood—damp and dripping—in a shower
For quite a quarter of an hour.
Condemned, with feelings far from jolly,
To wait the advent of a trolley.

In time all weary vigils end—
Three trolleys, swiftly toward us wend!
Proceeding in a stately row
Scarce parted by a yard or so—
In other words, we're now in cloyer,
One bus apiece—and one left over!

Pray answer then our poignant plea
And tell us why such things should be.
Why may not trolleybuses run
At intervals—and one by one?
Instead of—as they function now—
In 'coveys' and all anyhow.

We'd like to know, for now we're late
Too many times for work or 'date.'
And if one car, by chance, we miss
We bet with certainty on this—
'Two cars ahead you'll surely find,
And miles of emptiness behind!'

So hearken to our humble prayer
To those who have the hearts to care
On stiff-with-waiting knees we sink
And tell you what your users think—

'Please end this "Rule of Three" Progression,
We need a service—not a procession!'

REMEMBER?

December Dates Made Traction History

75 Years Ago—1863

December 25—Horses replaced mules on Madison Street.

50 Years Ago—1888

December 28—Lake Street "L" ordinance passed.

25 Years Ago—1913

December 22—Surface Lines unification ordinance accepted.

15 Years Ago—1923

December 5—"Mayor Dever's plan for rapid transit hinges on the purchase of the elevated lines and the raising of a fund of \$150,000,000 additional for building the subway. Officials close to the mayor declare that Mayor Dever considers such a plan the solution of the entire transportation problem." (*Chicago Journal of Commerce*.)



Joseph Staska and Harry Brady with Thanksgiving baskets given needy Legionnaires.

AMERICAN LEGION NOTES

Service Men Gave Thanksgiving Baskets to Needy Members

The officers and members of the Surface Lines Post wish to extend their very grateful appreciation to their many friends who helped make this Year's Armistice Ball such a huge success and hope they will be with us again next year.

As is the custom annually, Surface Lines Post of the American Legion distributed Thanksgiving baskets to the disabled and needy members of the Post. This work was handled very ably by Comrades Harry Brady of Kedzie and Joseph Staska of Archer, who were most gratefully received.

Commander Robert P. Quill of Blue Island and Adjutant Joseph Van Derhaeghen of West Shops were in attendance at the Department Commanders and Adjutants Conference at Bloomington, November 26 and 27.

Commander Quill recently appointed a committee to work out plans for forming a Sons of the Legion Squadron.

The officers and members of the Post wish to extend their very best wishes to all for a Very Merry Christmas and a Happy and Prosperous New Year.

EMPLOYES RELIEF FUND

November, 1938

The Surface Lines Employees Relief Committee received 31 applications for relief during the month of November. After investigations were made 11 of these were approved for weekly assistance, one for monthly assistance, and two for temporary assistance. There were 283 active cases on the relief rolls at the end of the month, 31 having been removed by death or other causes.

Including the \$15,213 spent during the month of November, a total of \$1,235,383 has been paid out of the Surface Lines Employees Relief Fund for assistance of employees since the organization of the committee.

"BACK O' THE YARDS"

New Booklet Tells of Early Transportation

A combination of history and a hint of the importance of local transportation are found in the recently published booklet, "Back o' the Yards," which deals with the history of that colorful patch during the years from 1870 to 1890.

The booklet reached Surface Lines offices through Motorman Henry O'Toole of 77th, and was written by James J. O'Toole. The history of the territory is well developed in the book and in comprehensive fashion all of the early settlers of the district are listed.

In speaking of early transportation facilities, Mr. O'Toole says his first "recollection is of a 'Bob-tail' street car on Archer avenue with the terminal at the Archer avenue bridge, Pitney Court. The next was a bus line north on Halsted street from the South Halsted street bridge; then a bus line south on Halsted to the Stockyards, and later, the extension of the State street horse car line from 26th street south to 39th street, and after more years extensions were made on State street, Halsted street, Ashland avenue and Western avenue. Following the march of progress the poor man's red taxi is still going onward, outward and southward. The last extension on Ashland avenue was from 87th to 95th streets, Beverly Hills."

The "Back o' the Yards" Old Timers' Club was organized in September, 1938. The booklet says the district is "centered at Davis Square, 45th street and South Marshfield avenue, Chicago, Illinois."

PHYSICAL EXAMS COMPLETE

Board of Health Gives Trainmen Clean Bill

The Chicago Board of Health, in co-operation with the United States Public Health Service, last month completed a series of physical examinations of Chicago Surface Lines employees in the various car stations. Doctors provided by the Board of Health began the examinations on November 9 and completed them on November 15. This work was done as a part of the campaign against syphilis and the examinations were given free to all who cared to take them. A large proportion of the train force and the mechanical force at each car station took the examination and were given a clean bill of health by the doctors in charge.

The examining offices were kept open from 9 A. M. to 4 P. M. and from 5 P. M. to 11 P. M. in order to give all an opportunity to take advantage of the free offer.

Examinations also were provided for the Track and Roadway and the Electrical Departments.

THE FRONT COVER

Picking out the right Christmas tree is important. Eddie McGuire handled that detail when he directed his father, Conductor Edward McGuire of Kedzie, in the selection of a suitable tree.

Departments and Divisions

Accident Investigation

Ralph F. McDuffee, who first entered service in 1904, passed away after a long illness on November 20. Mr. McDuffee started with the company as a conductor at Lincoln depot, and after a short connection with the Legal Department was an instructor in the school for trainmen for several years. He then came back to the Department and for a good many years had been briefing legal cases. Funeral services were held at the Rogers Park Baptist church on November 22 with interment at Memorial Park. Pallbearers were all fellow employees. Mr. McDuffee is survived by his widow, Mrs. Lillian S. McDuffee, two daughters, five brothers and a sister.

On November 15 Mr. and Mrs. James A. Mahoney welcomed their third youngster, Mary Kathryn, who weighed 9 pounds 10 ounces at birth. Mother and daughter were able to arrive home on Thanksgiving Day to enjoy James' festal cooking for the occasion.

Patricia Jo O'Neill, daughter of Mr. and Mrs. John H. O'Neill, antedated the arrival of Mary Kathryn Mahoney by one day, and weighed 7 pounds at birth. Mr. O'Neill is a new member of our department. The new arrivals were next door neighbors in St. Anne's hospital. The O'Neill family arrived home the day before Thanksgiving, and we understand Mr. O'Neill sent out for the dinner.

J. G. Nattinger.

Accounting

Richard Thomas Williams is the name of the new baby born on Monday, November 14, at the Holy Cross hospital, to Mr. and Mrs. William Williams. To the proud parents we extend our best wishes.

The many friends of Miss Elsie Bergquist of the comptometer division are offering congratulations on her engagement ring.

Sympathy is extended to the bereaved families of Joseph Brunswick, who passed away on Thursday, November 24, and also to Mark Cadwallader, whose wife passed away Monday, November 28.

Thomas F. Coan.

Electrical

Several of our fellow workers have been confined to their homes due to illness of various nature, and from last reports all are on the road to recovery. They are: Mark Donegan of Lill Avenue sub-station, James Elliott of 44th and Kedzie, John Rolnicki of Broadway, and Walter and Fred Hectus of the maintenance electricians. Our sympathy and best wishes for a speedy recovery are extended to all.

Mr. and Mrs. Fred Hectus have been blessed with a baby girl born December 5. Mother and baby are doing well. Congratulations are extended to both.

Billy.

Engineering

John Conlon, material clerk in the Track Department, was married to Virginia Noftz, November 23. Best wishes and congratulations are in order for the happy couple.

While standing on a safety island at 78th and Vincennes, November 18, Arthur Bragiel, Track Department messenger, was struck by a hit and run driver. He was taken to the Doctor's hospital for first aid. We are glad to report his injuries are diagnosed as painful but not serious.

Russel Shanklin and David McCauley, expert nimrods, stalked game in the vicinity of Crawfordsville, Indiana, on their vacation. Promises of daily shipments were rather disappointing to their friends in the Track Department.

Our heartfelt sympathy is extended to Clerk Thomas Monahan, whose mother and brother died on October 5 and 25, respectively.

James R. Powers, motorman in the Utility Department, died November 17 at the age of 64. He was in the service of the companies for 31 years. To those who survive him we extend our sympathy.

Schedule and Traffic

William R. McConochie visited his parents at Rock Island on Thanksgiving Day.

Lloyd M. Braff spent Thanksgiving Day at his home in Superior, Wisconsin. While visiting there he took down the old gun and went after some of those rabbits he missed in his earlier days at home—he brought home two.

Charles E. Keiser, while visiting his home at Reelfoot Lake, Tennessee, saw the great flocks of ducks flying south. This tempted him to get out the old gun and start after the ducks. When the smoke cleared away, he found he had brought down 15. We call that a good day's work, Charles.

George Weidenfeller.

Shops and Equipment

South Shops: As December rolls around we offer our annual toast to the Yuletide Season—"To One and All a Happy and Joyous Christmas and May the New Year Bear All Good Gifts."

Sincere sympathy is extended to Giles Crawford, millwright, whose beloved mother passed away on November 11.

Millwright Thomas Thorpe's eldest daughter was joined in matrimony to James Kelly on November 26. Best wishes and congratulations to the happy bride and groom.

Ralph Bolt, tin shop, became the proud grandfather of an 8½ pound baby boy on Thanksgiving Day. Congratulations to all, with best wishes for baby.

It is with deep regret that we report the passing of former Foreman John M. Riley, blacksmith department, who died after a long illness on November 17. Mr. Riley had worked at the South Shops for 37 years and during that time had made many, many friends who mourn his loss deeply.

Cottage Grove: To the bereaved family and relatives of Stanley Ukso, who passed away on October 17, we extend our heartfelt sympathy.

77th Street: A few days after Kidder Anderson announced that he was the proud father of a bouncing baby boy, Jim Foley also made the announcement that he was the father of a fine 9 pound son. Congratulations.

Archer: On November 19 the home of Simon Julian was blessed with a darling 8 pound baby girl. Congratulations to mother and dad, with best wishes for the baby.

Our deep sympathy is extended to Anthony Seckus in the recent loss of his beloved wife.

Elsie S. Frank.

West Shops: We are a little envious of Walter Werth, clerk in the carpenter shop, who has taken a leave-of-absence for a month and is visiting the many scenic and interesting points in Mexico and Texas.

Sympathy is extended to the family of Michael Salkauski, fireman at Blue Island, who passed away on November 19.

And once more the West Shops chorus happily—A Merry Christmas to all!

Lillian Hultquist.

Around the Car Stations

Blue Island

The annual operating and accident prevention meetings were held on Friday, November 18, and Mr. Hall and Mr. Pasche gave some very valuable advice and instructions to the trainmen. There was a 100 per cent attendance and all were very interested and attentive.

We extend our sympathy to the wife and daughter of Conductor Max Steiner, who passed away November 3 at the Cook County hospital, after a short illness.

Our sympathy is extended to Motorman Alex McKay in the loss of his mother.

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

C. P. Starr.

Burnside

Winter has arrived. Our chief gardener, Mr. Nebelsiek, has prepared his gardens for the long winter sleep. Here's wishing you good luck, Rudy. We hope next year brings a bigger and better garden.

Speaking of Mother Nature, our good friend, Conductor Mike Reynolds, was flooded out the other day. When you see Mike ask him for the details.

Conductor J. A. Cronin left last week for sunny Florida. "Doc" is a regular winter sojourner to the south. He still is not satisfied as to whether it is the climate he likes or the beautiful scenery on the beaches.

Operator John Olson says he won't forget last Thanksgiving Day right away. John was so turkey-minded that after he finished his dinner he came to work and tried to get off. His run had been on the street for over an hour and it was his regular day off.

Motorman E. J. Burke, alias "Hunter," reported for duty in his hunting cap and boots. Now what's the matter, Edward?

William D. Frank.

Cottage Grove

Operator Charley Hawken, the 43rd street speed king, can now be seen riding around in his new Buick. Any of you lads that get to the depot around 4:30 a. m. should ask Charley to give you a demonstration. He'll be glad to, especially at that time.

Scoop! Scoop! By some quirk of circum-

stances Al Smith, commentator in the Union Leader, failed to record the birth of a baby girl to Motorman Tork and his wife. Nancy Ruth made her appearance November 9 and weighed in at 8¾ pounds.

Ask Motorman "Crash" Donovan why he didn't go with the lads when they went on a hunting trip which started the 13th of November. He has a good story if he can get anyone to believe it.

The No. 1 bowling team is still coasting along in first place over the other teams in the South Section. Come out and give the lads a gallery the next time they knock the pins over.

Conductor Al Howard, the Burnside land baron, recently purchased a pretty blue Nash, but he still rides the street cars to and from work. It wouldn't be that you like the wheels and things left on your car, would it, Al?

With all sincerity we welcome Rudy Koprowitz back to the job. When things looked blackest for him, he had courage enough to stage a strong fight in a successful effort to retain what appeared to be lost forever.

Starter O'Connor has been appointed instructor at this depot and will strive to help all the trainmen by giving them advice and instruction. Give him all the cooperation you can and you will be sure to benefit.

Motorman Buchler reports an anticipated visit from Sir Stork. Best of luck, "Buck," and we hope you and your lovely wife get what you want.

Atkinson.

Devon

While summer vacations are but a pleasant memory for most trainmen, there are many who are reaping a harvest by taking their choice during the hunting season.

Motormen Tom Zimmerman and Lee Edmons and their wives made a trip to Tom's homestead at Carthage, Illinois. They spent an enjoyable week and bagged around two hundred rabbits. Lee claims Tom's unerring marksmanship was largely responsible for the untimely demise of so many bobtails.

Conductor Bill Coleman, also intent on some wild game, betook himself to the scenes of his boyhood haunts at Carbondale, Illinois. To quote him, however, he says: "All I caught was a cold." Better luck next time, Bill.

Four other motormen, including L. L. Smith, Bob Applequist, Joe Karl and Tom Berry, spent a week at Mt. Sterling, Illinois, the birthplace of our famed prevaricator, "Smitty," who contends that rabbits were so numerous there that they got in each other's way, stunning themselves by frequent collisions, thereby dispensing with the necessity of a gun.

Belated congratulations are in order for Conductor Henry Laseman, Walter Loveless and Nick Arend and Motorman N. Olson on the arrival of two daughters and two sons, respectively. All are recent arrivals.

A Merry Christmas and a Happy New Year to all.

John W. Binder.

Division

A glowing candle in the window, a sprig of holly and a cheery greeting from an old friend mark the coming of another holiday season and a little sadly, the end of the year. It's been a pretty good year, looking back on

it. A lot of new friends, a few lost since last Christmas, a lot of fun and some grief and sorrow—but they're all gone now and in less than a month, we'll be working our way into the first month of 1939. Things are looking up and this next year should be better for all of us.

Now for a bit of news picked up here and there—

Congratulations to Conductor Moore and his new bride. We are a bit late in posting this message, but we are wishing you both a lot of luck and happiness.

Inactive since November 22, 1934, Motorman Patrick Walsh passed away on November 13.

Motorman George Trumbull died November 23. He had been inactive since 1931. Sincere sympathies are extended to the families of these men.

Not to be outdone by Starter Bolstad, Starter Skomer showed up to work with a brand new pair of puttees. Now the TWO best dressed starters in the system work out of Division.

We welcome Motorman Pfeiffer of Armitage as our new starter. We hope your stay with us—long or short—will be a pleasant one.

Motorman Charles Wahlen, while bowling, died suddenly from heart disease. Funeral services were held from the chapel on November 18. The members from the league acted as pallbearers and the interment was at Mount Olive. We feel the loss of one of our workers who was full of life and fun and therefore send his wife, Hilda, and children, Charles, Carl and Berenice, and his aged mother our deepest sympathy.

The month of December is always a crowded month, with Christmas shoppers, children being taken to see Santa Claus, shoppers with bundles making it awkward to alight or board, all adding to your responsibility. Just a little extra care on your part may preserve that Merry Christmas they anticipate.

In ending:—

I wish you all a Merry Christmas

And a Happy New Year,

A pocketful of money

And a cellar full of beer,

And a good fat pig

To serve you all the year.

Chet and The Zephyr.

Elston

Unexpected last month was the death of Motorman Carl B. Torgerson on Saturday, November 12. In addition to being an exceptionally well liked trainman he was president of the Elston Credit Union and much of its success can be attributed to his industry and perseverance.

Motorman Louis Quetschke returned to work after a short illness and thanked the boys for the kindness shown to him when he was off.

Motorman Raymond Meyer is taking himself a wife on the 16th of December. Congratulations, Ray!

Among the week-end hunters of the depot are Conductor Julius Falkenskov and Motorman Joe Homann. Homann does his hunting on his parent's farm in down state Illinois.

If you ever think that you live too far from the depot, ask Conductor Bill Wurster how long it takes him to come to work. He lives at 66th and Laflin. However, by way of

comparison, take Operator Leonard Senz, who lives in Mount Prospect, or Motorman Nick Mundall, who commutes daily from Barrington, Illinois. This trip should make Louie Schultz' ride home to Bensonville seem a little shorter tonight.

Edward Evenson.

Lincoln

Seems as though nothing much happened out of the usual run of things at our depot this month. Everyone seemed to have enjoyed his Thanksgiving dinner and is now getting ready to do Christmas shopping.

Two weddings took place on Thanksgiving Day. The son of Conductor J. McManus chose that day to be married and the son of Conductor N. Anton picked that time for his wedding day. Congratulations to both newly married couples.

Henry Spethman.

Kedzie

Motorman Herman Holdhusen celebrated his golden wedding anniversary November 10. Congratulations, Herman, and may you and your wife enjoy many more years of each other's company.

Meet the new starter, Maurice (Buck) Jones. What a man!

Henry LaVoy has again migrated to the sunny south, this time to Texas. It is a well known fact around the depot that when Henry departs winter cannot be far off.

Conductor Carl Dahlberg took a 90-day leave of absence December 1 to visit his parents in Sweden. Bon voyage and good luck.

Conductor William Kennedy left his little son in the auto while he and his wife went into the store to do some shopping. When they returned there were quarters, dimes, nickels and pennies all over the street. Kennedy's youngster remarked with a twinkle in his eye: "Daddy, I know how to work your changer."

You have heard the story one shoe off and one shoe on. It was a different story when Motorman Robert Reid came to work one day recently with one brown shoe on one foot and a black one on the other.

Conductor James Murphy was married Thanksgiving Day. Good luck and best wishes to Jim and his bride.

The Accident Prevention meeting was held at the depot November 28. It was well attended both afternoon and evening. Mr. Hall and Mr. Pasche delivered very fine instructions and we all left the meeting feeling that we would strive in the future to do a 100 per cent better job.

Peter Bell started off on a hunting trip but instead of hunting the usual quarry he wound up by hunting a doctor and at the same time played the part of a Good Samaritan. He came upon an over-turned auto under which was an elderly lady. After righting the machine and taking the lady to a farm house, he went in search of a doctor who dressed her wounds. He then asked the farmer, whose wife he had befriended, if he could do any hunting on his land and was calmly told that he never allowed any one to hunt on his land and could see no reason why he should start now by allowing Bell to do it.

Conductor Joseph Coombs' motorman was startled the other day when he received three

sharp and distinct bells. Stopping immediately he looked out and saw Coombs on the street retrieving his "China Clippers" (store teeth) from under the wheels of an auto. Coombs was able to eat his steak that evening.

Clerk Robert Almeroth is the proud daddy of a baby boy, born November 3. Starter Michael Fogarty reports the arrival of a baby girl, born December 2, and Conductor Charles Burke a baby boy, born November 29. Congratulations to all.

Mr. Fahey, the Supervisory Force and the Office Force would like to take this opportunity to wish all the boys a very Merry Christmas and a Happy and Prosperous New Year.

Clinton Sonders.

North Avenue

The talks by Mr. Hall and Mr. Pasche made at this station were well received, and no doubt will be an inspiration to us all.

Edward Troogstadt became the father of a baby girl November 6; weight 5 pounds 10 ounces. Conductor Patrick Loftus was the happy father of another baby girl on October 31; 8 pounds 7 ounces. A somewhat belated report reached us of the arrival of a baby girl, Lucille Margaret, September 14, to grace the home of Motorman Edward Menth.

Motorman William A. Gillies was married on October 1 at St. Mel's Church. After a wedding breakfast at the Oak Park Arms the happy couple journeyed to Niagara Falls and Canada. Our sincere congratulations and best wishes are extended at this time.

It has come to our attention that Starter Frank Buetau is the father of twin girls, Joyce Ann and Judith Ann, born June 16, and it is our hope to obtain a picture of them for this publication.

Conductor Herman Neeley and Motorman M. Cooper went hunting on their vacation and it sure was hard on the wild game down around Williamson County for awhile.

Conductor A. Brooks had a most interesting and enjoyable trip through one of the greatest scenic regions of the nation during his vacation when he drove his car through about 1,800 miles in the South, taking in the Great Smoky Mountain Region.

Our sincere sympathy is extended to Motorman Theodore Lynn in the loss of his son, Police Officer Edward J. Lynn, who was killed performing his duty. To all of Officer Lynn's friends and relatives we offer our condolences in the loss of a valuable officer and highly esteemed citizen of our city.

Motorman Leo Freund suffered the loss of his wife on November 15, Bus Operator Frank Schultz sustained the loss of his mother, and Supervisor John Jiambalbo lost his father on November 6. Sincere sympathy is extended to the bereaved families.

We take this opportunity to wish all a very Merry Christmas and a Happy New Year.

Henry W. Coan.

Seventy-Seventh

Mr. Bessette desires to take this opportunity to wish every man and his family a Merry Christmas and a Happy New Year, and to congratulate the personnel of this depot for the commendable record made during the last year in accident prevention. He also wishes to express his satisfaction with the turn-out

at the recent accident prevention meeting when Mr. Hall, Mr. Pasche, Mr. McKinney and Mr. O'Connell gave another interesting and instructive series of talks.

Our head man of softball, Conductor E. E. Knapp, has quite a bowling team this year. They are standing up there near the top, proving that you can't keep good men down. One of his crew, however, Conductor Charley Mischnick, who practically does all of his bowling from a horizontal position, is a hard man to keep standing. He gets his softball and bowling mixed sometimes and starts sliding for second base on the alley.

Incidentally, Conductor Walter Woelke's team is up there knocking at the door, too.

We always thought Motorman Charley DeMar was a "Richard the Lion-hearted" when it came to taking on billiard opponents, but the noted exhibitionist, "Cowboy" Weston, seemed just a little too tough even if he did offer to play with a cane instead of a cue. Charley just said, "No, thank you."

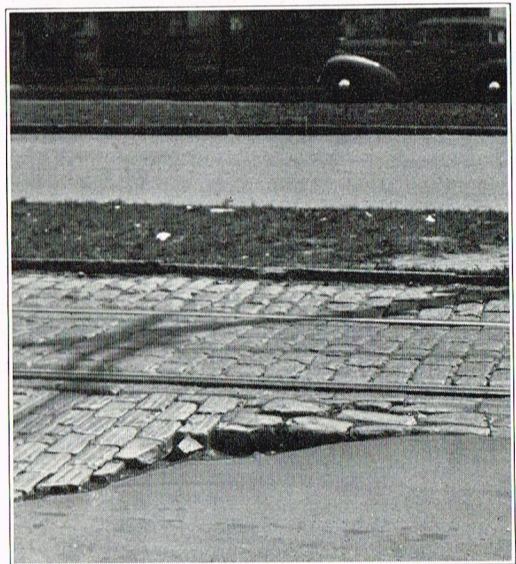
Seventy-seventh's popular Bus Supervisor Angelo Tagler, who was recently made Regional Supervisor, carries the good wishes of the entire depot in his new job.

Condolence is extended to the following men on death in their families:

Motorman C. J. Larmon, his brother; Motorman L. Crawford, his mother; Conductor H. N. Kelso, his mother; Motorman F. Tovey, his son; Conductor E. J. O'Malley, his father, and Conductor J. G. Keating No. 4, his sister.

Walter F. Story.

A \$700 HOLE!



Figuratively speaking, the Surface Lines recently poured \$700 down this hole in city paving. The companies were found liable for that amount when a judge ruled the motormen negligent for stopping at a point where it was unsafe to discharge passengers. Conductors and motormen should take care to make stops only where there is safe footing for alighting passengers.

CHRISTMAS COMES TO STATE STREET

