

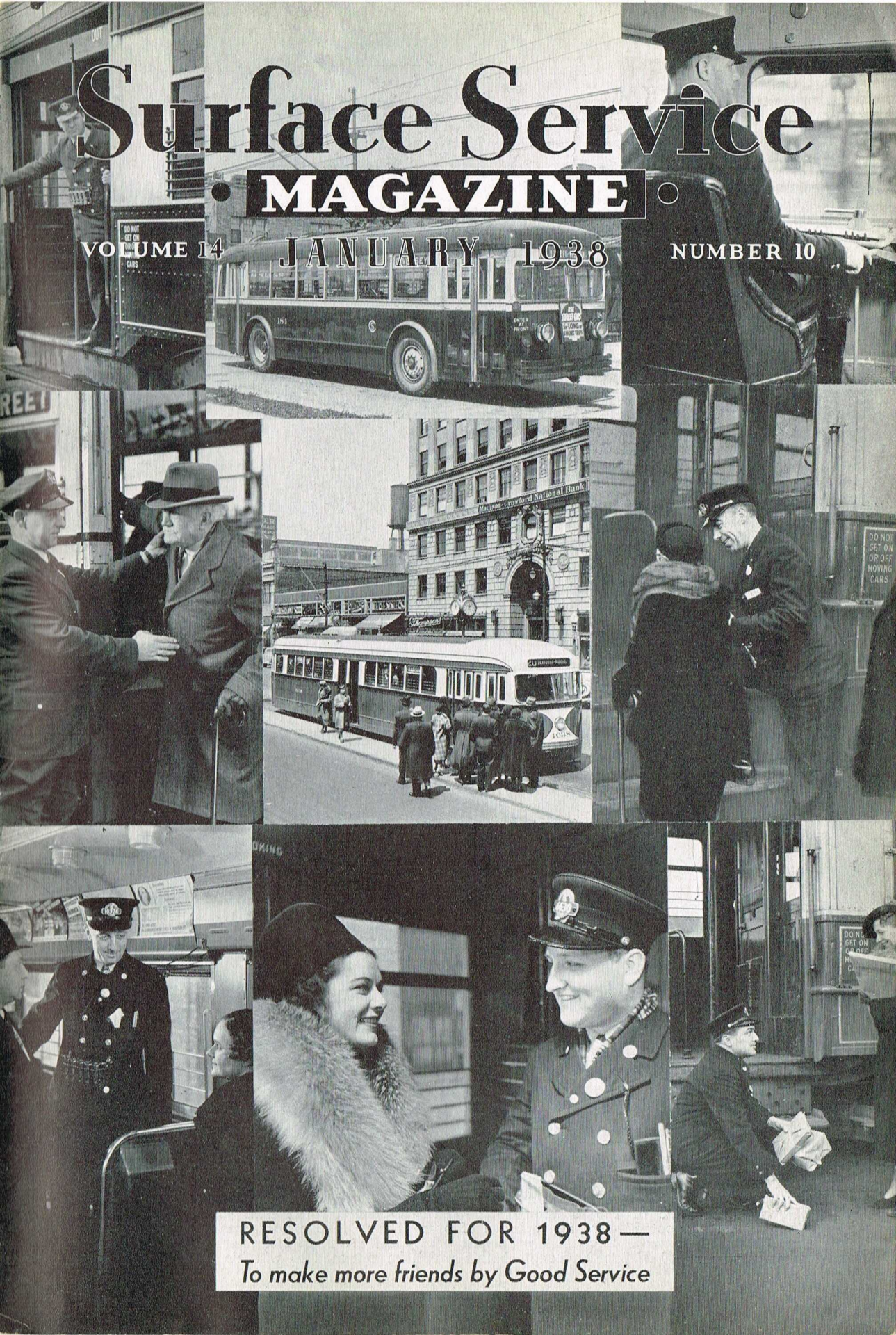
Surface Service

MAGAZINE

VOLUME 14

JANUARY 1938

NUMBER 10



RESOLVED FOR 1938 —
To make more friends by Good Service

Names Make News

PROMOTED



H. B. Storm

MOURNED



F. M. Hamilton

PURCHASER



V. E. Thelin

HERO



William Demblon

TRACTION HEADS CONFER



Traction heads gathered at request of Mayor Edward J. Kelly (seated) to discuss possible unified operation without consolidation. From left to right, the late Alderman B. A. Cronson, John A. Ritchie, Walter A. Shaw, Philip Harrington, W. J. Lynch, B. J. Fallon, President Richardson of the Chicago Surface Lines, and Major R. F. Kelker.

PLEASED



William Harrison

UPPED



E. W. Horning

BOOSTED



Robert T. Duffy

BROADCASTER



J. B. O'Connell

GOVERNOR



John G. Rietz

REWARDED



H. E. Pauly

"NAMES MAKE NEWS"

... and these names were news in the year just ended. Obvious identifications head the three top pictures. "Hero" saved a youngster from burning to death. "Pleased" was William Harrison, symbolic of the numerous trainmen who cheered the first vacations with pay. "Upped" and "Boosted" were appreciative of promotions. "Governor" was a title the Lions International bestowed. "Broadcaster" spoke briefly and attracted letters from 9,226 street car boosters. "Rewarded" found valuable bonds which he returned to win his title.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 14

JANUARY, 1938

No. 10

Many Staff Meetings

Operating Groups Have 712th Gathering—Many Other Conference Committees

The operation of America's largest surface transportation system requires the best efforts of many experts, each specially trained in some one function of the business. It requires also complete co-operation among these experts and a thorough understanding of how each can contribute his part toward a smoothly running and efficient organization.

To accomplish this understanding and co-operation, President Richardson, when he took over the management of the Chicago Surface Lines, established the principle of frequent inter- and intra-departmental conferences.

The Operating Committee and the General Committee were set up to provide a medium for exchange of ideas on various operating problems and an opportunity for full discussion and a complete understanding of the policies of the management. Various group conferences were established to obtain similar results within the several departments.

The Operating Committee, comprising most of the executive staff, meets every Wednesday, and the General Committee, comprising all of the members of the Operating Committee and some other staff officers, meets the first Wednesday of each month. President Richardson presides at all of these meetings and J. V. Sullivan, executive assistant, acts as secretary.

Many Subjects Discussed

At these staff meetings a wide range of subjects relating to the local transportation problem are discussed. Everyone has his say, and the policy of the management is influenced materially by the exchange of ideas. Each member of the group is given an opportunity to report any particular problem with which his department is confronted and obtain the benefit of the experience and opinions of President Richardson and other members of the group.

At the meeting of the General Committee on Wednesday, January 5, Mr. Sullivan announced that since the establishment of this conference plan the Operating Committee has held 500 weekly meetings and the General Committee 212 monthly meetings, a total of 712 sessions. There have been no breaks in the regularity of the meetings except on brief occasions when President Richardson was out of the city.

Only Four Changes

During all of this time there have been only four changes in the membership of the Operating Committee, due to the deaths of Messrs. C. H. Evenson, John E. Wilkie and

F. M. Hamilton, and the resignation of Walter C. Becker. The present committee is made up of Messrs. G. A. Richardson, H. H. Adams, superintendent of shops and equipment; C. H. Allen, comptroller; H. O. Crews, supervisor of public relation; H. B. Fleming, chief engineer; W. A. Hall, superintendent of transportation; F. L. Hupp, assistant to president; A. J. Klatte, electrical engineer; E. J. McIlraith, staff engineer; H. B. Storm, superintendent of insurance; J. V. Sullivan, executive assistant; and V. E. Thelin, purchasing agent.

The General Committee includes these men and Messrs. W. H. Kennedy, auditor; F. L. Kriete, general attorney; M. B. Orde, treasurer; William Pasche, supervisor of accident prevention; and Dr. John Leeming, medical counsel.

Intra-Departmental

A number of the departments have organized special group conferences to discuss the varied problems of these particular departments.

In the Transportation Department, all division superintendents meet with Superintendent of Transportation Hall every Friday morning. At these meetings are considered such topics as a report from the employment department on the employment situation during the week, a report of the number of complaints received and sent out to the divisions, and a discussion of any outstanding complaints; statement of the number of accidents and their cause, the number of derailments, and a report of the number of switch-backs during the week. Other subjects which frequently come up for discussion are track renewals necessitating re-routing, service for large gatherings of people, information on the closing of bridges, new schedules, changes in the routings of lines, parking conditions, new stop-and-go lights, and accident prevention work. In fact, anything affecting the operation of the lines or any special problem confronting any of the division superintendents is given thorough consideration.

Similar weekly meetings are held by supervisors for the purpose of discussing problems particularly relating to supervisory work. These meetings also are presided over by Superintendent Hall.

In addition, group meetings are held in each of the divisions of the Transportation Department to discuss matters of the particular moment on the lines operated under the direction of the division superintendent.

In Electrical Department

In the Electrical Department two different groups meet monthly. One of these meets in the general offices, and is attended by the electrical engineer, assistant electrical engineer, superintendent of substations, superintendent of transmission, superintendent of electrical installation, engineer of distribution, engineer of tests, head material man and chief estimator.

The other meeting is held at one of the electrical branch offices and is attended by the superintendent of transmission, general foreman, foreman of cable splicers, foremen of construction crews, head material man and estimator. At these meetings safety and various problems relating to maintenance and construction methods are discussed.

Shops and Track

In the Shops and Equipment Department monthly councils are held for the purpose of discussing problems in connection with work in the shops. These are attended by the foremen of all departments and there is an interchange of ideas and working practices between the foremen of the West and South Shops, so as to systematize and make uniform the methods used in the two plants.

Car house foremen are also called into monthly conferences to discuss problems particularly relating to car house repair work.

Departmental meetings are held semi-monthly in the Track Department and monthly in the Building Department to consider questions relating to the work of those departments. The Track Department meetings are attended by the superintendent, assistant superintendent, division superintendents, chief clerk, and sometimes by the estimating engineers, foremen, and grinder and welder operators. The Building Department meetings are attended by the superintendent, assistant superintendent, and the foremen.

In the Utility Department it is the Superintendent's practice to contact his assistants daily, and general meetings are held from time to time whenever considered necessary to bring the group together.

Similar meetings are held by the division superintendents of the Track Department, and the foremen of the Building Department with their foremen and assistant foremen.

In Other Departments

In other departments, whose operations are not so widely distributed over the city and formal conferences are not therefore so necessary, there are frequent meetings for discussion and the explanation of any new phase of the work.

Through this system of conferences it will be seen that a complete plan is constantly in operation to keep every department thoroughly informed of what every other department is doing, to secure advice and co-operation, and to disseminate quickly throughout the entire organization the policies determined by the management. By means of the Operating and General Committees all of the operating staff is consulted on and informed of the policies determined upon and through the intra-departmental conferences the benefit of the advice of all of the specialists in the departments is obtained by the staff officer and he is en-

abled to explain to them the reasons for any particular policy of management.

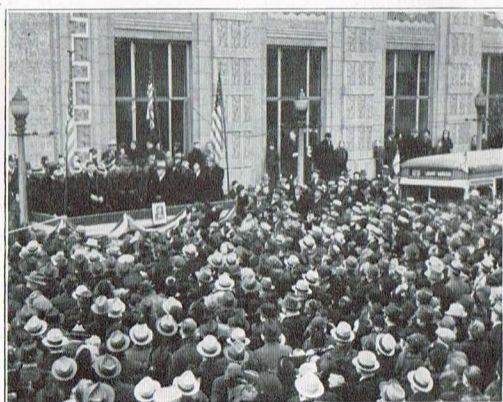
Other Groups

The esprit de corps of the Surface Lines organization is aided also by other group meetings.

For instance, the younger men in the organization holding executive positions in the various departments have an organization which meets occasionally to hear speakers discuss subjects relating to local transportation. Several of the staff officers have addressed these meetings and a number of speakers from outside the organization have been heard.

There is also a group composed of men from various departments known as the Speakers' Group. The particular functions of this group are to maintain contacts with civic and improvement organizations throughout the city, obtain engagements for Surface Lines motion pictures or speakers, and in general to build up an understanding of local transportation problems in citizen organizations. This group has been very effective in creating good will and minimizing criticism from influential civic and improvement organizations.

Much of the reputation of the Surface Lines for a smooth-running and effective organization can be traced to the policy of the inter- and intra-departmental conferences and other group meetings.



OPEN LARAMIE LINE

New Bus Route Termed "Grand Christmas Present"

Several thousand Austin residents turned out in the face of disagreeable weather December 19 to greet the first buses that rolled over the newly established Laramie line.

The new line runs from North avenue to Harrison street and the old trolley line which extended from Harrison to Lake street has been abandoned. The tracks will be removed when weather permits.

Mayor Edward J. Kelly officiated at the ribbon cutting ceremony which inaugurated the new route. He was a featured speaker on the program as was Alderman Roger Kiley who fought to get the buses for his ward. John Dooley and John Kennedy, co-chairmen of the citizens' committee which staged the ceremony and P. L. Verschur, business manager of the *Austinite*, were among the speakers who congratulated the Surface Lines.

Ten Years of Insurance

Numerous Beneficiaries Helped Through Policies— Surface Lines Pays Premiums

The first day of February is a significant date in the Chicago Surface Lines organization, because it is the beginning of the fiscal year. But this year it has added significance to all employees. It is the tenth anniversary of the establishment of group life, accident and health insurance, the premiums on which are paid by the company.

A comparatively few members of the organization fully appreciate the benefits afforded them in these insurance policies, insurance is not given much thought until it is really needed.

Yet in these 10 years a total of approximately \$4,000,000 has been paid to employees or their heirs. The actual amount on December 31, 1937, was \$3,965,270.

Up to that time, the date of the latest available report, a total of \$2,124,000 had been paid under the Group Life policy representing 2,124 claims, and \$1,841,270 had been paid to 14,608 claimants under the group accident and health insurance policies.

Helped in Time of Need

What the distribution of this large amount of money to employees in their time of greatest need has meant can be understood only by those who have received the money.

Aside from the actual payment of claims and the benefits accruing from the distribution of the money, the insurance system administered by the Insurance Department has been of great benefit to employees from the standpoint of health. In the decade during which the system has been in force a total of 58,880 physical examinations, including eye examinations, have been made, and the nurses, working under the direction of the medical division have made 71,768 visits. In cases too numerous to mention, the physical examinations and the suggestions made by the nurses have resulted in prompt and proper medical attention which has prevented serious illnesses and in many cases has made it possible for employees to return to work who otherwise might have become totally incapacitated.

Doctors Advise Employees

In fact, the medical division, under the direction of Dr. A. A. Small and his assistant, Dr. G. R. Curl, by its willingness at all times to assist and advise employees regarding their physical welfare, has done much toward the prevention of disease and the maintenance of the well-being of the Surface Lines organization.

In the matter of eyesight alone, the two examinations of all employees in the organization have been of incalculable value. Failing eyesight has been detected and properly corrected by referring the employees to competent oculists. Small tumors and other diseases of the eye, which were not seriously considered by

the employee at the time, have been discovered and proper correctional measures prescribed to prevent loss of sight.

In the physical examinations, diseases have been discovered in their incipency and prevented from developing, and in many cases of improper diagnosis the true situation has been discovered in time for correction.

Hardy Motormen!

During the past year medical examinations have been given to all motormen over 65 years of age in active service. Of 380 motormen examined only 20 were found unfit for duty and later 12 of that number, following medical treatment, were re-examined and returned to work.

It is the business and the desire of the medical division to see that employees suffering from illness are enabled to return to their jobs as soon as their physical condition will warrant it without endangering their own health or the safety of passengers.

Of all insured employees who have died in the past 10 years, according to H. B. Storm, superintendent of insurance, more than 50 per cent of the deaths resulted from three diseases. Heart diseases claimed 640 employees, 262 died of cancer, and 193 of pneumonia. His statistics disclose also that diseases of the heart resulted in the payment of \$237,827 in accident and health insurance, and \$194,981 was paid out on account of injuries off the job. Influenza and the common cold resulted in the greatest number of claims but not in the paying of the largest amount of insurance.

Insurance Paid Promptly

In the payment of life insurance following the death of an employee, the department makes an effort to turn the check over to the beneficiary within 5 to 7 days after the death. It is impossible, however, to settle some cases in this period because of question as to the beneficiary.

A great many employees fail to notify the department in case of the death of the beneficiary in their insurance policy. This causes complications and in some cases it is necessary to pay the money into the estate of the deceased employee, thus delaying the final settlement of the matter until the estate is probated. Under the Illinois law an estate cannot be finally closed and settled until after one year has elapsed, the time allowed for the filing of any claims against the estate. Mr. Storm calls attention to the fact that forms for the change of beneficiary are in the possession of each department head in the company and in the case of death of the beneficiary or if for any other reason a change in beneficiary is desired, these forms can be obtained, filled out and forwarded to the Insurance Department. This is highly important in payment under the provisions of the life insurance policy.

Many Disability Checks

In the 10 years in which insurance has been in force, a total of 90,300 disability checks have been forwarded to employees. The department endeavors to mail these checks promptly, because it realizes that in cases of sickness the money may be badly needed.

Delay results, however, in a great many instances because of failure of the employee to observe the rule of the Insurance Department regarding notice on the third day of disability and the filing of a doctor's certificate on the cause of disability.

KEEPING 'EM ROLLING.

Leaders Retain Positions—System Averages Drop

In the face of a general drop in the keep 'em rolling averages for December, Lawndale, Division and Archer depots retained their top rankings in that order. All slumped more than 22 per cent.

Lawndale's leading figures, 11,046 miles per pull-in, was a decrease of 31.8 per cent from the figures compiled for the previous month. Division, in second place, had an average of 10,383 miles per pull-in, a decrease of 22.5 per cent and Archer dropped 23.3 per cent, traveling an average of 8,426 miles per pull-in.

The most notable improvement was that credited to Sixty-ninth which jumped from eleventh place in the standings to fourth place, an increase of 17.7 per cent.

The greatest percentage gain was made by Armitage and it bettered the previous month's figures by 31.9 per cent.

Armitage and Sixty-ninth were the only stations to show improvement over the November figures.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Dec.
1.	Lawndale	5	11,046	31.8*
2.	Division	9	10,383	22.5*
3.	Archer	1	8,426	23.3*
4.	69th	—	7,310	17.7
5.	Devon	1	7,297	8.8*
6.	Cottage Grove	—	6,972	15.7*
7.	Armitage	4	6,132	31.9
8.	Kedzie	—	6,030	3.2*
9.	77th	—	5,956	34.2*
10.	Limits	6	5,447	6.7*
11.	Burnside	1	4,935	21.0*
12.	Noble	2	4,719	11.1*
13.	North	—	4,673	25.3*
14.	Elston	4	4,054	38.8*
15.	Blue Island	2	2,987	32.1*
16.	Lincoln	—	2,896	49.3*

*Denotes decrease.

Carhouse records for the past six months:

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

PORTRAIT OF A CHIEF

England's Atkinson Rules Cottage Grove

By Otto S. Tork

All the King's horses and all the King's men—

If they were available couldn't get Percy Atkinson, chief clerk of the Cottage Grove depot, to stop dropping his h's and using broad a's. Percy is a true Englishman even if he has never seen the inside of a castle.



Percy Atkinson

Essex, England, on August 30, 1898, had its population increased by one when Percy made his entrance into this world. He is the youngest of seven children. He never did equal the feat of his father who graduated from Durham University at the age of 17 with a B. A. degree, but then the war can be blamed for that.

In September, 1914, England entered the World War and Percy was taken from school and presented with a colonelship in the Suffolk Regiment, an infantry unit. He saw active service in France and participated in a major part of the important engagements including battles at Loos, Ypres and the Somme. He was wounded severely at Somme, France, in September, 1916 and remained on the hospital list until June, 1917, when he was given his honorable discharge and sent home to England to try to recuperate.

Due to his wounds Percy stayed at home until 1923 trying to rehabilitate himself. In 1923 he migrated to Alberta, Canada, where he stayed with relatives until late in 1924. He then moved to Chicago and in February, 1925, joined the Chicago Surface Lines as a clerk at the Cottage Grove depot, where he has been chief clerk for the past eight years.

STREET CAR BOOSTERS

4-H Delegations Express Thanks for Service

From every corner of the nation letters have been coming in a daily stream from the 4-H youngsters who attended the recent Sixteenth Annual 4-H Congress held in conjunction with the International Live Stock Exposition.

The sentiment expressed in each letter is the same. They all contain fine praise for the part the Chicago Surface Lines played in making the visit of the 4-H clubs to Chicago a huge success.

One appreciative letter from Ruth Johnson of Hamburg, Iowa, said, "It was my first ride on a street car and this was a great thrill for me. I want to thank you for your kindness to the 4-H delegation. I am not only speaking for myself but for the whole Iowa delegation. There were many girls from our state who had never ridden on a street car, so not only I got a thrill but also many other girls."

Old Year Bows Out

Highlights of Chicago Surface Lines Activities During 1937 Reviewed

When Father Time, following a custom of the ages, swung his scythe on December 31 and relegated Old 1937 to history, the current news of the Chicago Surface Lines, as told in the monthly issues of SURFACE SERVICE MAGAZINE, became a part of the record. A glance at the twelve issues serves to refresh the memory on events, many of which have an important bearing on the future.

Highlights of the year included negotiations connected with proposed traction settlement, the delivery of the remaining 35 of the new streamlined cars which had not arrived in 1936, the addition of 17 trolley buses and 55 gasoline buses and the installation of five bus routes and one rail extension.

Here's the Record

But let's thumb through the file month by month:

Wages of employees were increased 2 cents an hour on January 1, in compliance with the wage agreement confirmed in October, 1936.

Mayor Edward J. Kelly published his "Plan for a Comprehensive Local Transportation System" in January. It was hailed as a basis for the working out of a franchise ordinance.

Also in January came the announcement of the opening at Kedzie depot of the first "streamlined" automatic washing machine for street cars, and the promotion of C. D. Mack as shop superintendent and W. C. Smith as assistant shop superintendent at South Shops.

In February as floods raged through the lower half of the United States, Surface Lines employees extended a helping hand to alleviate misery and distress in the stricken areas. The helping hand presented a check calling for a total of \$15,376, the largest contribution in this district.

A pall of sadness fell over north side stations when word came on February 22 that Assistant Division Superintendent Robert Simpson had succumbed to pneumonia. Joseph C. Mathley was later appointed to the post.

New Equipment

In March the first order for new equipment was placed which later produced 17 trolley buses and 5 gasoline buses.

In mid-March service on the Lake Shore drive extension of the Chicago Avenue line, which had carried so many thousands to the shore and Navy Pier, was discontinued following a ruling of the Illinois Commerce Commission on a petition brought by the Chicago Park District.

The Veterans' Honor Roll was increased by the addition of 22 new names of men with service records of 40 years or more—making a total of 487 employees with this distinction.

Accidents were big news in April, when Supervisor of Accident Prevention William Pasche released his report showing a decrease of 9.3 per cent as compared with the previous year. To top off a notable accident prevention record,

5,043 trainmen were honored with no-accident cards.

On April 2 the entire organization was shocked by the announcement of the sudden death of Frederick M. Hamilton, supervisor of insurance and purchases.

Promotions in April

William Schenck was named general foreman of electricians by Electrical Engineer A. J. Klatte. Promotions in the transportation ranks elevated Robert T. Duffy and John J. Theis to the positions of division and assistant division superintendents at Burnside depot.

Early in May a long sought service was granted the northwest side when the City Council authorized the installation of Surface Lines buses on the Kimball-Foster routes. The 87th street line link between Stony Island and Ingleside avenues was officially opened by Mayor Kelly on May 1.

On the same day Howard B. Storm took his position as superintendent of the Insurance Department, the youngest major official in the organization.

Wage Agreement

In June the trainmen's union and other employe groups accepted a new wage agreement providing for 3 cents an hour increase and vacations with pay. All other wages and salaries later were restored to the 1932 level.

The first of the new buses for the Kimball-Foster routes moved into the South Shops for the inspection of equipment officials.

Paid vacations for employees began in July for the first time in the history of the Surface Lines.

Big news to northwest side residents was

(Continued on Page 10)



CELEBRATE EARLY

Purchasing Department employees had their own Christmas party prior to December 25. The two men in the rear row are J. H. Danenhower, left, and A. P. Waechter. The feminine force is composed of Emily Waldruff, Mary McGough and Caroline Schultze. The men in the foreground are A. F. Kuster, G. F. Baumann, W. B. Folta and E. J. Cummings.

SURFACE SERVICE MAGAZINE

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

THOUGHT FOR THE NEW YEAR

It is easy to accomplish things when conditions are right. The fellow who really deserves credit is the one who does his job well in the face of overwhelming obstacles.

The Chicago Surface Lines has a remarkable record of accomplishment and this record has been made under conditions that might well have discouraged a less courageous organization.

It is now eleven years since the properties began operating under receiverships and temporary extensions of the provisions of the 1907 ordinances. In other cities companies similarly situated have curtailed maintenance and refused to invest money for improvements.

Not so the Surface Lines. Its equipment and roadbed have been maintained at a high standard second to none in the country. Millions of dollars have been expended for new equipment and extensions of service. Even in the darkest of the depression years, the Surface Lines plant was enlarged and improved.

More could have been done if there had been assurance of the future under the terms of a new franchise, but everyone must admit that what has been accomplished under existing conditions is truly remarkable.

It is evidence of what can be accomplished in the new year and under new conditions which it is hoped the year will bring.

UNIVERSAL

Those of us who are actively engaged in the operation of the Surface Lines seldom pause to think of its uniqueness in large city local transportation. It is unique in its complete coverage of the city it serves.

Malcolm J. Proudfoot, research geographer, Census of Business, 1935, recognizes this fact. In his "Outlying Business Centers of Chicago," published in 1937, he says:

"Every business center (in Chicago) is served by at least one street car line, the majority are served by two and several are served by three such lines. Further, these street car lines are joined by connecting lines which together form a gigantic double-tracked rectangular net, so complete that few inhabited city blocks of the 211 square miles of municipal Chicago are more than one-half mile from this means of transportation. The accessibility of this service, a seven-cent fare and a liberal transfer policy combine to make street cars of paramount importance as customer-transporting agents to and from centers."

It is not strange that the overwhelming majority of all who use local transportation in Chicago ride the Surface Lines, when it is considered that 98 per cent of the entire population reside within three blocks of one or more routes.

ROUNDING UP WITNESSES

Averages Remain Unchanged—Three Retain Lead

Rounding up witness figures showed little change when the November compilations were made. The system average remained at 3.37 and the first three ranking stations, Burnside, 77th, and Lawndale-Blue Island retained their places in that order.

Of those stations, only Burnside was able to better the average compiled in October and moved up from 4.47 to 4.84.

The only other notable improvement was that scored by Lincoln which moved from eleventh to eighth place in the standings with 3.33 as against a former 2.93 average.

Detailed standings follow:

	Nov.	Oct.	Sept.	Aug.
1. Burnside	4.84	4.47(1)	3.98(2)	4.38(1)
2. 77th Street	3.68	3.91(2)	3.65(5)	3.55(6)
3. Lawn-Blue Isl. ..	3.66	3.62(3)	4.03(1)	3.69(2)
4. Cottage Grove ..	3.52	3.48(6)	3.73(4)	3.68(3)
5. Kedzie	3.50	3.53(5)	3.82(3)	3.57(5)
6. Archer	3.49	3.60(4)	3.62(6)	3.63(4)
7. 69th Street	3.36	3.10(9)	3.06(11)	3.46(7)
8. Lincoln	3.33	2.93(11)	3.24(8)	3.02(10)
9. North Ave.	3.12	2.98(10)	3.13(10)	3.03(9)
10. Limits-Devon	3.08	3.22(8)	3.20(9)	2.95(11)
11. Elston-Noble	3.06	3.42(7)	3.55(7)	3.11(8)
12. Armitage-Div. ...	2.68	2.64(12)	2.46(12)	2.75(12)
Average for System .	3.37	3.37	3.38	3.35

Complaint Figures Tumble

**Calendar Year Records Show Noteworthy Decline—
Fewer Commendations Received**

The Christmas spirit must have been prevalent through the system in December for the complaint listings showed an encouraging drop from the 680 recorded in December, 1936 to the 616 for December, 1937.

An equally creditable showing was noted in the comparison between the calendar years of 1936 and 1937. The latter year was concluded with 6,675 complaints recorded against the 6,991 listed for 1936. Only 550 commendations were received as compared to the 567 which came in 1936.

The December figures, even though they show improvement over the previous year, continue to list the same causes in the same proportions. Passing up and discourtesy head the list and the complaints against mis-punched transfers follow closely behind.

Many Courteous Acts

The commendations for the month note many acts of courtesy on the part of trainmen who cautioned boarding and alighting passengers, who advanced fares to patrons and who in one way or another did their part to make Surface Lines service the best in the city.

Of particular interest was the commendation of Dr. Arthur A. Small of the Insurance Department, which was directed to the credit of Conductor William T. Rhind, badge No. 7284 of Devon.

Dr. Small expressed his admiration of Conductor Rhind's tact and patience in handling a difficult passenger who insisted on blocking the entrance of an overloaded car one disagreeable morning. After mentioning other admirable qualities displayed, Dr. Small concluded by saying, "It was not only by his very apparent courtesy but by his general manner that he impressed me as being a most efficient and intelligent man and well fitted for his work!"

Fare Repaid

Samuel Beech, 12017 Parnell avenue, wrote of a courtesy extended him when he inadvertently boarded a car without money for fare. Conductor Edward A. Wolf, badge No. 858 of North Avenue, was kind enough to advance

the fare and he was repaid with both money and an appreciative note from Mr. Beech.

Typical of the kindly acts that meet with such warm approval from passengers was the helping hand that Conductor Albert Hemmergren, badge No. 1278 of Cottage Grove, gave to several patrons. He was particularly praised in a telephonic communication from a Mrs. E. Ostedahl.

TROLLEY SPARKS



"But don't you see? Your transfer is three hours late! If you don't pay a fare I'll just have to put you off!"

An unusual incident worthy of praise was reported by Mrs. Leonard Howell who boarded an Archer avenue car with her arms full of packages. Mrs. Howell tendered what she thought was a one dollar bill in payment for her fare. A few minutes later Conductor William A. Feipel, badge No. 6078 of Archer, made his way through a crowded car and notified her that she had mistakenly given him a \$5. bill. Mrs. Howell thanked him for his honesty and kindness.

A similar instance involving a smaller amount of money was reported by Philip Ringer, 160 North La Salle street, to the credit of Conductor Charles Misener, badge No. 6482 of Division.

Caution Helps

Friendly words of caution often help to avoid accidents. For

that reason Avis Boyd, 1138 North Waller avenue, dropped an approving note for the commendable accident prevention phrases of Bus Operator Edwin P. Dowling, badge No. 6768 of North Avenue.

Courteous thoughtfulness during the recent icy mornings was appreciated by numerous other patrons. Typical of some of their comments were those found in the letter of Thomas J. Quinn, 3110 West Congress street, which praised Motorman George J. Dipple, badge No. 1919 of Archer, who warned passengers of the hazards, assisted them to alight safely and waited momentarily at transfer points so that transfer passengers would not have to hurry at a dangerous pace to make connections.

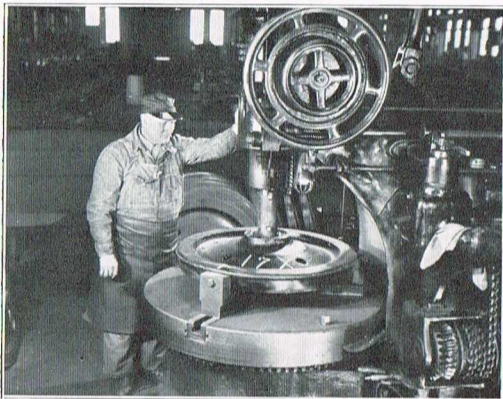
The return of a purse lost on a car was credited to Conductor Martin J. Cosgrove, badge No. 13486 of 77th street, and he was praised by Josephine M. Walsh, 7200 South Park avenue.

THIS WON'T BORE YOU!

Five Boring Mills Make Interesting Story

Chances are you never gave much thought to the wheels of a street car unless they went flat or failed to brake down when you wanted to stop in a hurry.

They give wheels a lot of time and thought in the Shops and Equipment department of the Chicago Surface Lines—very meticulous, thought and care to boring out an average of approximately 9,936 wheels each year in the two shops—West and South.



The new wheels such as you see on the boring mill don't just fit axles naturally. Rather there is a skillful job of boring them out to measurements as fine as 1/1000 of an inch. That is just what Herman Krueger of the West Shops is doing in the accompanying illustration. Krueger is working on a 34-inch wheel that weighs between 575 and 599 pounds.

If that wheel is slated to fit on an axle that is 6 inches around he'll bore the wheel out to 5.994 inches. Not enough, you say? Well, there's more to it. The big wheel is then ready for the axle and it is given what is called a pressed fit. In other words the wheel is forced onto the axle and because every man has done his job well the wheel will fit that axle much more snugly than the proverbial bug in a rug.

There are five boring mills which do their bit to "make the wheels go 'round."

EMPLOYEES RELIEF FUND

December, 1937

The Surface Lines Employees Relief Committee received 18 applications for relief during the month of December. After investigations were made, 12 of these were approved for weekly assistance, and 3 for temporary assistance. There were 351 active cases on the relief rolls at the end of the month, 14 having been removed by death or other causes.

Including the \$19,255 spent during the month of December, a total of \$1,191,447 has been paid out of the Surface Lines Employees Relief Fund for assistance of employees since the organization of the committee.

Year Reviewed—

(Continued from Page 7)

the opening of the Kimball-Foster bus routes on July 1, which was celebrated as the climax of a three year fight for transportation.

A consolidation proposal from the Rapid Transit company was termed unsatisfactory by Surface Lines interests as transportation and city officials continued their attempts to solve the traction problem in a manner satisfactory to all.

Dullest of the summer months was August. The most important news was the offer by large trucking firms throughout the city to cooperate in a united drive to lessen traffic congestion.

Also cheered was the opening of the connecting bus link on Pulaski Road from 31st to 47th street on August 8.

School Opening Delayed

The usual bustle of activity coincidental with the reopening of the schools was missing as September passed the Labor Day holiday in the throes of an infantile paralysis scare, which caused a postponement of three weeks.

Surface Lines baseball fans took time off in September to cheer the station favorites and Armitage and Blue Island responded by winning the sectional titles in the Surface Lines Softball League.

October was set aside to honor the capable gardeners who beautified Surface Lines properties in a friendly competition that is an annual feature.

That month was also chosen by Superintendent of Transportation W. A. Hall and Supervisor of Accident Prevention William Pasche as appropriate for the renewal of visits to the car stations to discuss operating problems and accident prevention.

As the old year dwindled away in the closing days of December, the consistency of Surface Lines efforts to provide better transportation was re-emphasized with the Laramie bus line opening December 19, and the arrival of 12 buses which will be used on the Ogden avenue route from Clark street to Monroe, to be opened January 17.

Ordinance Situation Reviewed

In the ordinance situation, the outstanding event of the year was the submission of Mayor Kelly's plan for a comprehensive transportation system. The outline of the plan was published on January 26, and the detailed plan was presented to Federal Judge Wilkerson on November 22.

On December 14, following hearings in the federal court, a committee consisting of President Richardson, representing the Reorganization Committee of the Chicago Surface Lines; William J. Lynch, representing the Reorganization Committee of the Rapid Transit properties; Phillip Harrington, engineer for the Local Transportation Committee of the City Council; John A. Ritchie, representing the Chicago Motor Coach company; and Walter A. Shaw, appointed by the federal court, was created to discuss proposed plans for the unification of the properties. The next hearing before the federal court will be held on February 7.

EVERYBODY'S LOSING THINGS!

—Even Kiddies—What Next?

These are the "lose-ingest" times! Seems there's never been a time to equal it. Businesses are losing money, governments are losing face and the man on the street is losing confidence.

And to top it all off people are losing people—or children—or anyway youngsters are getting themselves lost and of late have taken to napping in the neighborly arms of the Chicago Surface Lines.

You'd think that attractive youngsters of 5 or 6 would be the last thing in the world that one would want to lose. Maybe that's so but somebody ought to take more care because Kedzie and Archer depots have both had "lost" youngsters on their hands recently.

The boys at Kedzie drew blue-eyed, blonde Florence Day who must have been all of five years old. She wasn't too concerned about being lost. The station was warm and she had a pencil and plenty of scrap paper with which she cheerfully amused herself. Daddy's name was Louis but that was all the information the young lady had to impart about her home life. She had ridden into the station in a street car and she rode away in a squad car. At last report Florence was dining happily with other youngsters at the Juvenile Detention Home while police sought an explanation of where she'd come from and where she was due to go.

Archer, for reasons unknown, drew a boy at a moment when it was fashionable to lose little boys. The boy, 6, was Herbert Leslie Edelman and his father had alighted absent-mindedly from a street car without him. Young Herbert got a lot of Surface Lines service and finally a ride with some great big policemen. They finally deposited him in the home of Grandma Slavik where he lives with his mother.

Darned if Papa Edelman wasn't lost when police checked up!

APPOINTMENTS BY ADAMS

Equipment Department Changes Listed

In General Order No. 42 Superintendent of Shops and Equipment H. H. Adams makes numerous appointments which have been approved by President G. A. Richardson and were effective January 1.

J. L. O'Connor has been named night foreman at Blue Island vice Herman Siekert who died December 19.

C. C. Holzschuh was appointed night foreman at Limits to replace Klemmons Wassetto who was transferred to a similar position at Armitage where he took Holzschuh's place.

E. P. Luttrell was named assistant day foreman at Kedzie to replace the promoted J. L. O'Connor.

A. S. Tomkiewicz was transferred to Elston as assistant day foreman to replace E. J. McGill who died December 6.

Robert Burns will be assistant night foreman at North avenue filling the vacancy created by Tomkiewicz' transfer.

Glenn Baker has been transferred to assistant night foreman at Armitage replacing the transferred Luttrell.

Harry Henry is now assistant night foreman at Lawndale replacing Burns whose transfer was recorded.

J. J. Cahill was named assistant night foreman at Noble to replace Glenn Baker.

OBITUARY

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

Transportation—Division 1, Cottage Grove: Adam J. Becker, employed June 16, 1902, died December 24, 1937.

Division 2, Burnside: Martin Theis, employed October 7, 1922, died December 19, 1937.

Division 3, Seventy-seventh: Eugene Mulcahy, employed December 13, 1892, died December 23, 1937.

Division 4, Sixty-ninth: Oscar L. Little, employed June 14, 1895, died December 4, 1937; John Lomasney, employed June 21, 1898, died December 13, 1937; Edward P. Wirges, employed May 5, 1921, died December 1, 1937.

Division 5, Archer: George J. Calhoun, employed July 3, 1913, died December 25, 1937.

Division 6, Blue Island-Lawndale: John J. Hunt, employed May 21, 1897, died December 3, 1937; Frank McGuinness, employed March 15, 1927, died December 6, 1937.

Division 7, Kedzie: Michael Kennedy, employed March 13, 1909, died December 6, 1937; Edward Powers, employed May 24, 1909, died December 23, 1937; Joseph Wallace, employed December 20, 1907, died December 9, 1937.

Division 9, Armitage-Division: Harry Gilbert Tint, employed November 25, 1925, died December 19, 1937; Carl Gustave Nelson, employed January 18, 1910, died December 31, 1937.

Division 11, Lincoln: Thomas W. McPhee, employed November 16, 1925, died December 21, 1937; Edward Romberg, employed March 19, 1920, died December 11, 1937.

Division 12, Devon-Limits: William D. Miller, employed February 3, 1916, died December 18, 1937; Michael O'Malley, employed June 24, 1910, died December 16, 1937.

Shops and Equipment—Division 6, Blue Island-Lawndale: Anthony Janusausk, employed October 31, 1911, died December 14, 1937; Herman Siekert, employed November 20, 1906, died December 19, 1937.

Division 7, Kedzie: Patrick J. McNellis, employed January 28, 1929, died December 16, 1937; Martin Regan, employed January 1, 1888, died December 13, 1937.

Division 10, Elston-Noble: Edward J. McGill, employed October 7, 1909, died December 6, 1937.

Division 11, Lincoln: Albert G. Nell, employed August 9, 1919, died December 7, 1937.

Division 12, Devon-Limits: James A. Kelley, employed April 24, 1911, died December 7, 1937.

Track—John Polish, employed March 15, 1890, died December 24, 1937; George Salatic, employed April 9, 1934, died December 18, 1937; Pete Tasovac, employed June 18, 1921, died December 17, 1937.

MAGAZINE MAKERS DINE

Correspondents Entertained at Dinner Party

Eighteen members of the lively group of SURFACE SERVICE MAGAZINE correspondents were entertained at a dinner in the Steel Room of the Union League Club on December 9 by Editor H. O. Crews, supervisor of public relations.

Following a turkey dinner, which was enlivened by the songs and music of a strolling accordionist, the correspondents were briefly addressed by Mr. Crews, who stressed the important part all correspondents play in the make-up of the monthly magazine.

"The magazine", said Mr. Crews, "is the most intimate contact we can have in an organization as large as the Chicago Surface Lines. As correspondents you are the link through which the happenings over this great system are interpreted to our 17,000 readers. I cannot emphasize too much the important part you play in any successes that may be attributed to SURFACE SERVICE MAGAZINE."

Superintendent of Transportation W. A. Hall, the guest of honor, was then introduced by Mr. Crews and he spoke briefly of the excellent work done by the correspondents. His statements were re-echoed by Associate Editor H. F. Peck.

Termed the "hit of the evening" were the comments and clever cartooning of Eliot Hirsch.

Carrying out the journalistic atmosphere of the party, the picture "From Trees To Tribune" was shown depicting the work that goes into the making of a daily newspaper. The successful evening was concluded with a showing of the Chicago Surface Lines production "Streamlines."

Departments and Divisions

Accounting

The many friends of Miss Lois Murray of the pay roll division are offering congratulations on the engagement ring she received from Winfield Cunningham.

Various divisions of the department enjoyed Christmas parties and grab bags over the luncheon period December 23.

The pay roll division held a noon hour birthday luncheon December 15 at Thornberry Hall, in honor of Mrs. Lucy Winkler who was presented with a pair of gloves and Mrs. Olive Battersby who was presented with a purse.

Mrs. Alice Brelig of the voucher division had the misfortune of having her flat robbed during their absence on Christmas night, losing her and her husband's Christmas presents together with household effects.

Thomas F. Coan

Electrical

A baby girl has brought cheer to two homes. One is that of Mr. and Mrs. Edward Roper and the other home is that of Grandpa Frank E. Roper, superintendent of the line department. The youngest baby is the only girl of several children. How those buttons pop off on grandpa's vest. Congratulations are extended to all.

Louis Boisacq, chief operator at Illinois substation met with a serious accident while on duty. His painful burns will require him to be confined at the Henrotin hospital for several weeks. A visit by his fellow workers will be appreciated.

To Edward Peterson, one of our line foremen, we extend our heartfelt sympathy in the loss of his wife.

Eugene Cowley of the line department is another proud father of a baby boy. Congratulations are extended to the proud parents.

Thomas Kelly, operator at Blue Island substation, has been confined for several weeks with pneumonia. We're hoping for your speedy recovery.

Fred Hectus and Walter Hectus, both of the maintenance department, have been confined to their homes. Fred has been suffering from a serious soreness to his leg which was injured several years ago. Walter has been confined by an attack of pneumonia. A speedy recovery is wished to both.

Ralph White is another maintenance electrician who spent several weeks at home suffering from pneumonia. We are glad to have him back again.

George Clark of our meter testing department and his family are spending a few weeks motoring through the south, where the sunshine is free. Have a fine vacation, George.

Billy

Schedule and Traffic

The stork paid the department a visit again in December. This time we congratulate Mr. and Mrs. Joseph DeGrazia, who announce the arrival of their first born, Joanne, who arrived at the Edgewater hospital on December 14, weighing 6 pounds, 10 ounces.

Gus Lohse, who has been on the sick list for several weeks, is still confined to his home. We hope to see you back with us soon, Gus.

Edmund A. Viale has been transferred to the Shops and Equipment department. Good luck to you.

Lee Gilbert was seen sewing up his pockets on pay day. Lee did not say whether he was protecting himself from pickpockets.

E. M. Guy went to New Orleans over New Year's weekend for the big football game. We wonder what took George Fisher to Pittsburgh over the same week end; there was no football game there at that time.

George Weidenfeller

Shops and Equipment

South Shops: We extend sincere sympathy to Adrian Huisman, machine department, whose father passed away.

The boys in the blacksmith department wish Matt Hansen, who is on the sick list, a speedy recovery.

To Maude Sanzenbacher, printing depart-

ment, whose sister recently passed away, we offer our deep sympathy.

Burnside: Some months ago Bill Filson befriended a stray dog, which became devoted to her new master and quickly formed the habit of coming to the carhouse at 4:30 p. m., to escort Bill safely home. Bill's house was recently blessed with four lovely puppies. Mother and the puppies are doing fine. As yet no puppies have been passed out.

At Christmas time Joe Margetic's co-workers presented him with a fine set of tools, including a 6-inch folding rule, pocket knife, machinist's hammer, gas pliers and screwdriver. Joe, somewhat surprised at this Christmas spirit, wishes to take this opportunity of thanking one and all.

77th Street: We were glad to receive a postal card from that tardy vacationist, Paul Pompian.

'Tis said that the reason Alvin Hooker's lunches consist of hamburgers and more hamburgers is because at one time he operated a hamburger stand, suffered a financial crash and now Alvin is merely consuming the surplus stock. Perhaps they improve with age.

Elsie S. Frank

West Shops: We wish everyone a very happy and prosperous New Year! And if old St. Nick got tripped up a little this year and forgot something you especially wanted, no doubt he will be a good scout and remember it next year. (Richard Maerz, please note—the little boy didn't get the skates he asked for, and he's been pretty blue).

Ernest Gaeger, woodmill machinist, reports that he received the finest Christmas gift of all, Carol Ann, born December 5. Best wishes to the new arrival.

Sadness was in the hearts of many this past holiday season, and we offer our deepest sympathy to those whose loved ones have passed away. During the month of December, we lost several of our old employees—Edmond McGill, assistant day foreman at Elston, who had been with the company 28 years; Herman Siekert, night foreman, Blue Island, 32 years service; Martin Regan, Kedzie, 50 years service; Anthony Janusauski, Blue Island, 28 years; James Kelley, Limits, 26 years; Albert Nell, Lincoln, 18 years; and Patrick McNellis, Kedzie, 8 years.

The father of Andy Tyson, machine shop clerk, has been seriously ill, and we hope for his speedy recovery. Andy's father is a machinist at the West Shops.

Lillian Hultquist

Around the Car Stations

Cottage Grove

Ray Strouse, popular extra motorman, has just returned from a three week vacation in Mexico. He drove 4900 miles without any serious trouble and saw many interesting things. He states that roads and scenery were wonderful and although living was much

cheaper in Mexico he was glad to get back to good old Chicago.

Larry Stephens is wearing a big smile and is throwing his chest out with good cause. Mrs. Stephens presented him with a baby boy on December 14. Jim Ivers is also sitting on top of the world and is making all kinds of plans for his baby girl which arrived recently. Mel Horslev also reports the arrival of a son which was born January 3. Congratulations to these proud parents and best wishes for the babies.

Conductor Al Howard has finished painting his house. It is white and green and we understand it is a show place of the south side.

Well, we have entered another year—what it will bring no one knows but our work will be much more pleasant and things will seem easier if we do the right thing and give more thought to the other fellow.

Atkinson

Burnside

This is the time we hear a good deal of New Year's Resolutions. They are like eggs and oaths; easily broken. If you have made a new resolution, stick to it; show your fellow-worker the good that's in you.

Operator C. E. Robinett was invited to a banquet last week but was unable to accept the invitation due to lack of necessary equipment.

Once more we are in the lead in the witness contest. Every witness counts and the more the merrier. On the other hand we have plenty of room for improvement in the courtesy contest. Just remember, when you're up to your neck in hot water be like the kettle and sing.

On December 19 death took one of the most popular men at the Burnside depot, Martin Theis. He served as janitor for 15 years in the depot and every employe working at Burnside knew him as a true and honest friend. He is survived by one son and two daughters. Sincere sympathy is extended to the bereaved families.

William D. Frank

Seventy-Seventh

Almost as scarce as the proverbial hen's teeth are Indian War veterans, but Motorman Phillip Helmlinger's claim to this distinction is substantiated by a membership card in the national organization of these veterans and the local group, known as the General O. O. Wood Camp No. 20. A magazine article in the Chicago *Tribune* on December 26 graphically described the last important conflict with the Indians—the Battle of Wounded Knee—an engagement in which Motorman Helmlinger took part.

Seventy-seventh's baseball followers have reason to envy the kind of gift that Motorman John Moriarity receives each year. It's a season pass to Comiskey Park, which he uses to good advantage, and which, by a large margin, makes him our No. 1 White Sox fan. His son is the noted American League umpire, George Moriarity.

We are inclined to take the cop on the corner more or less for granted, but there is one cop and one corner where co-ordination is so obvious it deserves comment. What would 79th and Halsted be without Policeman Norbert Haslem? You'll have to ask starters

Bill Carr and Frank Flannigan, who alternately receive the skilled assistance of this good-natured and able officer of the law.

Sympathy is extended to Conductor J. P. Murphy, whose sister died and to Conductor J. M. and Bus Operator F. H. Pierson who recently lost their mother.

The nicest Christmas present we can imagine was presented to Motorman and Mrs. R. E. Sutfin—a baby girl.

Walter F. Story

Sixty-Ninth

The spirit of good fellowship and good cheer of the 69th street club membership was again spread at Christmas time by delivering 18 Christmas baskets to some of the more needy members. These baskets were thankfully received and deeply appreciated.

A postal card received from Conductor Charles Hochstadt tells us that he is enjoying an extended vacation in Los Angeles, California.

Motormen Arnold Klaesi and Michael Collins are confined at the Speedway hospital. Best wishes for a speedy recovery.

Conductor John Murray is now recuperating at home after spending some weeks in the Speedway hospital. We hope to see him back on the job very shortly.

All club members are urged to be on the lookout for the notice of the next regular club meeting when nominations will be in order for the next year's officers. The regular election will be held in February.

Arthur Lipphardt

Lawndale

Now that the holidays are over you can see the latest styles in ties and shirts right in the trainroom.

Conductor Harry Gennett announces the arrival of a 10 pound boy and Motorman William White is also the proud father of a 10 pound boy.

Sympathy is extended to Conductor Louis and Martin Martin, in the loss of a brother; to Conductor James McNulty in the loss of his mother and to Motorman Thomas McEvoy whose mother died.

Charles Karschnik

North Avenue

Unexpected New Year Greetings were received from ex-conductor Harold Daisy who made a personal call at the depot. He will be remembered as the House of David baseball pitcher. Likewise from ex-conductor Ray Johnson, visiting here from his home in Denver.

Motorman and Mrs. August Alstad called Mrs. Alstad's brother in Denmark on Christmas Day. He states that it was quite a thrill.

Motorman John Harper who suffered severe injuries some time ago in an accident paid the boys a visit and we were certainly delighted to see him looking so well.

Mike Kennealy and Jerry Organ have left for their annual vacation in Hot Springs, Arkansas. John Goorskey will spend the next few months in Florida.

Sorry to be so late reporting the marriage of Joseph Pflum. It was not until he himself admitted it that your reporter could believe it

to be the truth—therefore I wish to be pardoned for missing so big a "scoop."

Christmas is past, but its memories linger on. As a New Year's Resolution, Roger Ward has firmly resolved in the future to permit his purchasing agent to buy all turkeys. Operator Thomas Scruggs was well pleased with the miniature draw bar he was presented with and John MacIntosh vowed to keep the home fires burning all winter with the select bunch of Christmas cards received.

Chief

Division

While watching the well diggers on his place in the country Conductor J. Bowerman figured it would be nice if they struck oil, but thinking a little farther decided oil wouldn't be very pleasant to take a bath in. The men struck water at a depth of 146 feet.

Conductor H. Tamillo recently became a newlywed. The nuptials took place November 20.

Conductor A. Gloppe took his vacation at a very opportune time. His wife presented him with an 8½ pound baby girl. Mother, daughter and father are doing nicely.

Some of the men decided to start the New Year right and submitted to various operations to put them in top physical shape. Conductors J. Bowe and E. Kemp and Motormen C. Nashiem and G. Abel are now convalescing at their homes.

Motorman E. Woods returned to work after an illness that started July 3.

After a short illness Conductor Harry Tint passed away at the Michael Reese Hospital December 19. Sympathy is extended to his family.

A scaffolding was set up, drop cloths laid and a battery of painters walked into Division depot and went to work. After a few days of activity the scaffolding was removed and behold! What a difference a coat of paint makes.

Chet Johnston

Elston

This being the first article, we do not believe that we will be out of order in publicly welcoming J. M. Johnson as our new assistant division superintendent. Mr. Johnson was greeted by many friends whom he met here many years ago.

A lecture on the methods of establishing a local Union Credit system, was attended by the would-be bankers of Elston, on December 21. After the address had been given by Mr. King, a member of the U. S. Bureau of Social Credit, a charter was applied for. Under an aggressive plan of campaign, the system will probably be in operation before spring.

The big party is on! Supervisor ex-officio Casper Hannemann is flinging the food to the fellows in honor of Junior's arrival. Chief Clerk Charley Ennerson, the Norwegian Nightingale, will act as master of ceremonies while the boys feast on Hasen-pfeffer. Charley has promised, as a special attraction, to lead the boys through the song, "Die Wacht am Rhein," in Platt-deutsch.

The winter vacation season is in full sway as many old timers, Jim Foley, Bill Harrison and Toby Dever take their well earned rests. We are expecting some long, dark tales of New York night life from Toby.

Conductor T. Chaplewski spent his vacation at his birth place Manitowoc, Wisconsin, visiting relatives and boyhood friends.

The train force joins the repair department in mourning the passing of Ed McGill, popular repair foreman, on December 6.

Santa Claus didn't visit Superintendent Elmer Balfanz this year—at least not the one with the gun who robbed him in 1936.

Superintendent Balfanz celebrated his 54th birthday January 3 and treated the office and supervisory force with coffee and doughnuts.

Admiral

Lincoln

Each year the station has a Christmas tree and each year the tree seems to be larger and prettier. This year our head clerk Fred Murbarger took charge of the trimming, and he was very ably assisted by Conductor W. Geiband, Motormen C. V. Johnson, G. Krinke and A. V. Vandermeir.

Quite a few of the boys have been on the sick list during the past year. Conductors A. Henning, A. Golden, O. Nelson, F. Behnke, W. Bula, G. Crome and N. Thorson, and Motormen C. Buddensick, T. Manthie, P. Joyce, P. Cassidy, J. Roukiness, F. Flanders, and F. Nehls. Here's hoping the New Year finds them greatly improved and all back at their work in the near future.

Two of the boys passed away during the month. Edward Romberg, whose services were held Tuesday, December 14, from Hoppes Funeral chapel, 2742 Lincoln avenue was buried in Irving Park cemetery. Thomas W. McPhee's services were on Friday, December 24 at Bentley's chapel, 2701 N. Clark and he was laid to

rest in Graceland cemetery. Sincere sympathy is extended to the families.

Night clerk Elmer Mitz is the proud father of a baby girl—Joyce Marilyn—born December 24. We wish the happy family well.

Henry Spethman

Devon

Belated congratulations are in order for Motorman Thomas Butler who became the proud father of a baby boy weighing 8½ pounds born at St. Joseph hospital, November 1. He will answer later to the name of James Patrick.

Congratulations are also in order for our champion bowler Motorman J. Carlson, not only for his bowling prowess, but also for the birth of a baby girl weighing 7 pounds, born at Edgewater hospital December 10. She has been named Joyce Alicia Carlson.

The tragic and untimely passing of Motorman R. Troxel who was killed on November 11, in an automobile accident, was followed by the death of his wife who was buried December 24, at Rosehill cemetery. May we be spared a similar tragedy in 1938.

Sympathy is extended Supervisor Calderwood on the death of his wife. Funeral services were held Wednesday, January 5 at 3:00 P. M. at Bentley's Mortuary; burial was at Rosehill cemetery.

Thanks to the initiative of Motorman L. L. Smith, and the cooperation of many who contributed donations, Devon depot had its first Christmas tree following the practice of Lincoln avenue depot.

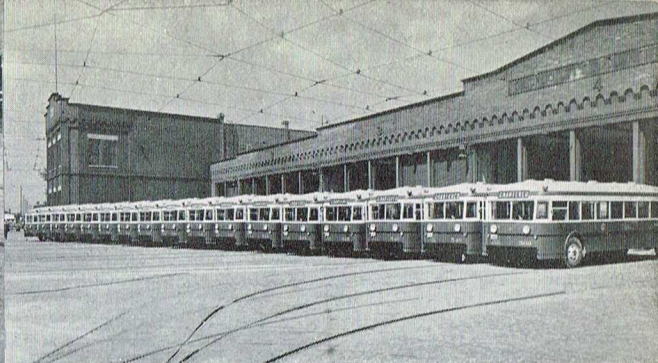
John W. Binder



MAGAZINE CORRESPONDENTS FETED AT PRE-CHRISTMAS DINNER PARTY

The ladies and gentlemen you see above are the folks who make your magazine. From left to right in the front row: William Schenck, Electrical; Chet Johnston, Division; Robert O'Connor, Armitage; Editor H. O. Crews; Ruth Skelton, Public Relations; Elsie Frank, South Shops; Superintendent of Transportation W. A. Hall; Isadore Shedroff, North Avenue; Clinton Sonders, Kedzie and John Flynn, Track.

Standing from left to right: Associate Editor H. F. Peck, Eliot Hirsch, cartoonist; Thomas Coan, Accounting; J. G. Nattinger, Accident Investigations; W. F. Story, Seventy-seventh; Henry Spethman, Lincoln; George Weidenfeller, Traffic and Schedules; Charles Karschnik, Lawndale; Percy Atkinson, Cottage Grove; C. P. Starr, Blue Island and J. V. Eckman, Elston.



HIGHLIGHTS OF 1937

New equipment and extensions were prominent features of Surface Lines service in 1937. The four center group pictures show officials who celebrated the opening of the Laramie and Kimball-Foster bus lines, the Pulaski link and the 87th street car line link.

The new equipment pictures show strings of trolley buses, top left, and gas buses, right. Centered is a head-on view of a trolley bus. The remaining two show a Foster avenue bus and a new type bus to be placed in service on the new Ogden avenue route.