

Surface Service

• MAGAZINE •

VOLUME 16 NOVEMBER 1939 NUMBER 8



A THREE-YEAR RECORD:

9,000,000 MILES TRAVELED

120,000,000 PASSENGERS CARRIED

Thanksgiving Day Is Turkey-Time!



Photographer Fred Chouinard—the old turkey fancier—snapped this picture as a symbolic scene for a November issue. It's his way of hoping there will be a turkey in the oven of every Surface Lines family on Thanksgiving Day.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 16

NOVEMBER, 1939

No. 8

Cars Make Fine Record

**True Worth of P.C.C. Cars Plain As Streamliners
Mark Third Anniversary**

The streamlined street cars on Madison street had their third birthday last Sunday, November 12. Behind the three-year record is an impressive story of operation, civic approval and increased patronage.

Operating over a relatively short seven and one-half mile run, the 83 modern cars have run up an astonishing total mileage. Since the first of the cars went into service on November 12, 1936, the vehicles have operated 9,000,000 miles. This is an average of well over 100,000 miles for each car.

Even more astonishing is the accumulated total of 120,000,000 passengers who have ridden on the cars in the three years. Traffic on the line since the modernization took place shows an increase of about 12 per cent compared with the rest of the Surface Lines system. Although some of this riding may have been diverted from other lines, there is no question but that the modern equipment has brought increased public patronage.

Cars Being Repainted

With the 100,000-mile mark passed, a general overhauling of the cars was started several weeks ago. The overhauling includes a complete repainting of the outside of the car. The work has been completed on 52 of the 83 cars at a cost of approximately \$250 per car. The Shops and Equipment Department withdraws an average of four cars from service at a time for overhauling and painting.

According to Guy A. Richardson, president of the Surface Lines, the operating record of the Madison street cars has definitely established the economy, efficiency and rider appeal of the modern cars. Mr. Richardson expressed the hope that the benefit of this advanced type of transportation can soon be brought to various parts of the city. He said that once the traction franchise situation is clarified, it is planned that at least 1,000 new street cars will be purchased as part of an initial renewal program.

"Have Fulfilled Promise"

"The Madison street car operation," said Mr. Richardson, "has demonstrated that these new cars are the solution to modernization of street rail equipment. We have studied their performance closely and few physical difficulties developed. As minor weaknesses became apparent they were corrected.

"The cars have fulfilled the promises made for them. The operation has proven that the cars have the greatest street traffic efficiency. Three of these cars carry more riders than five 40-passenger buses or 150 private automobiles at the average rate of riding in private cars.

"Our tests show that nearly 90 per cent of the noise of the old type vehicles has been eliminated. This was accomplished through the extensive use of rubber in the wheels and springs and the installation of quiet gears and motors.

"Wherever the new cars have been installed they have proved an immediate success. It is our earnest hope that we can soon begin placing the new cars on many additional lines in Chicago."

Increased in Riding

The rider appeal of the new cars in Chicago has been evidenced by the increase in riding on the Madison street line. In the first year of operation, traffic on this line increased approximately 12 per cent. This rate of gain was maintained in 1938 and 1939. General riding on the system was about six per cent below 1936 in these two years, but traffic on the Madison street line showed a gain of about seven per cent over 1936.

The new street car, called the PCC car, was developed over a five-year period at a cost of \$750,000. It gets the designation "PCC" from the name of the committee which initiated the development of the car—the Electric Railway Presidents' Conference Committee. This committee represented a group of senior executives of large city street railway properties. Mr. Richardson was one of this group and Chicago was one of the first cities to order a substantial number of the cars.

Many Order New Cars

Today there are more than 1,100 of the new vehicles in operation or on order in 11 cities of the United States and two in Canada. St. Louis is the latest city to order the new type car. The street car company there recently placed an order for 100 of the cars.

Pittsburgh has made the greatest use of the new vehicles, with 201 in operation and another 100 on order.

The following table shows the number of

new cars in service or on order in various cities:

	<i>In Service</i>	<i>On Order</i>	<i>Total</i>
Brooklyn.....	100	...	100
Baltimore.....	67	...	67
Boston.....	1	...	1
Cincinnati.....	2	...	2
Chicago.....	83	...	83
Los Angeles.....	95	...	95
Philadelphia.....	20	...	20
Pittsburgh.....	201	100	301
San Diego.....	28	...	28
St. Louis.....	...	100	100
Toronto.....	140	...	140
Vancouver.....	1	...	1
Washington.....	133	34	167
Total.....	871	234	1,105

Running Time Improved

The heavy volume of general traffic on Madison street prevents the cars from performing to their maximum ability. Despite general traffic interference, however, the schedules maintained on the line are about eight per cent faster than the 1936 running time. The increase exceeds 10 per cent in off-peak hours. A one-way trip (7½ miles) is made in about 36 minutes in the base or mid-day period.

TRANSPORTATION CHANGES

Hall Promotes Several in Clerical Forces

Due to a vacancy in the clerical forces of the Transportation Department, several promotions and transfers were announced by Superintendent of Transportation W. A. Hall, effective November 7.

Fred Meyer, formerly combination clerk-receiver at Lincoln, was promoted to relief receiver No. 4, working at Noble, Elston and North Avenue depots.

George S. Kehoe, relief clerk No. 3 at Cottage Grove, was promoted to combination clerk-receiver at Lincoln.

Martin G. Grady, clerk No. 4 at 77th, was promoted to relief clerk No. 3 at Cottage Grove.

William T. Henderson, clerk No. 4B at 77th, was promoted to clerk No. 4 at 77th.

Ernest F. Potenberg, special clerk at 77th, was promoted to clerk No. 4A at 77th.

Richard W. Bohlin, clerk No. 5 at 77th, was promoted to clerk No. 4B at 77th.

John L. Weatherwax, clerk No. 5 at Devon, was transferred to clerk No. 5 at 77th.

Robert J. Evenson was employed as clerk No. 5 at Devon depot.

TO HONOR CHAMPS

Superintendent of Transportation W. A. Hall will present the Chicago Surface Lines trophy emblematic of the system softball championship to the team from Noble depot at the Ashland Avenue Auditorium, Monday, November 20, at 8 P. M.

Noble's team will also receive an award for winning the North Section Surface Lines title and Kedzie will get a trophy for taking the South Section title. Other awards will honor the second place teams in both sections.

DOCTOR WARNS AGAINST DRUG

Terms Sulfanilamide A Miracle and A Menace

By A. A. SMALL, M.D.

Medical Director, Insurance Department

In comparatively recent years many drugs have been discovered that have increased the life expectancy of the people of the world and likewise decreased the miseries to which they are heir. Sulfanilamide is one of the recent ones—a miracle and a menace in one and the same drug.

To quote Dr. Thomas Parran—Surgeon General, United States Public Health Service, "last year 373,875 pounds of sulfanilamide were consumed by the people of the United States."

The drug is one of the wonders of modern medicine, but to accomplish its wonders, its administration must be regulated by a physician who has the skill, training and equipment for blood and other physical analyses, so that the proper dosage may be administered, for it must be remembered that different diseases and different individuals require different doses in order that the ailment from which the person is suffering may be relieved or cured.

The use of sulfanilamide has been found of great value in the treatment of erysipelas, some forms of meningitis, streptococcal blood infections and recently most excellent results have been obtained in the treatment of trachoma, a disease of the eyelids—a disease which previously had resisted nearly all forms of treatment.

Sulfanilamide without medical control, however, is a menace and may lead to results worse than the disease for which it is given. It must be remembered that too little does no good and too much may cause a destruction of both the red and white cells of the blood, or may result in damage to heart, liver, kidneys and nerves.

Dr. Parran cites the case of a taxi cab driver whose passenger was a physician. At the first traffic intersection he drove through a red light, then stopped to examine his brakes. Thinking the man was drunk, the physician began to question him. He denied that he had been drinking, but added "Those pills the Doc gave me for a cold sure make me feel funny." The physician asked for one of the pills, tested it, and immediately came around to the front seat of the cab, saying, "Move over, son, I'll drive the rest of the way home." The man was drunk on sulfanilamide and when the physician reached home he telephoned the company telling them it would be unsafe for the driver to move the car and to send a relief man.

Large doses cause a loss of normal movement of the limbs. The foot is lifted too high and often brought down in a stamping manner. Sensation of foot and hands are diminished so that the foot does not feel the floor in a normal way. Large doses often cause a high fever before death, or paralysis of both legs and bladder. Minor symptoms are nausea, vertigo and blueness of the face and extremities.

Sulfanilamide is a wonderful drug when properly used, but it must be used under the care and direction of the physician.

Remember, sulfanilamide can be death dealing as well as life saving.

Weather Rough Crossings

Storms Toss Employees Returning From Warring Nations— Some Still Stranded Abroad

There are a number of Surface Lines employes now happily back on the job who can sympathize with the nervous airplane passenger who expressed a desire to return to *terra firma*. Questioned as to his reasons he quaveringly replied:

"The more of the firma—the less of the terra."

In other words he had a strong desire to get his feet firmly planted on the good earth. His feelings are seconded by the Surface Lines employes who recently fled the war zones and had to weather great storms and a rough passage on their way back from the lands across the Atlantic.

Nor were storms the only hazard of the return trip for some of them. At least four of them were aboard the "doomed" ship Iroquois. There was a threat or at least an official hint that the Iroquois was doomed for it was in danger of being torpedoed by some foreign power according to information released by President Roosevelt in one of his press conferences.

But the ship wasn't doomed and the Irish are safe here and back at work with the Surface Lines. We say the "Irish" advisedly for the reference is to Flynn, Dennehy, Corcoran and Considine.

Some Still Missing

Unfortunately it is not possible to say as much concerning three members of the Shop and Equipment forces, Charles Bado, Robert White and Louis Barounis, who are still abroad—still unable to make arrangements for a return passage. Latest advices, however, indicate that all are safe.

Conductor Eugene Flynn of Kedzie depot, one of those who returned on the Iroquois, is mighty glad that his three-month furlough had a happy ending. Flynn, 69 years old, and with 36 years of service behind him, spent the summer in Ireland and was in Kerry when the war broke out.

As a matter of fact he was due to sail on the Britannic on the very day that war was formally declared. That passage, naturally, was cancelled and two weeks later he was directed to Southampton. Flynn reasoned that Ireland was still neutral so there wasn't any great point in leaving that country and moving into the confines of a belligerent nation so he ignored that notification. In the meantime the American consul had written the Surface Lines for an extension of Flynn's furlough, which was granted.

He finally made arrangements to sail on the Iroquois from Cobh, formerly Queenstown. The boat is a small one, generally used in the coast-wise trade and thus hardly fit to battle the storms of the north Atlantic which are prevalent in the fall. The steepest drop of the roller-coasters have nothing on the dips the Iroquois took during the four-day storm that tossed the boat this way and that, according to the men who made the return trip.

Knew Nothing of Threats

None of the passengers who sailed that Tuesday knew of the torpedo threats until the following Sunday. Maybe it was just as well

because the storm caused enough trouble. On the Sunday following embarkation the captain of the Iroquois called his passengers together and told them of the threats to destroy the ship. All baggage in the ship was thoroughly searched. Later, as the first of the convoy ships hove into sight, cheers went up and the passengers sang the "Star Spangled Banner"—probably with more feeling than they ever sang it before, they say.

Motorman Tom Dennehy of Blue Island, also on the Iroquois, has spent 30 years in this country and 26 years with the

company. After his taste of things over there he is very happy to be here, thank you. Dennehy left on a furlough on July 26 and visited his mother, two brothers and two sisters who still live in County Kerry. He's fond of his relatives abroad, but he's going to be glad to devote all his time to his wife and four children, Kathleen, Marie, John and Thomas, Jr., and his home at 6235 South Paulina until things settle down across the waters.

Dennehy gets qualms when he thinks of the storms the Iroquois weathered, but he gets a laugh from some of the publicity that came to him. The local *Daily Times* carried his picture, labeling him as one of those "on the doomed ship." He's glad he's able to refute the rather terrifying implications of that headline.

Dennehy made the trip over and back accompanied by a sister who had a pleasant business matter to transact in Ireland. She merely cashed a \$5,000 sweepstake ticket!

Patrick Considine, a car cleaner at Archer depot, has been with the Surface Lines since July 7, 1937. He arranged for a furlough so that he could visit the "ould country" between



June 17 and September 24. Long before September 24 arrived the war had broken out and Pat was scurrying around for means to get back. He managed to arrive for work on October 17, but he'll tell you he wouldn't have given much for his chances as he tried to hang onto his berth on the Iroquois.

Happy on Land!

Motorman Ed Corcoran of Seventy-seventh and his wife were also on the widely-publicized Iroquois while all America was aghast at what might befall the ship. Corcoran's service with the Surface Lines dates from August 26, 1929. He managed to get a 30-day extension on his furlough prior to the war and eventually returned almost a month later than he expected. You are referred to Mr. Corcoran if you don't believe that he is mighty happy to be back on more or less dry land.

There isn't quite such a happy ending to the story told by Conductor Philip G. Huber of Noble depot. He was born in what was once Austria and which became Poland in 1920. On his trip abroad Huber hoped to see his brother and the brother's son. The brother, he fears, was in the Polish intelligence service. His son was the right age for war. Huber fears the worst has befallen them.

Stopped by Man-O-War

He was traveling in the Polish corridor when war broke and after many difficulties he managed to sail from Trieste aboard the Italian liner Saturnia. As that boat passed by Gibraltar it was stopped by an English man-o-war, he says, and all German males with German passports were taken from the boat and interned.

While in Vienna, Huber was interested to see advertisements in the daily papers for women to run the street cars of that city. At one time, in East Prussia, his train was halted on a siding for 1½ hours as a steady stream of German troops marched by, presumably on their way to the Polish border.

John McGuire, car repairer, Burnside, took a vacation in Ireland last summer expecting to have no trouble returning to this country in time to start work September 11. He bucked some of the north Atlantic storms and managed to report for work October 27.

Shows Up Early!

Frank Coonan, a painter at the South Shops, tells a similar tale. His furlough wasn't due to expire until October 30, but when the war broke out Coonan figured Ireland was a little too close to the scene of hostilities. He managed a stormy passage back and showed up for work almost two weeks before he was scheduled to return.

The Shops and Equipment Department report three men still among the missing. In each instance the furloughs of the men have been extended to January 1 and will be further extended if they are still unable to obtain passage to this country.

Charles Bado, West Shops, left here on July 24 bound for Poland and Czecho-Slovakia. No direct information has been received concerning him, and his whereabouts are, at present, unknown.

Robert White, a Kedzie car repairman, is "somewhere in England" and the censors aren't very specific. He has written two letters for furlough extensions which have been granted. White, whose service dates back to 1907, has simply been unable to "hook a ride" on any ship bound in this direction.

Louis Barounis, a car cleaner at North Avenue, is in much the same fix, although he is further removed from the war zone. He took his furlough on July 15 and set sail for his native Greece. It is impossible to arrange passage except at prohibitive prices, his recent letter said.

OPERATION MEETINGS END

Hall and Pasche Conclude Annual Conferences

On November 16 Superintendent of Transportation W. A. Hall and Supervisor of Accident Prevention William Pasche will address the men at North Avenue station in the last of their informal meetings for the year.

In shorter man-to-man fashion this fall the two have talked to the men in afternoon and evening sessions at each of the 16 stations on the system.

Mr. Hall, in his talk at Limits depot, after complimenting the men on the manner in which they handled the crowds during the American Legion convention, called such co-operation typical of Surface Lines forces. "We have managed to pull through these lean years," he said, "because the men and the management have fought shoulder to shoulder."

After praising the men for the decrease shown in the accident records concerning that station, Mr. Hall suggested a need for further improvement. "This," he said, "could be achieved if better cooperation could be developed between the crews." "If each man of every crew does his part as it should be done, we can cut our accidents still further," he said.

Commenting upon the importance of a neat personal appearance, Mr. Hall stated that he was glad to be able to say that the appearance of Limits men was excellent. "Keep it up. Always be neat. Neatness goes over big with the public," he concluded.

With winter just around the corner bringing with it increased hazards of operation, Mr. Pasche cautioned the men against unwarranted haste when weather conditions were at all bad.

"We want you men to do the best you can under the existing conditions," he said. "Thus, you must operate as conditions will allow."

Mr. Pasche concluded his remarks with details regarding the improved accident record of the station. He pointed to the fact that the station had shown major decreases in several classifications and urged that continued care be exercised in order that the record might be bettered even more.

And now we hear about the street car motorman who, after clanging his bell irately behind an obstinate coal truck for two blocks, finally managed to get up alongside the driver, leaned out his window and just looked. The truck driver brazenly asked, "Well?" Whereupon the motorman said, "I know what you are. I just want to see what you look like."

Modernize Oiling Methods

Renovating Plant Installed to Effect Greater Lubricating Economy and More Efficient Operation

The Chicago Surface Lines has recently taken advantage of available technological developments to improve its service by increasing the lubricating efficiency of the rolling equipment, at the same time effecting a worthwhile saving in the cost of lubrication.

Since late September a car journal packing renovating plant has been in operation cleaning and preparing all of the materials used to lubricate the armatures, axles and journal bearings of the cars. This plant, located at the Surface Lines West Shops, was built and is being operated under contract by the Railway Service and Supply Corporation of Indianapolis, Indiana. This company, whose sole business is renovating packing waste and oil together with a complete lubrication service incidental to waste packing lubrication, has been performing this economic service for a large number of the major steam railroads for several years.

Before the renovating plant was put in operation, it was the practice to furnish all new packing to the oilers. This packing consisted of wool yarn soaked in hot oil for several hours, after which the excess oil was allowed to drain off before placing it in containers ready to be sent to the points of use. At stated packing periods for each car the new packing was applied to the armature bearing boxes only, and the used material removed from the armatures was then applied to the boxes of the motor bearings. The packing removed from the motor bearing cellars was used to pack the car journal boxes, and the material taken from the journal boxes was destroyed because it contained so many harmful contaminations that it was no longer fit for any use.

Improve Old Practices

Under this practice of stepping down the place of application from armatures to motor bearings to journal bearings, it can be seen that the armature bearings, which always received the new clean packing, were adequately lubricated. The new method was thought to be worthwhile, however, due to the saving in materials used in the lubrication packing.

Under the new cleansing system, the only new materials used will be those necessary to replace the short ends of the waste removed during cleaning, and new oil to make up for the losses incidental in service. When packing is removed from the armature boxes, it is placed in containers and marked "armature packing," and then sent to the renovating plant where it is cleaned and made ready for re-use in the lubrication of the armature bearings. The same procedure is followed with the packing removed from both the axle and journal boxes.

At more frequent intervals than in the past all the bearing boxes on the cars will be periodically packed with clean lubricating materials. It is expected that under this new

system of lubrication some lubricating savings will result. These savings are real and tangible in both direct and indirect lubricating overhead.

Affects Maintenance Costs

If the lubrication value of materials used is high then there is less friction and less power is needed to overcome journal resistance. With lower journal resistance there are fewer chances of car failures due to lubrication failures. These factors have a direct effect on the maintenance cost of journal and bearing assemblies as measured by fewer bearing replacements, fewer cut journals, shafts, etc.

In addition to the saving in indirect lubrication, there is an appreciable saving in the direct cost of oil and waste, because by controlling the preparation, handling and use of the material under direct and constant supervision, a very high percentage of the renovated material to the total packing used is obtained, thereby reducing materially the capital invested in new oil and waste. By restoring the resilience of used packing to its original or better condition, the great ratio of volume to weight thus obtained reduces materially the weight of packing used, and by controlling the saturation of the waste to a constant and uniform ratio an appreciable saving in oil is effected.

The ability to produce a satisfactory lubricating material from dirty packing formerly believed to be unfit for any further service is the result of years of research and scientific investigation into the problems of oil and waste performance. The equipment and process necessary for the efficient cleaning of both waste and oil is as follows:

Cleaning Process Explained

The dirty packing when removed from the bearing boxes is placed in containers and transported to the renovating plant. After being weighed, the material is loaded into special type washing extractors. After the dirty packing is in the unit, the operation, by automatic electric control, starts the cycle for the first step in the process. Dirty oil at approximately 250 degrees F. is pumped into the unit. After a certain interval of time, the agitating mechanism starts its washing function which continues for a predetermined time, at the expiration of which it automatically stops. The dirty packing in the machine, together with the dirty oil in which it was washed, is next subjected to centrifugal force and the oil is extracted from the waste carrying with it the fine dirt, water, tarry matter and other contaminations. The above cycle is repeated. However, in the second washing step, clean oil is used instead of dirty oil which further removes fine dirt and substitutes clean oil for the dirty oil re-

(Continued on page 10)

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

**231 South La Salle St.
CHICAGO**

Volume 16 November, 1939 No. 8

William H. Bromage Editor

Hollis F. Peck Associate Editor

THANKSGIVING

We still have a long way to go before we can truly say that we are out of The Depression. But, as we looked back the other day, we counted our blessings and they were many. Oddly enough the thought came as we signed two papers.

One signature assigned a small portion of our salary to the Employees' Relief Fund. The other provided for setting aside money for the Community Fund.

We've heard some criticism when the time came round to sign for either Fund. That's natural for it is human nature to shy away from handing out our own money without a tangible return.

Odd though it may sound, however, we look upon those small donations as a form of insurance. As long as we're passing it out we are all right. The tough place is on the receiving end.

When it comes to counting the things for which we can all be grateful, we think the privilege of being able to donate for others less fortunate ranks high.

As long as we are able to make the small contributions that do so much to help others then nobody will have to help us. The very thought should make for a Thanksgiving for us all.

"VITAL TO YOU"

This month there is being distributed through the "take-one" boxes a leaflet entitled "Vital to You." The message is addressed to the millions who use the Surface Lines.

It tells the car rider that the Surface Lines is—and always has been—the dominant factor in the growth and development of this city and that the service is indispensable to the business and social life of all Chicago.

This is no idle boast. It is fact. Surface Lines service is vital to Chicago. More than three-fourths of all transit riders travel on our street cars and buses. It is the only city-wide service. And the Surface Lines is one of the largest employers, if not actually the largest, in all Chicago.

A business that is so essential to Chicago is unquestionably of vital importance to the employes who operate it.

The Chicago Surface Lines will remain vital to Chicago as long as our customers can look favorably upon us. How well they look upon us depends entirely upon how well we do our jobs—individually and collectively.

It is up to every employe to make the service so desirable that it will remain vital not only to those who use the service but to we who operate it.

DEATH CALLS MAHONY

Trial Lawyer Dies After 36 Years Service

Charles L. Mahony, a member of the trial staff of the Chicago Surface Lines and of the underlying companies since 1903, passed away October 25, 1939, at the age of 81 years.

Born and educated in Canada, he practiced law for several years in Toronto and in Boston.

In 1890 he came to Chicago where he continued his law practice. Some years later he became identified with the legal department of the Chicago Union Traction Company. Since then he continued to be active until his recent illness.

Mr. Mahony's ability won him not only a high place in his profession but also in educational circles. His long experience made his services valuable to the company.

He is survived by his daughter, Isobel Mahony.

Services were held Friday, October 27, at 9:30 A. M. at St. Mary of the Lake Church.

Sharp Increase In Complaints

Discourtesies Draw Rebukes From Passengers—Polite
Trainmen Receive Commendations

A sharp increase in complaints marked the records for October. A total of 605 complaints received for last month contrasted very poorly with the 420 complaints received during October, 1938. Numerous discourtesies charged against the trainmen were responsible for much of the increase.

The courtesy record remained on an even keel as 53 commendations were received. That balances with the number which came in during the same month a year ago.

Of the commendations received all spoke with unusual praise of the kindly acts of numerous men. One of them quoted a conductor whose attitude seemingly expresses all that one could ask. After being thanked for one small kindness the conductor replied, "I like to be of service."

That expression seemed to be the keynote of many courteous acts during the month. It was made by Conductor John Paradies, badge No. 1956 of Seventy-seventh, and was quoted in the commendatory letter of Mrs. W. H. King, 1654 Farwell avenue.

Mrs. King said that no truer words could be spoken, for Conductor Paradies showed by his every action that he liked to be of service.

In the course of a short ride Charles O'Malley, 5637 South Sangamon street, noted several courteous acts which caused him to write with praise for Conductor Arthur J. Salmon, badge No. 270 of Limits.

Praise for Conductor Salmon was also contained in another letter sent by Emily E. Hixson, 1230 North Clark street.

Gets Reward

"Will you kindly hand the attached \$5.00 bill to the gentleman who wears badge No. 7198," said the note from Miss M. Gruenhut, 5220 Harper avenue. The money was sent in appreciation for the return of a watch. It was turned over to Conductor Willard B. Singleman of Burnside.

An American Legion visitor, a stranger to the city, wrote that "the Chicago Surface Lines can be proud of the men in their employ," as he told of the many helpful acts of the men. The commendation was from Joseph Frankel,

922 42nd street, Brooklyn, N. Y., and carried specific praise for Motorman George W. Christie, badge No. 12967 of Lawndale.

"He assisted several people during the ride I took and all of the things he did were kindnesses and courtesies over and above the straight performances of his duty. It is unfortunate that all persons who serve the public cannot have his attitude, but, on the other hand, it is unfortunate that the public is not more versed in courtesy and consideration for the public employee. Courtesy works both ways!"

Such were the sentiments expressed in the letter of Geraldine Cosby, 864 Barry avenue, in her letter which praised Conductor William F. Loftus, badge No. 14324 of Devon.

"Our Good Driver"

Operator Henry F. Boldt, badge No. 1948 of Limits, was praised by Ida Folkes, 356 Wisconsin street, for the attentiveness he showed in caring for a blind passenger who used his bus frequently. Miss Folkes said that his courtesies were such that her blind friend, a Mrs. Martin, always referred to him as "our good driver."

A note of thanks was contained in the letter of Mrs. L. V. Fields, 6900 Harper avenue, which praised Motorman Robert H. Hochleutner, badge No. 1129 of Seventy-seventh, for the re-

turn of a suitcase. A reward was also enclosed in the commendation.

Conductor Arthur E. Olson, badge No. 1356 of Seventy-seventh, was praised for holding his car momentarily to allow Mrs. William Teichman, 2716 North Troy street, to board in safety.

Several courteous acts performed by Conductor Peter J. Barry, badge No. 2504 of Seventy-seventh, were commended by Charles G. Engstrom, 5441 North Wayne avenue.

Conductor Oscar Moser, badge No. 4774 of Lincoln, was commended by Dorothy Hamann, 4914 North Damen avenue, for the assistance he gave her when she was burdened with several packages.

"We are all here to help each other," was the philosophical response Conductor Michael Russell, badge No. 9882 of Kedzie, made when he was praised for an act of kindness. His

TROLLEY SPARKS



"Duck, celery, pumpkin, sweet potatoes, chestnuts—oh, pshaw! Young man, can we turn around and go back? I forgot the cranberries!"

ELIOT HIRSCH

many courtesies to passengers were seen by Phil Vivian, Civic Opera building, who sent the commendation.

Anna A. Kelley, 5629 North Parkside avenue, says the cheery courteousness of Operator LeRoy E. Owens, badge No. 3501 of Devon, helps her to start the day right.

Praise for Service

Praise for the service in general and Conductor Earl L. Sherman, badge No. 4238 of Devon, in particular, was contained in the commendation sent by Mrs. Elizabeth Baier, 5520 Broadway.

Motorman Edward W. Schroeder, badge No. 4323 of Armitage, was praised for "good salesmanship" by Julia B. Nielsen, 3224 Warner avenue.

Conductor Joseph A. Barren, badge No. 4584 of Burnside, was thanked for advancing a fare to Louise V. Waltz, 7945 South Carpenter street. She also repaid his trust.

Harry A. Bollman, 6236 Cottage Grove avenue, commended Operator Ernest H. Fifer, badge No. 10492 of Burnside, for the return of a highly valued umbrella. His letter also carried praise for the men in the Burnside office.

"We ladies are always grateful for kindness shown us," said Mrs. Lillian C. Bolles, 2125 Larrabee street, in commenting on the manner in which Conductor Frank White, badge No. 6624 of Lincoln, helped her with several bundles.

H. B. Young, 2300 North Ashland avenue, commended Conductor Frank O. Rochlitz, badge No. 5408 of Lincoln, "for particular courtesies shown."

"This would be a beautiful world if we had more such fine gentlemen," said Miss Mary Worthington, 4442 West Armitage avenue, as she commended Conductor Edward J. Donovan, badge No. 6388 of Kedzie.

Operator Anthony A. Weber, badge No. 7390 of Devon, was praised for special courtesies in a letter from Mrs. Lea Cohen, 5059 Kenmore avenue.

Conductor David Sax, badge No. 7478 of Kedzie, was termed "outstanding for his friendliness and his desire to be of service" in a commendation from Charles A. Snyder, West Central Association, 400 West Madison street.

FLOWERS FOR THE LIVING!

Co-workers Cheer Mrs. Kelly on 25th Anniversary

On Thursday morning, November 9, the fellow employees of Mrs. Josephine Kelly of the Accident Investigation and Legal Departments surprised her by presenting her with a beautiful basket of flowers. This was in commemoration of the twenty-fifth anniversary of her coming to the Surface Lines, and also in appreciation of her accommodating service during these years.

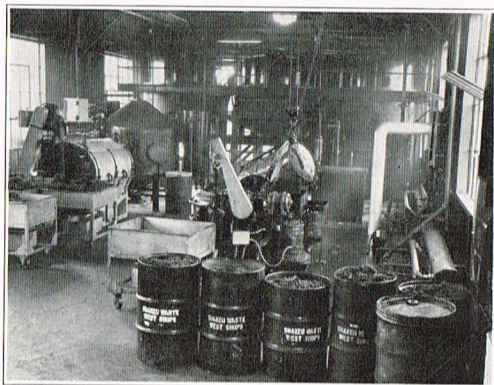
In presiding at the telephone switchboard so efficiently, she has won the whole hearted esteem of everyone.



Mrs. Kelly

Modernize Oiling Methods

(Continued from page 7)



The above view shows a portion of the waste cleaning shop recently installed in the West Shops.

maining in the waste fibre after the first washing step.

At the completion of the washing step the dry waste is placed in a mechanical cleaner where it is subjected to a reversing rotary movement in a hot air blast. This removes the remaining moisture, coarse dirt, short pieces of wool fibre and lint and restores resilience to the waste. The waste is then hand inspected and any knots, balls, etc., are removed. The material is now ready for resaturation into packing.

Dirty Oil Reclaimed

The dirty oil extracted from the dirty packing is chemically treated in batches of 500 gallons each. An alkaline chemical that is inert to the oil but reacts with both the soluble and insoluble contaminations in the dirty oil is mixed with the oil in the amount found necessary as determined from the specific gravity of the dirty oil. Through a series of agitations and quiescent periods, coupled with carefully regulated temperatures, the necessary chemical reactions take place, after which the oil is washed with hot water. During the short period of subsidence, all of the dirt and foreign matter settles in the bottom of the tank with a supernatant layer of water above this sludge and the clean, bright oil above the water. The oil is then decanted from the process tank, water-dried in special dehydrating equipment and is again ready to be saturated into the waste.

The clean waste, after being weighed, and the clean oil, after being measured, are placed in the impregnator and by means of a high vacuum, saturation takes place in about four minutes. Under this method of saturation each barrel of packing contains an identical amount of waste and oil and has a uniform rate of saturation.

This new method of lubrication represents another step in progress toward more efficient operation. With proper care and handling of the packing, the dirty materials are intrinsically as valuable as the new and cleaned packing.

CONDUCTOR DAHL WRITES

Adds Information to Earlier Magazine Story

Conductor Otto Dahl of Devon, who has been most helpful in numerous instances when historical information was sought, has come to the front again to correct inaccuracies appearing in a recent issue of this magazine. His letter follows:

"In my information to you, I stated that Mr. E. L. Crawford was superintendent of Larrabee station from 1895 until his death and not of Devon station, as Devon was not built until 1900 by the Chicago Union Traction company.

"I also think the statement of Mr. Heilbuth to the effect that he ran the first car over the Division street line in August, 1896, is in error. That line wasn't opened until 1897. Motorman Heilbuth had Run No. 4 and I had Run No. 5. In 1899 the Division street bridge at Halsted street broke down. It was rebuilt by city labor and it was five years before it was finished. During that time there were no cars on Division street east of Milwaukee avenue except for one run between Clybourn and the bridge.

"I was transferred to Limits station on October 2, 1899. When service was resumed on Division street the cars were operated from the station at Division and Western and, of course, I never got my place back on Division street.

"When the Chicago Union Traction company was divided in three parts, Mr. Fitzgerald was given the west, Mr. Philips the northwest and Mr. Beach the north side. Very naturally all three tried to make the best showing. What Mr. Fitzgerald and Mr. Philips did, I do not know, but I do know that Mr. Beach spent a day and a night at Devon station in order that he could establish personal contact with all the men there. Every man was called in the office and Mr. Beach appealed to all of us to do our best. That was the first time such personal contact was attempted and I assume it bore fruit because those get-together meetings have been held almost every year since then. There is always something new to learn, and in our business we should never be too old to learn."

Mr. Dahl has been in service since June 13, 1896, so his reminiscences should carry a rather definite note of authority.

EMPLOYEES RELIEF FUND

October, 1939

The Surface Lines Employees Relief Committee received 18 applications for relief during the month of October. After investigations were made six of these were approved for assistance. There were 260 active cases on the relief rolls at the end of the month, 37 having been removed by death or other causes.

Including the \$11,955 spent during the month of October, a total of \$1,378,096 has been paid out of the Surface Lines Employees Relief Fund for assistance of employees since the organization of the committee.

"You say this house is double plastered?"

"Sure, once by the plasterers; once by the mortgage company."

TRACTION TOPICS

Streamlined Street Cars Enjoy Continued Popularity

The first of three new type streamlined street cars was added to the present P.C.C. cars operating on the Wayne Avenue Line in Philadelphia last month.

"The continuing popularity of the Wayne Avenue Streamliners," the President of the transit company announced, "made it necessary to acquire more new equipment. During the first full year of operation of the modern cars on Wayne Avenue they produced an increase in passenger traffic of more than 20%. These very gratifying results clearly indicate that modernization on a system-wide scale should substantially increase revenue as well as provide improved service."

The re-organization plan now before the powers in charge of the Philadelphia system for approval, calls for 500 more streamlined street cars to be purchased within the next ten years.

The Public Service Company of St. Louis is planning a more comfortable and comparatively noiseless ride for passengers on old street cars that will remain in service after delivery of the 100 P.C.C. cars recently ordered. When the improvements are completed, every car on the basic service will be new or will have been effectively re-conditioned.

FOLKS IN THE BUS

Young folk and old folk,
Black-haired and grey;
Big folk and wee folk,
Grave faced and gay;
Fat folk and thin folk,
Short folk and tall;
Men with bushy eyebrows,
Girls with none at all;
Folk with bags and parcels,
Coming from the town;
Folk with friendly faces,
Folk who merely frown;
Boys in shorts and blazers,
Kids with grubby knees;
The very, very chatty folk
(Deliver us from these!);
Horny-handed workmen,
Country folk in tweeds;
A sailor from a tall ship,
A clergyman who reads;
Brusque folk and gentle,
Strong folk and frail;
Forgetful and alert folk,
Florid folk and pale;
Timid folk and bold folk,
Folk who make a fuss;
What a slice of life there is
In any tram or bus!

(Author unknown)

Income taxes could be a lot worse. Suppose we had to pay on what we think we're worth.

CELEBRATE 50TH ANNIVERSARY

Conductor Larson of Devon Feted on Golden Wedding Day

Conductor and Mrs. Lewis Larson held open house at their home at 3322 Warren avenue, Sunday, November 5, in celebration of their 50th wedding anniversary. Sharing in this auspicious occasion were their three children, Mrs. Ella Karth, Mrs. Meta Kortemeier and Forrest Larson, and five of the finest grandchildren in the world—as Lewis will tell you.

Conductor Larson, stationed at Devon for many years, was married in Chicago on November 7, 1889. He began his local transportation career on July 25, 1902, at the old Racine avenue barns. He was later transferred to Limits depot and then to Devon.

Mr. and Mrs. Larson were congratulated by more than 300 of their friends during the course of the celebration. Bert Ticknor acted as master of ceremonies and Conductor Otto Dahl contributed to the occasion with a humorous reading.

Guests at the party came from Michigan, Indiana and South Dakota, and Mrs. Larson's sister telephoned her congratulations from California. From another sister in St. Joseph, Missouri, came a pin, a heirloom more than 100 years old.

During the afternoon motion pictures and stills were made so that Lewis can show them to his great-grandchildren when he reaches his 75th anniversary.

OBITUARY

Deaths on the System from October 1, 1939 to October 31, 1939

Transportation—Archer: Herron W. Wright, employed October 6, 1926, died October 3, 1939. Burnside: John N. Gilligan, employed February 25, 1937, died October 18, 1939; Robert T. Walton, employed July 1, 1893, died October 5, 1939.

Cottage Grove: William M. Horan, employed April 19, 1904, died October 20, 1939.

Devon: Charles W. Gore, employed December 31, 1928, died October 6, 1939.

Elston: Samuel Latham, employed March 20, 1906, died October 24, 1939.

Kedzie: Michael Maloney, employed February 29, 1912, died October 7, 1939.

Limits: Otto Anton Samp, employed January 30, 1924, died October 16, 1939; Arthur E. Swanson, employed December 19, 1911, died October 18, 1939.

North: Walter E. Newman, employed January 26, 1929, died October 12, 1939.

Seventy-seventh: Ralph M. Jenkins, employed October 10, 1887, died October 2, 1939.

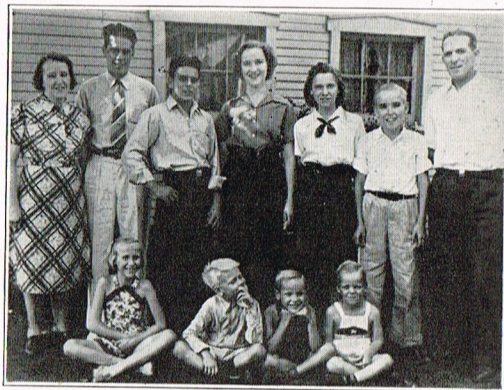
Sixty-ninth: William H. Porter, employed October 2, 1925, died October 11, 1939; Ernest Salensky, employed August 7, 1913, died October 9, 1939.

Shops and Equipment—Sixty-ninth: Peter Workman, employed October 7, 1928, died October 2, 1939.

South Shops: Louis G. Erickson, employed March 10, 1926, died October 7, 1939.

West Shops: John D. Newton, employed May 14, 1903, died October 16, 1939.

Track—Stephen Fetter, employed November 11, 1930, died October 18, 1939; Patrick T. Hines, employed April 9, 1919, died October 4, 1939.



RECEIVER'S FAMILY

HEADS HAPPY HOME

Miller Points With Pride to Family of Nine

The 24 years of Receiver George Miller's married life have been happy ones, indeed. He points to his nine children, six boys and three girls, as being as precious an assortment of nuggets as can be found in any one man's family.

George finally got them all together one day and decided they should be photographed. It seems like a simple task, but unless you have nine children, you'll never know what an accomplishment this is.

Miller developed and enlarged the picture in his own amateur studio. Photography is his hobby, which he pursues between his job as the head of a large family and a receiver at the Seventy-seventh street station.

The family, which appears in the accompanying illustration, is composed of, from left to right, standing: Mrs. Miller; George, Jr., 22; Robert, 19; Margaret, 18; Norine, 15; Raymond, 12, and Mr. Miller. In the front row, seated, are: Rita, 11; Donald, 10; Henry, 7, and William, 5.

Receiver Miller gives some candid shots about his fine big family.

"The youngest is 5 and the oldest 22 years. They were all born at home, the same doctor attending at each birth and I was always able to be there."

Miller adds, "George junior is a clerk at Burnside and is architecturally inclined. Raymond is an embryo concert pianist. We encourage all the children as they show promise."

Though he looks forward to the time when each one of his family will take their place in the world, he believes his happiest moments are right now when his children are all with him.

PWA EXTENDS DEADLINE

The Public Works Administration has granted the City of Chicago a 90-day extension of time for the preparation of a traction unification ordinance. The PWA action, requested by Mayor Edward J. Kelly, extended from November 1, 1939, to February 1, 1940, the deadline for completion of an ordinance.

HAS UNUSUAL RECORD

Ambler Has Held a Union Card For 50 Years

Walter Ambler, foreman of the bricklayers, has been proudly exhibiting his gold union card which testifies that he has been a member of the Bricklayers, Masons and Plasterers' International Union of America for 50 years.

Mr. Ambler, for 32 years a Surface Lines employee, is one of the four or five men in the Chicago area who have held bricklayers' cards for so long a period.

Ambler was born in Yorkshire, England, and when March 27 rolls around he will celebrate his 70th birthday, but big, rugged man that he is, he doesn't look within 10 or 15 years of his age. He joined the Chicago City Railway back in 1907. In the intervening years he has bossed a gang of men in all the repairs that have been done on Surface Lines properties. Prior to consolidation he also had a lot to do with underground construction.

Oddly enough, Ambler learned his trade during a hitch he served in the British army. Soon after his enlistment period was up he sailed for the United States and landed in 1888. One year later he came to Chicago.

Two of Ambler's sons are known to Surface Lines employees. One, J. H. Ambler, is also a bricklayer in the Building Department. The other, Raymond W. Ambler, resigned from the Surface Lines some time ago when he began to lose his sight, a condition that arose from being gassed in the World War. Ray served almost two years abroad with the 17th Engineers. He is a Past Commander of the Surface Lines Post of the American Legion.

There are also two grandchildren of whom Walter Ambler is proud, both boys of J. H. But we suspect that once outside the family, there is no one thing in which Ambler takes quite the pride that he does in that 50 years of service.



Walter Ambler

Departments and Divisions

Accident Investigation and Legal

A bowling league consisting of six five-man teams from these departments was organized on October 20. Arthur See was selected president, Lew Altemus, secretary, and William Fish, treasurer. After rolling six games Fish has high game of 222 and Altemus high average of 189. Every Friday night at 7 P. M. is bowling time at the Mohawk Alleys, located at 518 West North avenue.

At the present writing Harvey Brewington, John Golden, Frank Hoag and Lin Chamberlin are on the sick list. It is hoped that recovery is but a matter of a short time.

It is good to see Charley Rood and J. W. Schultz back at their desks.

That smile on Joe Koch's face means that his two boys now have a baby sister, Barbara Anne.

Attorney Kinderman comes by that fatherly look rightfully. On November 2 he announced the birth of a daughter, Susan.

C. L. Altemus.

Accounting

The department extends every wish for a speedy recovery to Miss Hildur Olson of the bill division who is recuperating from a recent operation at the Edgewater hospital.

Many happy returns of the day were extended during the month to Misses Emma Weber, Helen Shuman, Helen Miculinick, Ruth Busse, and Mrs. Laura Fehland by their many friends in celebration of their birthdays.

Miss Dorothy Fisher of the payroll division has returned to work after having a tonsillectomy performed on her at the Lutheran Deaconess hospital.

Members of the Lawn Mower and Ash Haulers Club can include B. A. Hall as one of them, when 7412 Dante avenue is finished.

Going places and seeing things is Miss Catherine McCormack's recipe for an ideal vacation. Miss McCormack traveled to New York by train where she visited the World's Fair and enjoyed it immensely. Later she took a motor trip to West Point and Cape May, New Jersey, observing the beautiful scenery which made the trip a lovely one to remember.

James Paulus enjoyed a pleasant vacation in and around Chicago. He put in eleven nights of dancing at the leading ballrooms, and attended nine shows. How's that for recreation?

Dividing her vacation between Nebraska and Detroit, Michigan, Mill Mildred Hestrom of the comptometer division spent one week at the home of Mrs. James Robinson (Ann Keruish), formerly of the comptometer division, "down on the farm" in Elk Creek, Nebraska, and the following week took a motor trip to Detroit, Michigan.

Congratulations and much happiness is our sincere wish for Miss Mary Jane Roberts of the trip sheet analysis division, and Laurence Venne, who were married on Saturday, October 28. Miss Roberts received an electric roaster from her friends.

Terry Gene Pacelli is the name of the new baby born on Thursday, October 26, at the Presbyterian hospital, to Mr. and Mrs. Christ Pacelli. To the proud parents we extend our best wishes.

Thomas F. Coan.

Engineering

To John Boesen and family we extend our heartfelt sympathy in the loss of their sister who passed away recently.

Mr. and Mrs. N. R. Alexander spent their vacation touring in the good old Oldsmobile visiting all the important eastern cities including the Smoky Mountains. On the return trip home a stop was made at Pittsburg, Pennsylvania, the old home town, visiting relatives.

Congratulations to Mr. and Mrs. John P. Flynn for John Jr., a fine eight-pound boy who arrived October 22. Both mother and child are doing splendidly but the period of convalescence for John is indefinite.

Material and Supplies

The West Shops Material and Supplies Department has suddenly become bowling conscious since the West Shops bowling league was organized.

Out of the forty men bowling, the stores department has placed eleven in the league, three of them being officers. Ed Coates is vice president, Fred Getz, treasurer, and John Hasto, recording secretary.

The averages of the men as of October 31, 1939, are as follows:

Coates	177	Sarocka	160
Hasto	173	Linn	151
Jestice	166	Madigan	142
Getz	166	Unwin	133
Subert	161	Miller	123
Horm	98		

Eddie Coates is right in the thick of battle with a 233 game and a 586 series. Hasto has a 208 game and a 577 series. Jestice has a 232 game and a 570 series. Frank Horm, whose average is only 98, really went out and got himself a 179 game, which proves the spirit of the boys of the department.

R. E. Buckley.

Shops and Equipment

South Shops: Vacation Notes—J. F. Biehl, office, spent a pleasant vacation during the early part of October, down around Louisville, Kentucky, his old home town; J. P. Birmingham, machine shop, roamed around "Chi" while on his vacation.

Burnside: At this time we all wish to welcome back to the fold John Maguire, who has returned to this country after having spent three months touring his native Ireland—and still John brings no "Colleen" back with him???

Elsie S. Frank.

West Shops: On October 16, John D. Newton, former paint shop foreman at the West Shops, passed away after an illness of over a year's duration. He had been confined to the Garfield Park hospital for almost all of this period. Mr. Newton had been a loyal employee of the Surface Lines for the last 36 years. His family have personally expressed their appreciation of the consideration and kindness shown him and them by both the company and employees.

Lillian Hultquist.

West Shops Bowling League: After having completed the first round of bowling and started on the second, the boys are going along in fine shape.

The Armature Room Team, captained by Ed Coates, is leading the league, winning 13 out of the last 18 games.

The standings as of October 31 are as follows:

	Won	Lost
1. Armature Room	15	9
2. Pipe Fitters	14	10
3. Front Office	13	11
4. Tin Shop	13	11
5. Wood Mill	11	13
6. Machine Shop	11	13
7. Carpenter Shop	10	14
8. Storeroom	9	15

John Rechteris of the Wood Mill team is leading the league in individual average of 181; Ed Coates and Dan O'Brien are tied for second with 177; Ed Morris is fourth with 175; Hasto is fifth with 173, and Spolec and Bednarik are tied for sixth with 172.

High team single game of 921 bowled by the Carpenter Shop is good enough for first place, with the Armature Room in second place with 886.

High team three game series shows the Pipe Fitters first with 2542 and Armature Room second with 2532.

In the individual class, Tony Subert has high single game with 268; Bednarik second with 257; Rechteris third with 234; Coates and Morris tied for fourth with 233.

High three game series goes to Rechteris with 622; Morris second with 596; Bednarik third with 595, and Coates fourth with 586.

Judging from the above figures, we'll have to admit that the boys are pounding the maples pretty hard, and they haven't really started yet!

John Hasto.

Around the Car Stations

Blue Island

The talks and advice given by W. A. Hall, superintendent of transportation, and William Pasche, supervisor of accident prevention, on preventing accidents and other important topics, proved very beneficial; as a result we had five banner days during October where there were no accidents, October 8, 23, 26, 27 and 30. Keep up the good work.

Our sympathy is extended to Conductor S. Dominiak in the loss of his father, to Conductor Thomas O'Brien in the loss of his father, and to Conductor William Rampage in the loss of his brother.

C. P. Starr.

Devon

One of our old timers celebrated his 71st birthday on November 4. He is John O'Heyon, who has been with the Surface Lines and predecessor companies for 46 years. Our heartiest congratulations are extended to him.

A new arrival was greeted at the Jesse Lasky home, November 1. Our sincerest congratulations are extended to the 8-pound daughter and the proud parents.

C. S. Saklem.

Division

Stark drama was enacted recently at Division depot when an emergency call was sent out for blood donors. Motorman Stanley Strychalski lay stricken at the Illinois Research hospital and a blood transfusion was deemed necessary. Seven trainmen responded to the call for donors, but only one, Conductor Donald Lloyd, had the type of blood which could be used. He donated about a pint of blood and an immediate improvement was noted in the sick man's condition.

Motorman Glenn Hopkins was seen chasing

a pigeon around the front platform the other morning as he rode by the post office. He lost the battle.

Conductor Edward Sineca is the proud father of a baby girl, Alice, born recently.

Motorman John Norton is back on the job after an accident that kept him away for more than two weeks.

Our genial stationmaster, G. W. Peterson, reports having spent a short but enjoyable vacation in the wilds of Wisconsin recently.

Chief Clerk Eugene Peterson added almost 4,000 miles to his speedometer by motoring to the Black Hills, Yellowstone National Park and Estes Park.

Motorman Victor Volenec topped that record by almost 2,000 miles when he hit the San Francisco Fair and other western points.

Motorman Tom Honan sent a picture of the Yale Bowl from New Haven, Connecticut.

Conductor Harry Tamillo pulled a 19-inch black bass out of Lake Sullivan.

Our sincere sympathy is extended to Motorman Robert Sinnott on the death of his son, John Robert Sinnott, October 18.

Artie W.

Limits

On Thursday, November 2, the men of Limits had a well-attended safety meeting. Superintendent of Transportation Hall gave the men a very nice compliment on the way they handled the crowds at the American Legion convention.

Supervisor of Accident Prevention Pasche also paid us a nice compliment for the improvement that has been made in our accident records. If we all bear down during the coming year we can hang up an even better mark.

Our old standby, Patrick O'Connor, and Mr. Goodall and Mr. Smith added some very interesting and helpful remarks.

Have you noticed the red-hot bowling team we have at Limits this year? They seem destined to really go places, for, at last reports, they were leading the league by a wide margin. Why not make it a point to go out and root for them every Thursday night? They deserve your support.

We extend our heartfelt sympathy to the families of Conductor Otto Samp and Motorman Arthur Swanson who passed away recently.

Sorry this is so short, men, but that's all the news for this month. If you have any news of any kind please give it to one of the clerks or to yours truly.

E. A. Davis.

North Avenue

We are in receipt of a number of interesting postal views from Conductor James Brockman. He recently traveled through Hot Springs, the state of Louisiana and way points and returned after an enjoyable vacation trip.

Conductor Arthur Brooks is reputed to be touring the Great Smoky mountains and is expected to return with some interesting stories of his travels.

Conductor Claude McGuire passed out the cigars recently to celebrate the birth of his first boy—a 8¾ pound youngster born October 14. He, too, has been named Claude.

Motorman Matthew Webber also announces the arrival of a baby boy born recently.

Conductor Leo Kraft celebrated his 32nd wedding anniversary on October 22.

Emil Siebert is now the proud grandfather of an 8 pound 3 ounce boy born October 13. This is his first grandson and the only grandchild he has living in Chicago, so no wonder he is happy.

Henry W. Coan.

Seventy-Seventh

Our safety meeting on October 27 was exceptionally well attended at both the afternoon and evening sessions. W. A. Hall, R. J. McKinney, J. B. O'Connell, William Pasche, Dan McNamara, Randolph Ellerbach and George Grassell were the speakers. The general theme of the speeches can be summed up briefly in these words—"Do the best you can under the circumstances, but most of all, be careful."

The gist of board member George Grassell's speech was: "That's just what I was going to say." It was a howling success. George must know that Shakespeare said, "Brevity is the soul of wit."

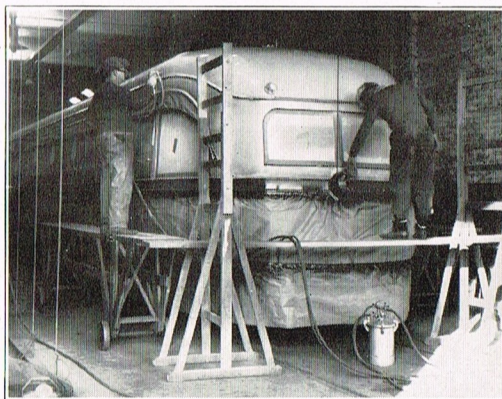
Among the refugees who were so rudely requested to leave the good old Emerald Isle because of the outbreak of war, was Motorman Ed Corcoran. The luck of the Irish had its supreme test when he landed on board the supposedly ill-fated Iroquois. But, we all know now how potent that old Irish luck is.

Danville's championship cornhusking contest last month had one very interested lay spectator in the person of Conductor J. T. Walsh. City bred, as most carmen are, John got tired of seeing walkathons, jitterbug dance contests, roller skate marathons, etc., and decided to see how the other half puts on a show. He says a cornhusking contest is the "rootinest, tootinest" thing he ever saw.

The front roller sign on a street car is an innocent enough looking gadget. That's what Motorman Jim Dunne thought, too, until the day he had one unroll in his lap. To the outside world it looked like Jim was in the process of papering up the front window. This was how he came by the title of "Paper-hanger of Halsted Street."

Condolence is extended to Motorman C. S. Fitzsimmons on the death of his wife.

Walter F. Story.



The Madison street streamliners are getting new coats—of paint! All are being overhauled and repainted after three years of service.

SUBWAY GOING DOWN!

This picture of subway construction work was taken on South State Street. Street car tracks have been moved to the east half of the street as workers tunnel northward on the subway link.

