

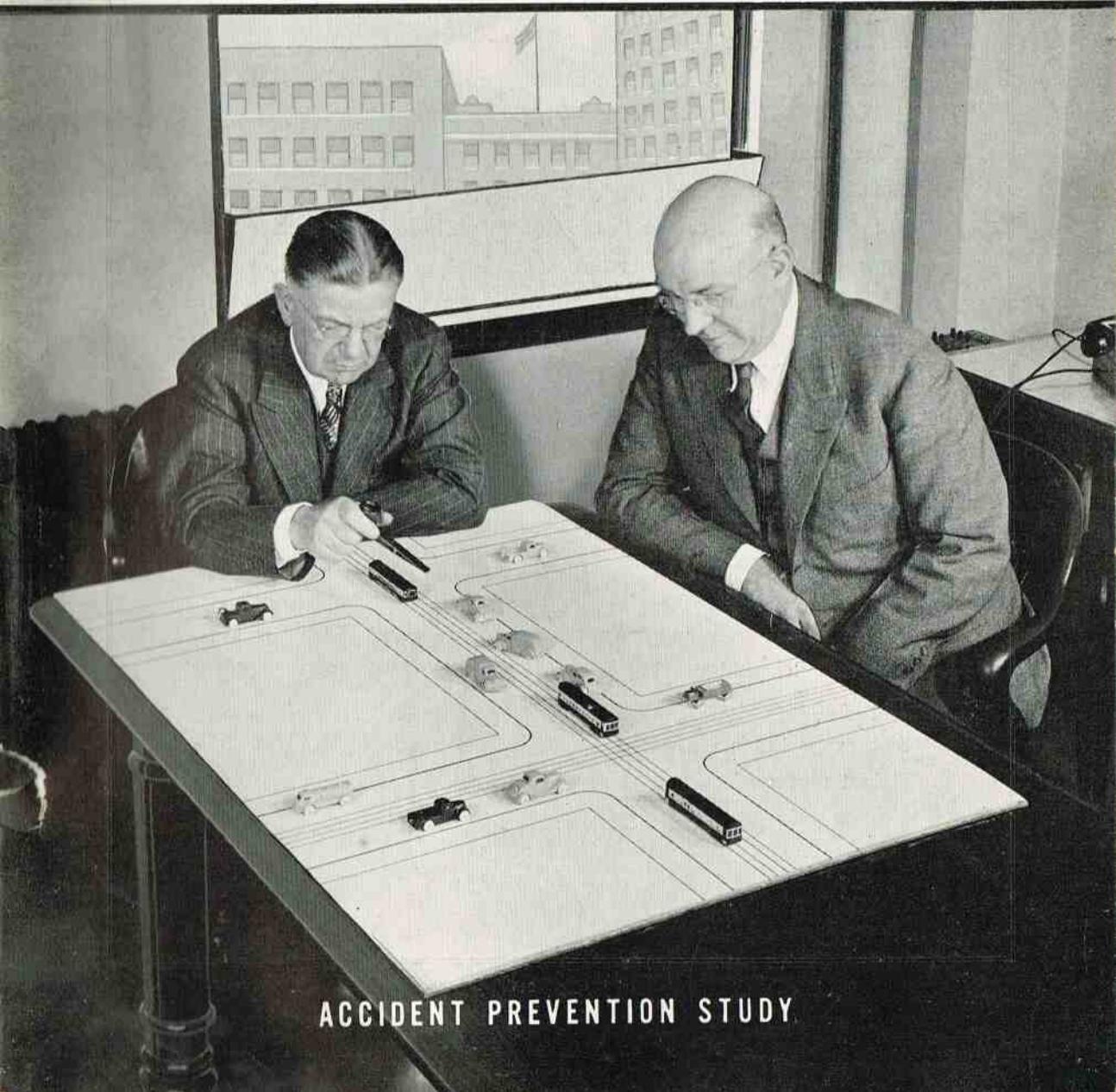
Surface Service

• MAGAZINE •

VOLUME 16

APRIL 1939

NUMBER 1



ACCIDENT PREVENTION STUDY

CONGRATULATIONS FROM SUPERINTENDENT HALL

To Chicago Surface Lines Trainmen:

Safety is no accident!

Safety results from unwavering attention to the principles of good operation and is achieved only through the whole-hearted cooperation of Surface Lines employes. It is for that reason I take pleasure in extending my sincere congratulations to the members of the Transportation Department who decreased accidents by 14.1 per cent during the last fiscal year.

Such a record is important not only to the Surface Lines but to the welfare of all Chicago. If the drivers of all other vehicles will follow your lead the appalling accident figures for the city can be materially reduced. It is particularly fitting that the Surface Lines, as the largest mass carrier in the city, should lead in combatting the expense, the grief and the miseries which attend every accident.

Throughout this great system there are 5,365 trainmen who, tucked away in their wallets, carry the cards which attest to the fact that they had no chargeable accidents during the year just ended. Those cards are, in my mind, a personal badge of honor. The names on the no-accident list constitute an Honor Roll which should be a never-ending source of pride to all.

Safety is no accident. We achieve a measure of it only through hard work, cooperation and a sincere desire to make everyday life safer, not only for ourselves but for every man, woman and child on the streets. It is my earnest hope that the commendable record just compiled will not lull anyone into a false sense of security. The fight against accidents never ends. I sincerely trust and believe that every Surface Lines trainman will continue to exercise the highest degree of caution at all times and under all conditions.

W. A. HALL,

Superintendent of Transportation

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 16

APRIL, 1939

No. 1

Notable Decrease In Accidents!

Cooperation of All Employes Brings Results as
Accidents Are Materially Lessened

By WILLIAM PASCHE
Supervisor of Accident Prevention

Increasing attention to the principles of accident prevention throughout the Chicago Surface Lines system resulted in a notable decrease of 13.1 per cent in the number of accidents during the fiscal year which ended January 31, 1939.

Accidents involving the Transportation Department were cut by 14.1 per cent during the same period. It is significant and most praiseworthy that the largest branch of the system should register a larger decrease than the system as a whole. The thousands of men who contributed to that decrease deserve the congratulations of all.

Coupled with such an outstanding accident prevention record there are 5,365 trainmen who can proudly exhibit cards testifying that they had no chargeable accidents during the period just ended. Of that number there are 417 men in the train force who have not had a single chargeable accident during the twelve years in which accident prevention records have been kept in the present form.

Numerous No-Accident Men

Of the total number of no-accident men, 3,040 have had no chargeable accidents for two years, 1,991 for three years, 1,442 for four years, 1,200 for five years, 1,033 for six years, 923 for seven years, 832 for eight years, 774 for nine years, 652 for ten years and 551 for 11 years. As previously mentioned, 417 men survived the hazards of modern traffic without a chargeable accident during the last 12 years.

The records of these men are even more commendable in view of the street hazards raised by the 570,849 vehicles that were licensed to operate on the streets of Chicago during 1938. To compile so remarkable a safety record in the face of such a maze of traffic demonstrates again that the street car is the safest place in the streets.

Due to its size and the fact that it is constantly in the public eye, the train force is most conspicuous in its accident prevention work. Other departments of the Chicago Surface Lines have, however, compiled commendable records on their own account. Such major divisions as the Electrical Department show a decrease of 20.6 per cent, the Utility Department showed a decrease of 12.9 per cent and the Shops and Equipment Department reduced accidents by 3.2 per cent.

The 14.1 per cent decrease in accidents involving the Transportation Department is par-

ticularly gratifying. Included in that figure are decreases recorded for various types of accidents such as vehicle collisions which were cut 21.8 per cent in the year. Reductions in three classifications—boarding, alighting and fall-in-car—are to be noted. A decrease of 9.9 per cent in fall-in-car accidents gives ample proof of smoother operation on the part of many motormen. Stricter adherence to the principles of good operation will aid to record further decreases next year.

Boarding Accidents Avoidable

Boarding accidents, usually avoidable if conductors are careful to look out for intending passengers before giving the bell, were cut by 14.8 per cent, indicating that this type of accident, too, can be brought under better control. Similarly, the decline of 4.8 per cent in the number of alighting accidents is commendable.

In spite of the 21.8 per cent decline in the number of vehicle collision accidents, there is still great room for improvement. The standing vehicle type offers an illustration. Too many of these are caused by motormen who misjudge the clearance between double-parked cars and trucks and street cars. The rear steps of many street cars extend several inches further than the front steps. Thus if only the front step clearance is checked the rear step will frequently scrape a truck or automobile. Others are caused when motormen fail to see a projecting rear vision mirror or neglect to make allowance for an extra-wide truck body.

Urge Use of Gong

There are other types of accidents which can be cut by a sensible use of the gong. No one has ever advocated that motormen go merrily down the street with a constant clanging of the gong. There is, however, a definite reason for placing gongs on cars and if properly used they can help prevent accidents. That fellow down the street—is he going into a parking place or coming out. You can't tell? All right. Sound your gong. Let him know what you are doing, warn him of your approach. You'll save time, trouble and money for all concerned.

You often hear people say, "Nobody deliberately tries to have an accident." I recently read an article which suggests we'd be better off if there were more people who would deliberately try NOT to have an accident. It brought up the story of the man who went through the

World War without a scratch and then broke his neck when he fell down the back steps.

Give Thought to Causes

On the battlefield the man recognized the danger and he deliberately protected himself whenever possible. But he did neglect to fix that back step. We need to develop men who give some thought to the causes of accidents and then carry through on all the preventive steps which will avoid accidents.

The street cars and buses of the Surface Lines carried 676,258,744 revenue passengers last year. Almost two million persons put themselves in the care of Surface Lines trainmen during each day.

The very fact that such a huge number of people would voluntarily place themselves in our care imposes a tremendous responsibility upon every man in the train force. Business, in these days, is a fight to exist. We cannot continue to attract passengers unless we can continue to offer them safety together with service, courtesy and the other factors which are so important.

It follows then that accident prevention is a dollar and cents matter to us all.

Record Is Admirable

The record for the last year is admirable in many respects. It does not, however, mean that we have reached any terminal. We don't even get lay-over time. We can just take a deep breath and go on fighting—fighting against carelessness, against rough operation, against all the thousand and one things that cause accidents—if we let them!

The greatest factor in accident prevention lies with each individual's ability to do his part in preventing accidents. Accidents aren't a matter of luck, nor even of the "law of averages." Accidents are prevented by the men who make up their own minds that they are *NOT* going to have accidents.

Chicago Surface Lines trainmen have demonstrated by their actions that they are doing their part in the war against accidents. But—and don't ever forget it—there is always room for improvement!

PASSENGERS COME FIRST

Berkle Thinks of Safety Before Death Strikes

Peter Berkle, a Surface Lines motorman for 31 years, ended his trip as every motorman likes to end it—with his car safely in the station.

He became ill while at work on the Irving Park line March 15 and informed his conductor that the passengers would have to be transferred to another car.

Then, despite his pain, the veteran motorman drove to the Elston avenue station. As he left his post on the front platform he collapsed from a heart attack. He died a short time later as he was being taken to a hospital.

Motorman Berkle was 61 years old and had a service record dating back to April 17, 1908. He lived at 6320 North Western avenue.

Folks used to be willing to wait patiently for a slowly moving stagecoach; but now they kick if they miss one revolution of a revolving door.

EVEN RIPLEY WON'T BELIEVE!

Trapeze Artists Take Back Seat When Joe Performs

"The Man on the Flying Trapeze" has nothing on Joseph Enright, the only known person ever to jump from a moving street car into another moving car operating in the opposite direction.

Mr. Enright's unusual feat is revealed in a 1911 court record which relates how he boarded a southbound Clark street car one summer day—June 22, 1907, to be exact—and rode with the motorman on the front platform. A horse-drawn wagon blocked the way of the car and the motorman sounded his gong, warning the driver of the wagon to move from the tracks. At the same time he shut off his power. The wagon pulled clear of the tracks and the motorman put on the power full force, which caused a fuse on the car to explode or blow out. The resulting noise, flame and smoke frightened Passenger Enright, who fled in terror from the platform. Enright's next recollection was of being taken home in an ambulance, but undisputed testimony of what happened in the meantime follows:

Enright rushed through the door of the car, threw a little boy from the seat next to the window and crawled through the window into the window of a northbound car which was passing. Both cars were in motion when he performed this spectacular stunt, and as his performance was hurried and unplanned, he suffered severe bruises and a fractured arm.

The facts of this fantastic story were borne out in undisputed testimony throughout several court trials. For those who would like to read the record, the authority is, "Enright vs. Chicago City Ry. Company, 165 Ill. App. 163."

THE FRONT COVER

The cover of the annual Accident Prevention Issue features Superintendent of Transportation W. A. Hall and Supervisor of Accident Prevention William Pasche. They were photographed as they were reenacting a typical accident.

Close observation will reveal one car pulling out sharply from a parking position at the curb. It is one of the commonest practices of unthinking automobile drivers and is an ever-present menace to street car traffic. Mr. Pasche advocates judicious use of the gong as a warning when motormen are traveling through narrow streets upon which cars are parked.

Reports of every accident affecting Surface Lines equipment are carefully studied by officials of the Transportation Department, the Accident Investigation Department and the Accident Prevention Department.

As Superintendent Hall has stated, "Safety is no accident—luck plays no part—we work to make things safer."

Handle Situations Well

Public Relations Work of Trainmen Praised— Complaints Down in March

"Some of your men are doing excellent public relations work in the way they handle situations that ordinarily might be irritations for all parties involved."

The communication thus worded was addressed to Mr. Richardson by Arch R. Crawford of 333 North Michigan avenue. His letter carried particular commendation for Conductor Anthony W. Iwicki, badge No. 900 of Seventy-seventh, who advanced Mr. Crawford's fare when he was unable to change a large bill.

While all the commendations received in March were very generous in their praise, their number does not reach the high record for March last year. March, 1938, brought 93 commendations, as compared with 57 this year.

The complaint report for last month shows a decrease of 8 complaints compared with March, 1938, or a total of 463 as compared with 471. The classification of transfer complaints was high for the month, showing a total of 150.

Waits for Passenger

The act of waiting a moment for an intending passenger is always appreciated. Michael Lyons, 6359 South May street, noted that Motorman James H. Jordan, badge No. 3831 of Sixty-ninth, rendered this service to an elderly gentleman.

Miss Marie E. Pilat, 9231 Woodlawn avenue, is happy over the return of her purse, and extends her thanks to Conductor George Gates, badge No. 702 of Devon, and to the men at Seventy-seventh who were responsible for its recovery.

Courtesy to a blind man brought praise to Motorman Stanley Czapiewski, badge No. 743 of Noble, from Charles P. Thompson, 9540 Marquette avenue, who witnessed the incident.

Miss N. Mulvihill, 6546 Stewart avenue, writes for herself and other teachers of Du Sable High school, in praise of Motorman Michael Geimer, badge No. 1081 of Devon, who is always watchful of intending passengers.

R. E. Noren, 5723 South Aberdeen avenue, rides often with Operator James J. Burchanek, badge No. 2348 of Sixty-ninth, and wrote of his unfailing courtesy and efficiency.

A regular rider of Madison street cars, Dr. John D. Pollard, 1510 West Madison street, was deeply impressed by the smooth operating job done by Motorman James Ruane, badge No. 4927 of Kedzie.

Mrs. Grace Darling Powell, 1421 West Erie street, noted that Conductor Elmer A. Malmin, badge No. 8212 of Limits, is not only helpful to his passengers but is cheerful as he serves them.

Appreciate Assistance

Conductor Charles D. Berryhill, badge No. 5110 of Cottage Grove, received the grateful thanks of Miss Louise Brown, 4819 Lake Park avenue, for his assistance in helping her board and alight from his car.

E. G. Forester, 666 Lake Shore Drive, boarded a car without sufficient change for fare and Conductor Edward M. Dalton, badge No. 5410 of Burnside, advanced the 2 cents needed and earned the gratitude of Mr. Forester.

"A credit to you and a boon to the public," says B. Zemaitis, 5610 South Ada street, of Motorman Nicholas F. Dunne, badge No. 5469 of Sixty-ninth, who was observed assisting a blind man and giving good service to all of his passengers.

Especially in cold weather do passengers appreciate having trainmen wait for them. This thought is expressed by Mrs. M. L. Smith, 3106 Addison street, who praised Conductor William E. Finn, badge No. 8658 of Kedzie, for waiting for her and her daughter.

Recovers Coat

Leonard M. Morrison, switchman at Archer and Clark, assisted Miss Clara Louise Berger, 603 Addison street, in recovering the coat she left on a car and also advanced a fare so that she could continue her trip.

Conductor Joseph F. Matern, badge No. 11328 of Seventy-seventh, recovered the purse lost by Mrs. Cara Andrews, 7724 South Wood street, who wrote in appreciation of his honesty.

Raymond Bagus, 451 Wrightwood avenue, tells how Motorman Edmund R. Kirkwood, badge No. 7765 of Kedzie, stopped his car and thereby saved Mr. Bagus' hat, which had blown into the car tracks.

Mrs. Alta Houghtby, 933 Newport avenue, found Operator Frederick C. Hennessy, badge No. 12108 of Limits, a very good driver and a very courteous one.

Another commendation shows appreciation for the courtesy of waiting for a passenger to board. Miss Anna Kernick, 446 West 44th street, is grateful to Motorman Martin J. Flanagan, badge No. 13027 of Sixty-ninth

THE OPPOSITE VIEW

"The conductor said, 'Don't bother me. Do you think I'm an information bureau?'"

"I questioned the conductor and he said, 'Aw, you're looking for trouble.'"

"You'd better have his eyes examined so he'll be able to see people waiting to board."

"—the car again started without warning. Some of the passengers were on the steps when the car started and had no means of holding on when the car began to move."

"I can't understand the seeming reluctance of your conductors to sell the blue 'L' transfers."

"The motorman said, 'Well, you got my badge number. What are you going to do about it?'"

street, for this kindness.

Assistance to a passenger who was ill won the praise of Mrs. W. Schumann, 1056 West Monroe street, for Conductor Ben Amsterdam, badge No. 8194 of Kedzie.

Miss Ruth Brustin, 2756 Division street, returned the fare forwarded to her by Conductor George F. Bowler, badge No. 7906 of Division, with her sincere thanks.

A wallet containing money and valuable papers was turned in by Motorman Myles J. Carr, badge No. 3143 of Kedzie, and claimed by Mrs. Irene Laporte, 3013 Logan boulevard, who commends Motorman Carr for his honesty.

Accident Averted

The alertness of Motorman Patrick S. Ward, badge No. 2627 of Burnside, was commended by Joe D. McGill, 421 South Springfield. Mr. McGill relates that the quick action of Motorman Ward in stopping his car saved three boys on a sled which slid in front of the car.

Calling all streets distinctly brought a commendation for Conductor Joseph Swiontkowski, badge No. 1480 of Archer, from Edwin Spath, 4319 South Artesian avenue.

F. L. Fortune, 3767 Lakewood avenue, was impressed by the neat appearance of Conductor James W. Rice, badge No. 9364 of Devon.

"Men like him make life more pleasant," wrote Orlin J. Wahl, 209 South La Salle street, of Conductor John Trafkan, badge No. 3292 of Sixty-ninth.

Mrs. R. E. Larson, 3861 Lake Park avenue, found Motorman James L. Bloomfield, badge No. 3619 of Cottage Grove, very courteous and helpful when she asked for information on how to reach her destination.

Assistance in boarding was given Mrs. Theodore Kuta, 2632 West Crystal street, by Conductor James R. Stahl, badge No. 2142 of Archer. She says, "Your company should have more men like badge number 2142."

NOTICE!

SURFACE SERVICE MAGAZINE is "by and for Chicago Surface Lines employees." As such it has always welcomed, even encouraged employes to contribute to its columns. It will continue to encourage Surface Lines employes to contribute whenever they have a story of interest to tell. There is but one stipulation; every piece of submitted material must come from an accredited employe of the company and must bear his name together with suitable identification.

In recent months several anonymous writers have attempted to air their views in these columns. If we grant that such views may have some interest for men at one or more car stations, they still cannot—under any circumstances—be published. If there is any virtue in anonymity such facts can best be judged in the offices of the publication where the responsibility will be centralized.

Will our anonymous contributors come forth and identify themselves or cease their efforts?

KEEPING 'EM ROLLING

Archer Retains First Place in March Compilations

Archer depot retained first place in the keep 'em rolling records for March with an average of 12,453 miles per pull-in, an increase of 74.4 per cent over the previous month. An increase of 127.3 per cent was recorded by Burnside which climbed from tenth place to second. Division remained in third place with an average of 10,183 miles per pull-in, an increase of 52.7 per cent.

With one exception every station on the system recorded an increase over the February figures. The February records suffered as a result of the blizzard which began on January 30.

North Avenue showed a decrease of 15.7 per cent.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Decrease
1	Archer	4	12,453	74.4
2	Burnside	7	11,190	127.3
3	Division	6	10,183	52.7
4	Devon	2	9,779	49.5
5	Lawndale	4	9,665	24.4
6	69th	—	7,124	12.8
7	Cottage Grove	—	6,966	20.7
8	Kedzie	—	6,507	20.3
9	Armitage	4	6,212	17.7
10	Elston	7	5,778	51.9
11	77th	1	5,734	8.9
12	Limits	4	4,393	31.8
13	Noble	2	4,317	14.7
14	Lincoln	—	4,222	15.3
15	Blue Island	1	3,956	11.4
16	North	—	3,556	15.7*

*Denotes decrease.

Carhouse records for the past six months:

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

"WHAT THE PEOPLE SAY"

The following boost for the Chicago Surface Lines appeared in the *Daily Times* last month, entitled "Traction System" and signed H. E. C.:

"Why is it that at every election the candidates start lambasting the city traction system? Where in the U. S. is there a better one? I have traveled over this country and have been unable to find anything to compete with it in comfort, mileage and fare. If there is another organization that does as much for its employes, I would like to know about it."

PRETTY SOFT!

Realizing the vital necessity for a form of public transportation to their large new housing development in the suburbs of Washington, the Federal administration has signed an agreement with the Capital Transit Company by which it will pay the transit company for expected deficits in operation.

Accident Record Draws Praise

Safety Council Executive Commends Accomplishments of Surface Lines Personnel

By GEORGE G. TRAVER

Manager, Greater Chicago Safety Council

The year 1938 may stand out in the future as a landmark in the history of the accident prevention movement. It may mark the turning in the tide of death and injury which has swept over the streets and highways of the United States in annually rising figures since the advent of the automobile as a means of transportation.

Seven thousand six hundred fewer lives were lost throughout the country in automobile accidents last year than in 1937, while in Chicago the number of fatalities was reduced from 826 to 671, a saving of 155 lives, or a reduction of almost 19 per cent.

Such records of improvement definitely indicate that traffic accidents can be reduced. With the passage of each successive month, the element of chance or luck is minimized, and the evidence of the value of the scientific approach to the highway accident problem, which is being made throughout the country, increases. It is as yet too early to predict the ultimate success of our efforts, but it appears that the three-fold approach to the problem through Engineering, Enforcement, and Education will eventually bring about the same striking results that have been achieved through the application of these principles in industrial safety over a period of a quarter of a century.

Accidents Don't Happen

The basis of all that has been accomplished in accident prevention work in all fields has been the recognition of the fact that accidents do not happen; they are caused. Every accident is the result of either faulty environment or faulty human behavior, or a combination of both. Faulty environment includes all the physical factors which may contribute to accidents, while faulty human behavior designates the accidents due to man failure or the personal element. The great majority of accidents are due to the latter cause.

The accidents due to faulty environment can be quite easily corrected, because the elimination of physical hazards can be readily achieved through the application of scientific engineering methods. The elimination of accidents due to faulty human behavior, which constitute the great bulk of accidents occurring on

our streets and highways, offers a more complex problem, because it involves the creation of proper attitudes, as well as instruction and training in safe and careful driving. A large part of the program to reduce accidents must be directed to this second objective.

Commends Surface Lines

During the past year, the members of the Chicago Surface Lines organization have established a commendable safety record in line with the trend in the city and throughout the country. Operating accidents have been reduced 14.1 per cent and 5,365 trainmen operated during the entire year without a single chargeable accident. Of these men 417 have operated equipment on the streets of Chicago for a period of twelve years without a single chargeable accident.

A result of this kind can only be obtained through cooperation on the part of each individual within the organization. It indicates the truth of the statement that in the last analysis the reduction of deaths and injuries on the streets and highways depends upon the recognition by each individual driver and pedestrian of his or her responsibility.

Figures clearly indicate that more and more of our educational efforts must be directed to the pedestrian. Many of these victims had never operated an automobile or any other vehicle on the streets. They were completely unaware of the distance required to stop a car or other vehicles. Most of us who operate vehicles are prone to overlook the fact that many of the pedestrians with whom we come in contact never sit behind the wheel of a car and, therefore, are not familiar with the limitations of performance which the individual who drives the car must understand. It is, therefore, incumbent upon the operator of any vehicle, whether it be an automobile, truck, or street car, to assume the major part of the responsibility in watching out for the pedestrian and in anticipating his actions, particularly in the case of young children or elderly people.

Parking Conditions Demand Alertness

Parking conditions within the metropolitan area greatly complicate the pedestrian problem. The fact that parking is permitted on many streets which are too narrow to allow a free flow of traffic in either direction, and the toleration of double parking on highly congested streets, demand unusual care and alertness on the part of anyone operating a vehicle under such conditions.

The record which has been established during the past year should serve as an incentive to greater achievement in the future.



George G. Traver

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FOUR SCORE YEARS

Chicago, youngest and most aggressive of the world's great cities, might well pause the latter part of this month and pay tribute to one vital factor in the city's growth—the street car system.

Just 80 years ago, on April 25, 1859, street cars began to serve the people of Chicago over a small stretch of track on State street. Service was provided with bobtail horse cars drawn by one horse—the forerunner of the great system which serves Chicago so well today.

In the four score years that have elapsed since that first line started, the street cars have been the most important factors in the building of this great western metropolis. As Planning Commissions have noted numerous times, "the bulk of the population followed the rails." As the routes of the Chicago Surface Lines were extended into new territory, population followed.

Often extensions were made through miles of prairie land where there were only a few scattered homes. Invariably, in the early days of the city, apartments, private residences, business districts and industries grew up as transportation was provided.

Today the Surface Lines routes are within three blocks or less of 98 per cent of the people who live in Chicago—the only comprehensive system in the city.

Chicago is now the second city in the United States and the fourth largest in the world, and the street car system of the Chicago Surface Lines and predecessor com-

panies is deserving of a substantial share of the credit.

Every resident of Chicago should feel proud of this great city by the lake, but members of the Chicago Surface Lines have a particular reason to feel proud of it. They helped to build it!

BOUNCING COINS

There is an interesting little lesson to be learned from bouncing coins. Take two coins that look exactly alike. One is genuine, the other is counterfeit. How can you tell them apart? The secret service men tell us they should be thrown on a table. The coin that doesn't bounce is counterfeit. The coin that bounces is the real thing.

It's pretty much the same with men. Life tests men in the same way—by their bounce! The men who do not possess real worth, quit. The men of value bounce.

History will bear out such statements. Lincoln, for example, was defeated many times yet he always bounced back. Eventually he won his way to the highest office in the land. Edison failed many times in his effort to invent the incandescent lamp, yet he always bounced back and tried again—finally he won.

In the Hall of Accomplishment, you'll find inscribed the names of the men who bounced.

NEW BUS LINE ORDERED

Judge Directs Feeder Bus For Peterson Avenue Route

Federal Judge James H. Wilkerson on March 27 ordered the receivers for the Surface Lines properties to install a gasoline bus route between Devon and Bryn Mawr over Caldwell, Peterson and Ridge avenues.

Eight or ten new buses will be required for the new route. The service was ordered by the Illinois Commerce Commission last February 7 at the request of the city, but installation was opposed by the receivers on the ground that there would not be sufficient traffic to make the line pay. The receivers were denied a re-hearing by the commission.

Surface Lines engineers have prepared specifications for buses seating 25 passengers and contracts will soon be let. Service probably will not start until the latter part of June or later, depending upon how long it takes the successful bidder to manufacture the buses needed.

Tales From Other Trolley Tracks

Being a Compilation of Figures and Fancy Facts Culled
From Here and There About Everywhere

It was some years ago that Robert Burns turned out the line which bewailed the fact that we lack the power to "see ourselves as others see us." The line is old and hackneyed now, but dusted off a bit and applied to the street railway business, it offers a fitting opening for the collection of miscellany regarding other transportation companies here and abroad.

Unblushingly it must be confessed that much of the material has been begged, borrowed or stolen from other sources. Thus with a bow to earlier research men let us consider these tales from other trolley tracks:

If you could ride Bob Benchley's Bounding Broomstick to Lubin, Poland, you would find that conductors on the transit vehicles of that city are paid to tell passengers the latest jokes!

A Parisian Plan

Over in Paris, France, there are little services offered street car passengers, too. There patrons waiting for street cars tear off numbered slips hanging on the stop sign. When the car stops the conductor calls out the number of available seats. The passengers then enter according to the number borne on their slips. In that way the passenger who has waited the longest is given the first opportunity to board! Polite people, the French.

The London Transport Commission receives many commendations for the conductors and bus drivers. Official praise is frequently given for stopping bolting and runaway horses!

Old-fashioned courtesy and formality still exist on modern vehicles in some Oriental countries. The "Spectator" reports that, before a train or bus starts, the conductor asks the travelers to pardon him for having kept them waiting. At the end of the journey he thanks them in very polite tones for having ridden in his vehicle and asks them to see that they do not leave anything behind in the compartment. There might be a courtesy hint in that item for all readers.

Skipping back to London for a brief moment we learn that the bus men there spend a small portion of their day just in changing destination signs. It takes them from four to five minutes to unroll the average sign which contains about 64 place names and is 33 feet long.

It's hard to check on the item from Madrid, Spain, but before the recent unpleasantness there the street cars all had mailboxes fastened on their sides. Citizens could stop any street car to deposit mail and be assured of a speedy delivery to the main post office.

In Shanghai the trolley buses have two classes—a cheap fare compartment and a more luxurious one.

Rickshas Too Numerous

Not too far from there, in Singapore, Straits Settlement, the municipal commissioners have given notice to Singapore ricksha owners that

the maximum number of public rickshas must be reduced from 3,750 to 3,000. Over here they sometimes try to enforce such ordinances regarding taxi cabs.

According to Gordon Sinclair in "Cannibal Quest," the street cars in Bangkok, Siam, are divided into first, second and third class sections. In addition to having a conductor and a motorman, there is also an auditor on the car to be certain that the correct fare has been paid and that the company receives the full amount!

There are some pretty fancy services on Japanese buses, too. The buses which criss-cross Japan in every direction have two operators, a boy and a girl between the ages of 15 and 20. The

boy drives while the young lady collects fares, calls streets, and leaps to the ground to bow to alighting passengers or assist them with the tremendous bundles the passengers often pack. After the youths have put in a good day at work of that sort they do all the garage work after hours.

Public Foots the Bill

This isn't quite such an oddment but it shows there are some queer doings right in our own country. With the recent signing of a legislative bill, New York City's independent subways will continue to operate at a 5 cent fare. According to the *New York Sun* the city is losing 40 million dollars a year on its transit operations. John Q. Public makes up the deficit in the taxes he pays!

Complaints to an Atlanta newspaper protested that buses of the Atlanta Power Company were exceeding the speed limit. When



Conductor: "Of course you can stand out here. But if you go inside some gentleman might offer you his seat."

Equestrian: "That's what I'm afraid of!"

the editor of the paper telephoned the president of the transit company to obtain a statement, he was unable to get in touch with him because "at that very moment the president was engaged in trying to soothe a committee of citizens who were complaining that the vehicles were operated too slowly."

And in Russia!

Over in Soviet Russia if a worker achieves distinction in the number of tons of coal he mines, the cotton he picks or the wheat he raises, he may receive a medal for "Labor Valor" or "Labor Prominence" entitling him to a monthly stipend of 5 to 10 rubles (a ruble is worth about 51 cents). On top of that he may be given a medal which will allow him to ride free on all Soviet street cars for the rest of his life! O, well. So goes the world.

LEGION POST ACTIVE

Report Banner Year for Memberships— New Squadron Formed

The Surface Lines American Legion Post, reporting an active and successful year, will hold the next regular meeting in the post club-rooms Tuesday night, April 18. The post is to be honored that evening by a visit from Perce Brautigam, commander of Cook County Council.

The newly formed Sons of the Legion Squadron reports 50 members, all sons of members of the Surface Lines Legion Post. The following officers for the Squadron were elected: Robert Blondin, captain; Edward Puntill, first lieutenant; Gordon Miller, second lieutenant; Ray Gurga, adjutant; William Kendall, finance officer; Donald Henry, historian; John Quill, chaplain; Richard Krull and Albert Blondin, sergeants at arms. They will be installed on Saturday evening, May 13, at the post club-rooms, and the ceremonies will be followed by a dance.

Both the Post and the Surface Lines American Legion Auxiliary report a banner year in membership, the Auxiliary having the distinction of making the largest percentage gain in membership of any unit in Illinois.

CELEBRATES 80TH BIRTHDAY

Friends Fete Veteran North Avenue Employe

Conductor Henry Fossum of North Avenue depot celebrated his 80th birthday at a family gathering March 18 at his home at 4109 Pierce avenue.

Mr. Fossum is a veteran employe of the Surface Lines and predecessor companies with a record which dates back to July 8, 1888—more than 50 years. During all that time he is said to have worked only on the Grand avenue line.

The celebration was attended by his wife and Mr. and Mrs. Charles Fossum, Mr. and Mrs. William Fossum, Mr. and Mrs. H. Roggenbuck, Mr. and Mrs. W. Munsig, and Mrs. Arthur Meyers.

Comment in the *Los Angeles Times*:

"A British motor car of new design is without a clutch or transmission. If it has no brakes, no horn and no tail light, we think we have seen it over here already."

WHAT "GOOD OLD DAYS?"

Our Half-Mad Poet Detects Relief From Earlier Troubles

*O, gone are the trials of yesteryear
When we had all the horses to feed.
'Twas no simple matter as you may recall
To care for the horses who filled all the stalls.
Even then we made tests of the best fuels to use
So those good old horses would not neigh the
"blues."*

*Nowadays we test liquids for gasoline steeds
(For one can't believe all the claims that one
reads.)
If you think that is trouble, then be of good
cheer;
Read just one of the trials of yesteryear:*

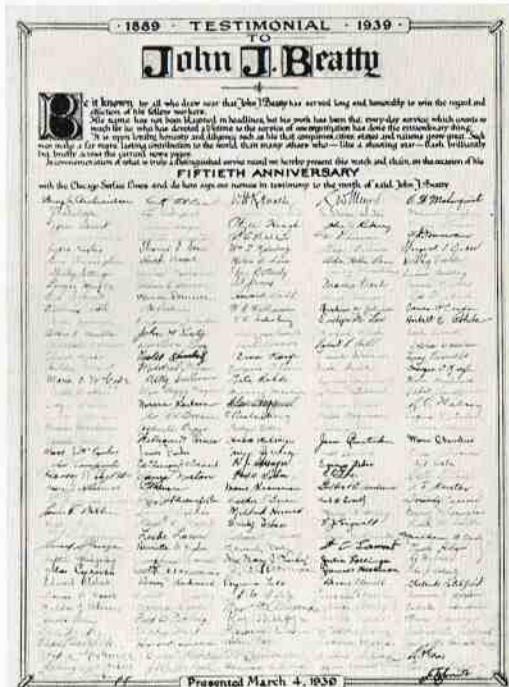
"Minutes of the North Chicago City Railway Company.

"Chicago, February 13, 1875.

"At a special meeting of the Board of Directors of the North Chicago City Railway company, called to consider the propriety of trying the experiment of Steaming Corn to be used as food for Horses—present V. C. Turner, L. Tilton and G. L. Dunlap.

"The question was discussed and the experiment recommended to be tried.

"Attest, Hiram Crawford, Sec."



This testimonial scroll presented to John J. Beatty of the Accounting Department on his fiftieth anniversary last month, bears the signatures of 200 Surface Lines members who took part in the ceremonies honoring Mr. Beatty.

We May Be The Butt Of A Joke
For Getting Their Goat!

They say there's nothing new under the sun, but certainly there is no record of the Surface Lines ever receiving a commendation for two trainmen who are credited with having materially assisted a blind goat. Yeah, blind goat! The commendatory letter was signed "reverend", of Calumet City.

"I wish to compliment yur motorman for assisting a Blind Goat accross the stret at 108th stret. Also his conductor for helping put the Blenkit on her. I could not helping to notice it."

The commendatory letter will probably be put away in the file—"Service That Satisfies."

OBITUARY

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

Transportation—Archer: Frank Macek, employed November 20, 1920, died March 1, 1939; Florence McCarthy, employed April 10, 1893, died March 5, 1939; Barkley Miller, employed May 17, 1909, died March 2, 1939.

Burnside: Thomas H. Moppett, employed October 1, 1892, died March 9, 1939.

Cottage Grove: William J. Martin, employed April 10, 1893, died March 2, 1939; Thomas F. Pryor, employed March 2, 1916, died March 24, 1939.

Devon: James P. Harmon, employed August 28, 1923, died March 16, 1939.

Division: Richard Huber, employed July 13, 1907, died March 9, 1939.

Elston: Peter Berkle, employed April 17, 1908, died March 15, 1939.

Kedzie: Frank G. Weis, employed October 9, 1903, died March 29, 1939.

Lincoln: Herbert Baumhardt, employed April 8, 1886, died March 4, 1939.

Noble: Charles Sturma, employed June 27, 1908, died March 16, 1939.

North: Harold F. Anderson, employed February 18, 1927, died March 23, 1939; William T. Kent, employed September 29, 1920, died March 29, 1939; Charles Wallin, employed September 16, 1902, died March 6, 1939.

Seventy-seventh: Lee H. Crawford, employed August 17, 1921, died March 21, 1939; William J. Hemple, employed January 12, 1910, died March 16, 1939.

Sixty-ninth: John William Crossan, employed January 5, 1898, died March 26, 1939; Timothy F. Mulry, employed April 19, 1918, died March 14, 1939.

Shops and Equipment—Elston: John R. Winandy, employed April 6, 1929, died March 8, 1939.

Lawndale: Jacob J. Chmelir, Jr., employed April 29, 1926, died March 28, 1939.

Seventy-seventh: Adam Gordon, employed March 15, 1923, died March 29, 1939.

West Shops: Herman Gravenhorst, employed August 22, 1918, died March 19, 1939; Adam Horvat, employed November 6, 1913, died March 4, 1939.

Track—John Graham, employed July 1, 1920, died March 3, 1939; Joseph Jurkovich, employed July 28, 1929, died March 6, 1939.

BANDITS IN NEWS AGAIN

Paper Revives Story of Carhouse Robbery

The fabled carhouse bandits of 1903 may be gone but they were not forgotten if one is to judge from the space devoted to them in a recent issue of the Chicago *Tribune*.

From time to time columns of this magazine have made passing reference to the bandits who robbed the station at 61st and State street on the morning of August 30, 1903, but no story has told of the brutality of the bandits—Gus Marx, Peter Neidermeier and Harvey Van Dine—a trio which openly boasted of having killed 33 persons!

All was quiet in the station at 3 that morning. Conductors occasionally checked in their receipts and departed. A few motormen, arriving early for their runs, talked casually in the trainroom. One fell asleep.

It was on this peaceful scene the three hooded bandit-killers intruded. One went into the office and confronted three employes, one a clerk, Francis W. Stewart, son of the superintendent. A second stood with drawn gun outside the office window, the third on guard at the entrance.

Stewart made no resistance when the gunman demanded the receipts he had been storing away. That meant nothing. He was shot twice and fell to the floor fatally wounded. The shooting continued and the two other employes, each wounded, fled through an inner door.

The sleeping motorman, James B. Johnson, awoke. The sentinel a few feet from him took no chances. He fired and Johnson was killed instantly. There was more wild shooting before the itchy-fingered gunmen fled with \$2,250, much of it in silver.

Relentless killers, all of them, they found the forces of law equally relentless in pursuit. Several slender clews convinced William Baul of their identity. From that time until their capture the police were on their trail. There were many more killings before the killers themselves were caught.

Sentenced to be hanged by the neck until dead, Van Dine cracked in confinement. Marx and Neidermeier maintained their defiance to the end. But they hanged—hanged by the neck until dead as society took its toll from the most ruthless murderers of the early 1900's. That was the end of the notorious crew known as "Chicago's Car Barn Bandits."

EMPLOYEES RELIEF FUND

March, 1939

The Surface Lines Employee Relief Committee received 11 applications for relief during the month of March. After investigations were made 9 of these were approved for weekly assistance, and 1 for temporary assistance. There were 295 active cases on the relief rolls at the end of the month, 5 having been removed by death or other causes.

Including the \$15,653 spent during the month of March, a total of \$1,288,225 has been paid out of the Surface Lines Employees Relief Fund for assistance of employes since the organization of the committee.

ONE MAN'S COMMANDMENTS— OFFER MODEL FOR ALL

Twenty years ought to be a pretty fair test of any man's code of ethics. It was that long ago that Conductor and Mrs. Walter Dorgan came to a mutual agreement about theirs. In fact, it was at the time they were married, and these last two decades have been more than an acid test.

Celebrating their twentieth wedding anniversary recently with a host of friends and relatives, they looked happily back to the time when they drew up their particular set of do's and don'ts. They have striven all these years to abide by them, and pleasantly admit that the plan was eminently successful.

They modestly hesitate to advocate their code as a model for all married trainmen, but offer it as a friendly suggestion. It may be found profitable and helpful to many; by any standard it is indeed commendable.

1. We are this day made into one crew; let us work together.
2. Love, honor and obey in spite of trippers.
3. We shall not switch back to selfish inclinations.
4. Neither shall we transfer our affections to anyone else.
5. We shall obediently accept what comes on our marriage run.
6. We shall not ever fail to register fair play.
7. We shall endeavor to be uniformly pleasant and helpful to each other.
8. We shall not covet our leader's station in life.
9. May we always render devoted supervision over our family.
10. Never let us sign off any responsibilities which may come across our track.

Departments and Divisions

Accident Investigation

At the tenth annual meeting of the Illinois Credit Union League, held at the Hotel Sherman on March 18, our cashier, H. A. Praiter, treasurer of the D.A.I. Employees Federal Credit Union, was elected to a 3-year term of office as one of the directors of the League. The League is comprised of approximately 75 per cent of all credit unions operating in the State of Illinois, which number about 600 with total assets of close to \$16,000,000 and with a membership of slightly over 200,000.

Robert William appeared to help Mr. and Mrs. William Matthews enjoy their second wedding anniversary and Mrs. Matthews' birthday. He arrived at 9:17 A. M. on March 15, weighing in at 6½ pounds. Mr. Matthews

is concentrating more heavily upon his duties as an investigator as the young gentleman will probably need a college education.

Accounting

No doubt with each issue of the magazine you are interested in seeing notes on this department's events. This is made possible by the sincere cooperation of each individual, and your representative in always ready to tell for you the interesting facts surrounding events such as weddings, vacations, hobbies, or other talents of our individuals. Please help me as your correspondent to get all the news each month.

Best wishes of the entire department are extended to W. H. Kennedy, auditor, who is convalescing at home.

On the evening of March 14 a group of employes of the department visited the Chicago Arena, Erie street and McClurg court, and although there were no "Bobby" McLeans or Sonja Henies in the skating party, from comments made by members of the party a pleasant time was had by all.

Harding's at The Fair was the meeting place of various members of the department who gathered to extend best wishes and attend a birthday luncheon on Miss Patricia Dore, given by her mother at noon on St. Patrick's day, Friday, March 17.

Congratulations and much happiness is our sincere wish for Miss Louise Jackson and Timekeeper Chester Murphey who were married on Saturday, March 4, at Gardner, Illinois.

Mr. and Mrs. Harry Miller (Leora Murray—formerly of the trip sheet analysis division) are receiving congratulations on the birth of a boy weighing 8 pounds 10 ounces at Chicago Lying-In hospital on Friday, March 31.

The best wishes of the department are extended to James Condon of the voucher section on his new venture into the timekeeping section.

Many happy returns of the day were extended to Miss Bernice Anderson of the trip sheet analysis division on her birthday, Friday, March 30, by her many friends.

Sympathy is extended to Miss Charlotte Rochow of the trip sheet analysis division, whose father passed away on Friday, March 10.

Thomas F. Coan.

Engineering

John Holmberg, aviator deluxe of our Track and Roadway Department, announced that he presented Edith Valenti with a diamond ring to commemorate her birthday and their engagement. Congratulations and best wishes.

In the Utility Department—"Pete" Belasich, chauffeur, tells all about the new-born Peter, Jr. . . . Jack Burns, chauffeur, sports a new Packard. . . . John O'Connor, motorman, is back to work after a siege of flu . . . glad to see him. . . . Alex Parish, motorman, is on the sick list and we hope to see him on the job soon.

To Leo Ruzich of the Track Department are extended best wishes and hope for a speedy recovery in his fight against the flu.

Sympathy is extended to George Christie, Track Department granite inspector, in the loss of his mother; also to Arthur Steers of the Track Department in the loss of his father,

Schedule and Traffic

George Weidenfeller, correspondent for this department, has been confined to the West Suburban hospital for sometime. We all sincerely hope to see George back at his desk soon.

Al Pisors has recovered from his bout with various and assorted germs. Al will be his old self again when he can gain back the weight he has lost.

Spring has arrived in full force now that George Fisher has purchased a new set of golf clubs. George has hopes of breaking all his last year's records with these new irons.

L. C. Dutton.

Shops and Equipment

South Shops: February 12 is quite a day in the household of Max Jellema, car repair department. On that day Doc Stork presented Mr. and Mrs. with a baby girl, and that day is also "Dad's" birthday. Congratulations to mother and dad, with all best wishes for baby.

On March 3, the boys of the woodmill division offered a small token of friendship and the best of congratulations and happy birthdays to Fred Martin of that department, who was celebrating his 82nd birthday. Fred has been with the street railway for the past 54 years.

Doc Stork visited the home of James Marron, motor repair department, on March 8 and presented the Marron's with a baby girl, weighing 7½ pounds. To mother and dad we offer congratulations and best wishes.

Burnside: Looks like our Beau Brummel, John McGuire, has finally decided that two can live as cheaply as one, as he and "she" were recently noticed on a shopping tour, purchasing some very choice pieces of furniture.

77th Street: Leo Keane brought our department into the limelight recently when he appeared on a radio interview. Leo had a bit of "mike fright," but soon overcame this and gave a very interesting talk.

"Tho they may deny it, Frank Walsek and Gus Staveidas have been very definitely looking at diamond engagement rings of late.

Our former champions at card games, Charles Walsek and Patrick Murphy, after doing quite badly, have been seriously and 'tis said most wisely, changing their luncheon pastime to horseshoes instead of cards.

Notice: Lou "Ump" Hermann offers his services gratis as a baseball umpire to any amateur team interested. "Ump" wants to sharpen his eye for an important game later in the season, in which he is to officiate.

Elsie S. Frank.

West Shops: The many friends of Mrs. Yvonne Small Randall, who was formerly employed in the Accounting and Shops and Equipment Departments, will be pleased to learn that she has a baby boy, Byron Charles, born on the 14th of last month.

During the month of March, the following employees passed away: Herman Gravenhorst and Adam Horvat of the West Shops; Jacob Chmelir, Lawndale, and John Minandy, Elston. Sympathy is extended to those who mourn the loss of their loved ones.

Transportation

The sympathy of the department is extended to Instructor R. C. Smythe, whose

father passed away March 5.

Congratulations to Supervisor Everett M. Headley on the arrival of a bouncing baby boy, Dennis Edward, on March 29. Cigars and candy were passed around by the proud father.

Charles M. Eitel was united in marriage to Miss Jane Elizabeth Coey on Saturday morning, March 18, at the Holy Nativity church located at 95th and Longwood Drive. The service, appropriately enough, was conducted by the Rev. Thomas Bellringer, and a reception was held at the bride's home later. The bride and groom then left for an extended trip to the south. The itinerary included Louisville, Kentucky, Asheville, North Carolina, St. Augustine, Florida (the fountain of youth) and other important places of historical interest. One week was spent at Miami. The young couple are now at home at 1339 West 92nd street.

Andy.

Around the Car Stations

Blue Island

Sympathy is extended to Relief Clerk George Kehoe in the loss of his father, Motorman James Kehoe, of this depot, who passed away Sunday, April 2, after an operation. The funeral was held Wednesday, April 5, and the following fellow-trainmen were pallbearers: Motormen John Cavanaugh, Edward Ahearn, Patrick Durr; Conductors James Powers, James Naughton and Christopher McCarthy.

Sympathy is extended to the family of Instructor Roy Smythe in the loss of his father.

Cupid started early at this depot. On March 17 the handsome receiver, John Quaid, was married to Miss Anna Steiner; March 18 Conductor Joseph Klimas wed Miss Louise Savcik, and on April 1 Motorman William Winter married Alvina Camlott. Congratulations, and may these wedded lives be happy ones.

C. P. Starr.

Cottage Grove

Sincere sympathy is extended to Relief Clerk George Kehoe on the recent passing of his father, Jim Kehoe, one of the old-timers at Blue Island.

There are a few fellows on the sick list who would appreciate a visit. If you have time, drop in on Fred Loyce, Ed Barrett, John Murray and A. P. Sullivan.

The Cottage Grove depot golf team hereby challenges any depot or department to a match. Any parties interested can call Drexel 3310 and a match will be arranged.

The men of Cottage Grove who were blood donors in a vain attempt to save the life of Conductor Tom Pryor are hereby honored and thanked for their co-operation.

Ostet.

Kedzie

Supervisor Maurice "Buck" Jones rides again, but this time it is in a new Chevrolet. "Hi, ho, Silver!"

Conductor George Stephenson is giving instructions on how to play checkers according to Hoyle, hoping that in the near future he will have some competitors.

Motorman Lionel Lees and wife are on a 30-day tour, visiting all places of interest from here to the west coast, where they took in the exposition in San Francisco.

The four musketeers, Motormen Thomas Pierce and James McGrath, and Conductor John Heelan and William Mullane, are vacationing in Hot Springs, Arkansas. Conductor Lawrence Shields is hoping they make the baths extra hot for William Mullane, the scribe for the *Union Leader*. We wonder what he has cooked up; no question but that it will be "hot."

We saw Conductor Paul Lommatsch, badge No. 6038, working car No. 6038 the other day. Quite a coincidence.

Motorman James Reynolds, after taking several pictures of Motorman Ralph Lexow's new home which he is building out in Elmwood Park, decided to become a neighbor of his and is now moving out to the woods himself. We noticed Conductor Harold Quirk looking over some blue prints—probably looking for some of that country fresh air, too.

The following trainmen reported new arrivals at their homes: Conductor Frank McGuire, a boy born February 26; Conductor Thomas DeLacey, a boy, February 27; Conductor Arthur Piper and George Stephenson, boys, born March 2, and Motorman Arthur Judy, a boy, March 20. Conductor Anthony reports the only baby girl, born February 28. Congratulations!

Adam Raidiger, who is convalescing at home, would appreciate a visit from some of the boys.

Motorman Frank Weis died March 29 after a brief illness. Sympathy is extended to the bereaved family.

Sympathy is extended to Motorman Peter Kroes and Conductor Andre Kroes in the loss of their wife and mother, who died April 3.

Clinton Sonders.

Lincoln

Conductor and Mrs. Irving J. Metzger celebrated their seventh wedding anniversary in their home at 4915 North California avenue recently. An elaborate dinner was served to 40 guests. After the dinner a 3-piece orchestra tuned up and singing and dancing in the decorated basement were enjoyed. Mr. Metzger entertained his guests with several solos.

Sympathy is extended to Supervisor Tom Greenslade and his family in the loss of his wife, who passed away March 15. The funeral was held from Krauspe's chapel, 3905 Lincoln avenue, and interment was in Acacia Park cemetery.

Sympathy is also extended to Conductor John Mitchie, whose son passed away on Monday, March 10. The funeral was held at his home, 3552 Southport avenue.

Henry Spethman.

Seventy-seventh

A bundle of joy escaped our attention sometime ago. Now he's old enough to say "papa" and is a bigger "joy" than ever, which is natural enough since he is the son of Motorman Eddie Joy.

"At the sound of the next musical note, it will be Halsted street!" Yes, indeed—for a few days last month Halsted street was full of musical notes. Young musicians swarmed all over the International Amphitheatre, all over Regional Supervisor Angelo Tagler and all over Halsted street cars, and each car was practically an individual concert hall in itself. The festive atmosphere of it all was contagious if you could overlook having a big horn poked in your eye, or a set of bass drums dropped on your toes.

The inter-depot sport competition in softball will soon be under way again. Seventy-seventh has consistently placed a good team in the field, finishing at or near the top every year. It is expected that a goodly number of the old "vets" and some new talent will respond to the call again to help build another team that will be a credit to the depot. Touching a wide range of interest in the station as it does, this season promises to be more exciting than ever, and all the fans and players are waiting for the signal, "Play ball!"

There's a first time for everything. In this case it's a new arrival at the home of Conductor J. W. Rogers, and if we know anything about first babies being boys, he's the No. 1 Rogers right now.

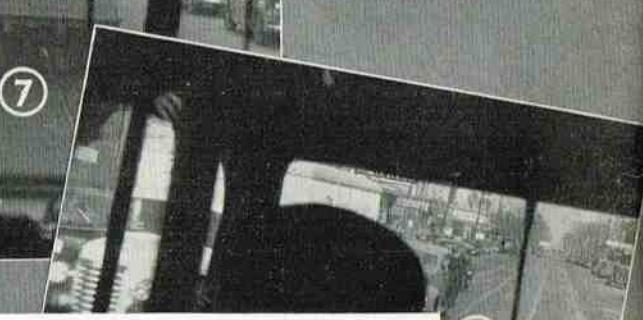
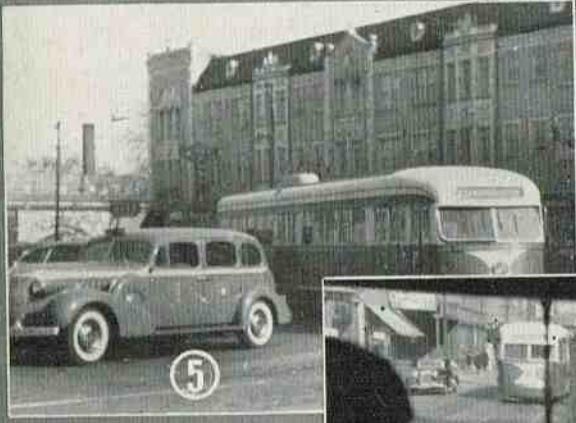
Condolence is extended to the following men on deaths in their families: Conductor E. Cavanaugh, his daughter; Motorman Dan McCarthy, his brother, and the family of Motorman L. H. Crawford.

Walter F. Story.



This pretty little miss, Barbara Fox, daughter of Conductor Daniel Fox of Burnside, was recently honored with a certificate of Honorable Mention in a National Children's Photographic contest.

These are accident Hazards!



THERE ARE ACCIDENT HAZARDS ON EVERY STREET!

These photographs were taken on Madison street but similar conditions exist throughout the city. 1—There's a bus ahead—keep in mind the distance in which you can stop if he stops suddenly. 2—One automobile is held up by another; watch both of them! 3—This situation could have been avoided. Proper use of the gong would have warned cars pulling out of parking places. 4—Don't assume too much. This automobile cannot clear either track until other vehicular traffic lets him through. 5—Care must be used in rounding curves—check all clearances! 6—Don't pull too close! It will take some maneuvering before the truck will clear the tracks. 7—Watch the truck—don't let advertisements distract your attention. 8—This driver—double-parked on the wrong side of the street—might do almost anything. 9—There's a boy on the running board! Slow down—the auto might swerve to the left, the boy might jump—maybe he'll fall off.

Anything can happen!

BE ALERT — YOU CAN'T BE TOO CAREFUL — BE ALERT