

# Surface Service

## MAGAZINE

VOLUME 16 DECEMBER 1939 NUMBER 9



"... The stockings were hung by the chimney with care,  
In hopes that St. Nicholas soon would be there . . ."

## Christmas Greetings . . .



EACH year we approach Christmas with pleasant anticipation of happy times with families and friends. It is a season of simplicity and kindness. We try to forget for a brief period the uncertainties, confusions and disappointments of everyday affairs and let our thoughts dwell on the pleasures and recompenses of the past and the hopes for the future.

Here in America this Christmas we have a much happier situation than in many other parts of the world, for war has saddened the populations of many nations. We have many unsettled problems, both local and national, but we are at peace with our neighbors and hope that the rest of the world will soon be at peace.

Christmas is also a season for exchanging friendly greetings and a time for expressing appreciation of good deeds done. So I am taking this opportunity to extend appreciation for the loyalty and co-operative effort of the entire Surface Lines organization in the last twelve months. And I extend my personal wishes for a pleasant Christmas and Happy New Year to all the members of the Surface Lines family.

**GUY A. RICHARDSON,**

*President.*



# Surface Service Magazine

*A Monthly Publication by and for Chicago Surface Lines Employees*

VOL. 16

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## Social Security Amended

Many Employes Will Be Eligible For Benefits

January 1, 1940

By HOWARD B. STORM

*Superintendent of Insurance*

The first of the benefits payable under the Federal Social Security Act will become available after January 1, 1940. The original act provided that no benefits would be payable until January 1, 1942, but the last Congress adopted many amendments.

The most important changes include making the first payments available two years earlier and bringing under the act workers who were 65 or older when the legislation became effective January 1, 1937.

As the act now stands, it applies to all active Surface Lines employes. In view of the interest in the provisions of the act, SURFACE SERVICE MAGAZINE is devoting space to a presentation and interpretation of some of the more important features of the act, in an effort to answer many questions that have arisen.

### Retirement Necessary

It is emphasized that whether or not any qualified employe elects to draw benefits is entirely a voluntary matter with the individual. It is also emphasized that anyone deciding to start taking the benefits must retire.

Approximately 400 Surface Lines employes will be qualified to start receiving benefits on January 1, 1940. Another 800 are expected to qualify between January 1, 1940 and July 1, 1940. The monthly benefits which will be paid under the act range from \$10 (minimum) to \$85 (maximum).

Those who will be eligible to receive payments under the act on January 1, 1940, include:

1. Any employe who reached age 65 between April 1, 1937, and December 1, 1939, provided the employe paid Social Security taxes as specified in the act.
2. The qualifying employe's wife, provided she is 65 years of age or more.
3. The qualifying employe's child, if such child is dependent, under 18 years of age and unmarried.

Those employes who reached age 65 in January, February or March in 1937 will qualify April 1, 1940, provided they paid the necessary Social Security taxes.

Those employes who reached age 65 prior to January 1, 1937, will qualify July 1, 1940, pro-

vided they paid Social Security taxes as specified in the act.

All Surface Lines employes pay Social Security taxes of one per cent on wages up to \$3,000 a year. The employer pays an equal amount into the Social Security fund for the employes.

### Questions Answered

Many of the conditions of the act are brought out in the following list of questions and answers:

*Q.*—Do Social Security payments automatically start at age 65 for those who have paid the necessary Social Security taxes to qualify?

*A.*—No. It is necessary to retire and to make application for payments.

*Q.*—What is the minimum benefit?

*A.*—Ten dollars a month.

*Q.*—What is the maximum benefit?

*A.*—Eighty-five dollars a month.

*Q.*—Does an employe's wife also get payments?

*A.*—Yes, but only if she is 65 or older and her husband is receiving payments.

*Q.*—How much does she get?

*A.*—One-half as much as her husband.

*Q.*—Is there any benefit for a dependent child?

*A.*—Yes. The child also gets one-half as much as the father, if the child is dependent, under 18 years of age and unmarried. A child's benefit ceases when he or she becomes 18 years of age.

*Q.*—If a married man starts receiving benefits and his wife lives longer than he, does she get any payments after he dies?

*A.*—Yes. The law provides that widows 65 or over may receive benefits equal to three-fourths of the amount payable to the deceased husband. Thus, if a man had received \$40 a month, his widow would get \$30 a month.

*Q.*—If an employe retires and gets social security benefits can he then take another job?

*A.*—The law provides that benefits will not be paid in any month in which a person renders services for wages of \$15 or more in that month.

*Q.*—Is an employe eligible if he qualifies on age but has not worked in the last year?

*A.*—Yes, provided he paid the necessary social security taxes in six quarters of 1937 and 1938.

### Formula for Payments

*Q.*—If I am eligible January 1, 1940, how can I tell how much my monthly benefit would amount to?

*A.*—Apply this formula:

First figure your average monthly earnings. Take 40 per cent of the first \$50 earned. Add 10 per cent of the balance. Add to the total of these two, one per cent of such total multiplied by the number of years in which Social Security taxes were paid.

*Q.*—That seems complicated, so will you please give an example?

*A.*—Take a man having average earnings of \$150 a month since January 1, 1937 (three years). His benefit would be figured like this:

40% of \$50.....	\$20
10% of balance of \$100 .....	10
Total .....	\$30
1% of \$30 x 3 (years).....	.90
Total monthly benefit .....	\$30.90
If wife is 65 or over add 50% of \$30.90.....	\$15.45
Total .....	\$46.35

*Q.*—Where can further information on Social Security benefits be obtained?

*A.*—From any of the five local federal old age agencies located at 173 West Madison, 1045 Lawrence, 24 North Pulaski, 6856 South Halsted and 417 East 47th street.

## LEGION NOTES

### Post No. 146 Plans Holiday Show

Comrades Otto Malinowski and Clarence Drake of Archer depot delivered 19 Thanksgiving baskets to the families of disabled members of the Post or their widows.

On Wednesday evening, December 20, under the direction of Officer Otto Malinowski of Archer, the Surface Lines Post will present a vaudeville show for the disabled veterans of Hines hospital. All are invited to attend. The show will start at 8 o'clock, and through the courtesy of the Post and Auxiliary, Christmas gifts will be distributed to the veterans.

Surface Lines Post wishes to announce a very successful Armistice Ball, and wishes to take this opportunity of thanking all members of the Surface Lines family for their kind cooperation.

On Tuesday evening, December 19, the Post will be guests of the ladies of Surface Lines Auxiliary for a Christmas party at the Post clubrooms, 3350 West Jackson, and a most cordial invitation is extended to all ex-service men of the Surface Lines and their wives to attend.

Surface Lines Post members and officers wish to extend to all their hearty wishes for a Merry Christmas and a most happy and prosperous New Year.

## CHRISTMAS IN THE STATIONS

### Numerous Carhouses Plan to Observe Yuletide

Chicago Surface Lines employes are going to do more than their bit to make this one of the happiest Christmases in years. Following an annual custom several of the stations will again see to it that less fortunate families are cared for during the holiday season. And in numerous stations there will be brightly lighted Christmas trees and small celebrations at which the trainmen with their families will extend Christmas greetings to one another.

The activities at Seventy-seventh will be handled by the L & A Club members. Baskets will be distributed to a number of sick or disabled fellow-workers. These baskets, paid for by the club dues, yearly brighten Christmas for numerous people.

The L & A Club will also follow a custom of years by distributing the "off-day" calendars to the men at the station. Stationmaster W. A. Bessette and Chief Clerk Owen Duncan also announced a new type calendar will be distributed to many office workers throughout the system.

Santa Claus will visit Archer depot on December 16 with a present and toys for the children of Archer employes. A brightly decorated tree will be in the center of the activity at Stationmaster D. F. Bowles' depot. After the youngsters have eaten all the candy they can hold, a small dance will be given for them.

Out at Cottage Grove the men are wondering who the lucky ones will be when the turkeys are raffled off. There will be a drawing for the turkeys which will be held just before Christmas. Aside from that activity, the men at Cottage Grove have not forgotten their own sick or disabled members. Stationmaster C. C. Cricks will aid in the selection of the families who will receive free Christmas baskets through the courtesy of the Cottage Grove men.

Club members at the Sixty-ninth street station are also among those who are arranging Christmas baskets for their less fortunate acquaintances. They will be sent out shortly before Christmas.

It is expected that R. L. Hays' boys at Lincoln will have a large tree as they have in previous years and that there will be some 250 pounds of candy for the men at the station.

North Avenue, Kedzie and many others are also expected to have gaily decorated trees which will express the spirit of the season.

In other stations, although there will be no formal observance of the occasion, the spirit of the season is bound to make itself felt. So throughout the system the time-honored Merry Christmas will be called out to all.

### No Delay

A doctor had an urgent phone call from a gentleman saying his small son had swallowed his fountain pen.

"All right! I'll come at once," replied the doctor. "What are you doing in the meantime?"

Came the answer, "Using a pencil."

# New Company In Business!

## Model Street Railway System Begins North Side Operation With Three Cars

**Exclusive:** A new model street railway system will soon begin operations on the North side of Chicago. Backed by two young capitalists the system is expected to start in business Monday, December 18, presumably in a play for the shopping crowds that are expected to throng the streets prior to Christmas.

The exclusive information concerning the new street railway system was obtained by this magazine from William Hanson, 3939 North Sawyer avenue, a partner in the transportation venture. His associate in the enterprise, Howard Back, 6066 North Paulina, could not be reached for confirmation of the details.

It's not serious competition though, for the new system is laid out on a card table that easily holds the miniature street car replicas.

Mr. Hanson and Mr. Back are leading members of the street railway fans who frequently request information from the Surface Lines. Both have "adopted" street cars as a hobby and are familiar with every type of car as well as methods of operation. They are interested in the Surface Lines only as hobbyists.

The new company, said Hanson, is known as the Chicago Model Street Railway Company and will start on shoestring capital tied up in rolling stock of three cars—two passenger cars and one work car.

### Have Three Cars

Though low on rolling stock, the Chicago Model Street Railway Company feel their cars are among the best built of the older type. Car No. 102 is a copy of the Pullman car of that number owned by the Chicago Surface Lines. Car No. 1451 is a copy of the car of the same number which was originally built by the Chicago Union Traction Company and later rebuilt by the Chicago Railways Company just before the properties were unified in 1914. Work car W3 is copied from the "W" series of work cars owned by the Surface Lines.

The cars of the new company will run on "00" gauge model track. Cars are built on a scale of  $\frac{1}{16}$  of an inch to 1 foot.

The car station of the Chicago Model Street Railway Company is a modern structure built to house six cars—two to a track. The building is situated on a corner, has a high ceiling



The cars and station of the Chicago Model Street Railway company are shown "ready for action."

and an ample number of sky-lights. It is modeled along the lines of the North Avenue station with office space to the right of the tracks. It was built out of scraps of wood and covered with brick paper.

All passenger cars are complete in every detail including the conductor's signal cord, seats, control box, etc. Formal launching of the enterprise is delayed until the arrival of motors for the cars. Mr. Hanson said the engineers of the company have completed plans for a new type motor for the cars.

Among the other technical notations submitted by Hanson were descriptions of the trolley poles, wires, switches and track construction details.

### Company Aims Disclosed

More than 1,000 spikes were needed to bolt down the rails of the company. Switches are similar to the hand switches such as railroads use. Trolley poles were constructed out of copper wire and all trolley wire was strung in the regulation manner.

"We have long been interested in the local transportation field," Hanson said. "We have made detailed studies of operations in all the major cities of the country and expect to combine the best features of each in our new company. After an exhaustive study of the best way in which to transport the huge crowds that any Chicago transportation company must handle we decided to make our play with street cars.

"The best transportation minds in the country have long confirmed our belief that the street car is the most efficient vehicle for mass transportation. Though our capital investment will be forced higher by our use of steel rails we still feel that the public will prefer the smoother rides which can be provided only by railway operation. Street cars not only give the passenger a better ride for his money but they are also the most efficient users of street space. The very fact that they cannot weave in and out of traffic is a major factor in making the street car the safest place in the streets—and far less hazardous to other street traffic.

### "Street Cars Most Efficient"

"The experience of the Chicago Surface Lines with their modern streamlined cars on Madison street confirmed studies we made in various cities. The public will, we feel, vote overwhelmingly in favor of street cars when they are offered modern vehicles and quick, convenient service such as only street cars can provide. On Madison street the Surface Lines was able to test the desirability of street cars as against that of modern gasoline buses. The increase in street car traffic on Madison street was the tip off on the public's preference."

Mr. Hanson explained that he is aware of the value of buses in less heavily traveled areas. "They are valuable as feeders," he said, "but we will have to operate in a thickly settled neighborhood. Should our system grow we know that sometime, somehow, we will have

to consider the use of trolley buses for lines that are less heavily traveled than our street car routes. Later, if we are called upon to provide service for numerous outlying sections that are sparsely settled, we shall also have to consider the merits of the gasoline bus. But, and you can make this as strong as you wish, you'll have to go a long way to convince Mr. Back and me that there is any other surface carrier that can compete with the street car in the mass transportation field."

### Many Cars in Operation

Transit operators in various important cities of this country and Canada have given tacit approval to Mr. Hanson's contentions by their operation and re-order of street cars during the last few years. A recent check established the fact that there are at present 1,105 modern street cars either in operation or on order in Brooklyn, Baltimore, Boston, Cincinnati, Chicago, Los Angeles, Philadelphia, Pittsburgh, San Diego, St. Louis, Toronto, Vancouver and Washington.

In numerous public statements transit operators have expressed sentiments similar to those of Mr. Hanson and have backed their opinions with the cold cash to buy modern street cars. In cities where the new cars have been in operation the managements of the systems have unanimously expressed their wholehearted satisfaction with street cars for mass transportation.

Neither Hanson nor Back expect their new company to be any threat to the secure position the Surface Lines maintains in local transportation circles. They expect no profit from their new venture. "Our company," said Hanson, "is prompted by self-interest in many respects. We are so thoroughly sold on the value of street cars that we want our beliefs to be as widespread as possible. Ours is a sales venture—we want to sell the public on street cars."

"The aim of the company," said Mr. Hanson as he concluded the exclusive interview, "is to eventually acquire at least one replica of each type of vehicle operated by the Chicago Surface Lines and number it accordingly."

Thus with the aim of the Chicago Model Street Railway Company clearly defined it is fitting that SURFACE SERVICE MAGAZINE as the official publication of the Surface Lines express the best wishes of the company from which the Model Street Railway Company is modeled!

### REAL PRAISE!

A rather unusual commendation came over the telephone recently. It was from Conductor Otto Dahl of Devon and praised—his motorman!

A woman who appeared on the back platform preparatory to alighting confided to Conductor Dahl that she had "just had the smoothest ride." On questioning her she vowed the motorman must be particularly efficient judging from the smooth starts and stops he made. She fell asleep, she said, and that was a tribute to smooth operation.

Mr. Dahl wanted us to know about it. "I think it's a compliment to my motorman," he said.

The motorman, to whom all praise is due, is Peter J. Grant, Jr., of Devon.

## PROMOTIONS FOR TWO

### Eigelsbach and Sim Moved To New Posts

General Order No. 8-39 signed by Superintendent of Transportation W. A. Hall and approved by President G. A. Richardson resulted in four Transportation Department changes which became effective December 1.



T. H. Eigelsbach

The veteran E. I. Maguire, oldest active employe of the Transportation Department, will devote his entire attention to the problems of Blue Island depot. Thomas H. Eigelsbach, formerly a regional supervisor, was promoted to stationmaster at Lawndale station. Stuart D. Sim, a North Avenue supervisor, was promoted to regional supervisor to fill a vacancy caused by Eigelsbach's promotion. Regional Supervisor A. B. Unsen, formerly at North Avenue, will move into the Lawndale-Blue Island-Kedzie district formerly covered by Eigelsbach.

Tom Eigelsbach's transportation service dates back to January 30, 1902, when he began with the Chicago Union Traction company. He first worked as a conductor on the Blue Island avenue cable cars. In 1912 he was made a supervisor and the following year was named chief supervisor for the Lawndale, Blue Island and Kedzie depots. He was made chief instructor in 1924 and a year later was promoted to assistant division superintendent.

Mr. Eigelsbach has a host of friends throughout Lawndale-Crawford district and has for many years been a valuable member of the Public Relations Committee.

Stuart Sim entered the service as a trainman at North Avenue depot in 1923. In 1932 he was promoted to the position of starter and a year later he was made a supervisor and detailed to Century of Progress service. After the Fair he was assigned to the Central Division and later to North Avenue. Superintendent Hall appointed Sim as assistant superintendent at North Avenue station in 1936.

Mr. Sim, who is well known in the northwest section of the city, has been a member of the Public Relations Committee for several years.



Stuart D. Sim

Quiggle: "Why is it that you women always insist on having the last word?"

Mrs. Quiggle: "We don't. The only reason we get it is that we always have a dozen arguments left when you stupid men are all run out."

# Close La Salle Street Tunnel

## Subway Construction Forces Historic Structure To Call For "Time-Out" Period

The street car tunnel under LaSalle street was forced to call a "time-out" period November 27 to allow construction work on a link of Chicago's new subway system. The tunnel was closed to all street car traffic on that date. It was the third time the tunnel has taken "time-out" for construction work since it was opened on July 1, 1871.

With the closing of the tunnel the Lincoln-Wells street cars which formerly ran through the tunnel were re-routed so that they now operate southbound over Wells street to Randolph and then east to LaSalle and then over the regular route.

With but one major interruption in its lifetime, the LaSalle street tunnel has played an important part in the lives of several generations of Chicagoans. Its cool depths have echoed to the sound of horses' hoofs, to the shuffling gait of pedestrian traffic, to the clanging of the cable cars and to the cries of those who fled from the great Chicago fire of 1871.

### History Related

The chronological history of the LaSalle street tunnel goes back to August 16, 1869, when the ordinance for its construction was passed. Work was started October 5 of the same year and it was opened two years later.

The tunnel had been open for vehicle and pedestrian traffic only two months when the great Chicago fire started October 9. Historians of the time tell of the thousands that fled through the tunnel to the north side of the river as they sought refuge from the flames.

Originally the tunnel had approximately 14 feet of water above it but with the advent of larger and deeper schooners and steamers for lake traffic it was found necessary to deepen the channel.

In March, 1888, the tunnel was turned over to the street car company by the City of Chicago with the provision that at least 17 feet of water be provided above the tunnel. The street car company, which was contemplating the installation of cable car lines, then agreed to lower the tunnel to provide greater depth for the river at the point where it crossed the tunnel.

### Congress Acts

The remodeled tunnel was used continuously for vehicular and cable car traffic until 1906, at which time the City of Chicago was ordered by

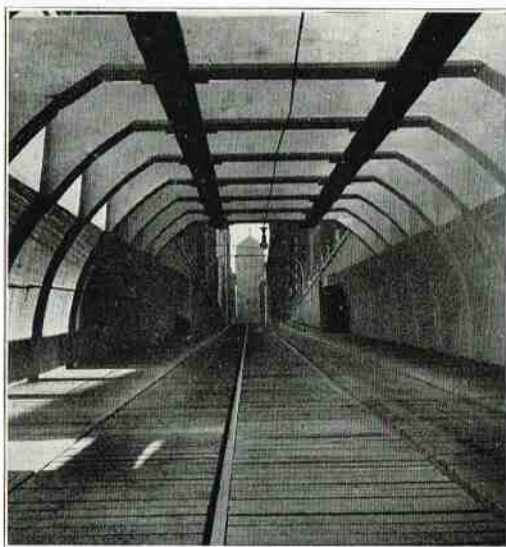
an Act of Congress to lower the roof or remove the tunnels across the river at LaSalle, Washington and Van Buren streets as unreasonable obstructions to navigation. A clear depth of 22 feet was required by that act.

Where the earlier remodeling of the LaSalle street tunnel had been a comparatively easy task, the second lowering operation proved much more difficult. An earlier issue of this magazine reported: "The work of lowering the tunnel in 1906, which was complicated seriously by the maintenance and care of a 36 inch water main which extended through the foot passage, a serious leak developed in the east wall at one of the timber supports used for the pipe line. Later the water broke through the invert about 30 feet south of the duct line, which soon flooded the tunnel. An attempt was made, by dumping clay along the south dock line, to close this leak. Three large pumps succeeded in clearing the tunnel. An attempt was then made to close the leak with 8x8 inch timbers, bags of cement and oakum. By the evening of December 9, 1906 the water had again risen and by 11:30 the next morning the tunnel was entirely filled."

### Reopened in 1912

The tunnel was later reconstructed, lowered, and finally opened for electric street car traffic July 21, 1912. It was used continuously from that time until November 27, 1939.

The future history of the tunnel is problematical. On November 15 the City Council passed an ordinance in which it said that the city "agrees that on completion of the subway works, if it deems it feasible or desirable, it will either reconstruct the south portal of the tunnel, thereby making it again available for street car operation, or that it will extend the tunnel southward as a part of a possible future subway for street car service; that in the event that the City does not deem it feasible or desirable to reconstruct under either of the alternatives above mentioned, it is agreed that the existence, character, and extent of the property rights of the Company and the value thereof shall be determined by a court of competent jurisdiction in any appropriate proceeding and that the City will reimburse the Company for its rights if and when so determined."



The LaSalle street tunnel, looking south, as it appeared before its recent closing. The Board of Trade building may be seen in the distance.

# SURFACE SERVICE MAGAZINE

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William H. Bromage . . . . . Editor  
Hollis F. Peck . . . . . Associate Editor

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## SANTA CLAUS

St. Nicholas was known and honored in many parts of Europe long before white men set foot on the shores of the New World. This benevolent bishop, dating back from the Middle Ages, never was more loved than by the boys and girls of Holland and Flanders whom he visited each December 6 on St. Nicholas' Day to distribute his rewards to those who had been good. And when the early Dutch settlers came to America, 'tis said they brought St. Nicholas with them.

In the New World St. Nicholas took on new ways. He shortened his name to Santa Claus. He dropped his bishop's garb and put on a suit of bright red trimmed with fur from his head to his foot. He grew chubby and plump and his complexion took on a rosy hue. Reindeer and sleigh took the place of his famous gray horse. He even forsook his own day on December 6 and adopted Christmas Eve as the time for distributing his gifts and presents. No longer does he mete out punishment to naughty children, but by his jolly, twinkling, laughing manner has come to represent the spirit of Christmas itself.

Christmas is both a time for rejoicing and thanksgiving and here in America, this Christmas, we have much to be grateful for: For peace, for our jobs, for means of security against life's uncertainties. And so as this joyful season draws near, let's give three cheers for Santa Claus and Christmas!

## "BACKSTAGE"

A little pamphlet in the "take one" boxes now takes our passengers "Backstage." It tells much of the drama and the interest in the production of Surface Lines service. It introduces the employes of this great system to the two million persons to whom we give safe, convenient transportation. It gives them a glimpse into our private lives, it tells them much of the charitable record of which we are all so proud.

To be truthful, "Backstage" pats us all on the back!

Because there is a bit of self praise in it does not mean that it is boasting. Far from that. It is merely a factual information that the public has a right to know, information in which they should be interested.

They're going to be interested in the other side of our lives. But, and it is only natural, they are much more interested in how we perform all the little tasks at which they glimpse us. The public will feel that we ought to be evenly balanced. If conditions backstage are good, then the performance in front of the lights ought to be top-notch.

None of us could blame them for believing that. It follows logically then that it's up to us to produce. Our leading actors—the motormen and the conductors—have to "carry" the show. It's the kind of a show that gives a lot of leeway to our "male leads."

It ought to be a successful, long run production. It will be if our actors enter with a gracious greeting, with a neat appearance, with a friendly smile. Then, and we're pretty sure they'll do this, they'll step into the production of the service with all the efficiency of which we know they're capable.

"Backstage" or out front—let's put on a good show!

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### Civic Uplift

Discussing the type of milk which should be supplied to school children, the chairman of the town's health committee said:

"What this town needs is a supply of clean, fresh milk, and we should take the bull by the horns and demand it."



# Praise from the Public!

## Commendations Gain As Patrons Praise Trainmen—Complaint List Continues to Grow

With the New Year but a few short weeks away a satisfied passenger writes with a commendation and a slogan for 1940's courtesy program. After commending Conductor Herbert J. Kennedy, badge No. 1940 of Sixty-ninth, for several courtesies, H. S. Drake, 5858 Calumet avenue, suggests:

"May your slogan in 1940 be—more conductors like 1940."

The complaint records for the past months suggest Mr. Drake is on the right track. A greater need for courtesy has been apparent as the complaint total has grown month by month. For November, for example, there were 611 complaints as compared with 451 received during November, 1938. A large part of the increase is attributable to discourtesies on the part of the trainmen. Quick starting and transfer difficulties are other items that contributed heavily to the poor showing. By contrast the commendation records showed 59 commendations during November, 1939 as against 52 during the same period a year ago.

"If there were more men like him it would be a greater pleasure to ride the street cars," said the commendation of James Howard, 2417 North Ashland avenue, in praising the likeable qualities of Conductor Ross J. Lahlum, badge

### Helped Child

Mrs. L. J. Mueller, 2236 North McVickers avenue, wrote in praise of Conductor Peter H. Meyer, badge No. 2210 of North avenue, whom she credits with being most helpful to her small child.

Conductor August C. Meske, badge No. 198 of Lincoln, was commended for several acts of courtesy to passengers. The commendation was sent by Ida Zimmerlin, 5452 Dakin street.

The capable manner in which Motorman Emanuel E. Traznik, badge No. 587 of Archer, operated his car, drew the attention of Lee E. Smith, 20 North Ashland avenue, who wrote in his praise.

"I know that your patronage would be doubled if every conductor was like this man," wrote Mrs. Doris Kosky, 6125 Kenwood avenue, in calling attention to the merits of Conductor James J. Burchanek, badge No. 2348 of

Sixty-ninth.

A bank employe, short of change, was advanced a fare by Conductor Carl M. Neisner, badge No. 6626 of Lawndale depot. The fare was repaid along with a commendatory note by George J. Smith, Central National Bank, Roosevelt Road at Halsted.

The neat appearance of Conductor John Paradies, badge No. 1956 of Seventy-seventh, combined with his courteous manner drew the praise of Miss Grace Rood, 4908 North Ashland avenue.

"His broad and cheery smile greet me every morning and his pleasant 'Good Morning' helps to start the day off properly," said Lorraine Kushner, 5946 North Paulina street, in a commendation which referred to Conductor William F. Peterson, badge No. 2444 of Seventy-seventh.

Conductor Anton T. Mokstad, badge No. 3332 of North avenue, was highly commended "for the manner in which he takes care of his duties as a conductor," in a communication from Tom O'Malley, Room 504, 1 North Crawford avenue.

### Repays Fare

Walter Coblinsky, 2809 South Kildare, repaid a penny that had been advanced him and also an additional

7 cents "in case someone else should get on his car who does not have the fare." The repayment was turned over to Conductor Charles J. Novak, badge No. 4084 of Blue Island, who advanced the money originally.

Passengers appreciate having conductors look out for intending passengers, as was pointed out in a letter from Laura Stacker, 5742 South Wabash avenue. She directed particular praise for this necessary action to Conductor John E. Conwell, badge No. 12706 of Sixty-ninth.

"A master workman who does an outstanding job." That was the designation given Motorman Mathew Schaeffer, badge No. 4121 of North avenue, in a commendatory letter from William Hanks, 6835 West Fullerton avenue.

The exceptionally neat appearance of Conductor Arthur L. Mazza, badge No. 4324 of Kedzie, was complimented in a letter from Paul R. Stoddard, 189 West Madison street.

Motorman Charles A. Duffey, badge No. 4419 of Cottage Grove, was commended by Mrs. F. Heggie, 542 Rush street, for the way in which

### TROLLEY SPARKS



"Quit howling! I didn't sell my reindeer! I'm just one of the 80 per cent who prefer street cars!"

Conductor No. 1184 of Noble.

he helped several women to alight with their children.

Cecilia L. Glodzik, 3010 North California avenue, termed Conductor Joseph R. Lewis, badge No. 10764 of Archer, the most courteous conductor she ever met, after he had helped her with several packages. She notes that too many conductors merely growl "all aboard" instead of occasionally lending passengers a helping hand.

Joseph Weidel, 307 South Ashland avenue, wrote with complimentary remarks concerning Conductor Edward J. Wall, badge No. 8204 of Kedzie, who returned an important envelope Mr. Weidel had lost.

A brief note from W. O. Klaproth, 8445 Dorchester avenue, commended the courtesy of Conductor Ralph Sternberger, badge No. 1088 of Cottage Grove.

"I am enclosing a little token of thanks for your good deed," wrote Charles J. Levy, 4848 South Michigan avenue, in thanking Motorman Samuel S. Dinoro, badge No. 1909 of Sixty-ninth, for the return of lost articles.

#### "Courteous and Conscientious"

"The Surface Lines is indeed fortunate to have in its employ one so courteous and conscientious," said Vaughn Shoemaker, Chicago Daily News, 400 West Madison street, as he repaid a fare advanced him by Conductor Frank Zellner, badge No. 1404 of Seventy-seventh.

Thanks for the return of a lost article were included in the commendation from Florence Carlson, 4011 North Kildare avenue, which were directed to Conductor Charles H. Knie- rim, badge No. 8072 of Elston.

Conductor Stanley Skorsky, badge No. 9400 of Noble, was commended in a brief note from Alex Manus, 905 Gunnison street.

Blanche Iddings, 1210 North State street, expressed her appreciation and repaid a fare advanced her by Conductor Edward Blair, badge No. 10038 of Cottage Grove.

Motorman Peter Walsh, badge No. 11401 of Devon, was praised for efficient operation in a letter from C. B. Owens, 531 Fullerton Park- way.

#### GOOD NEIGHBORS!

##### Employees' Donations Swell Total Of Community Fund

The Surface Lines employes who wear the small button which signifies they contributed to the Community Fund have again done their part for charity. By their contributions they have authorized payroll deductions which will place \$43,000 in the Community Fund coffers for the year 1940.

As usual, the contribution is one of the largest made by any group in the city. It is not, however, quite as large as the contributions of other years.

Surface Lines employe donations since the inception of the Fund produced the following amounts:

1939.....	\$51,381
1938.....	59,100
1937.....	71,037
1936.....	62,733
1935.....	53,848
1934.....	52,485

On the basis of the \$43,000 pledged for 1940 the total contributions from employes will reach more than \$393,584.

#### BACK TO WORK!

##### Call Men Back As New Schedules Go In Effect

Recalled on the basis of their seniority with the Chicago Surface Lines, 153 men were recently re-hired. One hundred and thirty reported for work November 29. An additional 55 were asked to report on December 1. Of the total of 165 called 12 failed to re-enter Surface Lines rolls for one reason or another.

The men have been assigned to the 16 stations on the system and will help to man the extra equipment that was placed on the streets when the winter schedules went into effect December 1. The men recalled were among those who were laid off when business declined in 1938.

Superintendent of Transportation W. A. Hall said that in attempting to call men back he found them to be scattered from Maine to California and from Kentucky to Alaska.

One man, Coleman A. Peterson, had to make his journey from almost the Arctic Circle to Chicago. He traveled by dog sled to Fairbanks, Alaska, and then by steamship and train in order to go back to work for the Surface Lines.

#### ANDREW C. URE

##### Popular Supervisor Dies Suddenly

With almost unbelievable swiftness Death snatched Supervisor Andrew C. Ure from the ranks of Surface Lines employes, November 27. At his post at Clinton and Madison street,



Andrew C. Ure

Supervisor Ure first felt ill. He continued to direct the heavy traffic that flows by that intersection but as he grew worse he was forced to call the dispatcher and ask for relief. He took a taxi- cab to his home at 3549 West Madison but died before a doctor could be called.

Mr. Ure was 58 years old and had been in service since February 4, 1905 when

he started to work as a conductor out of Kedzie depot. He was born in Glasgow, Scotland, and served with the British army in South Africa during the Boer war. He came to the United States in 1901.

He was first named supervisor June 3, 1927 and for nearly six years he operated from Kedzie, after which time he was assigned to North Avenue depot.

On March 1, 1935 Andrew Ure was named assistant division superintendent at Elston and Noble depots. Later transfers placed him at Armitage, Division and Kedzie depots.

Funeral services were held Thursday, November 30 in the chapel at 3246 West Jackson boulevard and interment was at Acacia Park cemetery.

Mr. Ure was a member of Standard Lodge No. 873, A. F. & A. M., and of Division 241.

He is survived by his wife, Ida, and a sister, Mrs. Elizabeth Kennedy.

## HONORED AFTER DEATH

### Dr. Hirshfeld Named For High Engineering Award

The late Dr. Clarence Floyd Hirshfeld, closely identified with the street railway industry by virtue of his work in the development of the modern PCC cars, has been posthumously awarded one of the highest engineering honors in the United States.

The 1940 John Fritz Gold Medal was awarded to Dr. Hirshfeld last month, seven months after his death on April 19, 1939. The medal is given each year for notable scientific or industrial achievement by a board composed of 16 representatives of the four national societies of civil, mechanical, electrical and mining and metallurgical engineers.

The award was made to Dr. Hirshfeld for "notable leadership through research and development in power generation and electric traction, and for being a great teacher and friend of men both young and old." At the time of his death Dr. Hirshfeld was chief of research of the Detroit Edison company.

The *New York Times*, in reporting the John Fritz award, recited an impressive record of teaching and writing, research, war service and other accomplishments attained by Dr. Hirshfeld.

Among the many engineering advancements credited to him is the complete modernization of the electric street car from wire to track, as exemplified in the modern street cars now operating on the Madison street line in Chicago.

By an odd coincidence, the announcement of the award was made on November 12, 1939, which was also the third anniversary of the installation of the PCC cars on Madison street.

Dr. Hirshfeld was retained by the Presidents' Conference Committee in 1930 to conduct experiments to determine how to improve street car construction. The committee, composed of electric railway executives and heads of equipment manufacturing companies, had raised a fund of \$500,000 for research for this purpose.

The first experimental models of the new cars appeared after three years of research by Dr. Hirshfeld and from these was developed today's PCC cars that are operating in 13 cities of the United States and Canada.

## EMPLOYEES RELIEF FUND

### November, 1939

The Surface Lines Employees Relief Committee received 20 applications for relief during the month of November. After investigations were made 12 of these were approved for assistance. There were 269 active cases on the relief rolls at the end of the month, 13 having been removed by death or other causes, and 10 were reinstated.

Including the \$14,100 spent during the month of November, a total of \$1,392,196 has been paid out of the Surface Lines Employees Relief Fund for assistance of employees since the organization of the committee.

"What's harder than buying a present for a girl who has everything?"

"Buying one for a girl who wants everything."

## SERVICE AND THEN SOME!

### Transit Journal Relates Tale of Super Courtesy

We like the little story which appeared in a recent issue of *Transit Journal*, a McGraw-Hill publication. It concerns what appeals to us as a bit of super-service. As the incident was reported in the magazine it went this way:

"Service at all costs is the watchword of most public utilities but we doubt very much if many transit companies have ever gone to the extreme recently reached by the Philadelphia Rapid Transit company (now the Philadelphia Transportation company).

"In this instance a young lady tore a heel off her shoe by getting it caught in a floor grating. The conductor tried to repair the damage with a controller handle to no avail. So he ran into a nearby shoe repair shop and had the heel tacked on. Strangely enough, not a single passenger complained of the delay. Perhaps they were all too astounded for words."

## OBITUARY

### Deaths on the System from November 1, 1939 to November 30, 1939

**Transportation**—Archer: Charles A. Kroggel, employed January 13, 1925, died November 6, 1939; John J. Runge, employed March 14, 1903, died November 23, 1939.

Armitage: Peter Rice, employed July 27, 1921, died November 27, 1939.

Burnside: John Kelly, employed November 9, 1918, died November 22, 1939.

Cottage Grove: James L. Mulqueeny, employed August 31, 1920, died November 6, 1939.

Kedzie: Reinhart Fermazin, employed December 16, 1901, died November 13, 1939; Andrew Ure, employed February 4, 1905, died November 27, 1939.

Lincoln: Edward T. Ness, employed October 26, 1915, died November 13, 1939.

Noble: Patrick J. Wade, employed March 4, 1919, died November 14, 1939; Albert F. Wolm, employed October 3, 1906, died November 25, 1939.

North: Tony Canadeo, employed October 25, 1918, died November 11, 1939; George J. Riechel, employed March 26, 1894, died November 12, 1939; Fred Schreiber, employed December 13, 1890, died November 12, 1939.

Sixty-ninth: James Cleary, employed March 4, 1909, died November 1, 1939; James E. Fitzsimons, employed February 17, 1920, died November 21, 1939; John M. Gaynor, employed April 25, 1923, died November 6, 1939; Frank A. Kill, employed February 21, 1923, died November 17, 1939.

**Electrical**—John E. Sullivan, employed February 24, 1898, died November 10, 1939.

**Material and Supplies**—Fred F. Ufferman, employed February 12, 1907, died November 8, 1939.

**Shops and Equipment**—North: James Flinn, employed February 13, 1923, died November 9, 1939.

**Track**—Joseph Seminara, employed January 1, 1918, died November 15, 1939.

**Utility**—John P. Ford, employed July 3, 1914, died September 15, 1939.

## HARD TO MATCH!

### Hobby Proves Both Interesting and Profitable

Motorman Theodore Henry Shumon is a hard fellow to match—match for match.

And the reason is that Shumon is a match collector who has untold thousands of matches in his special and reserve collection!



T. H. Shumon

In the recent Hobby Show held at the Stevens hotel Shumon's booth drew crowds that indicate that the match collecting hobby is both interesting and profitable—and widely practiced.

Shumon started collecting paper matches and match book covers in earnest about 10 years ago. His first treasure was a K of C cover which he obtained in France in 1917. When he decided to collect covers he drew no lines at first but soon found, as he said, that he "was running a race with the printing presses." When that realization dawned he sold 19,000 different match covers to one man and then specialized in covers showing baseball, football, hockey, movie and radio stars. Later he began a collection that now features all forms of transportation.

At present Shumon figures he has between six and seven thousand matches in a special collection and an additional 30,000 in his reserve stock. His experience at his booth during the hobby show brought awareness of how popular his hobby has become. Many of the country's big business men, he says, now collect match book covers and he met a number of important men at the show. Some collectors, he explained, want only the match book covers; others insist that they have not only the covers but all the matches intact.

Those collectors who are interested only in the covers frequently make unusual designs with them by covering card table tops, wastebaskets, etc.

Motorman Shumon, who has been at Armistage depot since he started with the Surface Lines on December 29, 1926, operated his show booth in conjunction with his son, Theodore, a 15-year-old student at Lane Tech. The "& Son" of the company is also interested in the covers from a hobby and profit standpoint.

Shumon has had an interesting life, having served in the army and for a time as a tattoo artist. Evidence of that former calling is to be found in the 40 or 50 designs that he carries about him. One is a dollar sign which he put on his right hand once while he was "broke."

Motorman Shumon has also achieved some repute as a Surface Lines historian and has added much to the lore of the company's earlier history. We checked him, asking how he managed to be so well informed. He thought it was easy. It developed that he simply got his knowledge by going to the library and reading every issue of the *Tribune* published between January 1, 1858 and January 1, 1900! After that, he says, it has been a relatively simple matter to keep up-to-date.



Matches, matches everywhere! This view shows Motorman Shumon's booth at the recent hobby show.

## Departments and Divisions

### Accident Investigation and Legal

On Thursday, November 23, at 5:00 P. M., the Edgewater Presbyterian church was the scene of a pretty wedding ceremony uniting Miss Laura Reynolds, daughter of Mr. and Mrs. Robert Reynolds of Edgewater, to Willis W. Helfrich of the Department of Accident Investigation.

Following a reception the happy couple departed on a honeymoon. They will make their home at 6106 Glenwood Avenue.

The bowlers of the D. A. I. League are looking forward to each Friday night at the Mohawk alleys with much enthusiasm. A fine competitive spirit is developing among all the men and is being especially exemplified by Nick Simmons and Charlie Smith, who are really feuding between themselves.

Altemus, Eger and Fish are running neck and neck for the lead in averages, and Eger has high game with 221.

The sympathy of the department is extended to Mr. and Mrs. Charles Rood on the recent death of their son.

C. L. Altemus.

### Accounting

A happy smile, enhanced by a brilliant sparkle on her left hand, revealed the fact that Miss Virginia Richardson of the ledger room has become engaged to Russell H. Hanson. Her many friends extend congratulations.

Birthday greetings to Misses Agnes Samek, Katherine Orth, Shirley Bettinger, Mrs. Evelyn Elden, Arthur Johnson and William Ternes.

"May you have many more happy wedding anniversaries" was the wish of all who came in contact with Mr. and Mrs. Charles W. Meyer on Saturday, November 18, when they celebrated their silver wedding anniversary.

James Douglas Robison is the name of the

new baby born to Mr. and Mrs. James Robison (formerly Ann Kerruish of the comptometer division). To the proud parents we extend our best wishes.

Miss Huldur Olson and Ross Carley have both returned to work after an absence due to illness. Glad to see you back.

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

Thomas F. Coan.

**Electrical**

Our deepest sympathy is extended to Carl Jackson, foreman of the underground cable crew, in the loss of his father, who died November 8.

Sympathy is extended to Alfred Morf in the recent death of his mother.

George Holy, who was confined to his home for some time following an accident, has recently returned to his duties as an emergency line man. We're glad to see you back, George.

Herbert Lindell, maintenance electrician, is back at work after nursing an injured ankle for several weeks. Herb calls himself "Slow Motion" Lindell now, but expects to be stepping more lively when the ankle loosens up a bit more.

The boys are kidding W. C. Becker about being mixed in his dates. He had a hamburger dinner on Thursday, November 23, and celebrated what he called Thanksgiving on the 30th with roast turkey and all the trimmings.

A surprise birthday party was held for Pat Quigley during the noon hour on November 10. Pat was presented with a gift to commemorate the occasion.

Several of our ambitious hunters, Robert Jacobson, Norbert Rolnicki and Fred Lundie spent a week end hunting duck and pheasants, but returned with only a few rabbits to testify to their skill as marksmen.

Adolph Kutz of the downtown office also set out on a hunting trip. Our informers say the rabbits he brought back were tame ones that friends in southern Illinois gave him. We assume Kutz murdered them in cold blood.

Billy.

**Material and Supplies**

The bowling spirit seems to have a pretty good hold on the boys in the stores department, and we must say that the beginners are really catching on.

Walter Miller, the only screw-ball bowler in the league, really has something on the ball, seeing as how he raised his average from 123 to 130.

Eddie Coates is still holding his own with 179, while Hasto boosted his average from 173 to 177.

Freddie Getz, who is the most calm and collected bowler we have ever seen, won one of the turkeys in the sweepstakes bowled on November 21, and from what we hear, lost no time in collecting his prize.

The averages as of November 28 are as follows:

Coates .....	179	Subert .....	159
Hasto .....	177	Linn .....	152
Getz .....	166	Madigan .....	140
Sarocka .....	162	Unwin .....	136
Jestic .....	162	Miller .....	130
Horm .....	94		

Tony Subert is leading the league with a neat 268 game.

Frank Horm is at a loss trying to figure out why it is that he throws the ball so straight, and it goes so crooked, but we still give him credit for trying.

R. E. Buckley.

**Schedule and Traffic**

Miles H. DeWitt and Frank J. Misek both selected 4:00 P. M., November 23, as the time and date to desert the ranks of the bachelors. Miss Ruth Grandin and Miles DeWitt exchanged their wedding vows at St. Francis Xavier church. Miss Geraldine Moravec and Frank Misek were principals in the ceremony at the Warren Park Presbyterian church in Cicero. Best wishes of the department are extended to both couples.

George Weidenfeller is still convalescing at St. Anne's Home in Techny, Illinois.

**Shops and Equipment**

South Shops: This year we offer as our toast "A Joyful Christmas Season and May the New Year Bring to One and All on This Earth, at Home and Afar, a Happier and More Peaceful Future."

77th Street: Art Weyrich, photographer and claim inspector at 77th, decided to quit playing in the 26 card game tournament, during his lunch hour, because he knows that he cannot beat Charley Walsek and Pat Murphy, the only champs 77th ever had.

Elsie S. Frank.

West Shops—It's rather late to report our genial machine shop foreman's annual trek to Clearwater, Florida, during October to spend pleasant vacation days. Mr. Bowes thinks this is a most delightful spot, and evidently others think so, too, as George Brignac, clerk in the carpenter shop, again chose Clearwater for his November vacation.

Sergeant Richard Maerz (our timekeeper) of Co. F., 132nd Infantry, was called for emergency field training during the last month, and spent a week at Camp Grant, Illinois. The week was one of hard work and perfect weather, was Dick's report.

We wish to offer sympathy to the family of James Flinn, car repairer at North carhouse, who passed away on November 9, and to the family of Henry Rahmanop, who passed away on Armistice Day. Mr. Rahmanop, former armature winder's helper at the West Shops, had been an employe of the Surface Lines for approximately 32 years, the last nine of which he had been off duty because of illness.

Lillian Hultquist.

West Shops Bowling League—The big event for November was the Turkey Sweepstakes, bowled on the night of November 21, when four turkeys were offered as prizes to the highest bowlers, including handicaps. While the league leaders were singing that familiar tune known to all bowlers, which goes something like "Oh, How I Miss You Tonight," four brave men and true set forth to bring home the turkeys. Andy Tyson won one with a 705 total; Elmer Natzke took the second with 702; Fred Getz hauled number three with 669; and Mel Tepper took the fourth with 648.

Many changes have taken place in the last month, the greatest being the sudden revival of the Carpenter Shop team, which by virtue

of their nine straight wins elevated themselves from seventh place to undisputed possession of third, while the Tin Shop also did all right by themselves, moving from fourth place to tie the Armature Room for first. The standings as of November 28 are as follows:

	Won	Lost
1. Armature Room .....	22	14
2. Tin Shop .....	22	14
3. Carpenter Shop .....	19	17
4. Pipe Fitters .....	18	18
5. Front Office .....	18	18
6. Machine Shop .....	17	19
7. Wood Mill .....	15	21
8. Storeroom .....	13	23

John Rechteris, although dropping one point in his average, still leads the league with a 180 average, while Dan O'Brien and Eddie Coates are tied for second with 179.

Hasto and Morris are tied for fourth place with 177, while Spolec and Bednarik are tied for sixth with 172.

High team single game of 938 bowled by the Armature Room dropped the Carpenter Shop to second with 921.

High team three-game series of 2,542 bowled by the Pipe Fitters was knocked off by the Armature Room with 2,578, while the Tin Shop took second with 2,544, dropping the Pipe Fitters to third place.

Tony Subert's high single game of 268 still holds good for first place, although Joe Palicki came close with 267. Bednarik is third with 257.

High three game series of 622, which held on for seven weeks, was finally beaten by Palicki with 624; Rechteris is second with 622; and Hasto moved to third with an even 600.

Although twelve weeks of bowling have passed, the boys have shown no signs of weakening, and each additional week seems to bring them back more determined than ever to beat their opponents.

John Hasto, Secretary.

## Around the Car Stations

### Division

Being on the tail-end of the Safety Meeting schedule did not bother our boys a bit, especially when they were commended by Mr. Hall and Mr. Pasche. They were told they had had 182 accidents less than a year ago, which, after all, is some record. Our committeeman, John Fitzgerald, gave a short speech about the credit union, and Mr. McKinney and G. W. Peterson also spoke.

Motorman Leo Gorski wrenched his back recently while bowling in the tournament and won't be able to finish the season.

Motorman J. J. Murphy strained a ligament and was off about three weeks.

Conductor S. Simonsen had quite a vacation in Nebraska.

Conductor D. Moore went hunting for a few days. Result: 1 quail, 3 pheasants, about a dozen rabbits.

The American Legion dance drew quite a number of Division trainmen to the Audi-o-

rium, November 11, and a good time was had by all, judging from the time some of them left for home.

Our former assistant superintendent, Andrew Ure, passed away November 27. His passing is mourned by all the trainmen at Division.

Heartfelt sympathy is extended to Conductor John Hofer and Motorman Paul Winowski, who lost their mothers in the past month.

"Artie W."

### Kedzie

Kedzie station welcomes A. B. Unsen as our new regional supervisor and congratulates Thomas Eigelsbach, who is now stationmaster at Lawndale depot.

New faces in the supervisory force are none other than those of Jim Harrison and Bob Reid. Clarence Thompson is also back in his old familiar haunts as supervisor. We wish you lots of luck and success in your new undertakings.

Conductor Fred Kern has taken a leave of absence to migrate to the sunny south for the winter. He no doubt will spend a great bit of his time watching the dogs chase the rabbit.

Clerk Robert Almeroth's wife and baby recently took a trip to the country. Before their departure, the baby could not walk a step, but upon their return the baby toddled all over the house. It looks like the good old country milk was responsible for putting young Almeroth on his feet.

The following trainmen are the proud fathers of baby boys: Motorman Thomas E. Hickey, baby born November 27, Thomas Patrick by name; and Motorman Leonard W. Lange, baby born December 6. Congratulations to these new daddies.

The entire depot was saddened to hear of the death of Supervisor Andrew Ure on November 27. Andy will long be remembered for his ability and unflinching good humor.

Mr. Fahey, the entire office and the supervisory force wish you and yours a Merry Christmas and a Happy New Year.

Clinton Sonders.

### Lincoln

Conductor Van Dee's only daughter was married on Saturday, October 21. The ceremony took place in the Lutheran church at Harding and Belle Plaine, after which a large reception for 200 guests was held. The happy couple received many beautiful gifts. Congratulations.

On October 27 Conductor Van Dee, while at his son's home, had the misfortune to run a nail through his foot. An operation proved successful and Van Dee was back on the job on November 15.

The funeral of Motorman Edward T. Ness, who passed away after a year's illness, was held Thursday, November 16, from the Neilson chapel. Interment took place in Mt. Olive. Sincere sympathy is extended to the family.

Henry Spethman.

### Limits

The hunting season brought its usual quota of stories, even if it didn't bring very good hunting.

There is a tale going around about Night Clerk Bill Colgan and his new dog, a cocker

spaniel, which he bought especially for the hunting season. The dog was supposed to be a descendant from an international champion and Bill paid the grand sum of \$25 for it. Bill traveled many miles without success on his day off. As he was about to quit in disgust he scared up a flock of pheasants. He fired a couple of shots, but, to his sorrow, they failed to take effect—on the pheasants, anyway. They did take effect on the dog. On hearing the shots he became so frightened he got the hiccoughs and still has them! We suggest telling him to hold his breath for three minutes, Bill, and maybe that will cure him.

Harold Childers took a week off and from now on he plans to hunt rabbits with a bow and arrow. He saw so many rabbits he thought he'd wandered into a Bunny Convention.

Motorman Ernie Miller purchased a new car and set out for rabbits. He came back with enough to keep himself and his neighbors supplied for some time.

Motorman W. A. Polte is the proud father of a 10-pound boy. He says if the youngster keeps growing as he has he will soon be as big as his dad.

We extend our sincere sympathy to Conductor Walter Schwaizer in the loss of his wife; to Conductor Oscar Johnson in the loss of his father and to Conductor Joe Josephson in the loss of his mother.

We have quite a few new men around the depot now. Let's make them welcome with a cheery smile and a glad hello.

Our bowling team is still traveling at high speed and leading by a big margin. Keep going, men, and bring that trophy to Limits!

Well, Thanksgiving is over and the Christmas rush is at hand. All the men at Limits know how to handle a Christmas rush in grand style. Let's keep away from accidents and discourtesy reports and see how many compliments we can get.

Here's wishing a Merry Christmas and a Bright and Prosperous New Year to all the men at Limits and at all the other stations on this great system. See you next year!

E. A. Davis.

### North Avenue

The men at North Avenue mourned the death of four fellow workers during November. The first to go was Repairman James Flinn, who died while at work November 9. His death was followed by that of Motorman Anthony Canadeo on November 11. Motorman Canadeo had worked the previous day, but passed away unexpectedly in his sleep.

Motorman George J. Riechel died after a long illness on November 12. Motorman Fred Schreiber expired the same day.

All of these men were popular with their fellow workers and their deaths brought many expressions of sympathy. We extend our sincere condolences to the families.

The Annual Armistice Day Ball of the Surface Lines Post No. 146 of the American Legion was a brilliant success. A number of North Avenue men participated in a very pleasant evening. Motorman E. S. Titus applied for membership that evening and now has his membership card in the Surface Lines Post.

The annual Safety Meetings held at North Avenue during the month were well attended and enjoyed by all. It is our feeling that the

meetings are not only worth while from an operating standpoint, but they are also valuable in that they give us a chance to see many of the men with whom we rarely come in contact.

Henry W. Coan.

### Seventy-seventh

Mr. Bessette wishes all hands a Merry Christmas and a Happy New Year. He hopes Santa Claus will be particularly generous to everyone, and that the holiday spirit will come as a blessing to your homes.

One fellow spotted at the Automobile Show last month was Motorman Herb Johnson. Herb wasn't as much interested in machines as he was in manikins, and that, of course, only commercially. He was candidly shooting his camera at the Packard entry and the feminine occupants, first prize for the best shot being the same Packard. So far they haven't delivered the car to Herb, although he had a splendid picture. Maybe Santa Claus will bring it.

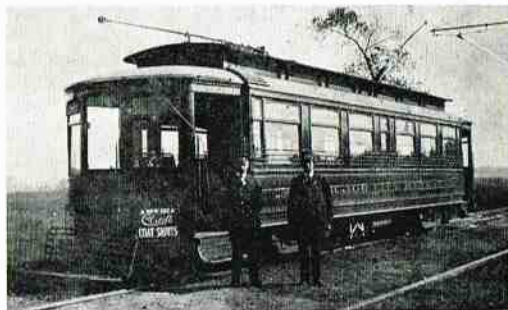
The Automobile Show was a huge success and some fun for Regional Supervisor Angelo Tagler and Supervisor Franz. They saw most of their show right out in the street where the congestion was more or less of a success, too. They were thankful this year one week ahead of time that Chicago has only one automobile show a year. By Christmas they will have also digested the Stock Show and the Shriner's Circus;—then, Peace on Halsted street.

The Chicago Surface Lines has put into an interesting motion picture the story behind the conception, the manufacture and the operation of the new streamline cars on Madison street. Conductor B. D. Miller has made arrangements for this picture to be exhibited at the Crerar Men's Club, 81st and Prairie, on January 5, 1940, and invites the men of this depot to see it.

The Credit Union officers, who are laboring unselfishly to promote this fine enterprise for the benefit of men of this depot, are grateful to all for their co-operation during the past year. They wish to extend the season's greetings to the men and their families.

The L & A Club will again distribute day-off cards and play Good-Fellow to a number of needy families with Christmas baskets.

Walter F. Story.



Motorman Robert Galloway, left, now of Kedzie depot, had his picture taken with Conductor Louis Mitchell at 77th and Vincennes in 1903 when there was little but swamp land surrounding that location.



#### CLOSE LA SALLE STREET TUNNEL

The street cars don't run here anymore since the LaSalle street tunnel was closed to allow subway construction work to begin. The top picture shows the tunnel as it appeared. The signs in the lower picture are notices of the activity within the tunnel.

