

January 1939							February 1939						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7	5	6	7	1	2	3	4
8	9	10	11	12	13	14	12	13	14	8	9	10	11
15	16	17	18	19	20	21	19	20	21	15	16	17	18
22	23	24	25	26	27	28	26	27	28	22	23	24	25
29	30	31											

Surface Service

MAGAZINE

VOLUME 15

19 JANUARY 1939

NUMBER 10

April 1939						
SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23/30	24	25	26	27	28	29

May 1939						
SUN	MON	TUE	WED	THU	FRI	SAT
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

June 1939						
SUN	MON	TUE	WED	THU	FRI	SAT
4	5	6	7	1	2	3
11	12	13	14	8	9	10
18	19	20	21	15	16	17
25	26	27	28	22	23	24
				29	30	

July 1939						
SUN	MON	TUE	WED	THU	FRI	SAT
2	3	4	5	6	7	1
9	10	11	12	13	14	8
16	17	18	19	20	21	22
23/30	24/31	25	26	27	28	29

August 1939						
SUN	MON	TUE	WED	THU	FRI	SAT
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September 1939						
SUN	MON	TUE	WED	THU	FRI	SAT
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

October 1939						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

November 1939						
SUN	MON	TUE	WED	THU	FRI	SAT
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December 1939						
SUN	MON	TUE	WED	THU	FRI	SAT
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24/31	25	26	27	28	29	30

1939



THE SPIRIT OF THE SEASON—AROUND THE SURFACE LINES SYSTEM

The Christmas spirit was strongly in evidence at the various stations and at many of the downtown offices. Shown here are some festive scenes. In order they are: 1—Lincoln station. 2—The huge tree at North Avenue. 3—Limits station. 4—Devon station. 5—Purchasing Department employees. 6—Transportation Department personnel. 7—Mail room force.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 15

JANUARY, 1939

No. 10

Study Operating Phases

Comprehensive Instruction Program Will Operate on Long Range Basis

A comprehensive instruction course in all phases of Chicago Surface Lines operation was recently inaugurated by the Transportation Department. The purpose of the program is to make the trainman's job easier and to improve the service and the company's relations with the traveling public.

The training course, the first ever inaugurated in Surface Lines ranks, has met wide approval with the trainmen who have indorsed the principles of the course and who have already found that it has enabled them to do a better job with less effort than was formerly required.

Under Chief Instructor Thomas F. Moore, 18 instructors are working with men in the 16 stations of the system. The first step in the long range program will thoroughly cover transfer handling and will be followed in turn by detailed instruction in the proper use of power, accident prevention principles and in such courtesy practices which will promote a better relationship with the traveling public.

Transfers Important

As Superintendent of Transportation W. A. Hall explains the program, transfer instruction is being given first attention in the new program because in that field there is a chance to obtain needed revenue which is lost if fraudulent or invalid transfers are accepted.

"The transfer," said Mr. Hall, "is of paramount importance for, when legitimately used, it enables our passengers to make a continuous trip over reasonably direct routes between any two different points on the system.

"Nor is the transfer important only to the Surface Lines. Our liberal transfer privileges offer accessibility to the entire city for a single fare and in so doing play an important part in the growth of the city. Transfer privileges have had a great effect upon the pattern of the city. The 75 outlying business centers of major importance owe much of their existence and success to these privileges coupled with the network of Chicago's Surface Lines."

These statements were further emphasized recently when Executive Assistant J. V. Sullivan pointed to the fact that there are facilities for transferring at 621 points throughout the system. "The effect of

this generous transfer privilege on company revenue," said Mr. Sullivan, "is indicated by the fact that while the average fare per revenue passenger is about 6.76 cents, the average income per ride (including transfers) is only about 3.75 cents."

Protect Legitimate Passengers

"The transfer," said Mr. Hall, "is a fare. If it is a valid transfer it is legitimate fare; if it is an invalid transfer it is the same as a counterfeit coin. It is the duty of every conductor and operator to protect his legitimate passengers by preventing any fraudulent use of transfers."

In the transfer instruction classes now being conducted at the various stations, these facts are being emphasized and time is also devoted to the proper procedure of transfer handling.

"The transfer, in its present form," said Mr. Hall, "is very simple and it has the further advantage of being capable of doing everything that a transfer is supposed to do."

Officials of the Surface Lines have expressed gratification with the early results of the instruction program and look forward to even greater results in the other phases of operation which will be stressed in the months to come.

The instruction course arises out of an experiment conducted with the Madison street line since the coming of the streamliners. Individual work with the men operating that line proved so successful that the major principles of that work are to be transferred to the entire system.

Study Power Usage

The proper use of power will be the next operating phase to be attacked by the corps of instructors. In such work they will stress smooth operation and attempt to eliminate power waste. In the latter, instructors will aid in overcoming the nervous, careless habits

of some motormen who use their air brakes while still running on full power or who "fan" the controller or who run on resistance points. Officials of the Surface Lines have shown a rising concern over the increasing power costs apparent through the last few years.



Study Makes for Easier Transfer Handling

In using power properly, officials point out, smoother operating practices will come naturally, and in that accomplishment a great step will be taken toward improving relations with Surface Lines patrons.

As an adjunct to the operating phases of the business, the program will also include motion pictures and slide films which will be produced by the Public Relations Department in an effort to make the trainmen's jobs easier. A slide film, now in the making, is expected to be available to trainmen in the spring. This will be supplemented by a motion picture, intended for public consumption, which will give the traveling public a better insight into the business and the problems of street railways in Chicago.

CLERICAL FORCES SHIFTED

Many Get Promotions as New Year Opens

Recent personnel changes in the Transportation Department which became effective January 1, resulted in 17 shifts. Nine of the changes were of a promotional nature.

Myles Harrington was promoted from special clerk to No. 2 clerk at the North Avenue station. Richard C. Rowley was promoted from No. 5 clerk at Elston to No. 4 at North Avenue.

Lester Gunderson, formerly assistant receiver, was promoted to receiver at North Avenue. Chester A. Johnston, combination clerk and receiver at Division street station, was promoted to sub-receiver at North Avenue. Raymond W. McClintock, combination clerk and receiver at Lincoln station, was promoted to relief receiver No. 4 at North Avenue, Noble and Elston stations.

George Singer, relief clerk No. 6 at Kedzie and Lawndale stations, was promoted to sub-receiver at Kedzie. Michael J. Callahan, clerk No. 5 at 69th Street, was promoted to relief clerk No. 6 at Kedzie and Lawndale stations. Frank Pasche, relief clerk No. 7 at Armitage-Division, was promoted to combination clerk and receiver at Division station.

Robert W. Peterson, clerk No. 5 at Lincoln station, was promoted to relief clerk No. 7 at Armitage and Division stations.

In addition to the promotions announced, three new register clerks were employed. They are Morris J. Buckley, assigned to Lincoln; Bernard C. Becker, assigned to 69th; and Charles W. Roane, who was assigned to Archer.

News of the Industry

Restaurant-equipped road coaches are being placed in service in West Germany. The type of vehicle adopted seats 35 persons and has in a second compartment a table for eight, at which tea, coffee, chocolate, eggs and cold meat, wine, beer or cocktails may be served. A library is also carried. From Stettin on the Baltic, sleeper coaches are to operate on the lines of those experimentally employed in England and Ireland a decade ago. Specially built seats, upholstered in satin, can be reversed in a few moments to form comfortable beds. Radio equipment is also provided to entertain passengers by day.

(The Coupler, Toronto)

ADVANCE HORNING

Named Assistant Purchasing Agent Effective January 1

The appointment of Edward W. Horning as an assistant purchasing agent was announced recently by Purchasing Agent V. E. Thelin, effective January 1.

Horning has been a Chicago Surface Lines employe since September 14, 1931, following his graduation with honors from the University of Illinois where he received a Bachelor of Science degree in Railway Electrical Engineering.

He was briefly employed as a traffic checker for the Schedule Department before serving as a clerk at Armitage depot. That experience was followed by employment as a motorman out of Devon station before he was sent back to the Schedule Department. There Horning helped in the preparation of data for the Illinois Commerce Commission exhibits and participated in the development of the multi-fare register during a three year period.

Horning was transferred to the Transportation Department in March, 1935, and served there until July 1, 1937, when he was made chief clerk of the Purchasing Department.

Mr. Horning is married and is the proud father of Kenneth Richard, 10 months old. Mr. and Mrs. Horning live at 2116 South Trumbull avenue.



E. W. Horning

HERE'S PRAISE FOR WILSON!

Unknown Admirer Praises Kedzie Supervisor

The boys at Kedzie depot are pretty proud of Supervisor Louis Earl Wilson and his Christmas card. Not that they didn't get cards themselves but because Wilson got his under rather unusual circumstances.

As Stationmaster Tom Fahey tells the story, Wilson was loading passengers at Madison and Pulaski, when an elderly woman approached and handed him an envelope.

Addressed "To the most cheerful and courteous Supervisor" the envelope bore the notation; "Sorry; I didn't know your name." A Christmas card was enclosed.

It is perhaps the sentiment of the card which appeals to the Kedzie men. It is, at least, a strong commendation for Wilson, for it appeared as follows:

"You've been a friend to everyone
In countless kindly ways.
That cheerful, sunny smile of yours
Has brightened dreary days.
And so, may all the happiness
And cheer that you have shown
Return, to make your Christmas
The finest you've ever known!"

It gives one a notion that Wilson must do a mighty good job, doesn't it?

Death Calls Union Leader

President William Quinlan Dies After Honorable Career

William Quinlan, veteran Chicago labor leader and president of Division 241 of the Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America for 31 years, died on the morning of January 3 at his home, 1442 Cuyler avenue, Berwyn. He was 77 years old and had been in poor health for several years.

Mr. Quinlan died only a few hours before he was to have been retired as the union's president. He had been an organizer of the local union which has represented workers of the Chicago Surface Lines since 1902.

Installation of the new officers of the union, scheduled for January 3, was held as a memorial service for Mr. Quinlan. Joseph J. Kehoe, for many years recording secretary of the union, succeeded him as president.

To Work Early

William Quinlan was born on a farm near Wilbraham, Massachusetts, on October 13, 1861. He was one of eight brothers and four sisters who made up the Quinlan family which struggled to exist on the small plot of land owned by the senior Quinlan. As a boy he helped to support the family by selling milk in the neighboring city of Springfield. He had little formal education.

Disliking farm life, Quinlan left home for the west. Chicago history first records him as being employed as a driver for the old West Chicago Street Railroad company on April 30, 1891. Successively, through consolidations, he became an employee of the Chicago Union Traction company and the Chicago Railways company. Through those years he served from Kedzie depot.

When the sentiment for organization began to spread among the car men, Quinlan was among the first to join and work for the movement.

In 1907 Mr. Quinlan was elected president of Division 241 and served in that office

until 1910 when he was succeeded by Maurice Hilger. Mr. Quinlan was elected to the presidency again in 1911 and filled the office until his death, which was attributed to cerebral arterio sclerosis.

Surviving Mr. Quinlan are a sister, Mrs. Hattie Mahoney, with whom he shared his home, and two brothers, Patrick and Frank, both of Springfield, Massachusetts. He never married.

The body lay in state at the Ashland Boulevard Auditorium, the street car men's headquarters which he helped build. From 2 o'clock the following day, noon, January 4, until 2 o'clock the following day thousands of his friends in all walks of life passed the flower-banked bier as they paid their last respects.

Escorted by Honor Guard

The body was taken to Springfield, Thursday, January 5, by an honor guard consisting of President Joseph J. Kehoe, Financial Secretary-Treasurer William Taber, Recording Secretary Daniel McNamara, First Vice-president Patrick J. O'Connor, and Board Member Michael J. O'Brien.

Mrs. Mahoney accompanied the group which was joined by First International Vice-president Edward McMorro.

After a requiem high mass at St. Matthew's church, Springfield, on Saturday, January 7, interment was at St. Michael's cemetery.

Hundreds of persons in all walks of life paid tribute to Mr. Quinlan at his death. From Surface Lines officials, who worked many years with Mr. Quinlan, there were numerous expressions of regret at his passing. Some of those expressions follow:

W. A. Hall, superintendent of transportation: "I knew Bill Quinlan intimately for many years, both during my train service and later, and I never dealt with a finer man. He was a hard fighter for what he thought was right and he was always a square shoot-



William Quinlan 1861-1939

A TRIBUTE

Everyone who knew William Quinlan will agree that he was outstanding among labor leaders not only because he headed one of the largest locals in the country, but especially because of his complete devotion to the interests of the men he represented. I can state emphatically that in the fifteen years of contact with him in discussing labor relations on these properties, although our points of view often differed, I invariably found him honest in his convictions and his word was as good as his bond.

A man of strong character who rose from the ranks and who had a large part in laying the foundation of the present organization of street car workers, Mr. Quinlan will occupy an important place in the industrial history of Chicago.

Guy A. Richardson,

President, Chicago Surface Lines

er. I'll miss Bill Quinlan."

William Pasche, supervisor of accident prevention: "I had the highest regard for Bill Quinlan. He was always as fair and just as any man could be. My opinion of him was formed through association with him during my years of train service and has never changed from that time to this. I deeply regret his passing."

Express Regret

Expressions of sympathy and regret also came from numerous labor leaders aware of the important part that Mr. Quinlan played in Chicago's labor history. Several follow:

William D. Mahon, International President of the Amalgamated Association of Street, Electric Railway and Motor Coach Employees: "In the death of William Quinlan, organized labor has lost a sincere and conscientious leader and the workers a true and honest friend. Convey my deepest sympathy to the family and friends."

John Fitzpatrick, President, Chicago Federation of Labor: "It is a sad blow to all of us to lose our dear friend and fellow worker, William Quinlan. I have been associated with him for many years and admired him as one of the outstanding men in the labor movement, not alone in Chicago but in the entire country. He was an effective leader and a determined one, yet his heart flowed with sympathy for all in need. Please accept our sincerest condolences."

William Collins, American Federation of Labor: "The New York office of the American Federation of Labor joins me in expressing sincere sympathy in the passing of William Quinlan. He exemplified the real spirit of trade unionism which is reflected in the splendid organization he presided over for more than a quarter of a century."

Among others who eulogized Mr. Quinlan were William Green, president of the American Federation of Labor; George E. Browne, vice-president of the same organization; Mayor Edward J. Kelly; Commissioner of Public Service Jeffrey O'Connor, who also went to Springfield for the funeral; Paul B. David, secretary of the Building Service Employees; Federal Judge Michael L. Igoe; Judge Dennis Normoyle, and many others.

A LITTLE BOY REGRETS

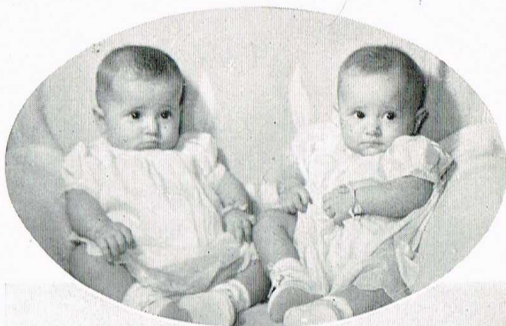
Money Pays for "Crime" of Pal Who "Snuck In"

Maybe it was the spirit of the approaching Christmas. Maybe some little boy was "being good" so that Santa Claus would be sure to stop. Whatever the reason, just before Christmas a note in sprawling, childish scrawl came to the Surface Lines offices. Its message was brief and to the point:

"My boy friend snuck in without paying on the street car twice because he didn't have any money. It was my fault because I told him to. So I'm enclosing 6 cents to pay for it."

We hope the little boy will read this. Then he'll know the Surface Lines thanks him and salutes him for the honest spirit which prompted him to send the money. And we do hope that Santa Claus visited his house on his rounds to the homes of all the other good little boys.

LAST OF THE TWINS?



Magazine Can Still Use Photos of Surface Lines Twins

Here are the last of the twins—to date, anyway. In the oval photograph at the top are, from left to right, Joyce and Judith, twin daughters of Starter Frank Buetow of North Avenue. The little girls will soon be one year old.

In the lower picture, from left to right, are Rosemarie and Loraine, the attractive twin daughters of Conductor H. F. Klingenhagen of Cottage Grove.

In SURFACE SERVICE MAGAZINE's search for twins many an attractive set was unveiled to public prints. The search, however, failed to reveal a single set of triplets—or quadruplets—in any Surface Lines family.

If there are sets of either—or if there are additional sets of twins that haven't appeared, the Editor wants to know about it. Label all pictures carefully and mail them to this magazine.

During the recent military maneuvers in Great Britain, air raid drill was practiced in Glasgow. A special hood was fitted to the headlamps, side and tail lamps of the buses and all other lights extinguished. All tram lights were extinguished and an emergency candle lamp with blue glass was carried front and rear. Anticipating the difficulty of collecting fares in total darkness many of the conductors provided themselves with small electric flash lights.

Little Wilbur was walking his girl home after school. Both were eight years old.

"Margie," said Wilbur fervently, "you are the first girl I've ever loved."

The girl sighed.

"Just my luck," she snapped. "Again I've drawn an amateur!"

"Let's Look At The Record"

Highlights of Chicago Surface Lines Activities During 1938 Reviewed

The hopeful cheers that greeted the New Year sounded the death knell for Old 1938 and another year passed into history. With its passing the current news of the Chicago Surface Lines, as told in the monthly issues of SURFACE SERVICE MAGAZINE, was made a part of the record. A glance at the twelve issues serves to refresh memories on many events, some of which may have an important bearing on the future.

Highlights in the local transportation field included promising negotiations for the proposed traction settlement, the first spade work on the subway, the purchase of 20 gasoline buses and the installation of two new bus routes.

To thumb through the magazine issues month by month one finds that the following bits made news:

Bus Route Opened

Of greatest interest to the public was the opening of the Ogden avenue bus route by Mayor Kelly on January 17. The new route has saved time for many travelers who formerly had to make their way through the congestion of the loop.

A major story in the January, 1938, issue told of the many conferences held by the executives of the companies. The Operating Staff, at that time, had held 500 weekly meetings and the General Committee had held 212 monthly meetings, a total of 712 sessions in which the welfare of the companies and the employees was considered.

The month of February brought both fire and storm. On February 14 fire caused an estimated \$100,000 damage at the Lawndale depot and destroyed 11 street cars and two snow plows. Three other street cars were badly damaged. The fire was the first car station blaze since 1921.

Five days later, on February 19, the first snow storm of the season swept over the city and plows and sweepers were out in force.

Veterans Honored

March saw the veterans of the Surface Lines honored in the issue which is annually dedicated to those who have served the companies for 40 years or more. The Veterans' Honor Roll of March, 1938, contained 491 names, a new high.

In the same month a major story told the Surface Lines record through the receivership period that began on December 15, 1926. The figures showed that almost \$600,000,000 was earned by the Surface Lines. Of that amount more than half, \$322,524,500, was expended for wages alone.

The trainmen of the Surface Lines were complimented in a story which described the efficient fashion in which they handled huge Novena crowds attending churches throughout the city.

April, judging from the magazine files, was a busy month. Changes made in the Transportation Department eliminated the titles of

division superintendent and assistant division superintendent and the positions of station-master and regional supervisor were created. The 12 division superintendents became station-masters and the five regional supervisor appointments were given to J. J. Theis, J. B. Becker, T. H. Eigelsbach, Lambert Miiz and J. C. Mathley.

Good Accident Record

The report of Supervisor of Accident Prevention William Pasche, released the same month, showed there had been a reduction in accidents during the year and that 5,099 Surface Lines trainmen had completed the year without any chargeable accidents against their records.

The entire system mourned when the veteran Joshua Burgee, assistant superintendent of transportation, died suddenly on April 4.

Economy continued to be a keynote during the spring months of the year. Superintendent of Shops and Equipment H. H. Adams abolished the positions of assistant day and assistant night carhouse foremen in the 16 car stations and the two bus divisions on April 16. On April 25 Superintendent of Transportation W. A. Hall announced that declining revenues had forced the Surface Lines to lay off 500 trainmen.

The May issue of SURFACE SERVICE MAGAZINE announced those economy moves and further showed the enormous amount of taxes which the Surface Lines pay.

On May 16 a substation fire at Washington and Western caused damage estimated at \$30,000.

June 1 brought advancement to two men and marked the retirement of another. On that date Charles W. Meyer was appointed assistant auditor to succeed R. E. Eddy, resigned, and Arthur W. Malmquist was made chief clerk of the accounting division of the Financial Department.

On June 2, William Clark Pearce, for 33 years an employe of the Surface Lines and predecessor companies, died suddenly.

Vacations With Pay!

Division 241 members endorsed the wage-vacation proposals offered by the Surface Lines management by a vote of 6,958 to 459 on June 29.

That action sped numerous trainmen on vacation trips when the first days of July came round. Approximately 550 trainmen per week set out on their second successive vacations with pay.

Mid-July found the City Council embroiled in lengthy discussions regarding the franchise situation as it affects the Surface Lines. Their actions were climaxed July 15 when the council refused to grant an extension of the 1907 ordinances. At that time the so-called 90-day ordinance was passed by the council, but on July 25 the receivers for the companies filed a

(Continued on page 12)

SURFACE SERVICE MAGAZINE

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H. O. Crews Editor

H. F. Peck Associate Editor

HATS OFF!

Additional evidence that Surface Lines trainmen can be counted on to "go the limit" in any new undertaking crops up frequently.

The latest proof of that statement may be seen in the whole-hearted cooperation and the spirit in which every man has endorsed the principles behind the recently inaugurated instruction courses.

The spirit, the good-will and the enthusiasm with which Chicago Surface Lines trainmen back any worthwhile program has long been a bright feather in their respective caps. Further, and of equal importance, that spirit has always been a tangible item in which the management has taken great pride.

It is unfortunate that the few complainants who crop up in the two million daily riders served by these men do not have the opportunity to see the energy and the initiative which Surface Lines men put behind a program when their cooperation is asked. It would not only still their complaints but it would give them an insight into the exceptional personnel of a great system. Chances are those complaining passengers would say "Hats Off!"—and with good reason.

RESOLVE ANEW

Here it is mid-January and many of us have almost forgotten the cheers with which we hailed a bright New Year. That is human nature. It is easy to forget the plans and the promises we made when the new year rolled around.

If that is the case, however, there's still time to do something about it. After all, half a month is but a short time in the years we spend on earth.

Why not check up right now before the year advances one day further? Check on all those careless habits you were going to eliminate. Check on all those petty tricks that harm no one but which don't brighten things for anybody. How about it? Have you licked them all?

If you haven't there's no cause to mope around about it. Just remind yourself that there are eleven and a half more months to whip those unpleasant habits. Take a firm grip on your courage. Bolster up your will-power and take the offensive. If you attack with enough vigor, all those careless habits and unthinking practices will retreat in shambles.

It's a New Year—let's make it a Good Year!

OBITUARY

Deaths on the System from December 1, 1938, to December 31, 1938

Transportation—Blue Island: John Bell, employed October 31, 1917, died December 8, 1938.

Devon: George Graff, employed January 5, 1904, died December 12, 1938.

Division: John Roder, employed March 31, 1890, died December 3, 1938.

Kedzie: Florence P. Shea, employed February 17, 1904, died December 15, 1938; Earl P. Walsh, employed June 20, 1923, died December 9, 1938.

Lincoln: Charles Schreiber, employed May 14, 1918, died December 15, 1938.

Noble: Leo A. Kotowski, employed October 27, 1915, died December 29, 1938; Louis William Kuntz, employed October 29, 1906, died December 10, 1938.

North: Michael J. Cronin, employed May 13, 1903, died December 4, 1938.

Sixty-ninth: Charles R. Grant, employed April 5, 1893, died December 30, 1938.

Material and Supplies—James C. Sefcik, employed April 17, 1917, died December 10, 1938.

Shops and Equipment—Seventy-Seventh: Anton Mavrinac, employed May 17, 1907, died December 27, 1938.

West Shops: Charles H. Albertz, employed January 28, 1908, died December 21, 1938.

Track—Edward McCarthy, employed July 19, 1928, died December 15, 1938; Michael O'Keefe, employed February 5, 1905, died December 4, 1938.

Utility—Emil Yuul, employed August 1, 1905, died December 21, 1938.

Politeness Wins Approval

Courtesy Record of Trainmen Pleases Public— Many Are Commended

Courtesy and politeness were the big stars of 1938 according to a comparison of the complaint and commendation figures for that year as against similar figures for 1937.

The same sterling qualities also operated to make the listings for December favor the trainmen of the Chicago Surface Lines. Tabulations for the last month show only 491 complaints as against 616 received during December, 1937. During the same month, 47 commendations topped the 42 received a year ago.

The figures for the entire calendar year were equally gratifying to Surface Lines officials when they disclosed 1,506 fewer complaints. During 1937 there were 6,675 complaints; in 1938 there were 5,169. A similarly good record was found in the commendation listing which showed the 550 commendations of 1937 boosted to 687 commendations in 1938.

Real Courtesy!

Perhaps the brightest commendation note was that which quoted the courteous reply of a Surface Lines trainman. When thanked by Mrs. Haven C. Kelly, 7034 Crandon avenue, for holding a car in order that she might board, Motorman Thurman Rodey, No. 5021 of Burnside, replied — "That's my job, being courteous to people. I get a great satisfaction from helping folks." The simple, courteous reply made such an impression on Mrs. Haven that she wrote to commend Motorman Rodey for both his action and his reply.

Two sentences in a letter from Mrs. James Manusos, 5440 South Sawyer avenue, tell the whole story of the patrons' appreciation when a car is held momentarily to allow them to board. "On behalf of our sewing club," she wrote, "I wish to thank the conductor who so kindly waited for us. . . It was drizzling and when he saw us running he was very considerate and held the car until we could make it." The letter was in praise of Conductor George Drozd, badge No. 7032 of Archer.

In a similar incident where several other ladies were concerned, Motorman William Dignan, badge No. 633 of Burnside, was commended by Mrs. Libbie Siegel, 8043 Manistee avenue.

Sister M. Gabriella, Sisters of Divine Charity,

9242 Kimbark avenue, praised Conductor John Murray, badge No. 2716 of Cottage Grove, for two fares he had advanced and enclosed money to reimburse Conductor Murray.

Likes CSL Personnel

Conductor Harry A. Michael, badge No. 4520 of Kedzie, the Madison street streamliners and the system in general won the approval of R. M. Roberts, Hotel LaSalle, Warrenton and Tremont streets, Boston, Massachusetts. Mr. Roberts thought the streamliners the finest in the land and considered Conductor Michael one of the politest trainmen. When he

was unable to offer the correct fare in full he was trusted for that amount. In his letter enclosing repayment he spoke highly of the system which has men of Conductor Michael's caliber on the cars.

James B. Waller, 1704 Mohawk street, repaid a fare advanced him, by Conductor Peter Martin, badge No. 384 of Devon, and commended Martin.

The same conductor was praised for aiding an elderly lady, by Miss Genevieve Wise, 721 Barry avenue, at another time during the month.

Conductor Martin F. Kain, badge No. 2174 of Cottage Grove, won the praise of Mrs. Mae Kitchen, 650 East 51st street, when he left his car to aid a blind man to safety.

Such an act of kindness also caused Mrs.

Rose L. Dreyfus, 1440 East 52nd street, to write in praise of Conductor Daniel Kennedy, badge No. 4186 of Cottage Grove.

Called Streets Well

The manner in which Conductor Harvey A. Rollo, badge No. 5662 of Kedzie, called streets won the approval and the praise of F. D. G. Walker, 168 North Michigan avenue.

Norbert Fruehe, 1802 Cleveland avenue, praised Conductor Edward W. Doering, badge No. 7190 of Lincoln, "for unwavering courtesy throughout a trip that would have tried the patience of anyone."

"Rather extraordinary courtesy" on the part of Conductor David Sax, badge No. 7478 of Kedzie, earned praise from John Patterson of the Personnel Division of the Jewel Tea company, Barrington, Illinois.

Arlin A. Smith, Jahn & Ollier, 817 West Washington, praised Conductor Phillip Golden,

TROLLEY SPARKS



"Aw, never mind, Conductor. I was going to get off at the next stop anyway!"

badge No. 8118 of Kedzie, for advancing him a fare.

W. I. Meister, 3148 North Karlov avenue, wrote of how he and his family have often appreciated the many courtesies of Conductor Elmer A. Malmin, badge No. 8212 of Limits.

Parcel Returned

When a small but valuable parcel was jolted from the hand of Mrs. James H. Dunbar, Jr., 10031 Longwood Drive, and fell to the street, Conductor Sanford E. Hurlocker, badge No. 10592 of Cottage Grove, stopped the car and retrieved the parcel. Praise of "this unusual courtesy" came from Mrs. Dunbar.

The courtesy of two employes who aided another passenger was praised by Miss Elizabeth Nevitt, 1124 South Michigan avenue. The commendation was directed to the credit of Motorman Arthur Elie, badge No. 12307 and Conductor Gustav Kuefner, badge No. 4318, both of Devon station.

Mrs. M. J. Ryan, 1141 West 81st street, wrote in praise of Conductor August Carl Nickels, badge No. 11454 of 69th, who aided her when she became ill on the car.

Money advanced to H. G. Hix, 711 Belmont avenue, was repaid and Motorman Rudolph A. Nelson, badge No. 9565 of 77th, the lender, was commended.

Helping an elderly cripple, Conductor Manning Ellefson, badge No. 7496 of North Avenue, was observed by Mrs. P. J. Lane, 5428 Parker avenue, who praised his actions.

Likes Smooth Ride

A smooth ride is appreciated by every passenger. E. W. Hash, M.D., 5734 Race street, made that plain in a commendatory letter which praised Motorman Michael Walsh, badge No. 9825 of North Avenue, for skillful, smooth operation.

Similar qualities in the smooth operation of Motorman Leo B. Heath, badge No. 9911 of 77th, brought him a commendation signed by the Misses Kate Homi, Jean Egan and Ann Arundell, of 653 Grace street, 622 Patterson avenue and 3627 Lakewood avenue, respectively.

Conductor John M. Dugger, badge No. 10776 of 77th, is "OK." That is the word sent in the commendation of A. R. Baer, 4601 Woodlawn avenue, who praised Dugger for the courtesies he extended several passengers.

Delighted by the return of a lost purse, Mrs. L. Kline, 3214 Leland avenue, commended Conductor Edgar M. Holt, badge No. 10964 of Kedzie.

Courtesy Praised

Miss Libbie Siegel, 8043 Manistee avenue, praised Conductor Clarence F. Crowley, badge No. 13280 of 77th street, for the manner in which he helped her and other passengers on and off the car.

Operator Gregory J. Bojan, badge No. 14186 of Elston, was commended for advancing a fare to allow a stranded motorist to continue her journey. Mrs. C. D. Bedrosian, 4545 North Campbell avenue, wrote of her appreciation.

Conductor Sigfried B. Kurzweil, badge No. 6534 of Burnside, was termed "outstanding in courtesy and efficiency" in a commendation from Miss Stella M. Burke of the Southmoor hotel.

KEEPING 'EM ROLLING

Division Climbs To First Place— Lawndale Takes Second

Division station climbed into first place in the keep 'em rolling figures for December with an average of 16,577 miles per pull-in, an increase of 41 per cent. Lawndale trailed in second place with an average of 12,008 miles per pull-in.

Kedzie showed great improvement in moving from twelfth to fourth place with a 22 per cent increase. Most of the other stations retained relatively the same positions. Major decreases were chalked up against Devon, Blue Island, North Avenue and Elston.

Individual records follow:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1.	Division.....	18	16,577	41.0
2.	Lawndale.....	6	12,008	.8
3.	Archer.....	1	8,633	12.0*
4.	Kedzie.....	1	8,114	22.0
5.	Devon.....	1	7,778	27.0*
6.	69th.....	1	7,666	12.6
7.	Cottage Grove.....	1	7,603	5.0
8.	77th.....	2	7,492	9.4
9.	Armitage.....	2	6,742	7.5
10.	Lincoln.....	6	6,347	18.1
11.	Elston.....	8	6,263	14.2*
12.	North.....	8	6,183	15.2*
13.	Noble.....	4	5,699	.02*
14.	Burnside.....	8	5,610	16.3*
15.	Limits.....	4	4,227	24.8
16.	Blue Island.....	2	2,775	24.7*

*Denotes Decrease.

Carhouse records for the past six months:

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

THERE'S A MORAL HERE— ABOUT THE MAN WHO FORGOT

He brushed his teeth twice a day with a nationally advertised tooth brush.

The doctor examined him twice a year.

He wore rubbers when it rained.

He slept with the windows open.

He stuck to a diet with plenty of fresh vegetables.

He relinquished his tonsils and traded in several worn-out glands.

He golfed, but never more than eighteen holes.

He never smoked, drank or lost his temper.

He did his daily-dozen daily.

He got at least eight hours' sleep each night.

His funeral will be held next Wednesday.

He is survived by eighteen specialists, four health institutes, six gymnasiums and numerous manufacturers of health foods and antiseptics.

He had forgotten about trains at grade crossings.—*Traffic Tidings.*

EMPLOYEES RELIEF FUND

December, 1938

The Surface Lines Employees Relief Committee received 26 applications for relief during the month of December. After investigations were made 16 of these were approved for weekly assistance. There were 294 active cases on the relief rolls at the end of the month, 5 having been removed by death or other causes.

Including the \$12,454 spent during the month of December, a total of \$1,247,837 has been paid out of the Surface Lines Employees Relief Fund for assistance of employees since the organization of the committee.

STREET RAILWAY NEWS FROM HERE AND THERE

The Cleveland Railway Company recently conducted a survey to determine the reasons people rode upon its street cars and buses. Of 12,347 people interviewed in the survey, nearly nine out of every ten people used the public service vehicles to some degree. One half of the twelve thousand rode because of the convenience it offered them. Less than 15 per cent rode on account of the economy, while only a quarter of the people interviewed rode because they do not own automobiles. Seven per cent of the people gave safety as the reason they rode.

Of the 1,677 people who did not use the public transportation services, less than half of them regarded their automobiles as of greater convenience than the public vehicles.

* * *

Street cars in Tokio and other places in Japan do not give an all-night service. When gasoline was put on a ration basis recently, however, it interfered with the taxi-business. Now, the people are petitioning the street railway companies to provide a later service.

* * *

Buses in El Paso, Texas, are equipped with a small vase fastened to the center post dividing the windshields. A local florist supplies fresh flowers for each bus at a cost of 7 cents per day. The praise of the press and passengers of this innovation has been such that the plan of using flowers on the buses will continue indefinitely.

* * *

The Kansas City Public Service Company advertises its transit services with attractive printed match folders calling attention to its modern street car and bus services. Matchless service!

* * *

Elimination of parking on the main street in San Francisco has speeded traffic by 16 per cent, according to a recent survey. Street cars now take 3.6 minutes less during the rush hour to make the run on this street than before the ordinance against parking was put in effect.

LYNK WITH A PAST!

A Poor Pun Introduces a Twin Link

If readers can ever forgive a poor pun this story will introduce them to a Link with the past. Said Link is none other than Conductor Edwin J. Link of Seventy-Seventh station.

Conductor Link turned up a short time ago when SURFACE SERVICE MAGAZINE launched a search for twins in Surface Lines families. He's a twin himself—the oldest one uncovered so far—and at 78 he is still active at his daily work.

The modern version of the Link pedigree reads like a history of Illinois, to say nothing of New York, Iowa and California. There was a Link in this country shortly after Pocahontas saved John Smith's neck from an Indian axe.

Peter Link, the father of Conductor Link, was one of the early settlers in the Chicago territory back in the days when Archer avenue was only a cow path into Fort Dearborn. Peter left Illinois to prospect for gold in California in 1849 and then made the long trip back to New York state. Still later he helped to open Iowa territory before he resettled in Illinois.

Conductor Link and his twin sister, Esther Josephine, were born in 1860, and the spirit of their pioneer father has been with them through the years in which they have watched Chicago grow. Conductor Link has had 45 years of service with the Chicago Surface Lines and predecessor companies. The miles that he has covered on horse cars, cable cars and electric cars are hard to estimate. There is no doubt, however, that he has more than kept pace with the total travels of his foot-loose father.

Ed Link, as he's known around the system, still likes to boast that he is younger and larger than his twin sister. He has two daughters, five grand-children and five great grand-children. They call themselves the "Chain of Links." There's good reason for that too, for the family is spread from coast to coast.

JUST DO IT—AND SMILE

What good did it do—to be grouchy today?
Did your surliness drive any troubles away?
Did you cover more ground than you usually do
Because of the grouch that you carried with you?
If not, what's the use of a grouch or a frown,
If it won't smooth a path or a grim trouble down?
If it doesn't assist you, it isn't worth while,
Your work may be hard—but just do it and SMILE.

Anonymous.

BADGE OF AUTHORITY

New Identification for All in Supervisory Force

Effective January 8, some 145 members of the supervisory forces have had their authority symbolized by a new badge, shown in the accompanying illustration.

The new badge differs in several respects from the older type which has been discarded. Where the older badges had the CSL initials in copper, the new ones have chromium initials. The new model is also slightly narrower and longer than the old type.

The decorative features of the badge are an eagle with outstretched wings at the top and a small scroll at the bottom which borders the "Force." The word "Supervisory" appears at the top of the badge below the eagle.

The new badges will be worn by all supervisors, starters and instructors.



NAME LEGION HEADS

Committee Members Selected By New Commander

Robert P. Quill of Blue Island depot, newly elected commander of Surface Lines Post No. 146 of the American Legion, has named some new vice-commanders in charge of membership as well as the committee chairman who will work with him during his term in office.

The additional vice-commanders in charge of membership at the following locations are: Armitage, Andrew Disseldorp; Burnside, Thomas E. Nolan; Division, John J. Mortell; Elston, Joseph V. Eckman; Kedzie, Harry P. Brady; Noble, Paul Totzke, and General Office, U. G. Lee.

The chairman for the various committees follow: Americanism, Joseph Zarat, Blue Island; Historian, Ben Lindstrom, General Office; Publicity, U. G. Lee, General Office; Athletic, Joseph Kurzer, Armitage; Sons of the Legion, Joseph Zarat; Grave Registration, Joseph Staska, Armitage; Marksmanship, John MacFarlane, South Shops; Employment, John J. Mortell, Division; G. A. R. Memorial, Joseph Vanderhaeghen, West Shops; Child Welfare, Andrew Disseldorp, Armitage; Liaison Officer, Charles Miller, Elston, and Master of Rituals, Joseph Eckmann, also of Elston.

Commander Quill announced that publication of the "Shrapnel," started recently, will be continued for all Legion members of the Post.

Review of the Year

(Continued from page 7)

report recommending that the ordinance be not accepted.

The spotlight of the system was shifted to North Avenue on August 5 when the new \$100,000 bus garage was opened. The new building made the layout at that station probably the largest single street railway plant in the world.

Soldier Field, during August, was a busy spot and the trainmen on runs to that site operated with such high efficiency that they were commended as the best transportation agency operating to and from the huge lake-front stadium.

School openings throughout the city heralded the first days of September and the cars and buses of the system found the business tempo stepping up.

Report Favors Subway

On September 24 the board of special engineers appointed by Secretary of the Interior Harold Ickes to study the subway proposals for Chicago reported in favor of a PWA grant for that purpose. The traction situation was further enlivened two days later when Walter A. Shaw presented his plan for a comprehensive reorganization of Chicago's transportation facilities.

October 24 brought the announcement of a grant of \$18,000,000 from Federal PWA funds to be used toward the construction of a subway in the central business district.

SURFACE SERVICE MAGAZINE of that month had followed a custom by dedicating the issue to the gardeners of the system who do so much to beautify the properties. The gardeners were entertained at the Eleventh Annual Garden Dinner at the Palmer House, October 13.

On October 23 Surface Lines employees at Kedzie and the 77th Street stations were treated to one of the rarest of sights when 75 street railway fans swarmed over the properties in an inspection tour—the first of its kind ever held on the system.

The month of November was a busy one for Superintendent of Transportation W. A. Hall and Supervisor of Accident Prevention William Pasche who conducted their annual operation meetings with the men in every station. The same month brought advancement to Angelo Tagler and Arthur B. Unsen, both of whom were named regional supervisors November 16.

Traction Progress

December and the holiday season wound up an interesting year in transportation circles. Attorneys for the companies furnished Judge Wilkerson with a report of progress on December 15. Two days later civic and public officials hailed Chicago's subway at the ground breaking exercises.

Thus ended the 12 months of 1938. The record for 1939 will carry on to other pages and other activities.

Under an agreement with the Greek Government, an English investment house is providing capital for the modernization and extension of the electric railway at Athens.

MAKE NEW APPOINTMENTS

Tom Moore Heads Transportation Instruction Forces

Thomas F. Moore, long a popular employe in the downtown offices of the Transportation Department, has been named Chief Instructor with a force of 18 men to handle the recently inaugurated instruction courses covering various phases of Surface Lines operation. Moore and his men will work with the trainmen in the instruction course described in full in the first story of this magazine.

The following men have been named as instructors in the general order issued by Superintendent of Transportation W. A. Hall recently: John J. O'Connor, Cottage Grove; James J. Kane, Burnside; Charles A. Gylling and Thomas F. Screen of Seventy-seventh; and Joseph J. Hemzacek and Roy Harrop of Sixty-ninth; Leroy A. Goodrich and Sidney C. Balderman of Archer and Joseph Blaa, Lawn-dale.

Roy C. Smythe, Blue Island; Edward I. Gleeson, Kedzie; Edwin F. Breen and John MacIntosh of North Avenue; James A. Curry, Armitage; Edward Wehmeyer, Noble; Frank J. Adams, Lincoln; Frank Tutlewski, Limits, and Lawrence S. Olson of Devon.

CALL MEN TO WORK

Surface Lines Ranks Swelled By Returning Trainmen

Notices were sent December 15 calling 76 trainmen back to work. Those called were among the group laid off early last spring. Of the total 26 are conductors and 50 are motormen.

W. A. Hall, superintendent of transportation, stated that there is no way of estimating when more men will be called back. "This depends entirely upon the condition of the business," he said.

The office of the Transportation Department was a busy place and filled with happy men when the 76 reported for work. The accompanying illustration shows the hilarity with which the men greeted prospects to return to the Chicago Surface Lines ranks.



Mr. Hall Greets Returning Workers

Departments and Divisions

Accounting

It seems from the appearance of the splendid wearing apparel and wrist watches that some of our clerks in the various divisions of the department found Santa Claus was very good on his recent visit.

The department can boast of two talented young men—John Camiche, whose hobby is photography, and James Paulus, whose hobby is commercial art. More space will be devoted to these employes in a future issue of the magazine.

The Coupler, Toronto, recently carried an interesting note. It says twenty-seven automatic vending machines which sell tickets and give change simultaneously, have been placed in service at Piccadilly Circus station of the London Underground. Each machine is capable of delivering a ticket and giving change 25 times a minute.

Best wishes for happy birthdays were extended to Mrs. Lucy Winkler on Monday, December 19, and Mrs. Olive Battersby on Wednesday, December 21.

Sympathy is extended to B. O. Ratner whose wife passed away on Thursday, December 8.

Thomas F. Coan.

Electrical

After keeping it secret for three months, John Griffin, chief operator at the Grand avenue substation, announces that he is married. All our congratulations and best wishes are extended. We enjoyed the cigars John passed around.

William Dorgan was promoted to chief operator at the Illinois substation at the beginning of the new year. Congratulations, Bill.

William Hughes of the line department had his tonsils removed recently but is now back on the job and says he is "better than ever."

Billy

Engineering

James Joeffrey, in the northern division of the track department, was married to Josephine Jaremki on November 24. Best wishes and congratulations are extended to the happy couple.

Most of the "boys" in the department are suffering from callouses on the knees due to playing with junior's electric train and other toys. Moral: Christmas comes but once a year and junior's turn will soon be here.

Harry Safford of the track department is on a liquid diet on account of a stomach disorder. We all hope for his speedy recovery.

Emil Yuul, watchman in the Utility Department, died on December 21, 1938, at the age of 59. He was in the service of the companies for 33 years. To those who survive him we extend our condolences.

Our sympathy is extended to Harry Hitchins, chauffeur at Grand and Leavitt, in the death of his mother; also to "Con" Oechel, chauffeur at Grand and Leavitt, in the death of his wife.

Shops and Equipment

West Shops: Walter Werth wrote from Houston, Texas, that he has decided to make that city his home, and sent in his resignation as clerk in the carpenter shop, to which position George Brignac succeeds. Ed Sturm of the West Shops office advances to the vacancy left by George Brignac—that of clerk in the truck shop. We hope Walter will be happy in his adopted city and that he will be successful in his new endeavors.

On December 21, Henry Albertz, paint shop, passed away, and we offer our sympathy to the bereaved family. Mr. Albertz had been in the employ of this company since 1908, but due to illness was unable to work for the past few years.

Lillian Hultquist.

Transportation

Santa Claus visited the employees of this department on Saturday night, December 24 and left their stockings all filled with many useful and splendid gifts.

The new face you see in the Transportation Department is that of Charles Eitel. Charley was a clerk in the Purchasing Department and was transferred as a clerk to Cottage Grove depot. He later was made a dispatcher at the general office and is now a clerk in this department.

Kenneth B. Williams has been transferred from clerking at Archer and is now a dispatcher at the general office switchboard.

The sympathy of the employees in this department is extended to the family of Supervisor John Hart of the central division in the loss of his son, Carl P. Hart, who passed away on December 13. Carl was employed as a clerk at Armitage depot from June, 1926, until January, 1931, at which time he was taken sick.

Frank Matthews is back to work, having recuperated from a recent illness.

Andy.

THEY ARE HAPPY



Mr. and Mrs. Michael Wisniewski recently celebrated their 50th anniversary. Mr. Wisniewski is an active motorman at Blue Island station. December 21 marked his 44th year of service.

Around the Car Stations

Burnside

Operator Richard Lull and Simon Medema are seriously contemplating going into business. The only point in question is the location. While Rich likes Burnham, Cy says he has had more experience in Calumet City.

Motorman Joe Schober took the role of Santa Claus in a near-by community club. He was not only called Santa Claus but gained the title of "Uncle Joe."

We are very happy indeed to report that our board member, James Barber, is well on the road to recovery and expects to be back on the job soon. Good luck, Jim, and remember we are all pulling for you.

On December 1, 1938, Operator James J. Kane was promoted to the position of instructor. Jim has already won the confidence of the trainmen and we believe that much will be gained by his helpful instruction.

W. D. F.

Cottage Grove

A baby girl was born to Motorman L. O. Sommerfeld and his wife Grace at the Illinois Central hospital on December 11.

That bicycle speed king you see riding along the lake front these evenings is none other than Motorman Tom Doherty. Tom is training for the ride to Ireland when they finally get a bridge built.

Take a look at the sporty green hat that Clerk Charlie Pfeiffer is wearing. It has a feather on it like the Scotchmen wear on their kilts. It appears that Charlie is planning on going in for some mountain climbing.

A hearty welcome to Motormen Hastings and Weeber on their recall to the service.

Ask Motormen Stuart and Tork how come they both missed the swell big ham that was in the street at 89th and Cottage Grove. Tough luck, fellows.

It is with deep regret that we report the passing of Motorman Thomas Davis. Tom passed away from pneumonia on January 4, after a short illness.

Conductor Al Howard and his wife Helen terrier are the talk of the town when they take a walk around the neighborhood. The dog is all decked out in galoshes and a red plaid overcoat.

The three-cushion billiard tournament is in full swing with 22 contestants participating. The race is hot so get in the club room and watch the experts.

The father of Conductors Walter W. and Chester A. Randle passed away in Litchfield, Illinois, recently. The members of this depot offer their deepest sympathy.

Conductor Al Howard and his wife Helen took a trip to St. Louis in their new car over the New Year week-end and reported a fine time. Al was a pretty tired lad when he showed up for work but he managed to survive the day.

Ostet.

Division

We have noticed Conductor Roy Hansen walking on air. The reason? He seems to

be popular with some one in Janesville, Wisconsin, and he receives much mail from there.

Congratulations to the parents of Motorman Milton Edstrand, Mr. and Mrs. J. P. Edstrand. They celebrated their 40th wedding anniversary on December 17, with their family and friends. We hope that they will celebrate many more happy anniversaries together.

Starter Alfred Pfeiffer is now all dressed up with a pair of puttees.

We have a hunch as to why Conductor George Schwab has picked a run on Division street. It must be to ride past Elsie's home.

Sympathy is extended to Motorman John Johnson, No. 2, on the loss of his father last month.

And once more—Sincere and Best Wishes for 1939!

Zephyr.

Lincoln

Each year the station has a big Christmas tree and each year several of the boys find lots of fun in trimming it. Among those who trimmed the tree so artistically this year were Ed Bauman, Frank Didier, W. Hannebohn and Bob Peterson. The donations toward ornaments, lights and candy were given by all the men.

The boys were all sorry to have Receiver Ray McClintock leave the station to take up the work of relief receiver, but our best wishes go with him. We hope he likes the new position. Taking his place at our station is Fred Meyer, who was with us years ago, so we are glad to welcome him back and hope he enjoys working with us all again.

Motorman Charles Schreiber, who had been off duty and ill several months, passed away and was buried on Monday, December 19, from Brieske's chapel, 2837 Southport avenue, and laid to rest in Irving Park cemetery. Sincere sympathy is extended to the family.

We also wish to extend sympathy to Conductor A. Wagner, who lost his father, and to Receiver Ray McClintock, whose father passed away on December 10.

Henry Spethman.

North Avenue

A grand and beautiful sight burst upon our vision, when at the beginning of the Christmas season a large and well decorated Christmas tree was erected in the train room. It provided a most welcome and inspiring note during one of the busy seasons of the year, and was a great help in spreading a friendly feeling and an atmosphere of good will among us all.

The arrival of a baby boy at the home of Conductor Adolph Schelkopf on December 12 added to the joys of the Christmas season for that family. Good luck to the little fellow and congratulations, Adolph.

Motorman Julius Korman is still in the hospital and Conductor Frank Doherty, 2047 North Avers, a veteran of the war, is still at home ill. Conductor Joseph Martin, 1123 North Lawler, has been sick for the past month or so and George Buckley is at the Edward Hines Memorial hospital. Our best wishes for recovery are extended to these men.

Conductor Albro lost his father recently, and the wife of Operator Walter Gabrielson passed away on December 13.

Henry W. Coan.

Seventy-seventh

It's a good habit to do Christmas shopping early, but Mrs. Joe Herman rather rushed delivery on her present to Motorman Joe, when she presented him with a baby girl around the first of December.

Other Christmas presents of the same lively nature arrived in the family of Conductor James Gallagher, who got a sparring partner for his other little son, and Motorman J. W. O'Donahue, whose surprise package was a wee bit of a lass.

Not to be outdone in the matter of really worth while Yuletide presents, Mrs. E. G. Burns, having had four girls, broke precedent after what seemed likely to be a Cantorian equivalent, and gave Conductor Ed a boy.

Operator P. J. Byrne's very large Christmas smile was due to the arrival of a fine little baby boy.

Over 600 members marched up to claim the L & A's very useful Christmas present this year—a handy eversharp pencil.

A native of Switzerland, Motorman Bob Krone's wife has accumulated an interesting collection of carved figures, an art characteristic of that country. One strikingly realistic piece treasured by Mrs. Krone is that of a bear which is over a hundred years old. Cuckoo clocks and other carved oddities comprise the remainder of the collection, and of course, Motorman Bob Krone fits in here somewhere, too—as a treasure no doubt.

Some New Year thoughts we think appropriate:

Resolved to be thankful every day of the year for health, for without it we have nothing.

Resolved to be content with our lot in life, for no matter how meager it may be, there are many, many millions of people a lot worse off than we are.

Resolved to endeavor to be more charitable toward our fellow-men to the end that we may do our small part to make our immediate little world a lot more pleasant place to live in.

The accompanying illustration shows Starter Frank Flannigan as we rarely see him. In case you don't recognize the animals Frank carries, you'll be interested to know they are sample products of his nanny-goat farm at Crown Point, Indiana.

Motorman Val Creen died suddenly January 4, a victim of pneumonia. His many friends at Seventy-seventh Street depot extend sincere sympathy to his family.

Walter F. Story.



Frank Flannigan



Conductors and operators, pitching in with a will at North Avenue, find transfer study makes for easier transfer handling.