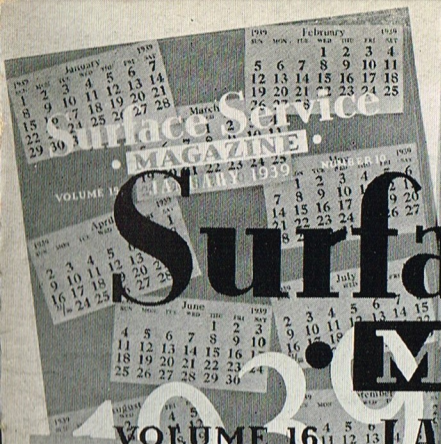
Surface Service
MAGAZINE

VOLUME 16 JANUARY 1940 NUMBER 10









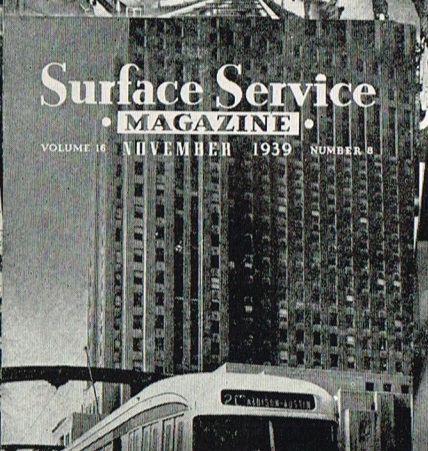










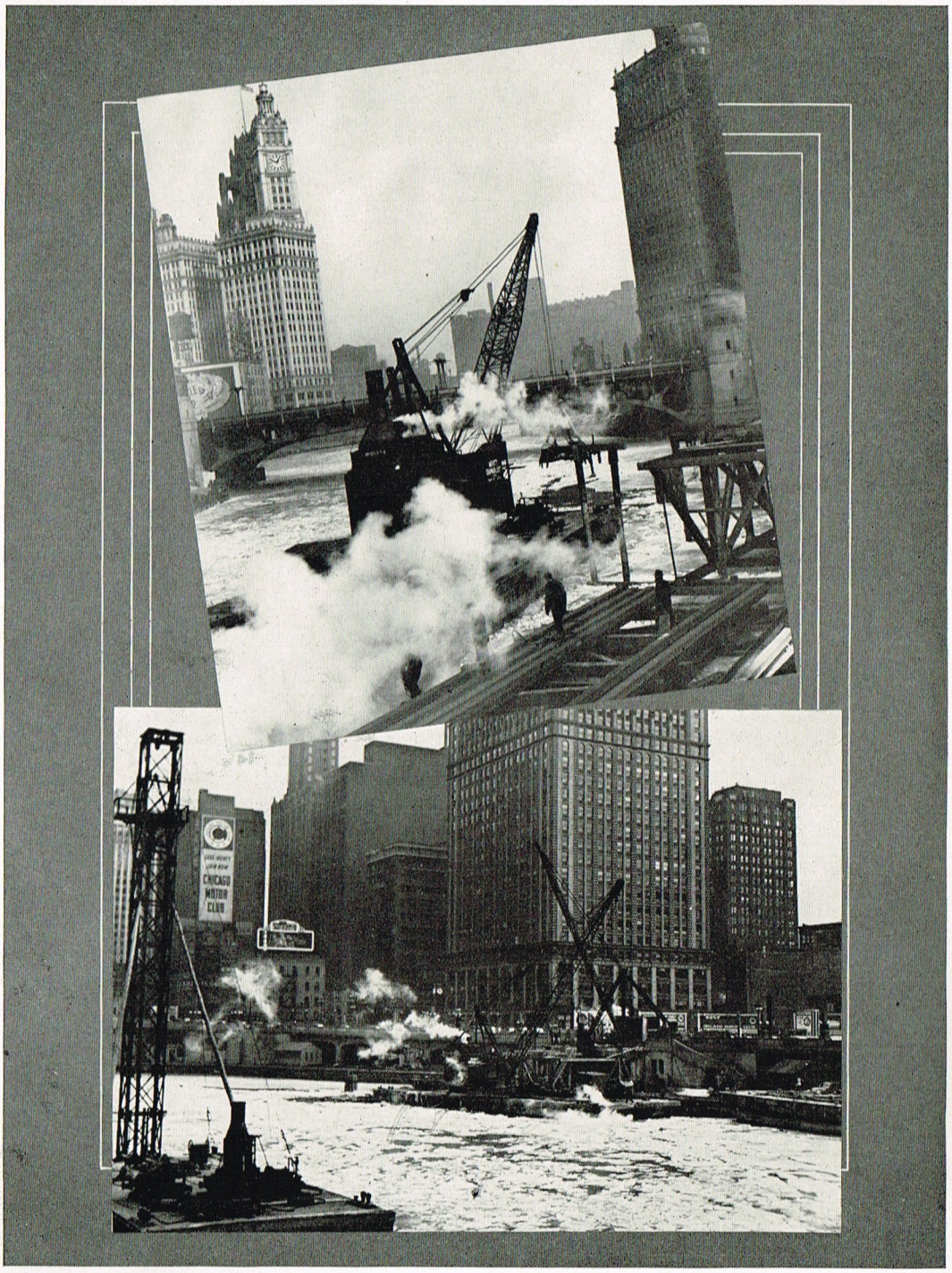




The Year in Review

A THREE-YEAR RECORD—
9,000,000 MILES TRAVELED
120,000,000 PASSENGERS CARRIED

Winter Comes to Chicago



Old Man Winter came to Chicago along with the New Year and his icy touch froze large chunks of the Chicago river. These scenes were snapped in the portion once spanned by the State street bridge.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 16 JANUARY, 1940 No. 10

Events of 1939 Now History

Highlights of Chicago Surface Lines Activities During Year Pass In Review

Old 1939, like other years before it, has passed into history and the records it left will be important in Surface Lines annals for years to come. With its passing there is a record of objectives achieved, of progress made, of some disappointments and losses and of accomplishments of greater and lesser degrees.

During the year many employes, who had served the Surface Lines loyally and efficiently for long periods, passed on. The number of deaths in the whole organization in 1939 totaled 267. Old friends were missing in all departments, with the greatest number of losses in the transportation division.

Highlights in the local transportation year included further negotiations for the proposed traction settlement, extensive work on the subway projects which are largely financed by the Traction Fund, the purchase of 15 new gasoline buses and the installation of three new bus routes.

A glance at the last twelve issues of SURFACE SERVICE MAGAZINE serves to refresh memories on many events, some of which may have an important bearing on the future.

Thumbing through the magazine issues month by month one finds the following items made news in 1939:

Union Head Dies

Prominent among the stories in the January issue of the magazine was the obituary of William Quinlan, veteran labor leader who died January 3 after holding the presidency of Division 241 of the Amalgamated Association of Street, Electric Railway and Motor Coach Employes of America for 31 years. The Surface Lines family, labor leaders and many others in all walks of life mourned his passing.

The same issue carried a story of how trainmen of the system were studying various operating phases in an instruction program which dealt with duties of both motormen and conductors. Transfer studies of the latter group earned first attention. Other stories told of promotions that made Edward Horning an assistant purchasing agent and Thomas Moore chief instructor of the transportation forces.

The month was almost over when, on January 30, a raging blizzard hit the system depositing 14.9 inches of snow within a 14 hour period. This snowfall, the densest in weather bureau history, was quickly routed by efficient Surface Lines workers in a manner which drew praise from the public, the newspapers and Surface Lines officials.

Important in the February records was the appointment of Stanley D. Forsythe as electrical engineer. The informal announcement of Mr. Forsythe's appointment was made on the day which marked his 15th year with the Surface Lines.

Lose Major Executive

On February 20 the Surface Lines suffered the loss of a major executive when Halbert O. Crews, supervisor of public relations, died at the age of 59. During his 15 years with the Surface Lines he did much to develop an understanding between the public and the system he represented. His untimely death deprived the Surface Lines of one of its most responsible executives.

The March issue of the magazine paid tribute to the 506 veterans who had served for 40 years or more. The same issue carried a story regarding the release of the annual report which disclosed that, during the receivership period, labor received more than half of $635,000,000 receipts.

Accident prevention was big news in April when Supervisor of Accident Prevention William Pasche released his report showing a decrease of 13.1 per cent as compared with the previous year. To top off a notable record, 5,365 trainmen were honored with no-accident cards.

May 1 brought news of the appointment of William H. Bromage, as supervisor of public relations, succeeding the late Halbert O. Crews.

Re-routings Necessary

During the same month the transportation department was busily occupied with numerous route changes made necessary by the removal of the State street bridge, May 15.

The opening on June 19 of the Caldwell-Peterson bus route called attention to the numerous extensions made by the Surface Lines during a period when costs have increased and revenue and passengers have dropped off severely. Figures released by Superintendent of Insurance H. B. Storm pointed to the continuity of employment enjoyed by Surface Lines employes. They showed the average employe had been in service for approximately 18 years. Two-thirds of the employes were shown to be between 36 and 60 years old.

July was chiefly concerned with further traction ordinance negotiations and was featured by proposals offered the city by the negotiators representing the two major systems in the city. August witnessed further negotiations.

Bus Routes Begin Operations

September brought the installation of two new bus routes. The 111th street line began operation on the 11th and was followed by the 83rd street bus line on September 18. The month was also notable for the efficient manner in which Surface Lines trainmen handled the traffic resulting from the American Legion convention. In the sporting field, Noble depot beat Kedzie for the softball system championship title. September also brought promotions to H. M. Essington and G. J. Clark of the electrical department.

The Garden Issue paid tribute to the gardeners in October. The same month also brought stories of how various Surface Lines employes were fleeing the war zones of Europe. Several vacationing employes were stranded abroad at the outbreak of the war.

The proud record of the modern, streamlined Madison street cars was news in November for on the 12th of that month the cars celebrated their third anniversary with a three-year record of having traveled more than 9,000,000 miles and of having carried more than 120,000,000 passengers.

The November history included the death of Supervisor Andrew Ure on the 27th. The LaSalle street tunnel was closed on the same date to permit subway construction work under Lake street. Street cars formerly using the tunnel are now re-routed over Wells street.

Trainmen Re-hired

More than 150 men were re-hired on the basis of seniority during November. They were among those laid off when business declined so abruptly during the spring of 1938.

December brought the death of the Surface Lines auditor, William H. Kennedy, on the 20th. News of Mr. Kennedy's passing is covered more fully in another story in this issue.

Promotions during the month moved Thomas Eigelsbach to stationmaster at Lawndale depot and promoted Stuart Sim to a post as regional supervisor.

Actions of Judge Wilkerson brought a new phase of traction negotiations as the closing days of a turbulent decade drew near. Thus 1939 took its place in history as the Surface Lines faced the "Fateful Forties."

STREET CAR BOOSTERS!

4-H Delegations Express Thanks for Service

From every corner of the nation letters have been coming in from youngsters who attended the recent 4-H Congress held in conjunction with the International Livestock Exposition.

The letters, addressed to Superintendent of Transportation W. A. Hall, are similar in content. They all contain fine praise for the part the Chicago Surface Lines played in making the visit of the 4-H clubs to Chicago a huge success.

One enthusiastic letter from Emil Olson of Amarillo, Texas, said:

"Dear Mr. Hall:

"I sure want to thank you for arranging the surface car transportation. It sure did save a lot of steps for all the club members. You sure had a big job to transport that large a group and get them there on time.

"I sure thought you did a great job and I sure do thank you for all your trouble."

HAIL TO THE COUNT!

Pasquale Pontrelli Feted on First Anniversary

The Editor, after numerous conferences with Frank Pontrelli of the Track Department, is pleased to publish the following story as it was delivered to this office by the proud father, Mr. Pontrelli himself. Final publication represents a minor triumph for several track employes, one or more interpreters and Pasquale Conte di Savoia Pontrelli, age 1. The Editor regards the eventual acquisition of the young Count's picture as a major triumph. Read on:



The Count

"The family and parents of Pasquale Conte di Savoia Pontrelli celebrated the first anniversary of his birthday at 1:56,23 seconds A.M., on December 15, 1939, at their home.

"December 15 is a great date for our friend Mr. Frank Pontrelli, a night watchman in the track department. On December 15 of last year, his wife gave birth to a beautiful boy that his proud father named Pasquale Conte di Savoia Pontrelli. Great name for a great boy. Certainly this is a big event, because every year will remind the birth of the Conte di Savoia!

"And here is the story why our peculiar friend put this fateful name to his son.

"In the fall of 1937, Mr. Pontrelli went back to Italy to see again his wife, Mrs. Domenica Mariani in Pontrelli and his son John, and to bring them later to the U. S. He stayed in Italy for quite a year and then in the autumn of 1938, decided to come back and to sail on the famous Italian liner 'Conte di Savoia.' But before he left Naples, Frank vowed that if his wife, who was going to give birth to a son, would have a successful voyage on the S.S. Conte di Savoia, he would name his future child, Conte di Savoia."

"So, the voyage, being a very pleasant one for Mrs. Pontrelli, when on December 15, 1938, at the hour 1:56 and 23 seconds A.M., the new young Pontrelli arrived, he was duly named Pasquale Conte di Savoia Pontrelli.

"On June 24, 1939, the little Pasquale was christened amid imposing and colorful ceremonies held at St. Mary Addolorata Church, at Ohio and Erie Streets, followed by a historic and sumptuous banquet at the beautiful church hall, attended by many notable guests and friends and some persons who came on the liner.

"Our best wishes to the little Pasquale Conte di Savoia Pontrelli, who is growing very healthy and worthy of his fateful name, and to his loving parents, Mr. and Mrs. Frank Pontrelli."

WE THINK HE'S RIGHT!

Pat, a truck driver, stopped suddenly on the highway. The car behind crashed into the truck and its owner sued the Irishman.

"Why didn't you hold out your hand?" the judge asked Pat.

"Well," he said indignantly, "if he couldn't see the truck, how in 'Hivin's' name could he see my hand?"

C. W. Meyer Named Auditor

President Announces Appointment Effective January 15— Malmquist New Assistant Auditor

Charles W. Meyer, formerly assistant auditor, was appointed auditor of the Surface Lines by the board of operation on January 15. The appointment fills the vacancy created by the death of William H. Kennedy on December 20.

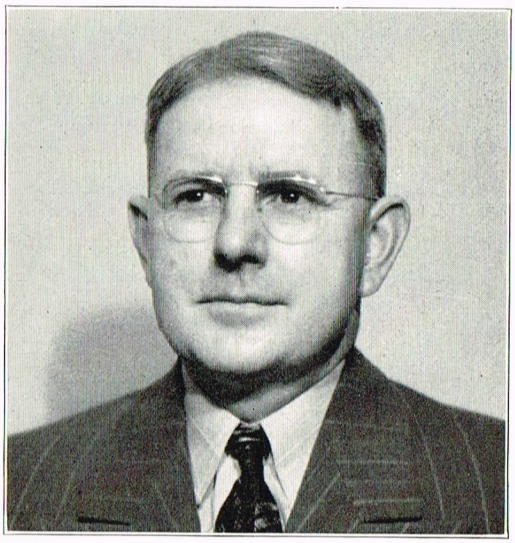
The Meyer appointment is one of two major promotions announced by President Guy A. Richardson following the board meeting. The other was the selection of Arthur W. Malmquist to succeed Mr. Meyer as assistant auditor.

The appointments brought recognition to two men who have long periods of service with the Surface Lines properties, for both are veterans of more than 30 years service. By coincidence, both celebrated their silver wedding anniversaries in the last two months.

Mr. Meyer in his new position will have charge of the Financial Accounting Department. This department has charge of the general books of the organization, the preparation of financial statements, pay rolls, and the writing of checks. It is also charged with the preparation and analysis of conductors' trip sheets and passenger statistics. The department also prepares regular statements for filing with state and federal governments on social security, old-age benefits, and state unemployment insurance. There are 136 employes in the department.

Started With City Railways

Mr. Meyer entered the street railway business in 1908, when he left the C. & E. I. railroad to go to work for the stores and accounting department of the Chicago City Railway Company. His first job was to install and supervise a new system for the handling of and accounting for materials and supplies. When the Surface Lines was formed upon unification of the properties in 1914, he was named general bookkeeper for the system. In November, 1919, Mr. Meyer was advanced to the position of auditor of the disbursements department. Later he was named chief clerk of the accounting division. He was appointed assistant auditor in June, 1938.



Charles W. Meyer

Mr. Meyer's early life included farm experience and he gives much of his time to gardening. He disclaims being an expert but said he "appreciates what the soil gives forth if it is coaxed along." He is married and lives with his wife and two daughters, Arlene and Lois, at 5123 Potomac avenue.



Arthur W. Malmquist

Began As Clerk

Mr. Malmquist, formerly chief clerk of the Financial Department, became associated with the Surface Lines properties on May 27, 1909, when he obtained a job as a clerk in the stores department of the Chicago City Railway Company. Subsequently he became a timekeeper in the track and roadway department of the Calumet and South Chicago Railway and later pay roll clerk of the work car department of the Chicago City Railway Company. In September, 1922, Mr. Malmquist was appointed chief clerk of the Accounting Department at Clark and Division. When the north side branch was consolidated with the main office he was named assistant chief clerk of the accounting division. He was made chief clerk in June, 1938.

Mr. Malmquist has taken an active part in several Surface Lines activities. He has long been a member of the Public Relations Committee and served as president of the Surface Lines Club in 1923 and 1924.

He makes his home at 8541 S. Laflin St. with his wife and two sons, Arthur, J., and Robert.

BEST AND BIGGEST TREE?

Lawndale Motorman Claims Honors For Christmas Trees

Motorman Fred Kindle of Lawndale depot thinks he had the most unusual Christmas tree of all the thousands in Chicago. Judging from the dimensions of the tree, he might be right, for the tree was almost as wide as it was high, measuring 7-feet wide and 8-feet high.

Kindle's tree was decorated by 360 ornaments (by actual count) and brightened by 310 electric tree lights. Just to doll up the base of the tree he had two miniature trains, an airport and a small farm perched on the edge of an artificial lake.

Four persons spent 10 hours decorating the tree, so maybe Kindle is right in his belief that his Christmas tree was the most unusual.

SEEK TRACTION SOLUTION

Enlarged Negotiating Board Resumes Ordinance Discussions

A new series of traction ordinance negotiations got under way early this month when an enlarged negotiating board representing the companies began conferences with City officials.

The enlarged board consists of seven members. Four additional men were appointed by Federal Judge James H. Wilkerson on December 18 to supplement the previous three-man committee already appointed by the court. The new negotiators are Edward E. Brown, Walter J. Cummings, M. H. McLean and Sidney L. Castle. The other three previously appointed are Walter A. Shaw, chairman, Guy A. Richardson and Col. A. A. Sprague.

The board met with the City Council Committee on Local Transportation on January 3 to plan the procedure for carrying on the franchise negotiations. The actual negotiations were scheduled to start January 16. The renewed negotiations are being carried on under new court instructions. A traction memorandum issued by Judge Wilkerson on December 18 and formal suggestions made by Mayor Kelly on November 22 are serving as the basis for the negotiations.

In meeting with the City Transportation Committee, Mr. Shaw suggested that both parties to the negotiations appoint from their numbers small committees to carry on the conferences. These representatives would go back to their full groups as often as necessary.

Benjamin Weintraub, president of the Chicago Motor Coach Company, also attended the meeting and said he was ready to act as negotiator for his company in the consolidation matter. Under the unification plans a new company, to be known as the Chicago Transit Company, would acquire the properties operated by the Chicago Surface Lines, the Chicago Rapid Transit Company and the Chicago Motor Coach Company.

Said the farmer's wife to the druggist: "Be sure and write plain on them bottles which is for my husband and which is for the horse. I don't want nothin' to happen to that horse before the spring plowin'."

GEORGE W. DUNLAP

Former Insurance Official Died in East December 14

Little more than a year after his retirement George W. Dunlap died in his Buffalo, New York, home on December 14 at the age of 68. Mr. Dunlap, former assistant superintendent of insurance of the Chicago Surface Lines for 15 years, had lived there since his retirement October 1, 1938.



George W. Dunlap

Mr. Dunlap was born October 8, 1869, at North Berwick, Maine. His career in railway circles started with mechanical training at the Portland Locomotive Works. When only 25 years old he was an engineer on the fast trains operating between Boston and New York.

When an eye injury forced him to other fields, he chose power house work and from 1901 to 1910 he was superintendent of power houses for the Worchester (Mass.) Consolidated Street Railways. In 1910 he was appointed electrical engineer for the Public Service Commission of the 1st District of the State of New York.

From 1912 until 1923 Mr. Dunlap was superintendent of shops, equipment and power for the International Railways Company of Buffalo. His service with the Chicago Surface Lines began on September 24, 1923, and continued until he retired to conserve his health.

Mr. Dunlap, during his years with the Surface Lines, was credited with effecting substantial savings. When he first came with the companies the annual coal bill was running in the neighborhood of $90,000. Through various ways of correcting the firing practices then in use he was able to cut that bill over a period of years until it reached an approximate level of around $32,000.

Funeral services were held at the Darwin Meyer chapel in Buffalo. Interment was at Lake View Memorial cemetery of that city.

Mr. Dunlap is survived by his mother, Laura, and a brother, William, both of Boston, Massachusetts, his wife, Lydia, and three daughters, Mrs. Ruth Kirby and Mrs. Alice Rogers, both of Buffalo, and Mrs. Dorothy Lewellin, of Manchester, New Hampshire.

FROM A CHARTER MEMBER

Following a custom of many years, William Geerdes, a Valencia orange grower in Anaheim, California, has addressed greetings to those with whom he once worked.

"I am a charter member of Division 241 and I wish all the members a Merry Christmas and a very Happy New Year," said Mr. Geerdes, whose post-office address is Route 2, Box 113.

Death Claims W. H. Kennedy

Career Of Popular Auditor Ends After 14 Years With Surface Lines

Shortly after his associates had received encouraging reports of his progress, William H. Kennedy, auditor of the Chicago Surface Lines for the last 14 years, succumbed on December 20 to a heart ailment that had kept him inactive for several months. He was only 55 years old at his death.

Mr. Kennedy joined the Surface Lines as auditor on February 1, 1926, after leaving his post in Aurora where he was employed by the Western United Corporation. He made his home at 108 South Kensington avenue, La Grange.

William Harwood Kennedy was born in Lowell, Massachusetts, on February 6, 1884. He was educated in the public schools of that city but while still in his 'teens he showed more interest in the practical work of the business world than in the theoretical work of the schoolroom.

Started as Office Boy

While still a freshman in high school, he confided to his older brother that he was going to quit school and go to work. He made his first application for a job as he and his brother passed the electric light and power building in Lowell on their way home from school one afternoon. His first plea for a job was denied but he persisted in his attempt, stopping every day to "see if anything had turned up." In the end his perseverance was rewarded and he was given a job as office boy. In later years Mr. Kennedy would chuckle as he recalled that experience and wonder if maybe the job hadn't been given to "keep me from bothering them."

Mr. Kennedy was associated with the Stone and Webster properties for 25 years before coming to the Surface Lines and during that time served at Savannah, Georgia; Brockton, Massachusetts; North Abington, Massachusetts; Sydney, Nova Scotia; Keokuk, Iowa, and Houghton, Michigan.

After Mr. Kennedy joined the Surface Lines in 1926 several changes were made in the accounting department, including the consolidation of the Clark and Division branch of the accounting department with the branch in the general offices.

Introduced Check Payments

For many years all Surface Lines wage payments had been made with cash. During Mr. Kennedy's administration the pay-by-check method that is so widely used now was installed. Some years later, in 1937, he had the pleasure of telling the Operating Staff that "during the last 10 fiscal years the employes of the Surface Lines have been paid a total of $288,676,643.74 and only two minor losses have been reported during that period." In the "pre-check" days pick-pockets and hold-up men too often relieved employes of their cash wages. Pay checks, of course, are not negotiable unless endorsed and so losses to employes have been reduced.



William H. Kennedy

In the fall of 1936 Mr. Kennedy made the numerous arrangements necessary for handling the Social Security records for the thousands of Surface Lines employes. SURFACE SERVICE MAGAZINE for May, 1938, told something of the difficulties that were met and surmounted in so huge a task.

Was Sport Enthusiast

In private life Mr. Kennedy had several outdoor interests. He was a close follower of baseball, with a leaning toward the Chicago Cubs, and a swimming enthusiast. Another of his interests revolved around his summer cottage at Towers Lake near Wauconda. Frequently during the winter months he would plan vacations that would lead him to other places but invariably the lure of his own cottage drew him to Towers Lake. In his last year one of his greatest disappointments came when his doctor prohibited the swimming that he so enjoyed.

Mr. Kennedy was a member of the Executive Committee of the American Transit Accountant's Association for several years. He was also a member of the Union League Club, Pentucket Lodge, A. F. & A. M. of Lowell, Massachusetts, and a trustee of the Baptist church of LaGrange.

Funeral services were held at the LaGrange Baptist church, Saturday, December 23, with interment at LaGrange cemetery.

Mr. Kennedy is survived by his wife, Nell C., a son, William C., a brother, Alfred R., of Biddeford, Maine, and a sister, Mrs. Marion C. Hanscom of Ocean Park, Maine.

SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 16 January, 1940 No. 10

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

HAPPY NEW YEAR

A bright New Year now at hand ushers in what bids fair to be the "Fateful Forties." We may be pardoned for hoping the next 10 years will be a bit better than the "Turbulent Thirties" which bowed out on December 31.

It is easy to express the conventional wish for a "Happy and Prosperous New Year" but, contrary to the popular song, wishing won't make it so. We hope you will all be both happy and prosperous but we have a hunch you'll have to dig for what you get. Neither the intangibles of happiness nor the realities of prosperity are handed out on silver platters.

If that is a depressing thought there may be some consolation in the catch-words "Life Begins In '40." The old slate is wiped clean. The new slate will contain just what we write on it.

In the final analysis, we believe, the New Year will bring each of us rewards corresponding to the amount of effort we put forth. There's something of a challenge—let's go!

TIME TO FIGHT

Early reports from the Accident Prevention Department indicate a decrease in the number of accidents which occurred last year. Commendable though that may be we think the time has come when we must just begin to fight.

That thought grew as, head down against a biting wind, we slipped and slid and finally managed to clumsily climb aboard a street car platform. Once aboard we realized the usual accident hazards that lurk for unwary pedestrians and motormen alike during winter weather.

Putting ourself in the motorman's place, we realized the need for unremitting care during a time of cold weather and icy streets. The pedestrian who has his head tucked deep in his coat collar as protection from the cold is thinking only of the cold—not of his own danger or of the hazard he creates for others. Potentially he is one of the greatest accident hazards which confront motormen in winter weather. You don't know what he'll do. Maybe he'll walk head first into a street car—and you'll take the rap.

The icy pavements create any number of potential accidents—the pedestrian may slip and slide into or under a street car. The automobilist cannot be depended upon to handle his car as skillfully as he may do at other seasons of the year. Car and person accidents are fairly waiting to happen!

The motormen of the Surface Lines have the most important jobs in the city for they are charged with safely transporting the millions who use our services. They must be continually on the alert. But—and this is important—in the winter season they must go a step further. Their vigilance must never slacken for a moment! They must avoid accidents!

Reckless driving never determines who is right, but who is left.

Drive carefully and fare well. Drive carelessly and—farewell!

Card of Thanks

Mrs. William H. Kennedy and son William wish to express their sincere and heartfelt thanks for the kindness and sympathy shown them in the loss of their beloved husband and father, William H. Kennedy.

Particular gratitude is expressed to Surface Lines employes for kindnesses shown Mr. Kennedy during his illness, for the beautiful floral pieces, and for the many courtesies to the family.

Complaint Totals Up for Year

Fewer Commendations, More Complaints Mark Year's Compilations—December Records Better

If it takes politeness to win approval, the Surface Lines lost a bit of the passenger's good-will during 1939. That fact was revealed in the courtesy figures for 1939 which showed a total of 6,101 complaints as against 5,169 received during 1938. The commendation totals for the year also slumped off from the 687 of 1938 to 624 received during the year just ended.

Those blots on the courtesy record are alleviated somewhat by the records of the month just ended. During December, 1939, there were 480 complaints compared to the 491 received during December, 1938. Only 44 commendations were received as against the 47 for the same month a year ago.

"Your entire system is to be commended for its efficiency and courtesy," declared Philip Stein, 1119 South Wood street, who said his expression is based on his 40 years' experience as a car rider.

Mr. Stein's commendation was directed to Conductor Thomas J. Dillon, badge No. 6140 of Kedzie, whom he praised for many little courtesies extended to passengers.

A Cottage Grove crew composed of Motorman Jacob R. Wetsel, badge No. 13932, and Conductor Joseph J. Kees, badge No. 6085, earned the praise of Mr. and Mrs. Charles Wuest, 1432 East 65th place.

TROLLEY SPARKS



"Can we get to th' (hic) zoo on this car, my (hic) friend? I promised my pals I'd see them (hic) safely home (hic)!"

Courtesy Appreciated

"The courtesy and helpful attention" of Motorman James Burke, badge No. 6175 of Sixty-ninth, was commended by Leo Richard, Woods building.

The trust of Conductor Joseph H. Kelly, badge No. 6212 of Cottage Grove, was justified when G. K. Jorgensen, 111th Street Y.M.C.A., repaid a fare which had been advanced.

The courtesy and tact of Conductor Henry M. Lind, badge No. 10388 of Cottage Grove, was commended in a letter from Miss Elizabeth Rowden, 65 East Huron street.

Motorman Florence Cronin, badge No. 1971 of Seventy-seventh, earned the praise of Mrs. William T. Brown, 1251 Thorndale avenue, when he respectfully helped her to a seat on his street car.

Friendliness and courtesy are qualities of Operator James J. Burchanek, badge No. 2348 of Sixty-ninth, which won the praise of Sidney Grossman, 188 West Randolph street.

Helped Blind Man

For aiding a blind man to safety Motorman George Mueller, badge No. 8857 of Sixty-ninth, was commended by George Peter Rakelin, 7120 South Fairfield avenue.

"A woman with three small children got off this car and your conductor really went out of his way in offering assistance to her, at which time a passenger made the remark, 'Well, there is a courteous conductor.'" Those sentences in a letter from G. M. Glardon, 941 East 47th street, referred to courteous Conductor Frank Suma, badge No. 3414 of Sixty-ninth.

Royal H. Schaefer, 2541 West Congress street, wrote of accommodating courtesy shown him by Conductor Henry Patrick, badge No. 7574 of Lawndale.

"A young conductor who has served all his patrons well," was a designation applied to Conductor Joseph N. Coury, badge No. 6170 of Kedzie, in a commendation from L. F. Bass, 5014 Cottage Grove avenue.

Said to "be courteous to everybody," Conductor Anton T. Mokstad, badge No. 3332 of North Avenue, was praised by Mrs. A. W. Netterstrom, 5459 North Parkside avenue.

Operator Fred A. H. Bartz, badge No. 3028 of North Avenue, was called "a credit to the Surface Lines" in a communication from Mrs. Hazel Reid, 6598 Onargo St., Edison Park, Ill.

After holding a car for a moment to allow intending passengers to board, Conductor Joseph E. W. Wronski, badge No. 8988 of Division, was commended by John E. Swenson, 909 School street.

"For kindness to the old and crippled," Mrs. A. Erickson, 2046 North California avenue, praised Operator Charles Jacobs, badge No. 7167 of Noble.

Quick thinking and courtesy on the part of Motorman Earl Beaber, badge No. 791 of Devon, was commended in a letter from Lucretia Malcher, 3 East Ontario street.

Good judgment shown by Motorman William Duffy, badge No. 12177 of Devon, won the approval of Joseph Spielberger, 4549 South Whipple street.

WATCH OUT FOR COLDS!

Doctor Outlines Methods of Avoiding Common Cold

By G. R. CURL, M. D.

As it is generally known that the common cold is much more prevalent at this season of the year than at other seasons, it might be considered timely to make a few observations concerning this most distressing, but seldom serious disease.

Much has been written but little is actually known about the cause of the common cold or why it is more prevalent at this season of the year. People who have lived among and observed those who inhabit the arctic regions report that they are seldom if ever affected with colds and when they are it is brought to them by some afflicted person from a temperate climate. This tends to prove what most people believe, that the common cold is a contagious disease though the germ that causes the disease has never been discovered or proven. It is usually spoken of as a filterable virus containing germs or infective matter too small to be seen under the most powerful microscope.

With this idea of its contagiousness established, it might be well for one who wishes to evade the contagion to avoid, so far as is practicable, those who are already infected; but as this drastic measure would be next to impossible for one engaged in almost any business or profession, there might be other measures less drastic which could be invoked that would tend to lessen the spread of colds from one individual to another. If the person already infected must sneeze or cough, he should see to it that he covers his nose and mouth with a clean handkerchief or some other material to avoid spraying the infectious matter throughout the room that he occupies, thereby transmitting the cold to others who are free from the disease. It would be even better if he would remain away from crowded rooms entirely until he has recovered from his cold. For you who haven't caught your cold yet, keep the room well ventilated day and night, get plenty of rest and sleep, avoid gatherings where about half of the audience is coughing or sneezing, and if the fellow behind you in the street car or train is coughing so that he nearly blows off your hat, change to another seat farther away.

What can you do for your cold once you have contracted it? Probably no disease has had so many medicines and other types of treatment prescribed for it, which only tends to prove that there is no specific cure. Some individuals throw off a cold quickly, probably in a week's time it has run its course and the sufferer is normal again. Others are not so fortunate because the infection seems to extend into and light up old chronic infections in the sinuses, middle ear, larynx or bronchial tubes and the acute cold passes into a chronic condition with a sinusitis, laryngitis or bronchitis which may persist for weeks. For medical treatment it is best to consult your doctor though he will not be able to cure you over night. There are many remedies that he can prescribe to relieve your suffering to a certain degree during the acute stage. Various types of vaccines have been used both for prevention and for cure, and although some report excellent results, for the greater majority of those who have tried vaccine treatments for colds the results have been rather disappointing.

It has been stated upon good authority that the air in most heated homes and steam-heated apartments is as dry as the air over the great Sahara Desert. If your "humidifier" isn't working you can correct this to a certain extent and add moisture to the air by keeping the tea kettle boiling on the kitchen stove. When the nasal mucous membranes seem overly dry and parched, insert a bit of plain white vaseline in each nostril. Drink plenty of liquids, such as lemonade, orange juice and water with a little alkali added to it; dress warmly, especially keep the feet warm and partake of a well-balanced diet known to contain all of the necessary vitamins. By doing so you will probably be able to escape contracting the common cold when the disease is prevalent.

KEEPING 'EM ROLLING

Archer Retains Lead In December Listing

Archer depot retained the top spot in the keep 'em rolling figures for December with an average of 10,494 miles per pull-in, a decrease of 15.9 per cent from the previous month's record. Division moved up a notch to second place with an average of 10,123 miles per pull-in, a decrease of 10 per cent. Lawndale, in second place in the November compilations, slumped off to wind up in ninth place, a decrease of 42.8 per cent.

Five stations bettered the previous month's records as against 11 stations which failed to keep the standard of other months. The largest increase was credited to Burnside which had an average of 10,035 miles per pull-in.

Others that showed increases included Devon, Kedzie, Sixty-ninth and Blue Island. A major slump dropped Armitage from fourth place to eleventh.

Individual records follow:

Rank	*Carhouse*	*Zero Days*	*Miles per Pull-In*	*Pct. Inc. or Dec.*
1	Archer	—	10,494	15.9*
2	Division	11	10,123	10.0*
3	Devon	5	10,109	11.8
4	Burnside	5	10,035	17.9
5	Kedzie	1	7,707	4.9
6	Sixty-ninth	—	7,257	12.8
7	Cottage Grove	2	7,233	17.0*
8	Seventy-seventh	—	6,998	1.3*
9	Lawndale	3	6,825	42.8*
10	Elston	6	6,626	.02*
11	Armitage	4	6,076	33.1*
12	Noble	8	5,822	8.0*
13	Lincoln	2	4,802	2.5*
14	North	—	4,499	12.1*
15	Blue Island	5	4,075	8.2
16	Limits	3	2,967	24.0*

*Denotes decrease.

Carhouse records for the past six months:

Carhouse	*Dec.*	*Nov.*	*Oct.*	*Sep.*	*Aug.*	*Jul.*
Archer	1	1	4	3	2	1
Division	2	3	6	1	1	4
Devon	3	5	3	4	7	2
Burnside	4	7	2	5	4	6
Kedzie	5	8	7	8	8	10
Sixty-ninth	6	11	8	7	6	7
Cottage Grove	7	6	5	6	5	9
Seventy-seventh	8	9	12	9	13	8
Lawndale	9	2	1	2	3	3
Elston	10	10	10	10	9	5
Armitage	11	4	9	13	10	11
Noble	12	12	14	12	11	13
Lincoln	13	14	10	11	14	12
North	14	13	13	14	15	15
Blue Island	15	16	16	16	12	14
Limits	16	15	15	15	16	16

"A Last Will"

Unusual Document by Late Williston Fish Made Bequests of Life's Intangibles

Editor's Note: "A Last Will" was written by the late Williston Fish, one-time general manager of the Chicago Surface Lines, and published in Harper's Weekly in 1898. It is a strange and arresting document which, through error, has frequently been referred to as the madman's will. A brief sketch of the author and his will is contained in Mr. Fish's obituary on page 12.

"He was stronger and cleverer, no doubt, than other men, and in many broad lines of business he had grown rich, until his wealth exceeded exaggeration. One morning, in his office, he directed a request to his confidential lawyer to come to him in the afternoon—he intended to have his will drawn. A will is a solemn matter, even with men whose life is given up to business, and who are by habit mindful of the future. After giving this direction he took up no other matter, but sat at his desk alone and in silence.

"It was a day when summer was first new. The pale leaves upon the trees were starting forth upon the yet unbending branches. The grass in the parks had a freshness in its green like the freshness of the blue in the sky and of the yellow of the sun,—a freshness to make one wish that life might renew its youth. The clear breezes from the south wantoned about, and then were still, as if loath to go finally away. Half idly, half thoughtfully, the rich man wrote upon the white paper before him, beginning what he wrote with capital letters, such as he had not made since, as a boy in school, he had taken pride in his skill with the pen:

Ignores Real Property

"In the Name of God, Amen—

"I, Charles Lounsbury, being of sound and disposing mind and memory (he lingered on the word memory), do now make and publish this my last will and testament, in order, as justly as I may, to distribute my interests in the world among succeeding men.

"And first, that part of my interests which is known among men and recognized in the sheep-bound volumes of the law as my property, being inconsiderable and of none account, I make no account of in this my will.

"My right to live, it being but a life estate, is not at my disposal, but, these things excepted, all else in the world I now proceed to devise and bequeath.

"Item: And first, I give to good fathers and mothers, but in trust for their children, nevertheless, all good little words of praise and all quaint pet names, and I charge said parents to use them justly, but generously, as the needs of their children shall require.

"Item: I leave to children exclusively, but only for the life of their childhood, all and every the dandelions of the fields and the daisies thereof, with the right to play among them freely, according to the custom of children, warning them at the same time against the thistles. And I devise to children the yellow shores of creeks and the golden sands beneath the waters thereof, with the dragon-flies that skim the surface of said waters, and the odors of the willows that dip into said waters, and the white clouds that float high over the giant trees.

"And I leave to children the long, long days to be merry in, in a thousand ways, and the Night and the Moon and the train of the Milky Way to wonder at, but subject, nevertheless, to the rights hereinafter given to lovers; and I give to each child the right to choose a star that shall be his, and I direct that the child's father shall tell him the name of it, in order that the child shall always remember the name of that star after he has learned and forgotten astronomy.

Remembers Childhood Joys

"Item: I devise to boys jointly all the useful idle fields and commons where ball may be played, and all snow-clad hills where one may coast, and all streams and ponds where one may skate, to have and to hold the same for the period of their boyhood. And all meadows, with the clover blooms and butterflies thereof; and all woods, with their appurtenances of squirrels and whirring birds and echoes and strange noises; and all distant places which may be visited, together with the adventures there found, I do give to said boys to be theirs. And I give to said boys each his own place at the fireside at night, with all pictures that may be seen in the burning wood or coal, to enjoy without let or hindrance and without any incumbrance of cares.

"Item: To lovers I devise their imaginary world, with whatever they may need, as the stars of the sky, the red, red roses by the wall, the snow of the hawthorn, the sweet strains of music, or aught else they may desire to figure to each other the lastingness and beauty of their love.

Leaves Confidence and Merry Songs

"Item: To young men jointly, being joined in a brave, mad crowd, I devise and bequeath all boisterous, inspiring sports of rivalry. I give to them the disdain of weakness and undaunted confidence in their own strength. Though they are rude and rough, I leave to them alone the power of making lasting friendships and of possessing companions, and to them exclusively I give all merry songs and brave choruses to sing, with smooth voices to troll them forth.

"Item: And to those who are no longer children, or youths, or lovers, I leave Memory, and I leave to them the volumes of the poems of Burns and Shakespeare, and of other poets, if there are others, to the end that they may live the old days over again freely and fully, without tithe or diminution; and to those who are no longer children, or youths, or lovers, I leave, too, the knowledge of what a rare, rare world it is."

"Hello! Is this the city bridge department?"

"Yes. What can we do for you?"

"How many points do you get for a little slam?"

EMPLOYES RELIEF FUND

December, 1939

The Surface Lines Employes Relief Committee received 20 applications for relief during the month of December. After investigations were made 12 of these were approved for assistance. There were 266 active cases on the relief rolls at the end of the month, 15 having been removed by death or other causes.

Including the $11,072 spent during the month of December, a total of $1,403,268 has been paid out of the Surface Lines Employes Relief Fund for assistance of employes since the organization of the committee.

OBITUARY

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

Transportation—Archer: Joseph Eichendorf, employed June 28, 1918, died December 9, 1939; Fred Henry Frank, employed July 1, 1926, died December 9, 1939.

Armitage: John F. Jonas, employed May 2, 1929, died December 21, 1939.

Blue Island: Albert Appel, employed November 12, 1907, died December 26, 1939.

Devon: Walter B. Whitmore, employed March 16, 1900, died December 27, 1939.

Division: John Alfred Levin, employed July 26, 1902, died December 11, 1939; Theodore Makowski, employed October 27, 1906, died December 11, 1939.

Kedzie: Patrick McAndrews, employed November 12, 1925, died December 30, 1939; Thomas McIntyre, employed January 24, 1905, died December 24, 1939; Floyd Harvey Moss, employed January 4, 1910, died December 22, 1939.

Lawndale: Edward J. McDermott, employed June 30, 1920, died December 18, 1939; John Simek, employed March 18, 1904, died December 29, 1939.

Limits: Halvor Thorsdale, employed July 30, 1918, died December 7, 1939.

Noble: Steve Schultz, employed September 11, 1918, died December 26, 1939.

North: Peter Cunningham, employed August 8, 1905, died December 10, 1939; Michael M. Murray, employed December 6, 1922, died December 24, 1939.

Seventy-seventh: Michael Haugh, employed September 25, 1917, died December 23, 1939; Herman C. Koehler, employed December 17, 1896, died December 5, 1939; George Miller, employed May 23, 1917, died December 30, 1939.

Sixty-ninth: James J. McAllister, employed April 23, 1918, died December 15, 1939.

Electrical—Paul G. Fuchs, employed October 8, 1900, died December 31, 1939.

General Office—William H. Kennedy, employed February 1, 1926, died December 20, 1939.

Shops and Equipment—Devon: Daniel F. O'Donnell, employed January 10, 1927, died December 5, 1939.

Noble: Stanley Martikones, employed March 13, 1908, died December 3, 1939.

South Shops: Joseph Bradac, employed April 10, 1908, died December 15, 1939.

West Shops: James Bernabei, employed May 8, 1929, died December 29, 1939; Charles J. Riesner, employed April 5, 1921, died December 8, 1939; Henry Rohmanop, employed February 9, 1909, died November 11, 1939.

Track—Luka Muzinic, employed April 1, 1911, died December 21, 1939; Paul Zuccarello, employed July 16, 1926, died December 7, 1939.

WILLISTON FISH DIES

Widely Known For Authorship of "A Last Will"

Williston Fish, former general manager of the Surface Lines and author of the famous document "A Last Will", died in his Western Springs home December 19 at the age of 81.



Williston Fish

Though widely known in traction circles he was better known from the strange and arresting will which was first published in Harper's Weekly in 1898. It was supposed to be the last testament of Charles Lounsbury, a name Mr. Fish took from one of his ancestors. Lounsbury disregarded actual wealth and worldly possessions and bequeathed such intangibles as the joy of living and the pleasures of childhood.

To children he left the flowers and fields, yellow shores of creeks, fleecy clouds and the odor of dripping willows. To boys he left the mysteries of the forest. Young men were left strength, courage and confidence by Lounsbury. To lovers he bequeathed the stars of the sky and the roses by the wall. Finally, to those no longer young, he left the grace of memory.

"A Last Will" was often known as the madman's will for early newspaper articles in republishing the original referred to it as the authentic testament of a man who died insane.

Mr. Fish was born in Berlin Heights, Ohio and attended Oberlin college and the United States Military academy at West Point, from which he graduated in 1881. He began his railway career in 1890 when he went to work for the South Chicago City Railway. In 1899 he became assistant to the president of the Chicago Union Traction company and continued in that capacity when the Chicago Railways company was formed in 1907. Five years later he was elected vice president and general manager and in 1914 when the companies were unified he became vice president of the Chicago Surface Lines.

That same year he went with the West Penn Railways company in Pittsburgh. He returned to Chicago in 1920 as general manager of the Surface Lines, a position he held until his retirement in 1923.

Mr. Fish is survived by two daughters, Mrs. Josephine F. Peabody of Western Springs, and Mrs. Edward P. Rumsey of Batavia, N. Y.; a son, Cameron; two brothers, Professor Emeritus John C. L. Fish of Leland Stanford university, and Albert Fish of Wakeman, Ohio, and two sisters, Florence and Mrs. Charles McClure of Berlin Heights, Ohio.

Funeral services for Mr. Fish were private.

Departments and Divisions

Accident Investigation and Legal

The D. A. I. Bowling League added to the Christmas cheer of six specialists who saw success and with winning ways got gobblers. Bill Eger, J. G. Nattinger, Otto Geiger, Bill Connolly, Jr., Tom Mahoney and Charlie Smith piled up scores enabling them to bring home—not the bacon—but the bird. The bird in each case was a holiday turkey which looked mighty fine on the Christmas table and tasted even better.

The Yanks under the leadership of Captain Otto Geiger are in first place by a two-game margin with 16 games won and eight lost. Their position however is precarious for the other teams in the league are determined to pull them off their high perch.

To settle an old argument the following transportation men: Bohlin, Solberg, Batterson, Matthews and Krause, recently bowled a D. A. I. group composed of Simmons, Smith, Hoskins, Nessinger and Williams.

Bohlin opened the first game with five strikes in a row, making a score of over 200 and winning the first game. However, Bohlin failed to come back as strong in the next two games, giving the D. A. I. a victory by 150 pins—and that's that.

At last we know why Miss Mildred Stiglich wears that engaging smile. She has promised to become Mrs. William Mollenkamp, Jr.

Investigator Ed Weingartner reports the arrival of a new member in his family weighing 7 pounds and 4 ounces, named Edward Thomas Weingartner.

Salvatore Garro is convalescing following an appendectomy.

Andrew J. Wilson has been home several weeks under the doctor's care. It is hoped that early 1940 will find him on the road to recovery.

Harvey Brewington's smile is missed around the office. Steady improvement is our new year's wish for him.

Miss Grace Springer's mother passed away recently. The employes of the department offer their sympathy.

C. L. Altemus.

Accounting

The sympathy of the entire department is extended to the bereaved family of William H. Kennedy, auditor, who passed away Wednesday, December 20.

Santa Claus stopped at the home of Miss Thelma Johnson of the trip sheet analysis division. He left an engagement ring from Carl Strandberg; consequently, her many friends are offering good wishes.

Presents were exchanged as the various divisions of the department enjoyed Christmas parties during the luncheon period Thursday, December 21.

Many happy returns of the day were extended during the month of December to Misses Jean Amsterdam, Ethel Anderson and Mrs. Lucy Winkler from their friends in celebration of their birthdays.

As this item goes to press, we are looking forward to the speedy recovery of Miss Shirley Bettinger of the payroll division who is convalescing at home from an operation.

"May you have many more happy wedding anniversaries" was the wish of all who came in contact with Mr. and Mrs. Arthur W. Malmquist on New Year's Eve, when they celebrated their silver wedding anniversary.

Thomas F. Coan.

Engineering

Leo Ruzich, section foreman in the track department, who has been seriously ill for some time, states that his condition is slowly improving. We are all hoping the New Year will restore Leo's old vim and vigor.

Bill Kearns, chauffeur in the utility department, was observed looking in furniture windows. After inquiry, Bill admitted the date is February 6.

William Neaskern, foreman in the track department, suffered a great loss recently when his mother and sister passed away within 24 hours of each other. We extend our deepest sympathy.

Schedule and Traffic

Mr. and Mrs. Andrew DeGrazia announced the arrival of an 8½ pound son, Robert John, at St. Elizabeth's Hospital on December 8. This being Andy's first experience of this kind he received the usual advice, good and bad, from other members of the department. Congratulations, Andy, and thanks for the candy and cigars.

Fred Excell was operated on at Elmhurst Community Hospital on December 16.

Charles Keiser had his appendix removed at St. Joseph's Hospital on December 23.

Both patients are now convalescing at their homes.

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

Shops and Equipment

South Shops: To the family and relatives of Joseph Bradac, tin shop, we offer our sincere sympathy in their sad bereavement. Mr. Bradac passed away very suddenly on December 15.

77th Street: Ralph Short, clerk, was presented with a handsome, leather bound, self-spelling dictionary, by the boys in the repair department.

Elsie S. Frank.

West Shops

We extend our sympathy to the bereaved families of Steve Martikones, car repairer at Noble, who passed away on December 3; Daniel O'Donnell, fireman at Division, December 5; Charles Riesner, watchman at West Shops, December 8; and James Bernabei, pipe fitter at the West Shops, December 29.

Lillian Hultquist.

Transportation

It has been said, "There ain't no Santa Claus," but from reports received, Old St. Nick really brought Christmas cheer to all of the members of the department. Stockings that were hung were all filled to capacity.

It was just two nights before Christmas that Alex Murawski decided to ask that certain question of Miss Margaret McCorquodale. She answered in the affirmative and the wedding is tentatively set for some time in July.

Bowling is again proving its popularity among the members of the department. The team members are: Bohlin, Batterson, Solberg, Matthews, Krause, and Hillstrom. This team was organized by our chief clerk, L. E. Bohlin, who challenged the Department of Accident Investigation. The challenge was accepted and the standing of the teams as of January 4, are tied with three wins and three losses each.

It is our understanding that the team is having difficulty getting alleys because the anchor man, Krause, injures the pin boys with his terrific speed. Solberg says he will go places when he finds a ball to suit him. Matthews says he has not yet reached his peak.

Andy.

Around the Car Stations

Archer

Conductor J. P. Dolan recently became the proud father of a fine baby girl, and now Conductor Mike E. Haley answers to "grandpa."

Conductor Joseph C. Smith No. 2 also became the proud father of a baby girl, who answers to the name of Nancy Jo. She came as a Christmas gift on December 23.

Floyd J. Frank is now nicely recuperating at home after a serious operation and a long stay at German Deaconess hospital.

Motorman Charles H. Baker is wintering for a month in the warm sun of Florida.

Motorman and Mrs. John S. Grabinski celebrated their silver wedding anniversary recently.

Members of Archer depot express their sincere sympathy to the following upon their recent bereavements:

Conductor W. B. Kamien, on the death of his father; Conductor W. A. Zelis, on the death of his father; Conductor J. T. Wach on the death of his father and Conductor A. W. Otto on the death of his daughter.

"Dusty."

Blue Island

Conductor William (Red) Kahler is the proud father of a 7 pound 12 ounce daughter, Karin Ruth, born December 20. Congratulations.

Sympathy is extended to the following in their recent bereavements: Motorman Charles Kuhlo, the loss of his son; Motorman Sam Margolis, the loss of his son; Conductor Stephan Petras, the loss of his father; and Operator Albin Trembacz, the loss of his son.

We also extend sympathy to the family of Motorman Albert Appel who passed away December 26 after a long illness.

Operator James Powers and Motorman William McEvoy made a tour of the pet shops on west 26th street last week pricing various animals and birds. We are told they contemplate opening up a zoo on the south side.

We wish you all the best of luck in the New Year.

C. P. Starr.

Burnside

Bicycle riding might be a pleasure to some people but not to Motorman Floyd Eddy. Floyd says it's a good way to keep from missing if your legs don't give out. Eddy fell off the bike on the last lap rounding the corner of the barn and was counted out by the clerk by ten minutes.

Ask our good friend Operator Ed Butler how his colleague, Operator Mike Lydon, became an airplane pilot. It's a good story and very interesting.

Operator Patrick J. Moran has a reputation as a connoisseur of coins. Just the other day Pat misjudged his coins and lost 50 cents. Our Receiver, August Sahr, evidently knows more about money.

Operator George Blackinton who has been on the sick list for the past three months is now back on his feet again. George says a broken leg is a stiff proposition. We are all pulling for you, George, and hope you will be on the job soon.

Motorman William C. Sweeney became a grandfather on Christmas day and is he proud. Bill says it is the best Christmas present he ever received.

Conductors J. A. Cronin and T. D. Carson and Motorman Patrick Noonan left on the first day of the year for Florida. The three old-timers really enjoy the winters in Florida.

Operator James O'Connell has had the privilege of serving the people of Riverdale with good transportation for many years. Of late Jim is starting to put on the dog. When Jim checks in now he calls for the Riverdale Zephyr.

William D. Frank.

Cottage Grove

We have started another year—what it will bring no one knows but our daily tasks will not seem as difficult if we learn to co-operate with our fellow workers.

Motorman Andrew Johnston on Run 97 is strutting his stuff these days—he became a grandfather on December 27.

Motorman James Todd is vacationing in Florida and from the latest reports is having a grand time—bet he's glad to miss this zero weather we have had.

Stanley Zelenski is back on the job after being off a few days with slight burns. Stanley struck a match to see if he had alcohol in his radiator—he had.

The annual three-cushion billiard tournament is going strong and is creating a good deal of interest—don't know which is the most interesting—the skill of the players or their alibis.

Several of the boys are on the sick list and would appreciate a visit—get their addresses from the clerks.

Division

Motorman George Able was married recently. Congratulations to the Mrs. — she caught the "ablest" man at the depot.

Joyce Carol, daughter of Conductor Anthony Gloppe, celebrated her second birthday December 9.

The wife of our committeeman, John Fitzgerald, passed away last month. John has the deepest sympathy of all his fellow workers.

During the month of December the station mourned the loss of Conductor Theodore Ma-

kowski and Motorman John A. Levin. We extend our sincere sympathy to their families.

Here's wishing you all a happy and prosperous New Year.

"Artie-W."

Limits

The holidays and the Christmas buying rush being over the men can now rest up a little with the satisfaction of having done a hard job well. We feel the boys handled the crowds in superb fashion. Hope Santa Claus was good to each and every one.

Our congratulations to Motorman Geisheimer who was married during the holidays.

Our sympathies are extended to Conductor Huber, Motorman Padour and Operator Boldt, all of whom suffered recently in the loss of their mothers.

We have quite a few men on the sick list who would appreciate a short visit with the boys. We're hoping for a speedy recovery for them all.

The lead the bowling team had was cut down a bit but so far there seems little to worry about. The team is still going strong in the top spot.

Please don't forget your news items. Hand them in to the clerks or to yours truly.

E. A. Davis.

Seventy-seventh

Now that we have safely passed the holiday crisis, we can look back with amusement at things which didn't seem so funny at the time.

For one thing, Conductor E. M. Freeberg would like them to make up their minds as to which is "the" Santa Claus for the benefit of his juvenile following. His feminine clientele don't need this information because, he's convinced, at Christmas time they think everybody is Santa Claus.

Having lived through a trip in the loop on New Year's eve, Motorman John Clayton believes it is a bit under-stated to refer to it just as a Happy New Year. He prefers to remember the occasion as "extremely hilarious."

Some predictions for 1940:

Chief Clerk Owen Duncan: "Our soft ball team will take on all comers this year and end up on top."

Motorman Charley DeMar: "The Cubs will win the pennant, if somebody will take care of the Yanks."

Motorman George Burk: "The thermometer will not go below zero this year and if it does, I'll be disappointed."

Condolence is extended to the following men on death in their families: Conductor A. L. Hildebrand, his wife; Conductor F. Holzhauser, his brother; Conductor H. S. Midkiff, his wife, and to the families of Motorman Herman Koehler and Motorman Michael Hough.

The death last month of Receiver George Miller came as a distinct shock to members of this depot. His passing will be keenly felt by all who knew him. His kindly, patient demeanor will be long remembered here. To his bereaved wife and family we wish to extend the sympathy of the entire station.

Walter F. Story.

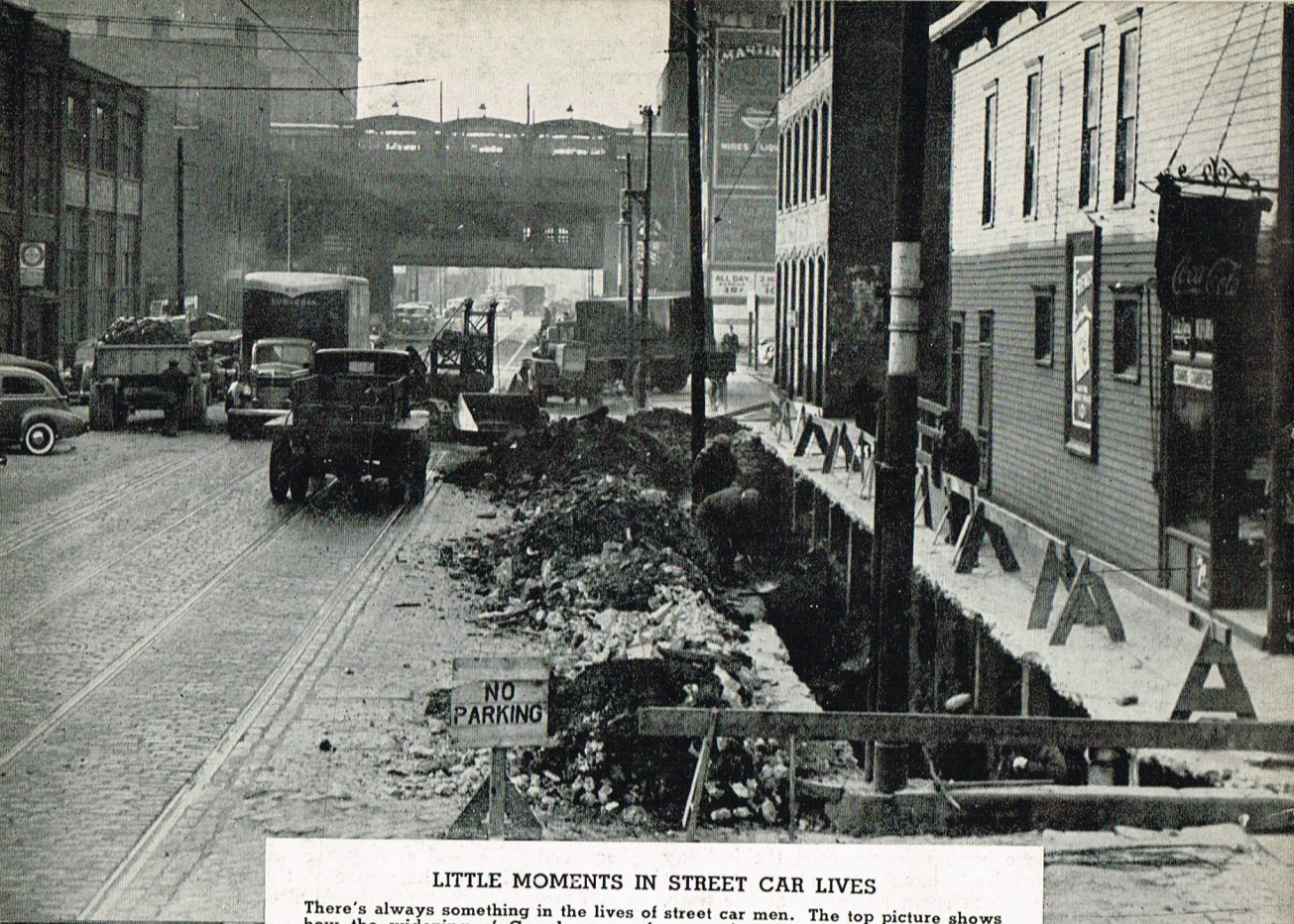


CHRISTMAS AT THE ACCIDENT INVESTIGATION DEPARTMENT

Christmas at the Accident Investigation Department was a jolly time if this pre-Christmas scene is any indication. It shows the ladies of the department who picked presents from a grab-bag and then dined in the offices, Thursday, December 21.

In the first row, seated from left to right, are Lillian Griephan, Florence Manske, Corinne Marshall, Edna Horrom, Dorothy Schroeder, Audrey Johnson, Julia Lellinger and Lorraine Brevitz.

Standing in the second row are Elvera Potensa, Louise Eland, Margaret Harte, Josephine Kelly, Barbara Smith, Grace Schmude, Mildred Stiglich, Eleanor Garro, Isabelle Nasturski and Ida Curwen.



LITTLE MOMENTS IN STREET CAR LIVES

There's always something in the lives of street car men. The top picture shows how the widening of Grand avenue forces a few accident hazards into the street car tracks. The lower picture is of State street—a portion where street cars temporarily have stopped running.

