

Surface Service

• MAGAZINE •

VOLUME 17 DECEMBER 1940 NUMBER 9



CHRISTMAS
Greetings
1940





Christmas Greetings

Our situation in America as we approach the coming holidays is, by contrast with that in war-stricken countries, a fortunate one. Our happiness will be tempered to some extent when we think of the adversities of other peoples, but we cannot be censured too severely if we seek to forget these troubles for the brief period of the holidays and turn our thoughts to the legends of Christmas and make the day a bright and happy one with our families.

We may have kindly thoughts of the past, courage for the future and appreciation of the good actions of others. My own desire at this time is to express thanks to the Surface Lines organization for the continuing spirit of co-operation and the loyalty shown during the last year. With this expression of appreciation I extend my personal wishes for a pleasant Christmas and a Happy New Year to all the members of the Surface Lines family.

GUY A. RICHARDSON,
PRESIDENT



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No. 9

Street Capacity Measured

Usefulness of Thoroughfares Depends
on Number of People Moved

The improvement of the transportation or circulatory systems of large cities has become one of the most important problems—as well as one of the most perplexing—facing those charged with planning traffic betterments. With the large increase in the number of private automobiles and the number of people who must move about in a large city today, the problem becomes increasingly acute.

Recently there have appeared engineering studies which throw new light on the matter and raise the question whether there has not been a tendency in the past to emphasize the movement of vehicles when the chief consideration should be the movement of people—the people riding in vehicles.

Transit Group Studies Traffic

Under the title of "Facts About City Traffic," the American Transit Association has compiled the results of traffic studies measuring the capacity of city streets. The usefulness of city streets, it is shown, is determined chiefly by their capacity. Upon this capacity depends the time consumed in moving hundreds of thousands of

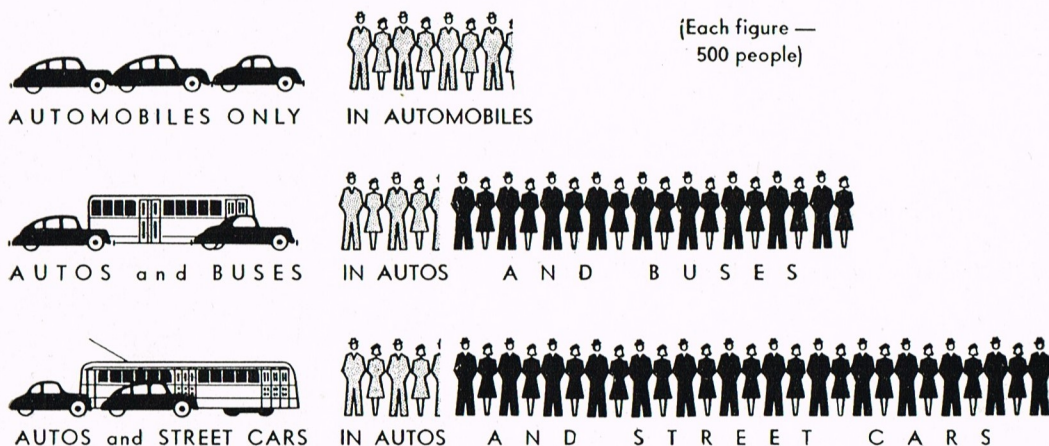
busy people to work and home again every morning and evening.

Examine Spectacular Plans Closely

"The spectacular nature of many recent proposals for the improvement of city traffic conditions appeals to popular imagination, but their cost is little short of stupendous," states the transit association booklet. "The transit industry, therefore, believes that there is great need of examining every such proposal critically to determine the extent to which it is based upon sound technical and economic considerations.

"Two general forms of vehicles are operated on city streets—public vehicles consisting of street cars, trolley coaches, buses and taxicabs—and also, privately-owned automobiles. It is entirely possible to measure the relative efficiency with which the streets are used by these different forms of transportation.

"We may start with a typical city street. This street, having 60 feet of pavement width, permits the movement of three lanes of traffic in each direction if parking is prohibited—and all enlightened thought on the subject agrees that



A ONE-HOUR JOB FOR A 60-FOOT STREET

This chart shows the number of people, who, in one hour, may be moved along a street, 60 feet in width, by three forms or combinations of transportation.

The street car-automobile combination, as shown in the chart, is the most efficient—greater than four times more so than automobiles alone.

parking *should* be prohibited if the street is a main trunk line artery in a congested area.

Three Ways of Using Street

"Our street may be used either by automobiles exclusively, by automobiles in combination with buses, or in combination with streetcars. Its traffic capacity measured in terms of the number of *vehicles* which it can accommodate under maximum traffic conditions is slightly higher in the first instance. That is to say, with *automobiles alone* moving on this street, some 2,115 vehicles per hour represents its maximum capacity. This is based upon actual traffic checks made by competent engineers. When public transit vehicles as well as automobiles move through this street at the same time, the maximum number of *automobiles* per hour drops to about 1,215.

Chart Based on Booklet

The accompanying chart is based on traffic statistics taken from the booklet. It shows that the 60-foot street, used exclusively by automobiles moves approximately 3,700 people an hour (based on the average passenger load of 1.75 people per automobile). The same street using buses and private automobiles can move 9,000 in buses and 2,130 in automobiles, or a total of 11,130 in an hour. If the street is used for street cars and automobiles, its capacity increases to 15,630 people an hour, which is more than four times greater than when the street is used by automobiles alone.

1941 COMMUNITY FUND

Surface Lines Employees Again Aid Campaign

Surface Lines employees again played an important part in making the annual Chicago Community Fund a success by being one of the largest groups coöperating in the campaign for the 1941 fund. A big majority of Surface Lines employees participated, with the result that their aggregate pledge of \$43,000 was among the biggest contributions promised for the 1941 budget.

The \$43,000 pledge, which was announced recently, brings to \$441,832 the total contributed and pledged by Surface Lines employees in the eight years that the fund has been operative. This is an average of more than \$55,000 for each of the eight years.

Surface Lines employee contributions for each of the last seven years have been as follows:

1940	\$48,248
1939	51,381
1938	59,100
1937	71,037
1936	62,733
1935	53,848
1934	52,485

The 1940 pledge was \$43,000, but actual contributions surpassed this amount by more than \$5,000.

KEEPING 'EM ROLLING

Sixty-Ninth Clings to Lead for 2nd Month

Sixty-ninth street station clung to its lead in the "keep 'em rolling" figures for the second consecutive month. Its average mileage of 9,782 per pull-in was a climb of eight per cent over its record for October.

Burnside, third-placer during October, advanced to the runner-up position last month, averaging 9,385 miles per pull-in. Lawndale, runner-up in October, stayed among the leaders last month by clinching third place, with an average of 8,064 miles.

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Decrease
1	Sixty-ninth	2	9,782	8.0
2	Burnside	8	9,385	12.2
3	Lawndale	6	8,064	10.3*
4	Devon	3	6,836	28.9
5	Cottage Grove	3	6,566	5.8
6	Division	4	6,517	11.1*
7	Noble	6	6,047	24.4
8	North	—	5,936	2.9
9	Lincoln	4	5,663	16.2
10	Seventy-seventh	—	5,216	5.9*
11	Archer	—	4,779	30.3*
12	Limits	5	4,730	2.8*
13	Elston	8	4,611	3.1*
14	Armitage	3	4,150	39.8*
15	Blue Island	4	4,086	28.9*
16	Kedzie	—	3,899	23.2*

*Indicates decrease.

Carhouse records for the last six months:

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

PUBLIC RELATIONS

Two Changes Occur In Department Personnel

Two changes occurred in the personnel of the Public Relations Department during the last month. Hollis F. Peck, publicity assistant and associate editor of SURFACE SERVICE MAGAZINE for the last four years, left the Surface Lines on November 15 to take a position with John Morrell and Co. at Ottumwa, Iowa. Mrs. Ruth S. Johnson, secretary to the Supervisor of Public Relations for more than eight years, decided to retire to the home fireside. She resigned on November 30.

On November 16, Miss Corinne Marshall was transferred from the Department of Accident Investigation to the Public Relations Department to succeed Mrs. Johnson. Don R. Cowell joined the department on December 1 to replace Mr. Peck. Mr. Cowell previously was employed by the Illinois Bell Telephone Company, where he had been an editorial assistant on *Bell Telephone News*.

Loop Operations Hampered

Bad Weather and Obstructions Seriously Impede Surface Lines Service

A combination of adverse weather and construction barricades in the streets in late November and early December created probably the most serious obstacle to well-ordered operation in the downtown business district that the Surface Lines has ever experienced at the beginning of the holiday shopping season.

Superintendent of Transportation W. A. Hall, in listing some of the difficulties and delays in getting Surface Lines cars through the downtown district, said the cold and snow came when traffic was already under a serious handicap because of obstructions resulting from subway work.

It was not only the street cars that were delayed during this period, for all vehicles were enmeshed in the disorganized situation which was responsible for the delays. Nevertheless, some passengers who complained on occasions of the greater than usual amount of time required to travel through the central business section, appeared inclined to place the entire responsibility on the Surface Lines.

Situation Beyond Control

"The situation in the loop," said Mr. Hall, "was one which was beyond our control. Lanes ordinarily open to vehicular traffic were blocked off at important locations. As a result, all traffic at some points was diverted onto the street car tracks. Traffic, in those cases, became paralyzed for blocks. This unfortunate situation was aggravated when vehicles got partly across the intersections and then halted, thus obstructing cross traffic and tying up other streets.

"The heavy snows of late November created an unusual condition for this time of the year and extended the zone of traffic interference as more and more vehicles moved in the street car lanes. Likewise, during the days when the streets were in the most hazardous condition as the result of slippery pavements, the usual rush-hour business was increased by the many motorists who left their cars at home and used public service vehicles.

Most Obstacles on Two Streets

"Unfortunately, traffic in the whole downtown district is thrown out of balance when the normal traffic condition on two or three streets is upset. For example, although the main obstacles to the smooth flow of traffic existed on Dearborn and State streets, we experienced trouble on most of the lines in the downtown district—particularly on Wabash avenue, Wells street and Franklin street. The congestion on these streets resulted when many motorists, who ordinarily use State and Dearborn, moved over to the other thoroughfares."

A long list of traffic obstructions existing at the close of November, was exhibited by Mr. Hall to illustrate the difficulties encountered in Surface Lines operations. On State street from Van Buren street to 13th street there were several openings, barricades, concrete mixers and other equipment. Building material was piled on each side of the street, forcing all traffic

onto the street car tracks.

On account of subway construction in State street between 11th and 13th streets, northbound and southbound cars have been operating for many weeks over a temporary diversion track that goes east on 11th to the alley east of State, then south in the alley to a point north of 13th street, where they re-enter State street.

A little farther north on State street between Van Buren and Jackson, all northbound traffic was forced onto the tracks because of a street opening. Numerous delays of two to 10 minutes were caused at this point by the unloading and driving of steel beams. North of Monroe were several other barricades due to the concrete mixers and pumps at the side of the street.

Dearborn Street Traffic Retarded

Dearborn street traffic also was greatly retarded. This condition imposed a severe handicap on the operation of east-west street car lines that loop in Dearborn street. Traffic on Lake street was badly snarled because of street openings and construction equipment, which forced all vehicular traffic onto the tracks at several points. At one place on this line, delays of eight to 12 minutes were frequent.

At State street and Grand avenue, where there is an open cut, all State and Grand cars have been operating for many months over temporary diversion tracks. Still farther away from the Loop are many more obstructions to traffic. Not all the openings and construction equipment are directly due to the subway job, but in many cases, including some water, sewer and private utility work, they are indirectly the result of the tube building.

Loss of River Crossings Felt

Two other factors contribute to the difficulty of operations on the north and south side lines through the Loop. The fact that the old State street bridge was removed last year and has not yet been replaced, requires the re-routing of State street lines over the Wabash avenue bridge. Other vehicular traffic, which formerly used the State street bridge, must use either the Wabash avenue or other spans in crossing the river.

About a year ago the LaSalle street tunnel, through which street cars were operated, was closed to permit subway construction in Lake street. Thus, another street car river crossing to the north was eliminated.

Part of the difficulty in the downtown operation was cleared up December 8 when the City Subway Department took steps to reduce traffic interference during the peak of the Christmas shopping. The street clearing program involved the removal of subway equipment and barricades and the temporary decking of the excavation in State street between Jackson boulevard and Van Buren street. Construction work on mezzanine stations in the Loop was deferred until after Christmas.

A MONTH OF EXTREMES

November Brings Winds, Cold and Snow

If the past is any guide to the future, Chicago may be faced with a "good old fashioned" winter.

November, ordinarily a mild month, turned into a period of real winter with big winds, heavy snow and extreme temperature changes.

It all started with a big blow on Armistice Day, November 11. That afternoon Chicago experienced one of the worst gales in its history, with winds of 65 miles an hour officially recorded. (These big blows are called hurricanes when they reach a velocity of 75 miles an hour.)

The Armistice Day wind blew the temperature from 63 degrees down to 20 above zero in 12 hours, a sharp decline of 43 degrees. This drop in temperature was a near-record in itself, for according to the Weather Bureau, it was exceeded only on one previous occasion, when a drop of 47 degrees had been experienced. By November 13, the temperature had reached a low of 11 above zero, a record for that day.

Snow fell on several occasions during the last half of the month. *Jupiter Pluvius* huffed out 14.8 inches of snow, most of it in three installments of three to five inches. The total for the month was slightly higher than the 14.5 inches recorded in November, 1895, the previous peak for the 11th month.

The November snowfall was nearly half as great as that for an entire ordinary Chicago winter. Over a 55-year period, the average snowfall for 12 months has been 32.9 inches. The 1939 total was 31.1 inches and the total for 1938 was 31.8 inches. The November, 1940, snowfall nearly equalled the entire fall during 1937, when the aggregate was only 16.7 inches.

Surface Lines sweepers were out in force last month keeping rights-of-way clear. It is interesting to note by contrast that it was not necessary to use snow equipment to any great extent last winter until January 9.

December started out with no signs of a reversal of the November weather pattern. Perhaps this winter will prove to be an exception, but in a general way it has been observed in the past that when we get extreme weather disturbances, there is a tendency for them to continue for a period.

P-S-S-T! DETECTIVE STORY

System's Sleuths Help Man Find Lost Car—They Hope!

Sherlock Holmeses in Accident Investigation and Legal got in some vigorous mental gymnastics late in November when a man toting a southbound Clark street transfer entered the "600" building and asked where he had parked his automobile before boarding the car. He believed, he said, that it was somewhere on Union avenue.

Amateur detectives in the office pricked up their ears and immediately set to work. After noting that the man's transfer was punched at Madison street at 9:40 A. M., they checked the

dispatcher to learn if any Clark street cars had been rerouted over Halsted street that morning.

Finding there were none, they asked the man if he had crossed two river bridges before parking his car.

"No," he said. "Only one."

They then asked if any construction work was in progress near his parking place. When he recalled seeing a P. W. A. sign and a subway building in the middle of the street, they suggested he hunt for his car on LaSalle street, north of Randolph.

Since they heard nothing more from the man, they don't know if they were right in their mental sleuthing.

How about it? Were they?

"JOE KELLY" RETIRES

60-Year Man, a Former "Hoofer," to Take Things Easy

A former newsboy, bootblack and dancer, and for nearly 60 years a Chicago street car employe, William H. Urry, a foreman in the Western Division of the Track Department, retired November 19.

Though William Urry is, to all appearances, a perfectly good monicker, Bill, who is shown below with Mrs. Urry, was known as "Joe Kelly" among his co-workers.

After coming to Chicago with his parents from his birthplace, London, England, in 1867, and studying the technique of dancing stars in the music halls



The William Urrys

between his duties as a newsboy and bootblack, he teamed up with Madame Burke, an artistic dancer, when he was only 15 years old, and chose "Joe Kelly" as his own stage name.

For five years he and his dancing partner toured all parts of the United States and Canada, and became noted in both the theater and circus circuits. Life as a performer, however, proved too strenuous for Bill, and he had to give up his footlight career.

In 1881, he entered the service of the Chicago City Railway Company as a foreman. Nine years later he joined the West Chicago Street Railway Company as a general foreman in charge of the construction of the Madison street cable line from Dearborn street to Springfield avenue.

Following an injury in 1913 which laid him up for a time, Bill asked to be relieved of the general foreman's duties and took the foreman's job that he held until his retirement.

Now that he can really take things easy, Bill plans to spend his time looking after his property. Though those who worked with Bill are glad to see him get a chance to really relax, they're going to miss him, for to know "Joe Kelly" was to like him.

Chicago Academy of Sciences

Specializing in Illinois' Natural History,
It's Worth Visiting

Many folks have seen nights so bright and clear that the stars seemed almost within reach. But few know anyone (not a member of the Burlington, Iowa, Liars' Club) who has stood on his tiptoes and touched a star. Despite that, it can be done. If you don't believe it, take a trip to the Chicago Academy of Sciences, at 2001 North Clark street, in Lincoln Park, and see for yourself.

There you'll find the Atwood Celestial Sphere, which is a reproduction of the sky over Chicago. The only one of its kind in the world, the sphere is a hollow, rotating shell of thin sheet metal. On it, stars are represented by perforations which show not only the relative sizes of heavenly bodies, but also their locations.

Cadets Use Sphere

For some time the naval cadets who are quartered in Abbott Hall on Northwestern university's Chicago avenue campus, have been studying their astronomy in the sphere, where, unhampered by bad weather or light from the sun, moon or street, they become acquainted with the heavens.

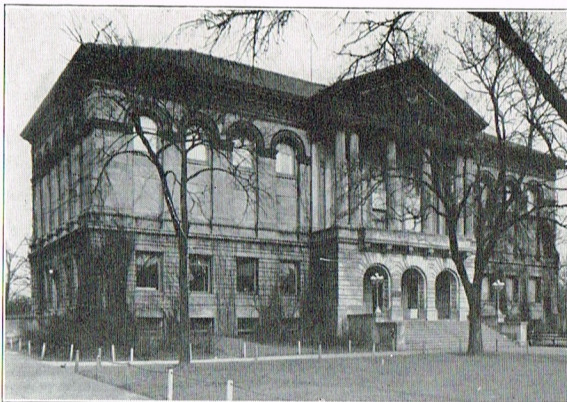
The sphere, however, is only one of many drawing cards at the Academy, which is open with no admission charge, from 9 A. M. to 5 P. M. every day, except Sundays and holidays, when it is open from 1 to 5 P. M. Unlike the collections of other roughly similar institutions in Chicago, the Academy's three floors of exhibits specialize in the natural history of Illinois. All its animal and bird specimens are either present or former inhabitants of the state, as are its extensive collections of insects and reptiles.

Bird lovers and insect collectors, in particular, will find the Academy a good friend, for when bird books or insect manuals fail to identify any specimen found in Illinois, the Academy's vast collections will usually do the trick.

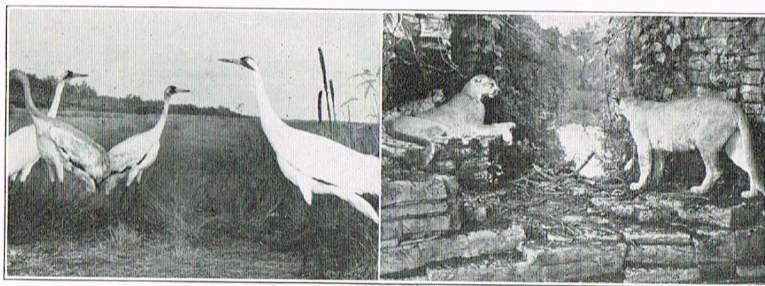
Cougars Once Lived Here

Of most general interest in the Academy's halls are the many exhibits of large animals and birds which formerly inhabited Illinois. Among these is a family of cougars (shown in the accompanying photo). Naturalists estimate that these vicious killers have been gone from Illinois for about 100 years. The setting in which the animals are posed was copied from a limestone formation near Lemont, Illinois, a locality which the animals are believed to have inhabited.

Another of the family groups which once



Front view of Academy



Two of the family groups on exhibit

roamed Illinois is the whooping crane (also shown in accompanying photo). Because of wholesale slaughter, these majestic birds now are almost extinct in North America. Their whooping calls used to carry three miles or more, and they were armed with sharp bills and extremely powerful necks. They frequently seriously injured unwary hunters.

Other family groups among the Academy's exhibits are the Virginia (white-tailed) deer, the same deer which midwesterners annually hunt in the wilds of Minnesota, Wisconsin and Michigan; and the wild turkey.

Turkey's History Interesting

The story of the wild turkey, which was last seen near Chicago in the 1880's, is an unusually interesting one. Being more typically American than the eagle, it once was suggested for our national emblem. Domesticated by our southwestern Indians before 1,200 A. D., the bird was carted from Mexico to Spain by the Spanish conquerors, then back to America by early colonial settlers.

One of the oldest scientific institutions in the city, the Chicago Academy of Sciences was incorporated in 1857. Its earliest headquarters, located on Wabash avenue, north of Van Buren street, were destroyed in the Chicago fire of '71.

SURFACE SERVICE MAGAZINE

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William H. Bromage Editor
Don R. Cowell Associate Editor

MOVING PEOPLE

Recently there was published an item about an incident that happened in New York city, involving a taxicab driver and a transit vehicle operator.

The transit vehicle got held up behind a taxicab that was waiting to make a turn.

"Hey,Taxi," the operator said, "pull out of the way."

"I can't, I've got a passenger," answered the taxicab driver.

"You've got a passenger," the operator retorted, "why, I've got 40 passengers. Is this a democracy or isn't it?"

The incident illustrates a fact that traffic planners sometimes are inclined to lose sight of—that the movement of people rather than the movement of vehicles should be the governing plan when means of improving a city's transportation system are being considered.

An article in this issue of SURFACE SERVICE MAGAZINE discusses street use and how a street's capacity, measured in terms of the number of people it can accommodate, varies with the types of vehicles that are used. It shows that a street used by automobiles and transit vehicles can move three to four times as many people as one used by automobiles alone.

A small pamphlet discussing the same subject is now being distributed to our riders through the medium of the "Take One" boxes in the cars and buses.

This subject is deserving of the attention

of everyone connected with the local transportation industry.

CHRISTMAS CAUTION

"Keep the Home Fires Burning" is a grand old song, but it may have an unpleasant ring at Christmas.

Despite that, hundreds of homes will be destroyed by fire during the holiday season. Some folks will lose their lives. Others will be painfully burned. Many gaily-wrapped presents will be reduced to ashes.

Every year, from a few days before Christmas until a few days after New Year's, a plague of fires rages up, down and across the country.

Many of these fires are a result of hazards which exist only during the holiday season; of carelessness which wouldn't be tolerated at any other time.

Let's use electric lights—*not dangerous candles*—on our Christmas trees. Let's keep lighted candles away from curtains and drapes. Let's be sure our other home decorations are incombustible.

"Keep the Home Fires Burning" is a grand, old song. Let's keep it just a grand, old song!

TRIBUTE TO TRAINMEN

The following paragraph appeared in the column "As We See It" in the December 4 issue of the *Northtown Economist*:

"Don't know of any group of workmen more patient (during winter, at least) than the fellows who man the street cars. Over and over again they find their cars stopped by stalled automobiles, and parked trucks too near the tracks for safety. Generally, without a word they leave the street car, pitch in and help clear the situation. Since the recent snow storms we have yet to hear either a motorman or conductor 'bawl out' a luckless motorist. And we travel the street cars quite a bit."

Complaint List Keeps Falling!

Decrease for Third Consecutive Month Sets
Record for 1940

Complaints received during November set a 1940 record by falling below 1939 figures for the third consecutive month. Last month's complaints numbered 589. Those of November, 1939, totalled 611. To make the picture still brighter, commendations for the month increased from 59 to 60.

Helps Woman; Earns Praise

The "humane and courteous service" of Conductor John Wrenn, badge No. 11238 of Devon, in helping an elderly woman on and off his car was praised by E. M. White, 4738 North Hazel avenue.

Operator Harley Holsted, badge No. 11202 of Devon, was commended for his pleasant and kind manner by Mrs. Sam Bankendorf, 638 West Addison street.

So impressed was J. R. Lukes, 3905 North Spaulding avenue, with the courteous attitude of Conductor John Coleman, badge No. 13432 of Kedzie, that he wrote warmly praising him.

The helpfulness and "grand sense of humor" of Conductor Dave Sax, badge No. 7478 of Kedzie, was lauded by M. S. Green, Northwestern Mutual Insurance company.

"Riding in his car was a pleasure," wrote Mrs. E. F. Nowicki, LaPorte, Indiana, after commending the courtesy of Motorman Art Otto, badge No. 10003 of Lawndale.

Lauds Operator's Thoughtfulness

The thoughtfulness of Operator James Sinclair, badge No. 622 of 69th, in stopping his car and guiding a blind man across the street prompted Miss Mary Lynch, 6641 South Carpenter street, to write lauding him.

His extreme courtesy while refusing to accept an old transfer that she had mistaken for a newer one so pleased Miss Sarah Niles, 5748 Blackstone avenue, that she wrote praising Conductor John Ditsch, badge No. 2588 of 69th.

"I've never seen such courtesy," wrote "A Daily Passenger," after commending the way in which Motorman Carl Unger, badge No. 6325 of 77th, helped an elderly woman on and off his car.

After Operator Pat Concannon, badge No. 644 of Burnside, had helped her regain the purse that she had left on another car, Mrs.

Anna Johnson, 6443 South Harvard avenue, wrote lauding him.

The "thoughtfulness, courtesy and safety-first qualities" of Conductor Joe Brown, badge No. 8246 of 77th, so impressed Mrs. Hamilton Gubbins, 1400 Lake Shore drive, that she wrote to praise him.

Because Conductor Harry Klingenhagen, badge No. 7320 of Cottage Grove, called every street, William C. Lessman, 228 North LaSalle street, a car rider for the last 50 years, wrote commending him.

"You may be proud of him," wrote Miss Irene Pape, 5486 Ridgewood court, after telling of the courtesy and patience toward customers that she saw displayed by Conductor Tom O'Hara, badge No. 156 of Cottage Grove.

The "cheerful, friendly courtesy" of Conductor Dante Brunod, badge No. 9982 of Burnside, brought a letter of praise from Byron Olson, 5942 South Justine street.

After he saw Operator Jim Sprague, badge No. 5244 of North, get out of his car and untangle a traffic snarl blocking a crossing, J. J. Kaye, 426 East Belmont avenue, wrote commending him.

Praises Motorman's Courtesy

The "courtesy and kindness" of Motorman John McGuinness, badge No. 10199 of Devon, in finding a seat for her and her small child so pleased Mrs. Thomas McMurray, 2053 North Sheffield avenue, that she wrote lauding him.

"I can't leave your city without commending you for your fine employees," wrote Mrs. F. H. Whiting, Cleveland, Ohio. She praised the conductors who, seeing she was carrying her child, didn't give the signal to start the car until she was seated; and lauded Motorman John Foy, badge No. 9573 of Lincoln, in particular, for assisting her to the curb.

His courtesy in helping two elderly women into his car earned Operator Harvey Crain, badge No. 2202 of Elston, a letter of praise from A. H. Rudolph, 4443 North Kildare avenue.

"He couldn't have been kinder to the ill young woman if she was his own daughter," wrote C. O. Frisbie, 327 South LaSalle street, in praising the help given a sick passenger by Conductor Dwight Seidel, badge No. 266 of Devon.



TROLLEY SPARKS

"I've been watching you, friend, and thash the fifth streetcar thash passed you up. If I was you, I'd write a letter to the management!"

HINTS ON HOUSE PLANTS

Park District Horticulturist Gives Helpful Advice

Though almost everyone—man, woman or child—likes a few plants around the house, particularly during the winter, keeping them alive is a trick that many find hard to master.

Here, however, is a brief article by Frank Balthis, horticulturist for the Chicago Park District, which gives numerous helpful hints on the subject:

"The ornamental value of house plants cannot be measured unless it is by the degree of excellence of the care given them, or by the satisfaction experienced by the home gardener. The best place for the plants is in the room which has the most sunshine, and the best position is near the window. If a plant fails to do well in one room, try another for the atmospheric conditions may be more congenial.

Many Plants Are Starved

"The reason that most house plants fail is because of starvation, and a lack of water. Starvation is indicated by a poor, weak growth and by small leaves and flowers. There are small tablets of plant food available which are so easily applied to the soil that a starved condition should never exist. These tablets contain nitrogen, phosphoric acid and potash, as well as other elements essential to plants. Good drainage should be maintained at all times, otherwise the root system cannot function.

"Among the finest of all plants that can be grown in the home are the bulbous plants. Some are now available, including the white calla, yellow calla, amaryllis and paper-white narcissus, all of which are very beautiful. The calla likes a rich soil and plenty of water when established. Place it in a sunny window.

"The paper-white narcissus does well when anchored by pebbles in a low glass bowl filled with water. It also may be grown in soil.

Don't Let Gift Plants Dry Out

"Plants grown in greenhouses and received as a gift should never be allowed to dry out, or they are likely to be seriously injured. Examine them each morning and water those in need of water. The primrose needs watchful attention because of its fibrous roots, which take up quantities of water. The gardenia is not usually successful as a house plant because it requires a high temperature and much humidity—something which the average room cannot supply.

"Cacti, and other succulents, are among the best of all house plants, but they should not be overwatered during the winter. An exception is found in the Christmas cactus, one of the most beautiful of all flowering plants. In its native habitat, it grows among the branches of trees beside orchids. The aspidistra, or ironclad plant; pandanus, or screw pine; corn

plant, or dracaena, and certain palms, such as the date palm, thatch palm, fan-leaf palm, and coleus, with its brilliant foliage, may be expected to do well in the home."

OBITUARY

Deaths in the System That Occurred During November

Transportation—Armitage: Albert A. Morrill, employed May 29, 1909; died November 8, 1940. Andrew L. Undem, employed December 29, 1909; died November 1, 1940.

Cottage Grove: Edward J. Cornock, employed December 9, 1911; died November 24, 1940. William E. Custer, employed March 16, 1926; died November 11, 1940.

Devon: Frank M. Bebbler, employed April 4, 1898; died November 10, 1940. Michael C. Galvin, employed April 27, 1903; died November 16, 1940. Frank M. McHale, employed January 19, 1922; died November 19, 1940.

Kedzie: Robert Galloway, Sr., employed November 13, 1925; died November 11, 1940. James Hennessy, employed October 25, 1912; died November 15, 1940.

Lawndale: Frank Czarneck, employed September 17, 1921; died November 7, 1940.

Lincoln: Henry Meyer, employed August 8, 1913; died November 21, 1940.

Noble: Garrett Galvin, employed October 25, 1912; died November 16, 1940.

Seventy-seventh: Fred R. Atkinson, employed July 23, 1920; died November 22, 1940. Reeves E. Beabout, employed November 6, 1928; died November 2, 1940. James McFarlane, employed January 19, 1912; died November 4, 1940.

Sixty-ninth: Harry T. Clancy, employed May 5, 1918; died November 4, 1940.

General Office—Accounting: Ross E. Carley, employed November 16, 1929; died November 30, 1940.

Shops and Equipment—Archer: Anthony J. Skirius, employed June 22, 1923; died November 13, 1940.

Seventy-seventh: Edward J. Chrabasz, employed October 2, 1936; died November 1, 1940. Robert McClelland, employed May 16, 1920; died November 24, 1940.

West Shops: Charles Lingner, employed July 7, 1927; died November 6, 1940.

Track—John Brown, employed June 24, 1925; died November 30, 1940. William J. Harrington, employed December 1, 1890; died November 10, 1940. Peter Ridon, employed May 12, 1917; died November 17, 1940.

EMPLOYEES RELIEF FUND

November, 1940

The Surface Lines Employees Relief Committee received 14 applications for relief during the month of November. After investigation, 11 of these were approved for assistance. There were 221 active cases on the relief rolls at the end of the month, eight having been removed by death or other causes.

Including the \$8,326 spent during the month of November, a total of \$1,524,728 has been paid out of the group's fund for employee relief since the organization of the committee.



Narcissus

Vaughan's Seed Store Photo

YOUR TEETH AND TONSILS

May Cause Serious Infection, Says Dr. Curl

By GEORGE R. CURL, M. D.

For many years medical science has recognized the fact that the source of various disease-causing germs, which gain entrance into the lymphatic and blood streams of the body, is in the mouth. There may be no visible evidence in the mouth of the condition producing a systemic infection. That the chief site of the disease does exist in the mouth and that it is directly responsible for the disease-producing condition has been repeatedly proved.

Perhaps the most common source of infection is the teeth. The open, exposed, ulcerated or decayed tooth is not always the worst offender in this respect. More harm may be done by the heavily crowned, capped and bridged teeth under poorly fitted margins of which the bacteria flourish and manage either to enter the lymphatics or to send their poisons into the system. There may also be tiny abscesses situated deep down at the roots of teeth, in which cases local manifestations of foci of infection may be entirely lacking and may be demonstrable only by examination with X-rays.

These so-called blind abscesses may remain dormant a long time. Ultimately they may open into the mouth by way of a sinus. Often they lead into larger abscesses in the bone in which toxins are produced, giving rise to poisonous conditions, depending upon the nature of the organism in the abscess. Any of the complications so often seen in the patients suffering from arthritis, neuritis, ulcer of stomach and anemia may result. There is no question but that infection from diseased tonsils and from diseased teeth can cause endocarditis, which is a serious form of heart disease. Therefore, neglect of such infection is serious.

The treatment of complications secondary to the focus within the mouth consists first of all in removing the mouth infection. Careful examination should be made of the tonsils and teeth, and if the tonsils are found diseased, they should be removed. An abscess may be present deep down in the crypt of a tonsil even though the patient has not complained of a sore throat. However, it is not necessary that normal tonsils should be removed.

The teeth should be carefully examined, poorly fitting crowns should be taken off and often underneath them may be found the cause of the trouble, or it may be a tooth in which the nerve has been destroyed; it has never ached but still there may be an abscess well down at the root, revealed by a properly taken X-ray film. When an infected tooth has been found, it should be removed regardless of how much has previously been spent on crowns or bridgework to save it.

Many cases of arthritis and neuritis have disappeared like magic following the removal of infected teeth and the correction of other dental work. It is important that these sources of infection should always be considered first as they are the most easy to get at and most

easily removed.

So, let it not be forgotten that an intelligent examination and treatment of your teeth may save you untold misery, for there is little doubt but that the diseased tooth is the commonest cause of rheumatism, heart and kidney disease, as well as that most painful of all kidney diseases—stone.

Remember that the diseased tooth is both a night and day worker. While you sleep, he is pouring his poison into your blood stream to cause you, in all probability, weeks or months of suffering.

Doctor (after examination): "I must tell you frankly, madam, that I don't like the looks of your husband."

Patient's Wife: "Well, I'll admit he's not handsome, but he's very good to me and the children."

Departments and Divisions

Accident Investigations and Legal

Statementman Elmer Schieble was boasting on Friday morning, November 15, in reporting the birth of his second child, Diane Joyce. Englewood Hospital was the scene of the happy occasion. Their oldest girl, now nine years of age, answers to the name of Audrey.

Miss Corinne Marshall, who had been a stenographer in this department for a little more than a year, was made secretary in the Public Relations Department on November 16. The best of luck and success in your new assignment, Miss Marshall.

The Annual Turkey Bowl of the D. A. I. Bowling League was held Friday night, November 15. After all the fireworks were over, the tur-



Wishful Keglers at Turkey Bowl

key winners were declared to be Messrs. Pisors, Ploner, Aubin, Comiano, Nattinger and Gash—but they didn't win their birds without a fight. Several new records were established, the most interesting of which grew out of a two-man contest between Al Pisors of the Schedules Department and Bill Fish of the D. A. I. Bill

ended up with a 256 game, the season's high, and Al rolled a 254, the second high. The following Friday, Robert Sedlack of the Schedules Department bowled a 255 to nose Al out of second place, then went on to amass a 639 series, which also stands as second high for the season.

Monday, November 25, the 75th birthday of William J. Henderson, almost coincided with his



William Henderson

47th anniversary as an employee of the system. His fellow employees presented him a vase of flowers to commemorate the two occasions, and Mr. Nattinger finally succeeded in making him leave the office a short time before regular quitting time. It is our guess that the many employees in other departments who have occasion

to talk with Mr. Henderson by telephone will never believe he is 75 years young. It is hard enough for those of us who know to believe it—not only because of his looks but also because of the way he moves around the office. His health is splendid and he is much more regular in attendance than the average employee.

As yet, the D. A. I. girl bowlers haven't reported any startling scores, but on the last two Friday nights Jule Lellinger, one of the top-notch bowlers of the country, has given the girls instructions. No challenges for the master have yet come from the girls; but, if their improvement continues, it's inevitable.

The next event on the calendar of the Girls' Birthday Club is a luncheon on Saturday, December 14, in honor of Miss Grace Springer's birthday. The party will be given by Mrs. Grace Schmude at her home, and the other members of the club will help honor Miss Springer.

We are sorry to say that we still find A. J. Wilson and Frank Hoag on the sick list. Here's hoping they will be able to celebrate the Christmas season with complete recoveries and early returns to the office. We are also sorry to have to add to that list the names of Dave Dullard, Lou Blesch, Pat Hayes and Gus Vong. Their period of disability has been relatively short, we are glad to say, and we hope that they, too, will have very early and complete recoveries.

Investigator.

Accounting

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

One of Dan Cupid's arrows recently picked off a member of the Payroll Division, Ada Helen Lane. Miss Lane was married to Mr. Wilmer Marshall Pratt at Holy Cross Immanuel Episcopal Church, 5843 South Morgan street, on November 20. Miss Marion Danner and Miss Lorraine Murphy, of the Payroll Division, served as attendants. The bride, who was presented a set of glassware from her co-workers, was guest of honor at the home of Miss Danner on Monday, November 11. Our

very best wishes are extended for a happy married life.

The many friends of Miss Shirley Bettinger and Miss Bernice Anderson are offering them good wishes. The girls recently received engagement rings from Donald Allen and Marvin Peterson, respectively.

It would be worth your while to talk to Misses Evelyn Leu and Lorraine Murphy about their educational and pleasure automobile trip to New Orleans, La., during their vacation. Too numerous to mention are the historical places they visited, and the lovely sights they observed while traveling made the journey a more enjoyable one.

Many happy returns were extended to Agnes Samek, Shirley Bettinger, Frank Robinett, William Ternes and Robert Joost, all of whom celebrated birthdays last month.

It is with sadness that we record the death of Ross Carley of the Ledger Room, who passed away on Saturday, November 30. The employees of the Accounting Division extend to members of the family their deepest sympathy.

Best wishes to all for a very Merry Christmas and Happy New Year.

Thomas F. Coan.

Electrical

We are sad to report the death of Arthur Martens, operator at the Grand Avenue substation. He had nearly 30 years of continuous service; and, in October, he and Mrs. Martens celebrated their 25th wedding anniversary. All of us join in extending sympathy to his family.

A cordial welcome is out to William Little-dale, who joined our downtown office force recently.

Fred Lundie, a Grand and Leavitt employee, has joined up with Uncle Sam. He enlisted in the Army medical corps a month ago, and now is stationed at Fort Snelling, Minnesota. We're proud of you, Fred!

Oscar Peterson, our new telephone operator, recently was transferred to Grand and Leavitt from the downtown office. Welcome, Oscar; we hope you like it here.

Bruce Dinter, west side bonding foreman, has developed a fondness for the number 80. His name was the 80th to be drawn in the draft. During the recent cold snap, he daily checked temperatures in Florida. They averaged 80 degrees. Why not go south in January, Bruce?

During the same cold snap "Briny" (James) Sullivan kept himself wrapped up in his "dee luxe" cat-skin jacket. He certainly believes in keeping warm.

Last minute reports have it that Emmert Nelson is the proud father of a baby girl. Congratulations, fellow; and best wishes to the newcomer.

Billy.

Engineering Department

Joseph Ruzich, welding foreman, Track Department, announced the arrival of a boy on November 18. To the happy parents and their first-born—our best wishes. Thanks, Joe, for the cigars.

John Conway, clerk in the Central Division of the Track Department, recently underwent a nasal operation. The job was successful and John's snoring has been cut down from a cyclonic roar to a whispering breeze.

We welcome Robert McManaman to our ranks. He recently was employed in the Utility

Department at Grand and Leavitt.

Johnny Holmberg of the Track Department, who enlisted in the Army Air Corps as a cadet a short time ago, is now stationed at the Parks Air College, East St. Louis, Illinois, where he is receiving his preliminary training. An aviation enthusiast who already has quite a few solo hours to his credit, he is making rapid strides at school. We're all hoping, John, that you make the grade with flying colors.

Michael Flynn, formerly a timekeeper in the Building Department, died last month of injuries received in an automobile accident. Funeral services were held on November 7. We extend our heartfelt sympathy to his father, John, and brother, John, Jr., both of whom are employed in the Track Department.

Best wishes to all for a Merry Christmas and Happy New Year.

Material and Supplies

We are happy to report that Viola Eger has recovered from her recent illness and is back at work again.

Department of high finance: Fred Nagel, who lost two dinners on the recent election, figured out a plan which saved him some money. Instead of buying the meals, he paid off in cash—thereby saving the tip and sales tax.

Assistant Stock Clerk Matthew Basso of 78th and Vincennes sent in this snapshot of his three-year-old son, Robert. Despite his tender years, young Bob already looks like a future motorcycle cop.



Robert Basso

R. E. Buckley.

Shops and Equipment

South Shops: As 1940 wanes we offer our annual toast—"May the Yuletide season be joyous and may the New Year bring to one and all throughout the world, peace and happiness."

On December 8, Foreman Edwin Anderson, of our Machine Department, marked his 50th year as an employe of the Surface Lines. All of Ed's friends and co-workers extend to him their best wishes.

Frank Abramic, Machine Department, on November 3 appeared on Morris B. Sachs' Amateur Hour on the radio. As the result of his excellent violin playing, he won first prize. Although we were unable to hear Frank, we understand he well deserved the prize.

Condolences are offered to John Blakely, Motor Repair Department, and to Henry Droege, Truck Department, upon the recent deaths of their wives.

Walter Sundquist, Motor Repair Department, became the proud father of a bouncing baby boy, weight eight pounds, on November 17. Congratulations to mother and dad, and best wishes to baby.

Congratulations are extended to Anets Kozlousky, Foundry Department, who was married on November 16.

Burnside: Ruddy Nebelsiek, foreman, chose balmy Florida as the spot for his recent vacation. He stayed in Miami, with side trips to Silver Springs, Florida, and Macon, Georgia. Ruddy says that one cannot appreciate this trip without experiencing it.

77th Street: With deep regret the men at 77th Street offer their heartfelt sympathy to the bereaved family of Robert McClelland. Bob was one of our most popular employes, and will be long remembered not only by the members of our department, but also by everyone who came in contact with him.

The Melvin Sayres were presented with a fine baby boy on November 5. We extend our congratulations and best wishes to mother, dad and baby.

Sincere sympathy is extended to the bereaved family and relatives of Charles Walsek, who died on December 1.

Archer: It's now Grandpa Sherpetis. Congratulations, Gramps.

Anthony Skirius, car cleaner, died on November 13. To his family and relatives, we offer our deep sympathy.

Elsie S. Frank.

West Shops: November 21 was truly a Thanksgiving this year for Mr. and Mrs. J. G. Hecht. Barbara Ann, their new daughter, weighing eight pounds, arrived the day before. We offer our congratulations and best wishes to the happy parents. Mr. Hecht's pride in his little daughter is certainly justified according to the pictures taken when she was only five days old. Thanks for the candy and cigars!

Another of our boys has left us to go into military training. He is E. Sturm of the Carpenter Shop, who left on November 25. Two other young men, E. Natzke of West Shops and A. R. Foster of the Ardmore Bus Department previously "joined up."

We enjoyed the candy passed around by Elaine Lund in celebration of the success of the operetta entitled "The Belle of Barcelona," given by the Village Players of Oak Park on November 27. Elaine, a member of this group, took part in its presentation.

Our deepest sympathy is offered to the family of Charles Linger, carpenter at the West Shops, who died on November 6.

We, as employes of the Shops and Equipment Department, wish to take this opportunity of wishing all employes and their families a very Merry Christmas and a Happy New Year.

Mildred Habeger.

Schedule and Traffic Department

Charles Keiser has been transferred to the Electrical Department. We wish you success, Charles, in your new job.

Thanksgiving turkey was enjoyed at Paxton, Illinois, by Art Stahl and Evan Olmstead. Bill McConochie, however, thought he would have more to be thankful for if he spent the day in Rock Island. So he did.

Andrew Birney is taking his vacation in December, and plans—believe it or not—to go north. Ottawa, Canada, where the thermometer often hits the bottom, will be his destination.

L. C. Dutton.

Around the Car Stations

Blue Island

Another year has almost ended. Since we are approaching the holidays once again, Stationmaster E. L. Maguire and the office force join in wishing you all a Merry Christmas and a Happy New Year.

We welcome the following new Conductors to our station, and wish them all success in their new jobs: Harry D. Paxton, Marion E. Kariolich, James B. Walsh and George J. Aurvek.

Another old timer, Conductor Bernard Cloonan, who had been on the sick list since February 6, 1929, died December 2, 1940. Barney was well liked by all who knew him. Our deep sympathy is extended to his bereaved family.

We also extend our sympathy to the following in their recent bereavements: Conductors Carl and Herbert Buehring, in the loss of their father; Motormen Otto and Edward Kowske, in the loss of their sister; Conductor Casmir Rogalinski, in the loss of his father; Motorman William Suske, in the loss of his mother-in-law, and Conductor Frank Schoenfield, in the loss of his father-in-law.

C. P. Starr.

Cottage Grove

Thanks to Conductor Al Howard for his contribution of historical papers now gracing the walls of the clubroom.

The depot is taking a new lease on life by having a thorough cleaning. The walls fairly sparkle, and Jerry is swinging the mops with renewed energy.

The bowling team still is holding its grip on first place. Come out and give the lads some applause. No team is better than its fans, you know!

M. S. Fitts and R. T. Spencer recently returned from a successful pheasant hunting trip in South Dakota. The lads must be good, judging from the birds they brought back.

Motorman J. P. Kenney, one of the newer arrivals at this station, recently took upon himself a bride. Lots of luck to this happy couple.

Pipe the new winter cap on Micky Waters. Fire sale somewhere, Mike?

Congratulations to Motorman and Mrs. L. O. Sommerfeld on the arrival of a son and heir. What do you say we quit reading each other's mail now, Whitey?

This month things will be pretty well disorganized on the streets due to the subway and Christmas shopping, so do the best you can and cooperate with the supervisors. They'll appreciate it.

Ostet.

Division

Conductor William Boggs recently graduated from school. He is now a full-fledged fingerprint expert.

It wasn't the aftermath of the big wind of November 11 that we heard recently. It was

Motorman "Swede" Edstrand and Conductor Luke Murphy breezing by.

Motorman Morgan Grude no longer is boss at his home. "Doc Stork" recently left a baby who has already taken over the job.

Uncle Sam and Dan Cupid must have been working together recently 'cause Conductors A. Beelow and George Schwab, Motorman Ed Bach and Relief Receiver Earl Nelson recently were married.

Our welcome mat is out for Combination Clerk and Receiver Elmer Rediel and Relief Clerk John Burgman, two new men at Division.

When Conductor John Fitzgerald needed a blood transfusion at American Hospital recently, numerous trainmen answered the call; but only Motormen H. LaVoy and William Koeller, it turned out, had blood of the proper type.

We were sorry to hear of the death of Motorman A. Lambert's father and Conductor J. Kupczyk's mother.

R. T. W.

Elston

We wish to welcome our five new conductors: Roscoe McDaniel, badge No. 2616; Andrew Kohler, badge No. 2228; Al Davidson, badge No. 2232; Pete Guretz, badge No. 2476, and Francis Toland, badge No. 2394. Good luck, boys; we're glad to have you with us!

Motorman Al Grote is in the market for a pair of reindeer. He says that it doesn't look right for Santa Claus to be riding street cars—especially when he has to present a riding card.

Conductor George Guenther took himself a wife on his last week-end off. Congratulations, George!

While we are still thinking of cigars, has anyone ever seen Operator Ed Brechel's stogie lit?

If you want to know how it feels to be snow-bound 400 miles from home, ask Supervisor Bill Whitney. He recently returned from a California vacation. He had that experience on his way out there.

That rolling curio shop you see in front of the barn now and then is Conductor Harold Fischer's automobile. The trinkets on and in it are not for sale. If you have any suggestions, however, as to ways of further cluttering up auto windows, please forward them immediately to Harold.

Ed Evenson.

Lincoln

Congratulations to Conductor R. Burke, who up and got married last month. We haven't the date or particulars, but best wishes just the same!

Lincoln is glad to welcome eight new trainmen. We hope you'll like the work, boys, and that you'll be with us a long time.

Elmer Milz, our night clerk, painfully injured his left hand on November 18. While he was repairing a roller in the wringer of the family washing machine, the machine suddenly started and he caught a finger between the rollers.

After an absence of nearly two years because of a foot injury, John Mueller recently returned to work. It's good to see you back, John. We all wish you good health and years of it.

We extend our sympathy to the family of Motorman Henry Meyer, who died November

21; and to Conductor C. Mitchell, whose wife passed away last month.

To all employees—a Merry Christmas and a Happy New Year!

Harry Spethman.

Noble

Operator John Machnick and wife celebrated their silver wedding anniversary on Sunday, November 10. They renewed their marriage vows at the 11 o'clock mass at St. Francis Church, Kostner and Walton streets. A reception at their home, attended by close friends and relatives, followed. Congratulations and best wishes, John!

Sympathy is extended to the family of Conductor Garrett Galvin, who died November 16. Conductor Galvin had been inactive since April, 1936, when a heart ailment forced him to give up work. Accompanied by his wife, he spent almost a year in Ireland, where he purchased a jaunting cart and traveled about the country. Garrett and Mrs. Galvin were among those who returned to America on the American refugee liner *Washington*, which they boarded at Galway, Ireland.

That figure attired in a hunting outfit that was observed at Armitage avenue and Wood street in the early hours on Saturday, November 16, was none other than our own Motorman Joseph Schultz, who was starting out on one of his hunting trips. He was staggeringly loaded down with equipment. Word has since leaked out that part of the extra equipment was a table that he uses to support his shotgun whenever he sights any game.

Motorman Patrick Grant was in the Oak Park Hospital for a couple of weeks with a stomach ailment, but is now recuperating at home. He expects to return to work shortly.

Motorman Harold Bennett spent part of his vacation watching the Notre Dame football team take beatings from Iowa and Northwestern. Conductor Walter Toney hibernated at home to catch up on his sleep.

The Noble street Depot Federal Credit Union will hold its annual meeting on Wednesday evening, January 15, at the Polish Alliance Hall, 1309 North Ashland avenue. Election of officers for the ensuing year and the declaring of the dividend will take place at this meeting. There will also be an entertainment and dance in conjunction with members of the Lincoln Depot Credit Union, who will hold their annual meeting on the same evening. A joint committee from both depots is working hard to make the affair an enjoyable one for the members and their families. The hall chosen for the evening is ideal. The meetings will be held in two small halls, and will not interfere with the entertainment and dance in the large hall. There will be no admission charge, and all members of the two Credit Unions are invited to attend and help make this evening one long to be remembered.

That splendid harmony heard in the train-room in the early hours of the morning is rendered by our own talent in the persons of Conductors Hammerberg and Larke and Motorman George Kuznick ably directed by Night Foreman Martin Jensen, who has faithfully promised that he will have this famous group rendering "Adeste Fideles" and "Silent Night, Holy Night" all during the Christmas

season.

Congratulations are extended to Operator Henry Klick, who was installed as Worshipful Master of True Blue Masonic Lodge on Thursday, November 28.

Ed Devine.

Seventy-seventh

Four score years is surely an abundant life. Conductor Thomas J. Dacey thought so, too, as he celebrated his 80th birthday last month. Head man now at 77th Street Depot, he goes about his daily work with a thoroughness which youngsters half his age greatly envy.

Born in County Mayo, Ireland, Conductor Dacey inherited a wealth of calm Irish kindliness, of which, all his life, he has generously given to his fellow man. An employe of the Chicago Surface Lines for many years, he has been a living part of the numerous transportation eras which have marked the progress of Chicago.

A seasoned veteran and a valuable asset to his employers, he stands as a fine example of workman, a kindly associate and a worthy citizen. Many more years of abundant and fruitful life is the fond wish of all who know him and who regard him as the "Gentleman Jim" of the great brotherhood of carmen.

Pitching a little woo is the expression often associated with the word spooning, but not the kind that Motorman Lorenzo R. Davis excels in. His spooning has nothing to do with woo; it is done strictly with spoons. He is an artist, a musical artist, and his talents with the spoons recently lent charm to a noted radio program. Here's hoping he came out in front.

B'ar'meat is a rare delicacy which few hunters can tell about. Conductor Ralph Kauble does his hunting in a big way, and is one of the few who lives to tell of an expedition that really brought home a bear. Ralph shot one up north last month, and you can't tell him that the feat doesn't rate tops for our gun club. We don't hear any objections!

Some folks make peculiar New Year's resolutions. We don't know whether it's a resolution or just the payoff on an election bet, but Conductor Art Feltz is sprouting a mustache. Maybe Art figures it's a time-saver—just that much less to shave. Hope Santa Claus doesn't bring him a new razor!

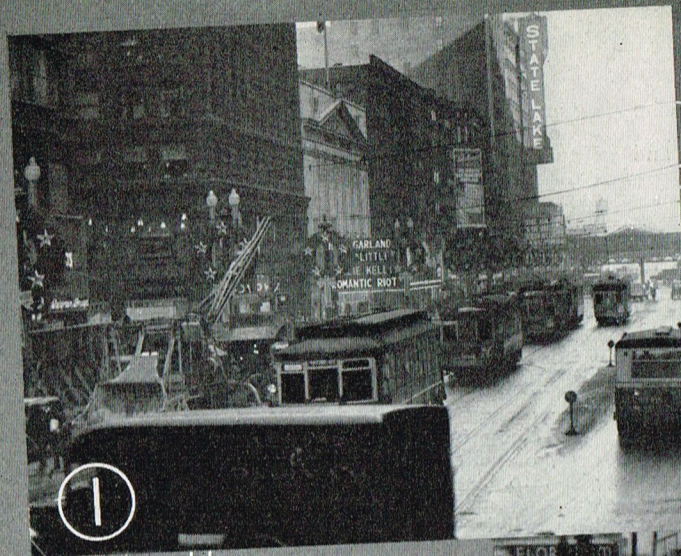
Stationmaster Bessette wishes to take this opportunity to again express the sincere hope that all men of this depot and their families will have a Merry Christmas and a Happy New Year.

Credit Union officials are saying Merry Christmas this year to a record group of stockholders with a nice calendar gift, and wishing a happy and prosperous New Year both to the old and the host of new stockholders.

The L & A Club will present this year a finer and bigger model of the eversharp pencil which proved such a useful and popular gift two years ago. They, likewise, wish to express the season's greeting to all members.

Sympathy is extended to the following men who have had recent deaths in their families: Conductor A. T. McGrail, his father; Conductor A. F. Fox, his father; Conductor J. F. McKiernan, his mother; also to the families of Conductor R. E. Beabout, Motorman J. McFarlane and Motorman F. R. Atkinson.

Walter F. Story.



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AS THE EARLY HOLIDAY TRAFFIC HITS LOOP

Construction work in Loop streets—snowy, slippery weather—greater than ordinary holiday traffic—all combined to make the job of handling the downtown operation unusually difficult.

The four illustrative scenes are:
1. Looking north along State street, from Madison. 2. Looking north along Dearborn street, from Madison. 3. Looking south on Dearborn street, from Washington. 4. Looking north on State street, from Van Buren.

