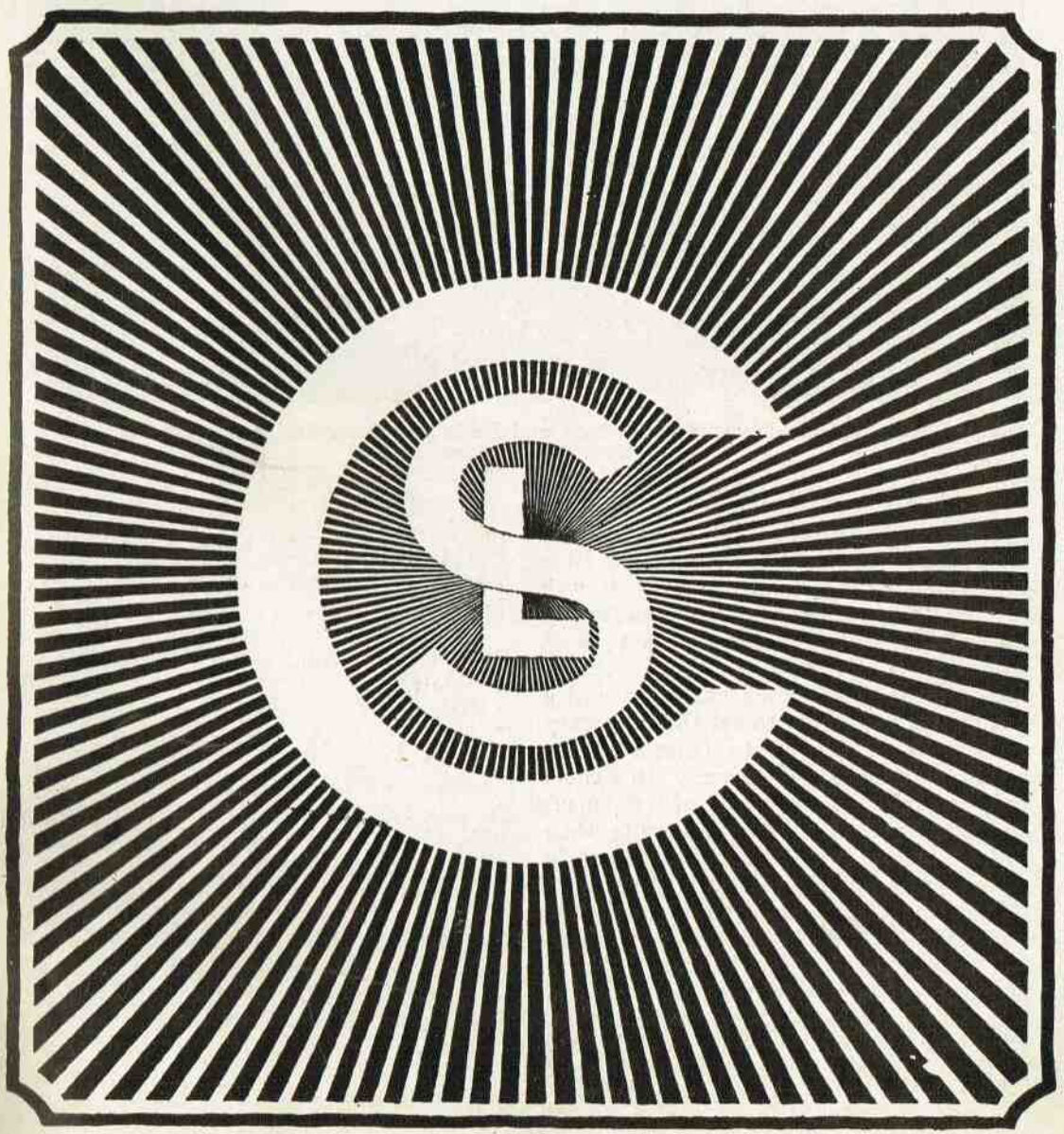


SURFACE SERVICE MAGAZINE

VOLUME 8

JANUARY, 1932

NUMBER 10



Club Distributes Baskets

More Than Three Hundred Delivered to Deserving Families Two Days Before Christmas



Getting Ready for the Distribution of Bags and Baskets to Deserving Families Investigated by Surface Lines Representatives

At the last meeting of the board of directors of the Surface Lines Club, reports were presented showing a number of Surface Lines employes in distress. It was decided to appeal to the club membership for donations of staple groceries.

Mr. S. D. Forsythe, of the Electrical Department was elected chairman and a committee appointed to set the necessary machinery in motion to determine the need and to meet it effectively. In a short time a sufficient number of responses were received to fill slightly more than 300 baskets. Some members sent cash, which was used to purchase meat. Where there were children, a game was included.

The delivery of the baskets took in practically every section of the city and was very ably handled by the following, who volunteered their time and the use of their automobiles, each averaging six baskets:

Accident Investigation: Otto Gieger, Ed. Healy, J. P. Jarvis, T. G. Johnson, Joseph Marshall, A. B. McRae, M. P. Merrill, C. A. Narjes, O. M. Ross, F. W. Schau, E. Tangen.

Auditing: A. A. Bresin, L. Francoeur, R. L. Hill, A. Johnson, A. Malmquist, F. Robinett.

Electrical: William Becker, W. Brown, C. Cloonan, C. Mimmack, G. Griffin, L. McKeever, Roy Rogers, W. Schenck.

Shops and Equipment (West): F. C. Cooney, G. L. Zamzow.

Purchasing: E. Cummings, A. Kuster. Schedule: G. Crump, J. De Grazia.

Materials and Supplies (West): H. Hoger, E. Coats, A. Devery, J. Gunther, A. Hasto, A. Linn, P. Madigan, L. Sikora.

Materials and Supplies (South): Marshall Grant, J. Whitmore.

Engineering: N. R. Alexander, A. Flood, C. H. Gremley, J. Hewitt.

Transportation: H. Powers.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 8

JANUARY, 1932

No. 10

There Really Is a Santa Claus

*Happy Children Visited by Old Saint Nick at the Club House
December 19*



Santa Claus and His Crowd of Admirers at the Club House Christmas Party

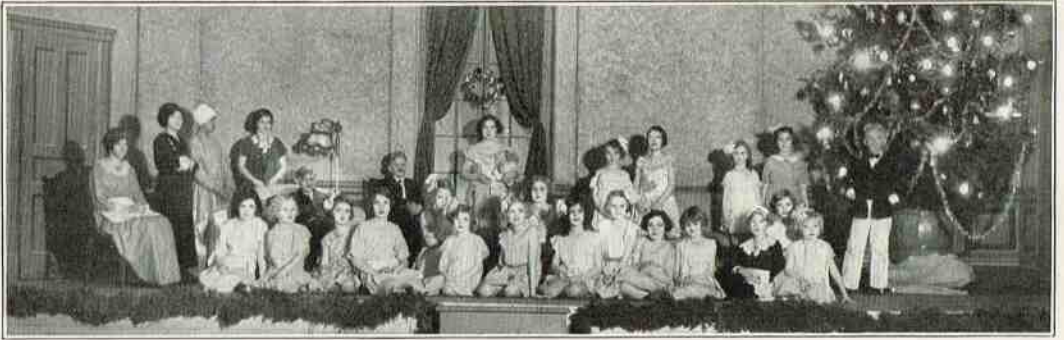
Merrymaking and the shout of happy voices resounded throughout the Surface Lines Club House on Saturday afternoon and evening, December 19th, when some 1,300 children filled the place to overflowing for our annual event—The Christmas Party.

The day was dull and cloudy but there was a magic breath creeping into the air, and an eager, expectant hush brooding over the place, as little faces all aglow and little hearts beat high in anticipation of Santa's coming. Nor were they dis-

appointed, for once again the Surface Lines Club kept faith with the children.

The hall was beautifully decorated with real evergreen festoons, draped gracefully across the stage to form a fragrant setting for the Christmas tree. Christmas wreaths at all the windows of the clubhouse added cheer to those within, as well as to passers by, and we think many a weary heart was lifted in gratefulness for the bright symbols of Christmastide.

Through the kindness of Mr. Malmquist, who had charge of the program,



The Young Entertainers at the Christmas Party

twenty-eight boys and girls from the Junior Playcrafters presented a three-act-drama, "The Little Princess," by Frances Hodgson Burnett, directed by Gertrude F. Payette. The story was especially appropriate for Christmas and played in a sweet and effective manner which brought rounds of applause from an appreciative audience.

While waiting for Santa Claus our inimitable Mr. Hewett climbed to the front, and with the assistance of a pianist, led the children in Christmas carols and modern up-to-the-minute songs. One can always bank on "Johnnie" doing the right thing to add jollity to the occasion, so by the time Santa reached the Club House

to all. With the assistance of his helpers he distributed tea sets, doll's dishes and animal dolls to the girls, and ping pong sets and iron toys to the boys, and we think everyone left the place in a happy state of mind as the 1931 Christmas Party passed into memory.

The committee under the leadership of Mr. Forsythe, chairman, put forth every effort to make the Party the grand success it was.

A great writer has said, "Christmas brings a thrill to the heart of humanity," but we think that shining down through the centuries there's the Babe in the Manger—that Babe that makes the whole childhood of the world akin and brings us "tidings of great joy." And so we love those children who come to us year after year and hold them close to our hearts.

Because when He was a little Child—
Ah, very long ago;
Because, when He was grown a Man,
He loved all children so.

And He would have us see the faith
In children's eyes today!
With children, He would have us come
A love-lit, Christmas way!

Agnes V. McCormick



A Closeup of a Basket

enthusiasm had reached the nth degree. Santa arrived from the North Pole with a pack on his back and a merry greeting

Rastus' lawyer was informing him on the legal status of his matrimonial relationship, and his chances for a divorce: "Mistuh Johnson, I has discovered I can get yo' divorce on the grounds that yo' marriage ain't legal, on account of her father he had no license to carry a gun."

It's downright pitiful to see a young couple sitting on the porch, slowly dying of thirst, and no auto to take them to the drug store fully a block away.—Life.

"I can't imagine what you bid no trump on when I have three aces and four kings."

"Well, if you want to know, I bid it on one jack with two queens and three cocktails."

Seventy-Seventh Still Leads

*Exciting Accident Prevention Race—Blind Cases Troublesome—
Safety a First Consideration*

Cumulative February 1st to December 31, 1931

First Place	Division No. 3, Seventy-Seventh Street	91.143
Second Place	Division No. 2, Burnside	90.260
Third Place	Division No. 10, Elston-Noble	90.115
Fourth Place	Division No. 11, Lincoln	89.929
Fifth Place	Division No. 8, North Avenue	89.738
Sixth Place	Division No. 6, Lawndale-Blue Island	89.625
Seventh Place	Division No. 5, Archer	89.520
Eighth Place	Division No. 4, Sixty-Ninth Street	89.508
Ninth Place	Division No. 1, Cottage Grove	89.500
Tenth Place	Division No. 12, Limits-Devon	87.979
Eleventh Place	Division No. 9, Armitage-Division	87.761
Twelfth Place	Division No. 7, Kedzie	86.186

Month of December, 1931

First Place	Division No. 3, Seventy-Seventh Street	92.216
Second Place	Division No. 1, Cottage Grove	89.470
Third Place	Division No. 10, Elston-Noble	89.305
Fourth Place	Division No. 5, Archer	89.139
Fifth Place	Division No. 8, North Avenue	89.064
Sixth Place	Division No. 4, Sixty-Ninth Street	88.725
Seventh Place	Division No. 12, Limits-Devon	88.121
Eighth Place	Division No. 6, Lawndale-Blue Island	87.828
Ninth Place	Division No. 9, Armitage-Division	86.063
Tenth Place	Division No. 2, Burnside	85.888
Eleventh Place	Division No. 11, Lincoln	85.626
Twelfth Place	Division No. 7, Kedzie	84.668

By **WILLIAM PASCHE**

Supervisor of Accident Prevention

With eleven months of the 1931 Accident Prevention Contest completed the figures return the second largest division, 77th Depot, Division No. 3, leading by less than one full point. This division by consistent hard work has for the past few years been steadily improving its position in the contest. The fact that they are now starting the final month of the contest leading all other divisions is no assurance that they will win, because their percentage which shows them on top is a very small one and they are being hard pressed by five other divisions any one of which may in the final month be returned the winner.

Division Superintendent Bessette and Assistant Superintendent Becker together with the supervisory force and the train service men are to be congratulated on their very good showing thus far, and

they undoubtedly understand that to win they must continue the good work throughout the month of January. Burnside Depot, Division No. 2, have been leaders or in second place throughout the entire year and must be reckoned with. Elston-Noble, Lincoln, North Avenue and Lawndale-Blue Island Depots are all in the running, and the race does not lack excitement.

Unreported accidents—what are known as "blind cases" are claims which come to the Department of Accident Investigation several days or months after the occurrence. These usually relate to incidents which, had they been reported on the day on which they happened would not have been of any serious consequence but coming as blind cases they are a very serious handicap to the Legal Department in making adjustments. Where proof of the occurrence is submitted by the complainant it generally results in the expenditure of considerable money because the train-

man by his failure to report the accident and submit witnesses makes it impossible to refute the evidence of the complainant.

In most if not all these cases they are such that the conductor or motorman could not possibly have prevented the occurrence. No trainmen should ever fail to report an accident no matter how slight if it occurs on, in, near or around his car or bus.

Most blind cases grow out of the following incidents: Attempting to board as the car is coming to a stop; alighting from or boarding a standing car; stumbling while boarding; slipping or falling in car or bus; falling after alighting from a standing car or bus. These are but a few of the many seemingly trivial things which make up the troublesome blind cases. Trainmen should be alert to notice these things, obtain the names of witnesses and write reports on the day of occurrence. If they fail to do so they are constantly in danger of having a chargeable accident in their records which, had it been reported, might not have been so entered.

Motormen continue to score reductions in vehicle collisions but at this time there is an increase of collisions with vehicles which are pulling away from the curb. We have repeatedly talked and written about the value of sounding the gong and the benefits to be derived therefrom in the prevention of accidents. This we believe applies very much to this particular type of accident. Vehicles parked along the curb must always be considered a potential hazard because at any time the driver of the vehicle may enter the machine and without looking or thinking much about it pull out toward the track. Sounding the gong at least twice in each block should we believe have a very beneficial effect in warning drivers that a street car is approaching. We also know that it is entirely possible to make a nuisance of ourselves by too much sounding of the gong, but two taps of the gong in each block should for most all purposes be sufficient and cannot be classed as an objectionable noise.

"Making Time" No Excuse

Four letters of complaint recently received bring up a matter of serious impor-

tance. These all related to the starting of the car before the passenger was safely aboard. In none of the cases was the passenger injured, but they were thrown about and naturally were indignant at the lack of consideration shown by the conductor. When they complained to him the answer in each case was substantially the same: "We got to make our time" or "we're late now."

The excuse that time has to be made is nonsense. The safety of the passenger should always be the principal consideration. Even if the crew is late there undoubtedly will be an opportunity where time can be made up; but if the passenger is injured through being given an insufficient time to get aboard lifelong suffering may be involved.

The dangers of quick starting have been referred to in all of our accident prevention talks and articles. The right of the passenger to safety is the first consideration that must be recognized and any pleading of having to "make time" is just no excuse at all.

ROUNDING UP WITNESSES

Elston-Noble Storms the Hill and Takes the Lead—Cottage Grove Slides

During December, Elston-Noble, who in the previous month were in sixth place, worked hard and managed to collect the names of enough witnesses to give them an average of 4.50 and place them at the top of the list. Cottage Grove, last month's leader, dropped to fourth place and Archer dropped from that position to seventh place. Armitage-Division, for the second consecutive month, scored lower than 300, and remains at the bottom of the list. This month's average of 3.68 is a little better over that of last month, but can certainly stand a lot of improvement.

Detailed figures are as follows:

	Dec.	Nov.	Oct.	Sept.
1. Elston-Noble ...	4.50	3.95(6)	3.89(5)	3.35(9)
2. North Avenue....	4.37	4.10(3)	4.60(1)	4.26(2)
3. 77th Street.....	4.27	4.14(2)	3.89(5)	4.06(5)
4. Cottage Grove..	4.01	4.25(1)	4.04(3)	4.13(4)
5. Lndale-Blue Isl.	3.91	3.99(5)	3.95(4)	4.28(1)
6. Burnside	3.81	3.65(7)	4.46(2)	4.18(3)
7. Archer	3.70	4.01(4)	3.65(6)	3.75(6)
8. Kedzie	3.31	3.41(8)	3.13(10)	3.71(7)
9. Lincoln	3.21	3.00(10)	3.61(7)	2.33(12)
10. Devon-Limits ..	3.20	3.26(9)	3.42(8)	3.00(10)
11. 69th Street.....	3.19	2.97(11)	3.29(9)	3.41(8)
12. Armitage-Div. ..	2.91	2.62(12)	3.03(11)	2.85(11)
Av. for System..	3.68	3.63	3.73	3.67

The Tactful Husband: "My dear, a man was shot at by a burglar, and his life was saved by a button which the bullet struck."

His Wife: "Well, what about it?"

"Nothing, my dear, only the button must have been on."



Veterans at Division Car Station Whose Combined Service Exceeds Four Hundred Years: Front Row, Left to Right—Charles Levighn, John Snider, Frank Handzik, Paul Gunther, J. B. Ender-son, Albert Kopp, John A. Bowe, John A. Fitzgerald, John Pritchard. Rear Row—C. Schmidt, Ernest Loewe, George Waldy, Robert J. Sinnott, Patrick J. Barnes, Thomas Golden, A. Fliegel, John Cunningham

Railway Buildings of Yesterday

Old Car Barns, Stables, Power Plant, Blacksmith and Construction Shops Found Inadequate

All employes of the Surface Lines know where to find the "west shops" or the "south shops," but who can remember where the car repair works of the north side car lines used to be? Next time you pass the buildings at the northwest corner of Fullerton and Sheffield, take a look and you will see the remodeled structures which were busy with company work about 1885, and at Western and Washington the first home of the "west shops" in the Sixties.

Who of the present day employes when passing the group of old buildings in the vicinity of 2011 Larrabee Street, know that these were the headquarters of an important car station not so many years ago? They were the old Larrabee Street car barns, built in the early eighties and for a long time under the authority of Foreman Gene Crawford. Here was also the gas reservoir with a supply of Pintsch gas for car lighting. And nearby, in the 1700 block on Sedgwick Street, were the stables and track department storage yards of the north side company. In the same general vicinity, Belden and Racine Avenues, are the old buildings which for a long time housed the cars and horses

operating on nearby lines under Foreman James Murray. And only a few blocks to the south, around Racine and Center Street, are the remnants of car barns and stables built about 1879, where George Dodson held forth for many years and where the Engineering department still has a branch office. There are still other remodeled buildings to mark the former important Clybourn Avenue depot, at Fullerton and Ashland, where Pete Molohan held sway for many years as foreman of quite a group of trainmen.

Some day when riding in a modern car past the building at 4108 Lincoln Avenue, take a look at the premises and remember that this was the old "Belleplaine" barn, built in 1895, and for quite a time under the foremanship of Henry Dietzel of the Consolidated Traction Company. Then take a ride over Irving Park Boulevard to Southport Avenue, and at the southeast corner see what is left of the old "Southport" car barn, built in 1893, where Lee Gilbert, now of the Schedules department, handled the trainmen of some important lines of the Consolidated Company from 1903 to 1910. Not far north of this point, at 6330 North Clark Street,

was the old "High Ridge" barn, built in 1894, where some of the Clark Street cars were stored prior to the construction farther north of the present Devon Avenue depot in 1901.

Not many of the present employes are aware that the headquarters of the police traffic squad at LaSalle and Illinois Street is still owned by the Chicago Railways Company, having been built as a cable power house in 1888. West of this building is a company wreck-wagon station and garage; also at the rear a modern substation for power supply.

Turning to the west side, we find at Washington and Jefferson the offices of the Department of Accident Investigation, built as a cable power house in 1890, and also used as headquarters for General Manager Parsons for the West Chicago Company following the removal of offices from State and Randolph Streets where the Capitol Building (formerly Masonic Temple) now stands.

Who can remember the old cable power house at Blue Island Avenue and Roosevelt, northeast corner, built in 1893 and sold in 1910? And who, passing along busy Halsted Street near the south branch of the river, takes the trouble to look west in O'Neil Street where an old structure still remains from the days of 1876? Many of the old timers will recall the days of Foreman Fitzgerald who later became one of the division superintendents of the north and west side system.

We have today many modern car houses, but the memories of the "old boys" go back to other locations, the scenes of great activity in the earlier days, such as Grand and Leavitt, Western and Washington, Ogden and Thirteenth, and Western and Flournoy. Who has something of interest to write about these places?

Some Old Barns on South Side

A recent article on Chicago's transportation system of 1865 gave the location of some old car barns on the north and west sides, and recited the fact that the oldest building shown for the Chicago City Railway Company was in the vicinity of Dearborn and 20th streets in 1881. It was recognized, of course, that there must have been earlier depots because the

south side system at that time had about 50 miles of tracks and had been furnishing service since 1859.



John P. Burke

John P. Burke, cashier of the company, who was first employed in 1875, recalls that there was on State near 21st street a barn to take care of the horses when operation started in 1859, and that a car house and office took up the rest of the block to 20th street. Marshall Field bought one of these buildings and used it as his store to replace the one destroyed in the great fire of 1871. Another fire in 1880 destroyed the railway office and it was moved to the First National Building in Dearborn street adjoining the original repair shops.

In 1881 the company's first cable power house was built on the State street front, and at the rear was the main distribution center for horses, in charge of H. H. Brown, now deceased, with Thomas Blakely as his assistant. This site is now occupied by a garage and sub-station building. In 1891 a new office building was erected at 2020 South State street for the City Railway and its operating headquarters remained there until they were moved to the First National Building in 1907. Among the present employes who were at "2020" are Messrs. Harvey Fleming, Victor Thelin, John Burke and Fred Excell.

Another car house in the early sixties was a one-story frame structure at Cottage Grove and 38th street, where the present modern depot stands, and still another at the northwest corner of State and 34th street, where later on passengers continued their journey to the Stock

Yards by transferring to a steam dummy line. When the cars were first run in Archer avenue to Stewart avenue in 1864 they were stored at State and 20th streets, but shortly after when the line was extended to Pitney Court (Bridgeport) a new barn was built at the terminus. A newer barn was built there in the eighties, and at one time it housed as many as 1,000 horses. Tom Blakely was superintendent there for ten years up to 1906. The old barn has since been dismantled and the property was sold about 1915.

At State and 29th streets there was formerly an old wooden building used as headquarters for one of the rival bus companies which gave transportation on Wabash avenue. The City Railway bought this structure and 100 horses from the bus company about 1875 and moved it to State and 39th streets for use as a horse car barn. Another building on 39th street extended through to Wabash and was used as a horse car barn.

A former superintendent of transportation, the late William Weatherwax, was foreman in the early nineties at an old horse car barn at the southeast corner of 39th and Wallace streets. A fire at this location in 1894 destroyed 350 horses. There is still a wreck wagon station and material yard at this place. Another old-time horse barn was at 69th and Emerald avenue, built about 1888. Claude Hammon, now deceased, was foreman for a time. The building is now used for car storage. Still another building of the eighties was a three-story structure on the east side of State street, south of 61st and running through to Wabash avenue. This was used for horse and cable cars, but was torn down some years ago. S. G. Irvine, now division superintendent at 69th street, was formerly assistant to Foreman Robert S. Stewart, now deceased, at that place. This was the scene of the famous "car barn bandits" tragedy in 1903.

Old Railway Power Plants

With the change from horse car to cable in the 80's it was necessary to build and equip cable power houses in various parts of the city, and the following list of locations and dates is presented for the benefit of those interested in Chicago's earlier transportation history. In

the Chicago City Railway territory they were as follows: State at 21st Street, 1881—State at 52nd, 1886—Cottage Grove at 55th, 1887. On the north and west sides they were LaSalle and Illinois, 1888—Clark and Elm, 1888—Lincoln and Wrightwood, 1889—Washington and Jefferson, 1890—Madison and Rockwell, 1890—Milwaukee and Cleaver, 1890—Blue Island and 12th, 1893—Van Buren and Jefferson, 1893.

With the substitution of electric power for cable, the companies supplied their own "juice" from the following places: Wabash and 52nd, 1893—Broadway and Ardmore, 1893—California and Roscoe, 1895—Western and Washington, 1895—Hobbie Street at River, 1896—49th and Oakley, 1896—Dearborn and 21st, 1902. There were also electric power houses for the Calumet Electric Street Railway at Burnside, also at 94th and Stony Island Avenue, for the South Chicago City Railway Company at Ewing near 95th and for The Southern Street Railway Company, at Kedzie and 30th Street.

With the arrangements to purchase power from the Commonwealth Edison Company, the companies' own power plants were abandoned and since that time the source of all power has been through substations.

From Then to Now

- First horse car—State Street—April 25, 1859.
- First steam dummy—Broadway—1864.
- First cable car—State Street—January 28, 1882.
- First overhead trolley—South Chicago—October 2, 1890.
- First compressed air car—Lake Street—1890.
- First underground trolley—Webster Avenue—1892.
- First storage battery car—Englewood district—1896.
- Last horse car—Dearborn Street—October 21, 1906.
- Last cable car—North side—October 21, 1906.
- First one-man car—Division Street extension—April 1, 1921.
- First trailer car—Clark-Wentworth—September 1, 1921.
- First gasoline bus—Diversey—August 11, 1927.
- First trolley bus—Diversey—April 17, 1930.

The Scotch Joke

- She: "I hear the Scotchmen are trying to put an end to all the jokes about them."
- He: "And why?"
- She: "Everyone of them are at a Scotchman's expense."

Good Will Great Asset

How Trainmen Can Help to Build Business—Create Desire to Ride

On December 31, 1931, the cumulative standing of the sixteen depots in the Fifth Courtesy Contest is as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Comnd.
1 Lawndale ..	20	5	20	2	47	16
2 Burnside ...	21	10	13	5	49	29
3 Blue Isl. ...	20	9	27	6	62	8
4 Lincoln	33	12	22	8	75	14
5 77th	90	34	70	21	215	66
6 North	112	37	108	30	287	37
7 Noble	22	11	20	4	57	8
8 69th	63	32	67	25	187	44
9 Elston	29	13	19	9	70	15
10 Kedzie	70	39	66	23	198	49
11 Archer	67	45	76	17	205	29
12 Devon	82	28	53	22	185	40
13 Limits	31	18	31	6	86	9
14 Cot. Grove..	63	23	37	15	138	52
15 Armitage ..	52	25	25	9	111	17
16 Divison	51	23	40	14	128	8

Total826 364 694 216 2100 441

The total chargeable complaints for the same period are as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Comnd.
May	99	43	87	21	250	58
June	128	53	102	25	308	75
July	111	42	101	35	289	35
August	108	38	104	25	275	41
September	98	48	64	28	238	56
October	114	55	92	46	307	59
November	84	43	81	17	225	57
December	84	42	63	19	208	60

Total826 364 694 216 2100 441

By C. H. EVENSON

Superintendent of Transportation

Your grocer and your butcher are interested in holding your trade. They exert themselves to be polite and accommodating to you. More than that, you will find that their families are friendly and are interested in encouraging patronage in every way they can.

Every tradesman knows that in the present economic situation and with competition as brisk as it is, every effort must be made to secure and retain customers.

There is a hint in this for the street car trainman. While he does not own the Surface Lines and in that sense he may not consider it his private business,

nevertheless, his time and energies have been invested in the service for a period of years and it is, in fact, his livelihood.

Local transportation is just as competitive as selling groceries or meat. The people will patronize the transportation service which suits their particular needs or which accommodates them the best, and the earnings of trainmen are dependent upon the patronage of the Surface Lines. The more rides there are, the more man-hours of work will be provided.

If patronage falls off, man-hours, as a matter of course, must be decreased.

It is to the interest not only of trainmen but of their families as well, therefore, to exert themselves to make friends for the service.

One important factor in the loss of patronage by the Surface Lines is the private automobile. Cars are cheap and a very large percentage of the families of Chicago own an automobile of some kind.

It is uneconomic to operate an automobile in going to and from work or for little errands about the city. The mileage cost of operating a car greatly exceeds the cost of street car transportation and in addition, the cost of securing parking space and of paying for repairs incident to the hazards of traffic increase the cost of transportation by private automobile to a point far in excess of the cost by public conveyance.

Every trainman has neighbors who use their private cars in this uneconomic way. Most of them never have given the subject any consideration and when money was plentiful they probably could not have been induced to use street cars by any argument on relative cost.

Conditions are different now, however, and a friendly word dropped here and there by the 12,000 trainmen of the Surface Lines and the members of their families would result in a considerable increase in the business.

At any rate, it is worth trying.

Your interest in the business should induce you to say a word for Surface Lines service whenever the opportunity presents itself. Fortunately, the street

car system of Chicago offers the greatest bargain in transportation of any local transportation system in the world. For the fare of seven cents, the Surface Lines carry passengers an average of more than four miles; and due to the liberal transfer privileges, it is possible to ride thirty-five miles on one fare. It should not be difficult to convince anyone of the economy of street car transportation as compared with the operation of a private automobile for trips inside the city. The family car should be reserved for weekend pleasure jaunts and for other special uses.

Use Judgment in Transfer Cases

Last month reference was made to the commendable success of conductors in detecting and preventing the fraudulent use of transfers. It is important to be alert in catching worthless transfers, but conductors should not assume that in every case where transfers appear to have expired or show other irregularities an attempt is being made to defraud the company.

During November and December in the investigation of transfer complaints it was discovered that there had been many errors on the part of the issuing conductors that invalidated the transfers. And it appeared from the letters of complaint that when these transfers which had been accepted in good faith were presented to the next conductor the passengers were "bawled out" and charged with "trying to put something over." Some of these complainants were ladies who naturally were indignant over being thus embarrassed. Practically all of the complainants stated in their letters that if the conductor had been courteous in calling their attention to the worthless transfer they would have paid the additional fare and would have felt no resentment over the incident.

As all of these incidents directly affect the good will of the patrons it is important that conductors should handle these transfer cases with discretion. They can be firm when it is evident that someone is deliberately attempting to use a transfer improperly, but they should remember that it is quite possible for errors to be made by the issuing conductor. Therefore they should be courteous and where they feel that an extra fare must be col-

lected should politely suggest that the questioned transfer be sent to the general office for investigation and adjustment.

This type of complaint also emphasizes what has been said before—that conductors should be very careful in punching transfers correctly.

"STOP HOOKING RIDES"

Duluth Editor Comments on a Growing Practice That Is Most Unfair to Transportation Companies

"The Corner Philosopher Pays His Way" is the title of an editorial recently published in the Duluth, Minn., *News Tribune*. It points out the unfairness of motorists depriving electric railways of legitimate revenue by picking up pedestrians who are obviously waiting for electric cars. The editorial follows:

"I guess everybody will have to chip in a couple of tokens a day if we want to keep our street car service up to its well-known standard," remarked the corner philosopher, but-tonholing an acquaintance.

"Take me, for instance. I don't live within walking distance, and I got to get a ride when I come down town. Like most people I want to live out a ways where I can get some fresh air and a place for a garden.

"I'm not a chronic hitch-hiker but I've been in the habit of grabbing a ride with the neighbors occasionally when one of them happened to be coming down town at the same time that I was. I figured they were coming down anyway and it wouldn't cost them any more to give me a lift as long as they had a vacant seat.

"But this morning as I was standing on the curb waiting for someone to pick me up, two of my old standbys passed me up like a vegetarian passing up a T-bone steak. When the second one went past without giving me a tumble, it set me to thinking.

"Street car service is indispensable. If the cars stopped running for just one day we'd be running around like a flock of lambs that have lost their mamma. But we can't expect them to keep on running cars past our property just for us to ride on when we can't get a ride any other way.

"We've got to patronize them regularly. I feel better on the street car anyway, than I do when I am snitching rides. I can use my thumb to better advantage turning my newspaper than I can to high-ball a passing motorist."

"Do you care for dancing, Peggy?"

"No."

"Why not?"

"It's merely hugging set to music."

"Well, what is there about it that you don't like?"

"The music."

"I'm burning with love for you," he said.

"All right," she replied, "burn away. You're not registering on my meter."

SURFACE SERVICE MAGAZINE

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John E. Wilkie - - - - - Editor
C. L. Altemus - - - Assistant Editor

EMPLOYEES RELIEF FUND

December, 1931

The Surface Lines Employees Relief Committee held five sessions during the month, at which 57 applications were considered, 22 being approved for weekly relief. In addition to these there were 13 emergency cases on which the committee approved immediate relief.

Checks to the amount of \$13,664.59 were distributed. This sum, together with \$6,267 distributed in December, 1930, \$8,581 in January, \$9,652 in February, \$10,647 in March, \$13,216 in April, \$9,564 in May, \$10,232 in June, \$11,914 in July, \$9,774 in August, \$12,146 in September, \$10,014 in October, and \$10,271.43 in November, makes the amount expended to date \$135,943.32 on Company Employees' relief account.

In addition to the above, the Surface Lines Relief Committee forwarded two \$10,000 checks covering November and December, to the Joint Emergency Relief Association, making the total expenditures to date \$155,943.32.

BEWARE OF LOAN SHARKS

Surface Lines employes occupying positions of permanency and responsibility are highly regarded by the loan shark fraternity for the reason that through garnishment proceedings they are certain to get their money.

It is so easy to borrow money from a

"shark" that trainmen are tempted to resort to this method of finance, but disaster nearly always follows. The Superintendent of Transportation reports that nine out of ten discharges in his department are due to loan shark difficulties, as the Surface Lines will not permit itself to be used as a collection agency and the constant tying up of pay is a nuisance that the management will not tolerate.

There is another financial angle that should be borne in mind. It is easy for one to load up with trouble through trying to help out a friend by joining with that friend in endorsing a note. Almost anyone through kindness of heart may yield to the pleading of a fellow employe. But when the maker of the note fails to meet his obligation as it falls due, the unfortunate co-endorser finds himself liable for the debt. And it is a simple legal operation for the owner of the note to garnish the endorser's wages.

The man who has any consideration for his family and who is interested in continuing his employment with the Surface Lines will avoid any dealings with loan sharks and will gently but firmly decline to permit the use of his signature to enable somebody else to secure some money.



No Wonder That Motorman Walter Roberts of the Limits Station Is Proud of His Five Year Old Daughter, Dolores Roberta

Old Lady: "Aren't you ashamed to ask for money?"

Tramp: "I got six months for taking it without asking."

Early Hyde Park and Calumet Service

Three Fare Period Prior to 1907—Development from Horse Cars to Modern Methods

As you take a street car ride from the north or west side to South Chicago, does it ever occur to you that this trip prior to 1907 would have cost at least three fares? Also as you travel along Stony Island avenue or 93rd street, do you have in mind that the first electric cars in Chicago used these lines in October, 1890? Ownership of car lines in that territory is vested in the Calumet and South Chicago Railway Company which has had an operating agreement with the Chicago City Railway Company since June, 1908, and has been operated as part of the Chicago Surface Lines since 1914.

The Calumet and South Chicago Company was formed in April, 1908, by a merger of the Calumet Electric Street Railway and the South Chicago City Railway companies. The Calumet Company started from 63rd street near White City and operated over lines between Michigan avenue and Commercial avenue. It also operated in Stony Island avenue, paralleling the cars of the South Chicago Company as far as 79th street. The South Chicago Company, starting from 63rd and Dorchester served most of the territory south and east of that point and including South Chicago.

The predecessor of the Calumet Company was the Chicago and Calumet Horse and Dummy Railway, formed in 1867, with the right to build and operate a horse or steam dummy railway in Cook County outside of the city of Chicago and east of State street. On June 1, 1868, the board of trustees of the village of Hyde Park passed a resolution authorizing that company to operate a street railway on 41st street from State to Cottage Grove, on State street from 39th to the south limits, on Indiana avenue from 39th to the south limits, on Cottage Grove avenue from 39th to the south limits, on 55th street from State to the east limits, on 63rd street from State to the east limits. It also provided that the line on 55th street should be constructed within five years from July 1, 1868.

Apparently that line from Cottage

Grove east and a route on Cottage Grove avenue from 39th to 55th were in operation not later than 1874 or 1875 and this was the historic "Cottage Grove avenue steam dummy line," which remained in operation until about 1887, or two years before the Hyde Park and Calumet districts were annexed to Chicago. It is not known whether any of the other routes referred to in the resolution of 1868 were operated in those early days. At any rate the old Calumet Company gave the first service between Hyde Park and the Chicago city limits at 39th street.

About 1890 the Calumet Company had a power house at Stony Island and 94th and later at 93rd and Drexel, where also was located the present Burnside general office, depot and repair shops. There were terminal waiting rooms on South Park avenue near 63rd and on 63rd near Stony Island, and in the latter building was an elevator to take people upstairs to connect with the South Side elevated cars. The Calumet Company had serious financial troubles and was thrown into receivership in 1897 in connection with the failure of the National Bank of Illinois. The general manager for many years was H. M. Sloan.

Now as to the South Chicago district. It appears that the South Chicago Horse Railroad Company secured an ordinance from the village of Hyde Park on May 22, 1882, to operate a street railway by animal power on various streets in South Chicago, but this ordinance was repealed in the following year. However, on September 27, 1883, the Ewing Avenue Horse Railway Company was authorized to build and operate a horse railway on Ewing avenue from Harbor avenue to 106th and on 106th street from Ewing to Torrence. Time for start of this line was later extended to 1885. Another ordinance of June 1, 1885, gave the same company authority to begin operation within one year of a horse railway on 92nd street from Harbor to Commercial, on Commercial from 92nd to Notre Dame avenue, on Notre Dame avenue from Commercial

to 104th, on 104 from Notre Dame to Torrence, and on Torrence from 104 to 106th. The next ordinances of record are those which came from the Chicago city council in 1891 and later with authority to operate by electricity.

The general offices, power house and depot were at 9338 Ewing avenue, and the Cheltenham car barn was on Coles avenue south of 78th street. There were terminal waiting rooms at Stony Island and 64th street and at 63rd and Madison avenue. D. F. Cameron was president in the early nineties.

Steam Dummy on State Street

In previous issues of SURFACE SERVICE, brief histories have been given of steam dummy cars operated on Evanston Avenue (Broadway) and on Irving Park Boulevard (Graceland Avenue) in 1864, also on Cottage Grove Avenue from Oakwood Boulevard to 55th Street and on 55th to Harper Avenue about 1875. Old records of the Chicago City Railway Company have since been revealed indicating that a steam dummy line was operated in 1869 on State Street from 31st to Root Street and on Root from State to Halsted Street.

When tracks were first laid from State to Halsted Street in 1866, Root Street had not been opened or even laid out. The land over which tracks were constructed was private property. The company purchased fifty feet fronting on State Street, and made an arrangement with the other owners permitting it to construct the road. On Nov. 3, 1869, the authorities of the town of Lake ordered a special assessment to pay the damages for opening the street and the street was opened. In the same year the company was authorized to use steam as the motive power.

As to State Street, horse cars were operated as far south as 22nd Street in 1859, and in 1866 they were extended to 39th Street and connected with a steam dummy running via Root Street to the Union Stock Yards at Halsted Street. An ordinance passed by the City of Chicago, Oct. 3, 1870, prohibited the company from using steam as a motive power on State Street north of 39th Street on and after Dec. 31, 1871, "and in the mean-

time may operate its dummy engine on its Stock Yards line as it is now doing from the city limits (39th Street) to 31st Street." It is presumed that the change to horse cars was made pursuant to this ordinance and was continued until the cable line was extended south of 39th Street in 1886.

It is interesting to note that Root Street had the first car service of any cross town line south of Madison Street. This section was not brought into the City of Chicago until 1889, and the car line was built under authority of the supervisor of the Town of Lake, which the trustees of the town sought to revoke nine years later.

What Has Gone Before

Herewith is a list of items of interest in connection with Chicago's transportation development, which have appeared in previous issues of SURFACE SERVICE:

- 1930
- August —Lakeview Steam Dummy
 - Interesting Diary of 1865
 - September—Seventy Years Ago—High Spots in Transportation History
 - Cable Car History
 - October —Clark-State-Wells History
 - More about Cable Cars
 - Compressed Air Cars
 - Bobtail Cars
 - History of Viaducts
 - November—Cottage Grove Steam Dummy
 - Englewood Storage Battery Cars
 - History of Tunnels
 - December —More about Cottage Grove Steam Dummy
 - Consolidated Traction Company
 - Service in 1859
 - Service in 1875
- 1931
- January —Underground Trolley
 - World's Fair Intramural Railway
 - February —More about Lakeview Steam Dummy
 - Irving Park Early History
 - First Overhead Trolley Lines
 - General Electric Railway Storage Battery Line
 - November—History of Big Five
 - December —Chicago in 1865 and 1875
 - Service in West Suburbs
 - Last Horse Cars

Landlady—"Do you like your beef this rare, Miss Prim?"

Boarder—"Since you ask me, it is too rare—I would like it a little oftener."

And then there was the absent-minded suicide who threw his clothes in the river and laid himself on the bank.

Keeping 'Em Rolling

Armitage Leads with 49,767 Miles Per Pull-In—Elston Shows Advance



The Record Breakers at Armitage

W. Krueger, D. Striker, E. Carlson, J. Foster, G. Wygand, J. Pacononis, D. Buckley, J. Krempa, K. Fedukowicz, P. Lapavich, C. Pontoriero, B. Trokshel, P. Yankus, F. Van Vaerenbergh, R. Burns, A. Zilis, L. Rosic, F. Meka, J. Janice, A. Rienkus, L. Zimny, D. Wizowati, J. Gerlicki, A. Bogusz, L. Stella, J. Nytko, J. Bertain, A. Van De Putte, J. Yuska, M. Mulvey, W. Zabinski, L. Cairo, J. Wabaja, J. Connon, J. Liska, P. Zielen, W. Skopis, M. Hoary, P. Grant, J. Cairns, E. Berecek, J. Chudjicka, S. Dykinga, F. Puchlewicz, F. Minter, P. Gotsis, W. Sushko, T. McTernan, F. Simo, M. Dominico, A. Masraz, J. Thureson, V. Pavilates, T. Sykyta, A. Rodio, J. Phillips, M. Mulvihall, A. Waskelis, J. Norbustas, D. Bielak, J. Cysek, J. Porter, J. Meka, P. Balkalis, D. Esposito, F. Eddington, A. Lund.

The miles operated per pull-in for Armitage is the greatest mileage per pull-in due to equipment failure for any carhouse for the past year.

The standing for each carhouse for the past half year follows:

Carhouse	Dec.	Nov.	Oct.	Sept.	Aug.	July
Armitage .. 1	4	2	6	3	3	
Lawndale .. 2	1	9	1	10	11	
Division ... 3	7	6	7	9	7	
Elston 4	13	4	5	12	2	
77th Street!.. 5	3	5	9	4	13	
Cottage Gr.. 6	11	1	2	8	1	
Burnside ... 7	8	8	8	6	5	
North 8	9	7	4	14	15	
Archer 9	6	3	10	2	9	
Blue Island.10	10	12	3	5	14	
Lincoln11	5	10	12	1	12	
69th Street..12	2	11	11	11	4	
Noble13	12	15	16	16	6	
Kedzie14	15	16	14	13	10	
Devon15	16	13	13	7	8	
Limits16	14	14	15	15	16	

The record of each carhouse is shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-in December	Pct. Inc. or Dec.
1	Armitage	23	49,767	99.6
2	Lawndale	17	30,841	17.9*
3	Division	15	28,737	50.9
4	Elston	22	28,309	93.5
5	77th Street	4	22,645	19.8*
6	Cottage Grove ..	6	22,604	26.4
7	Burnside	12	20,986	11.9
8	North	5	20,830	13.4
9	Archer	6	20,323	6.2*
10	Blue Island	17	20,313	10.8
11	Lincoln	11	19,525	11.8*
12	69th Street	2	18,550	42.5*
13	Noble	16	17,827	10.0
14	Kedzie	5	17,459	51.2
15	Devon	4	13,479	21.0
16	Limits	14	10,264	18.3*
		179	20,121	8.0

*Decrease.

Appreciative Passengers

Letters of Commendation Praise Employes for Courtesy and Consideration

A Fine Tribute

Winter Park, Fla., January 1, 1932. Chicago Surface Lines, Gentlemen: My wife and I spent December, 1931, in Chicago where we had previously resided for nearly thirty-five years. We rode on the surface cars almost daily during this visit. My wife is lame and moves very slowly at best. She received nothing but kindness and courtesy from any of the conductors and motormen, but I took the numbers of the following men who were of especial kindness and help, as she tried to climb onto or out of the street cars. I have never experienced anything like this in all my life, most of which has been spent in Chicago, New York and San Francisco: Conductors: Nos. 8930, 1502, 13062, 7250, 1488, 13932, 10180. Motormen: Nos. 5737 and 12189.

I know not how I can reach these men personally with my heartiest thanks for their kindness to my wife, who also joins her thanks to mine, but I can at least write this letter, which but faintly expresses my appreciation.

Sincerely yours,

John Henry Hopkins,
Rector Emeritus of the Church
of the Redeemer, Hyde Park,
Chicago.

(The men mentioned above are, Conductors William D. Gamet, John S. Isaacson, Frank Vockeroth and Joseph J. Kees of Cottage Grove; Motormen Peter Finan and Thomas Moran and Conductor Eugene P. Morin of Devon, Conductor John Kouba of Blue Island and Conductor Harold J. Bechtel of Kedzie.)

Mr. J. Dickens, 919 E. 78th Street, commends Conductor John Buergermeier, Badge No. 798, and Motorman Richard Neitzel, Badge No. 7777, both of Cottage Grove, for their courtesy, efficiency and considerate attention of their passengers.

Conductor Numa Simmons, Badge No. 1034, of 77th, is thanked by Mr. Lloyd Snider, 6110 Greenwood Avenue, for his thoughtfulness in paying his fare when he boarded this conductor's car and found that he was without funds.

Mrs. A. Dobson, 1722 W. 56th Street, wishes to thank and commend Conductor John Davis, Badge No. 1758, of Noble, for his kindness in paying her fare when he could not change the bill that she tendered in payment of her fare.

Miss Marie E. Isler, 1236 N. State Pkwy., sincerely thanks and commends Motorman F. Cronin, Badge No. 1971, of 77th, for his kindness and consideration towards her when she suffered a sprained ankle while on a shopping tour.

Mr. W. D. Beck, American Ry. Association, 59 E. Van Buren Street, boarded the car in charge of Conductor C. W. Curtis, Badge No. 2100, of North Avenue, and found that he had but six cents in change and a ten dollar bill which this conductor could not change. He ac-

cepted the six cents and taking a penny from his own pocket, rang up a fare and issued a transfer to Mr. Beck and for this he is sincerely thanked.

Mrs. M. E. Kirby, 12038 Wallace Street, reports Conductor William A. Heden, Badge No. 2352, of 77th, as one who is always pleasant, courteous and helpful.

Mr. G. LaVague, 6521 S. California Avenue, thanks Conductor M. Schneider, Badge No. 2688, of 69th, for the assistance rendered to his wife when she was accompanied by her two small children and was loaded down with bundles.

Mr. and Mrs. J. E. Cohn, 3044 Dickens Avenue, wish to commend Conductor Wm. Koczowski, Badge No. 2788, of Armitage, for his kindness in assisting a feeble old man to alight from his car and escorting him safely to the sidewalk.

Mr. H. E. Mendelsohn, 1547 S. Clifton Park Avenue, thanks Conductor E. W. English, Badge No. 2964, of Archer, for paying his fare when he boarded his car and found that he was without change.

Conductor Jacob D. Potts, Badge No. 8290, of Burnside, is sincerely thanked by a student of the University of Chicago for information he gave to him so that he was enabled to reach his destination quickly and without any difficulty.

Miss H. Loughry, 221½ S. Kedzie Avenue, commends Motorman John H. Walker, Badge No. 3365 of Cottage Grove, for his courtesy and kindness.

Miss Wilma Schmidt, 7031 S. Fairfield Avenue, wishes to thank and commend Conductor Henry McDermott, Badge No. 3676, of 69th, for turning in a package of surgical instruments which she had inadvertently left on his car on which she was a passenger.

Mr. C. A. Carstens, 2534 West New Street, Blue Island, commends Conductor F. Larson, Badge No. 3792, of Archer, for his courtesy and kindness toward him and also other passengers.

Conductor John Kelly, Badge No. 3880, of Cottage Grove, is commended by Mr. Carl Wagner, 5749 S. Mozart Street, for his kindly disposition and friendly smile for all his passengers.

Motorman Stanley Janowick, Badge No. 4183, of Armitage, is commended for the smooth operation of his car by Mr. E. P. McClement, 3656 N. Springfield Avenue.

Mr. H. A. Krieger, 222 W. Adams Street, wishes to thank and commend Conductor Arthur Crawford, Badge No. 4754, of Burnside, for his honesty in turning in a letter case which he had lost while a passenger on his car.

The courtesy of Motorman M. Thelen, Badge No. 4777, of Archer, has won for him a commendatory letter from Miss Saretta Conheim, 4456 Wentworth Avenue.

Mr. A. D. Little, Superintendent Marshall Field & Company, commends and thanks Motorman Charles Vahl, Badge No. 4979, of

Division, for picking up two packages which had fallen from their truck and telephoning the store telling them where the packages could be found.

Mrs. L. Godme, 3902 Greenview Avenue, compliments Conductor Carl W. Strenberg, Badge No. 4994, of Lawndale as being a model trainman, his courtesy being worthy of recognition.

Mr. H. Evington, 6454 N. Western Avenue, commends Conductor Peter Loughran, Badge No. 5224, for holding his temper when verbally abused by a young lady.

Mr. Charles O. Fowler wishes to sincerely thank Conductor D. L. Worker, Badge No. 5430 of Cottage Grove, for his kindness in paying his fare when he boarded this conductor's car and found that he had no money.

Mr. T. L. Taylor, 3820 N. Paulina Street, commends Conductor Bernard Michalson, Badge No. 5642, of Elston, for unusual courtesy towards his passengers.

Mrs. James Cullen, 6319 Claremont Avenue, wishes to thank Conductor Carl H. Carlson, Badge No. 6398, of Devon, in behalf of her mother whom he assisted to board and alight from his car.

Mr. H. M. Moss, 1624 S. Homan Avenue, compliments Conductor James J. Nyhan, Badge No. 6592, of Lawndale, for his efficiency and courtesy.

Miss Carlotta Cordova boarded the car in charge of Conductor Carl M. Neisner, Badge No. 6626, of Lawndale, and found she had but a five dollar bill, which this conductor could not change. He paid her fare, thus permitting her to lose no time and for this she wishes to thank and commend him.

Mrs. L. Worsley, 8241 S. La Salle Street, wishes to commend Conductor John McGreevy, Badge No. 6654, of Limits, for his consideration of elderly passengers on his car.

Alfred J. Schwartz, M.D., 3950 Lincoln Avenue, wishes to highly praise and commend Conductor Lester McNamara, Badge No. 7392, of Noble, for his unusual courtesy to each and every one of his passengers.

Mrs. M. Mitchell, 954 N. California Avenue, wishes to commend Conductor David Sax, Badge No. 7478, of Kedzie, for his courtesy to elderly women passengers and for calling every street car stop in a clear, distinct voice.

Mr. C. Byhon, 36 W. Randolph Street, compliments Conductor John Simpson, Badge No. 7560, of Devon, for his admirable trait of announcing street car stops in a distinct voice, calling not only intersections, but every other street.

Mr. Frank Eldridge, 11 S. LaSalle Street, commends Conductor William Oesterreich, Badge No. 7732 of Armitage for the courtesy he extended to a crippled young lady, assisting her to board his car, taking her inside, finding her a seat and in general being most helpful.

Conductor Victor E. Olson, Badge No. 7926, of 77th, is commended for his courtesy in assisting a young lady off of his car with her sick husband.

Mr. Fred E. Ball, 122 S. Michigan Avenue, wishes to thank Conductor M. A. Crozier, Badge No. 8356, of 77th, for turning in a bag found on his car which had been left there by

some one who had previously stolen it from Mr. Ball's car.

Mr. Edwin Marik, 2647 S. Spaulding Avenue, wishes to compliment Conductor Michael Hanley, Badge No. 8556, of Lawndale, for his courtesy to blind and aged folks, assisting them to alight from his car and escorting them to the curb.

Mr. J. D. Rutter, 201 S. LaSalle Street, wishes to commend Motorman Lester Ludlam, Badge No. 8689, of Kedzie, for his gentlemanly manner, extreme courtesy, strict application to duty and all around efficiency.

Motorman Edward P. Gorman, Badge No. 9115, of Burnside, is congratulated by one of his passengers on the cheerful performance of his duties.

Mrs. H. A. Sievers, 6948 Dorchester Avenue, commends Conductor James J. McMahon, Badge No. 9412, of 69th, for the assistance he rendered towards all elderly passengers on his car regardless of race or color.

Mr. G. Beck, 4505 N. Melvina Street, wishes to compliment Conductor F. F. Rapp, Badge No. 9572, of Armitage, for calling the names of street car stops in a clear, distinct voice.

Mrs. J. Rothstein, 3906 W. Argyle Street, wishes to thank and commend Conductor William Zitzow, Badge No. 10336 of North Avenue, for turning in a football which her son had inadvertently left on his car on which he was a passenger.

Unusual courtesy and kindness on the part of Conductor Bernard D. Miller, Badge No. 10448, of 77th, has made him the recipient of a letter of commendation from Mr. R. J. Gates, 757 W. 79th Street.

Mrs. H. A. Gottschalk, 6325 S. Karlov Avenue, thanks Conductor William B. Stuart, Badge No. 10716, of 69th, for turning in her purse to the Lost and Found Department when he found it on his car on which she had been a passenger, inadvertently leaving it behind.

Miss Emma Groebe, 6549 S. Wood Street, reports that the quick thinking and action of Motorman Albert Vinke, Jr., Badge No. 10883, of 69th, averted what might have been a serious accident and she wishes to commend him.

Mr. T. Lockton, 8536 S. Morgan Street, wishes to thank and commend Conductor William Wegner, Badge No. 11508, of 77th, for his honesty in turning in a package which he had inadvertently left on his car.

Efficient service plus courtesy won for Conductor Frank Bielski, Badge No. 11772, of Archer, a commendatory letter from Mr. M. Beranek, 6368 S. Maplewood Avenue.

Miss Florence L. Dauphin, 1540 E. 67th Place, wishes to thank and commend Motorman Walter J. Carroll, Badge No. 13081, of 77th, for assisting her mother to board his car and escorting her to a seat.

Miss Clarice T. Drach, 5348 Glenwood Avenue, wishes to thank Conductor Richard H. Kitterman, Badge No. 13152, of Devon, for his honesty in turning in a wrist watch which she had lost while a passenger on his car.

Mr. A. R. Couture, Marshfield, Wis., sincerely thanks Conductor Henry J. Schuler, Badge No. 13558, of Cottage Grove, for the

courteous treatment he received at his hands and for the explicit information that he received which enabled him to reach his destination without trouble.

Mrs. Gross, 2723 St. George Court, called in person at the General Offices in order to commend Motorman Richard J. Kresser, Badge No. 13603, of Armitage, for the smooth operation of his car.

Miss A. S. Fick, 3805 N. Albany Avenue, wishes to thank Conductor William F. Lehmann, Badge No. 13842, of Elston, for his courteous treatment and thoughtfulness in paying her fare when she boarded his car and found that she had forgotten her purse.

Mr. E. H. Lafayette, 4824 S. Tripp Street, commends Conductor Lester J. Winters, Badge No. 13916, of Archer, for his honesty in turning in his wife's purse which she had lost while a passenger on his car.

Miss C. Engel, 5323 S. Wells Street, wishes to compliment Conductor Leslie McKenzie, Badge No. 14098, of Devon, for his courtesy to her aunt and other passengers on his car.

The tact with which Conductor Harry C. Haderly, Badge No. 14380, of Devon, handled a rather sarcastic passenger won the admiration of Miss Lillian Sly, 916 Diversey Pkwy., and she commends him for his actions.

Mr. H. E. Manly, Western Machine Works, 1312 W. 22nd Street, wishes to thank and commend Supervisor William C. Winter, of Blue Island, for assistance rendered to one of his employes who became violently ill leaving the street car at 22nd and Throop Street.

New additions for Mr. M. M. Strader's "Clear Calling Conductor's Club" are as follows: Conductor William Kelly, Badge No. 5560, of Kedzie; George Trumbull, Badge No. 8092, of Kedzie, and Adam J. Rohr, Badge No. 12886, of Armitage.

Miss Liza Berglund, 8015 Luella Avenue, sincerely thanks Conductor Lawrence Olson, Badge No. 562, of Burnside, for turning in a package which she had lost while a passenger on his car and which subsequently she recovered at the Lost and Found Department.

Mrs. Susan McGrath, 1436 E. 66th Place, wishes to commend and thank Motorman Patrick McGuire, Badge No. 787, of 69th, for his honesty in turning in her wrist watch which she had lost on his car.

Mr. Frank Peters of the Board of Supervising Engineers states that while transferring, he and his wife were cut off by moving vehicles. They waved to Motorman Michael Hartnett, Badge No. 13293, of Devon, to wait and he did so, giving them every opportunity to board the car safely. They wish to commend the conductor of the car, Charles A. Cohagan, Badge No. 1072, of Devon, for clear and distinct calling of streets.

"Brethren," exclaimed the preacher as he came across a portion of his flock engaged in pursuing the goddess of chance:

"Don' yo' all know it's wrong to shoot craps?"

"Yes, pahson," admitted one parishioner sadly, "an', believe me, ah's payin' fo' mah sins."

SOME JANUARY DATES

Two Years Ago

January 20, 1930—H. F. Hoger appointed Division Storekeeper at the West Shops vice Mr. J. E. Williams.

Four Years Ago

January 10, 1928—Anti-parking ordinance for downtown effective.

Five Years Ago

January 26, 1927—Ordinance passed for six months extension of franchise.

Seven Years Ago

January 20, 1925—Bulletin: "As a mark of respect to the memory of the late John Z. Murphy, Electrical Engineer of the Chicago Surface Lines and associated with these properties for more than thirty-five years, all cars will stop for one minute from 10:00 to 10:01 A. M. January 22nd, the hour set for the funeral services."

January 1, 1925—Effective this date Charles H. Allen is appointed Comptroller. The Comptroller will have general charge of the financial records of the Chicago Surface Lines. The General Auditor and Treasurer will report to the Comptroller.

January 5, 1925—Edward C. Zage appointed Assistant Division Superintendent of Division No. 11 vice Wm. McGann, deceased.

Nine Years Ago

January 1, 1923—F. G. Sears appointed Assistant Purchasing Agent.

Twenty Years Ago

January 1, 1912—Through Route No. 1 began.

January 18, 1912—Through Routes Nos. 5, 6 and 19 began.

January 29, 1912—Chicago and Southern ordinance passed.

Twenty-two Years Ago

January 3, 1910—Through Route No. 18 began.

Twenty-four Years Ago

January 28, 1908—Chicago Railways Company accepted new ordinance.

Twenty-six Years Ago

January 11, 1906—Englewood branch "L" extended from Wentworth to Princeton.

Thirty-five Years Ago

January, 1897—Lincoln Avenue line built—Irving Park to Bowmanville.

Thirty-seven Years Ago

January 7, 1895—Milwaukee Avenue lines opened—Armitage to Jefferson.

Fifty Years Ago

January 28, 1882—South State Street cable—22nd to City (1st cable in Chicago.)

Sixty-three Years Ago

January, 1869—Washington Street tunnel finished.

January, 1869—Steam dummy on State—31st to Root and on Root from State to Halsted.

Customer: "What do I owe you?"

Barber: "Twenty-five cents."

Customer, looking sad: "You wouldn't take the last cent I've got, would you?"

Barber: "Well, yes."

The customer handed him a penny and walked out smiling.

Departments and Divisions

Accounting

Several divisions of the department held noon hour Christmas parties during the week previous to Christmas. There also was the usual exchanging of many beautiful gifts. We understand that the exchange desk at the department stores were very busy after Christmas taking care of the various clerks who attended the parties.

Santa Claus visited the Bookkeeping Division Thursday, December 24, 1931, and left Christmas novelties.

As Mr. B. A. Hall and Mr. R. L. Hill were walking down Clark Street going to lunch, coming towards them was one of those "Sir" Weary Willies of the Ancient Order of Knights of the Road, who passed up Mr. Hill and approached Mr. B. A. Hall, who was sporting his collegiate coat, and understand the fortunate man was given the privilege of feasting his eyes on the coat.

A number of the boys of the department served as good Samaritans on Wednesday, December 23, 1931, by furnishing their automobiles and assisting in the distribution of Surface Lines Club Christmas baskets to the families of certain employees of the Chicago Surface Lines.

Believe it or not, there IS a Santa Claus. If further proof of that statement is necessary Miss Evelyn Scheffner will furnish it by proudly displaying her beautiful diamond ring on the tell-tale finger.

T. F. Coan

Accident Investigation and Legal

Amongst recent arrivals to add cheer and other blessings in their respective families were Audrey Joyce Tangen, the second girl for Emil O. Tangen, and Patricia Marie Mahoney, first arrival for James A. Mahoney, under date of Dec. 15, 1931, who weighed in at 8 pounds and 3 ounces.

Charles R. Rood, who has been in our service for over 50 years, has been confined at his home for some time past although we are hoping for his return at an early date.

Our department extends its sincere sympathy to J. W. Moore because of the loss of his wife, Johanna Moore, nee O'Donnell, whose burial at Mt. Carmel took place on December 18, 1931.

The girls of this department held their annual Christmas luncheon party in one of Field's special party rooms a few days before the anticipated visit of St. Nick. By the looks of the girls when they returned to the office we would say they thoroughly enjoyed themselves.

The members of our department are congratulating Mr. Joseph Kaminski of our Photographic Department, who was united in marriage to Miss Emily Sobzycyk at St. Wocenzlaus Church, January 5, 1932.

Blackstone

Engineering Department

The Christmas party at the Clubhouse on December 19, 1931, drew a large number of the boys from the Track Department with their families. John Boesen and his troupe came from the North Side. Frank Fielding and Frank Beshk upheld the reputation of the West Side and from the South came Paul Britovic, George Ramish, Dan Paloch, B. Budimer and John Kamenjarin with their numerous progeny. N. R. Alexander of Park Ridge was on deck and A. B. Bonhomme attended with his little flock. Charley Gremley brought his boy. Everybody enjoyed Santa Claus and the performance.

Is your radio giving you results? It should. Public lectures and debates are given by Professors Knutson and Hibbs on this subject.

Harry Debus of Grand & Leavitt announces his recent marriage to Alletta M. Duever of Berwyn. We extend our congratulations to the newlyweds and wish them happiness.

Edward Witt, chauffeur, and John Meehan, trolley tender, are on the sick list. We hope to see them back soon.

Robert Gilmore threatens to displace Floyd Gibbons as the rapid fire announcer of the air. Be careful that you don't split your infinitives, Bob.

Mrs. Robert Boal presented Mr. Boal, wreck auto helper, with a Christmas present of another daughter.

Charley Anderson, foreman of the 13th & Ogden Frog Shop, is sick at this writing. We hope for a speedy recovery.

Pete Mirkovic loosened up his bowling arm and shot 277 in one of his games in the Clubhouse Bowling League recently. Pete says that with a little practice he hopes to make a few 300 games before the season is over.

Herby Harner and Harry Hitchens of Grand & Leavitt have recovered from their recent mishaps and are again back in the fold, looking none the worse for wear.

Transit

Shops & Equipment—North & West

West Shops: Ralph Martz of the Drafting Room spent a delayed vacation visiting his folks in Sunbury, Pa., during the Christmas holidays. From reports received we understand the Oldsmobile made the trip east in record time.

The men from the West Shops' bowling team are all set for the new year. It is hoped that the boys will continue their good work during the remainder of the schedule. At present they are leading the league with 30 games won and 6 games lost.

Mr. George Turton sends the season's greetings to the men in the Paint Shop from Durham, England.

North: The boys are glad to see Charles Raney back again after a few weeks' illness. They also wish a speedy recovery to Thomas Kenny, our crane man, who is recuperating at St. Anne's hospital.

Kedzie: Patrick O'Rourke, repairman, celebrated his twenty-fifth wedding anniversary recently. Congratulations! Paddy says, "It seems like yesterday when I met Maggie."

Ed Warchol, storekeeper, is again hopeful because of Leap Year. Come on, girls, now is your chance.

The boys at Kedzie wish everyone "A Happy New Year."
Jane V. McCarthy

South Shops and Carhouses

On November 27, 1931, Dr. Stork visited the home of W. Proudfoot, Cottage Grove, and presented him with a darling baby girl. Congratulations!

On the evening of December 5, 1931, E. Johnson, Burnside, was united in marriage with Miss A. Carlson, with C. Buckley acting in the capacity of best man. We all enjoyed the cigars.

Imagine A. Rizzutto, Burnside, killing so many rabbits and ducks that his car was overburdened to the extent that it broke down and left him stranded 90 miles from home.

The entire Burnside Carhouse extends their sympathy to Mrs. Kasputes and family in the recent loss of their beloved husband and father, who passed away on the morning of December 7, 1931.

Noticed at the Tivoli. Benny Roberts + a derby + lady friend = Romance?

Our sincere sympathy is extended to the bereaved wife and immediate relatives of George Grant at 77th Street Carhouse, who passed away on November 26, 1931.

Announcing the night gang "Yes" Club at the 77th Street Carhouse, consisting of Hanrahan-Wessel-Levicki.

We have often wondered why Willie Cameron, Woodmill, has had such lovely rosy cheeks when dancing with the fair ladies of the Trianon Ballroom. The secret was exposed when he was discovered loaning his compact to one of his many fair admirers.

A dapper young man in the office by the name of Frank DeWitt is taking, or rather trying to take, up the art of tobacco chewing. Anyone knowing the after effects and its cure please write out prescription and put in box provided for same in the Watchman's Booth and by the Time Stamp in the office.

During the last few days we have noticed that Jules Graiser, pattern expert, walks with a slight limp, which we found out was due to a sore dog, and we wish to take this opportunity to extend our sympathy to Jule, feeling it interfered with his appointment as a dancing gigolo at the Lonely Hearts Club on New Year's Eve.

Dr. Stork has been working full time in our Machine Shop. M. Rubey was presented with a darling baby girl on November 15; continuing Dr. Stork visited the home of P. Grunert on December 21, 1931, and left a cute little baby girl. Congratulations!

The Machine Shop extend their sympathy to Mr. L. and C. Welin in the loss of their beloved wife and mother, who passed away on November 30, 1931.

The sincere sympathy of his fellow workers in the Foundry Department is extended to Mr. J. Winkus, whose beloved wife passed away on December 21, 1931, after a few days' illness.

Henry Colles of the Motor Repair Department departed from single blessedness on November 25th, 1931, when he took unto himself a bride. Cigars were enjoyed by all.

Lost, Strayed or Stolen—somewhere in the wilds of Michigan on Thanksgiving—Mr. A. C. Lindquist. We advise a compass next time.

We wish to extend our sincere sympathy to the family of A. Johnson, Car Repair Department, who passed away December 12, 1931.

We extend our most sincere and deep sympathy to Mr. E. Eyer, Cottage Grove, whose father passed away on December 31, 1931, at the age of 73. The late Mr. Eyer was buried from the C. J. Adams Chapel, 73rd Street and Cottage Grove Avenue. Interment at Oakwoods Cemetery, 67th and Cottage Grove Avenue.

Elsie R. Smith

Material and Supplies

Max Streeter and Frank Rothman are staging a great fight for supremacy as to who can collect and eat the most sandwiches at lunch hour.

The boys at the South Shops, M. and S. Department extend heartiest congratulations to George Mikota who was elected director of the club (where are the cigars?).

Max Streeter had a wonderful trip home over the holidays, including two flat tires and moving two telephone poles out of the road.

There has been a suspicious looking pair of tan oxfords in Department 57, size 7½ with a cut on the left side. We wonder who the owner is and what the cut in the toe is for.

Every lunch hour finds the horse shoe playing champs, M. Grant and E. Frank busy trying for ringers. A steel-like glint shone in their eyes when warned that next year's contest may mean hard competition for somebody.

Mr. Maus is very anxious to relieve the anxiety, and appease the curiosity of his friends in regard to that box, which was supposed to contain candy (but was not candy). He says that the little lady who received it will be eleven years old next February, and her name, address and telephone number will be given on receipt of a self addressed stamped envelope.

Lydia Timmerman's new theme song is "Honey."

R. E. Buckley.

Purchasing

H. B. Storm is to be congratulated on the prominent part he took, with great success, in connection with the Christmas Basket Party.

The Department extends to Mr. and Mrs. W. B. Folta their very deepest sympathy in their recent bereavement.

What's the matter with Ed. Cummings? Dropped six points in three weeks in the Bowling League. Come on Ed, get busy on the head pin.

M.

Here's Your Hat

Breezy: "Have you a good opening here for an unusually bright and energetic young man?"

Business Man: "Yes, I believe we have—and please close it softly as you leave!"

Can't Be Helped

Stern Father (to son going back to boarding school): "Don't let me hear any bad reports about you."

Care-free Son: "I'll try not to, dad, but you know these things will leak out."

Around the Car Stations

Cottage Grove

May 1932 be a Happy and Prosperous New Year to us all.

We leave another milestone of time behind us. Some who were with us a few years ago have gone to their eternal rest, leaving their good deeds behind them. Let us keep their memories ever green and try to emulate some of their deeds and actions. Then when the time comes for us to pass on, those who are left can say the same good words about us. I said last year "May the Star of Hope guide us through the pleasant ways of Happiness, Success and Prosperity this New Year," and it is worth repeating.

This is the last month of the Accident Prevention Contest. Up to date we have made a much better showing than last year. The leader is only a few points ahead, so make a spurt for the finish and let us maintain our old slogan of "Safety, Courtesy, Civility and Good Service." Then we will gain the goodwill of our passengers and make them our friends in time of need, viz. more witnesses and more letters of commendation instead of complaints. This will give more encouragement to our superintendents and will be appreciated by the management. Let us make 1932 a banner year for this contest.

The re-election of all the officers of the S. & A. Club indicates the efforts of the individual officers were appreciated by the members. Give them the same support this year as last. Your dues can be paid to Chief Clerk Percy Atkinson, who has your card ready for you.

There are quite a number of men on the sick list, amongst whom are Motormen Chas. Sargent, Fred Hughes and Wm. Collins. A visit to some of our sick men will help to lighten their burdens. Any of the clerks will gladly furnish the address of any of them.

It is with deep regret we report the death of Motorman Walter C. Lambert after a short illness. He passed away just before Christmas, was laid to rest Saturday, December 26, at Holy Sepulchre Cemetery, the following trainmen under the supervision of Motorman Al Smith, acting as pall bearers, H. W. Kennedy, J. Mullen, L. Lane, J. J. Mallon, F. Riley and F. Gratton. The sympathy of the trainmen is extended to his immediate family.

The trainmen also extend their deepest sympathy to Motorman Dan McLinden and the other members of his family on the death of his daughter.

Mr. George Swanson, the only son of Motorman A. G. Swanson, recently passed away leaving a wife and a son and a daughter and three sisters to mourn his loss. The trainmen extend their deepest sympathy to Motorman Swanson and the other members of the family.

J. H. Pickin



Dewey, Jr., Five Months Old Son of Motorman Westerhouse of Cottage Grove

77th Street

Only one more month to go to increase our lead in the Accident Prevention Contest, and judging from our untiring efforts in our climb to the top, and also by our remaining there the past two months, it certainly is encouraging. Remember, men, next month the contest will have been ended and it will be our hardest month. For one reason, the lead we have over our closest rival isn't very much, and another reason is that we will probably have to contend with heavy snow storms, slippery rails and what not, that will help jeopardize our chances of winning the contest. Don't let us relinquish the lead to another contestant, keep up the good work and come out on top. The world loves a winner, let's be a winner.

Our scribe, Charles Gylling, after a protracted illness that necessitated an operation, is improving very rapidly at his home and expects to be back with us very soon. The following trainmen from this division are now confined at the Hines Hospital at Hines, Ill., and would appreciate a visit from some of the boys going that way: Ed. Willette, Joseph Taylor, John Coyne, Wm. Evers and John Whelan.

Motorman John Maguire is back to work again after being off for some time. Glad to see you back, John.

We have been informed that Conductor Jack Dwyer has taken unto himself a bride. The nuptials took place sometime last November. We sincerely wish success and good luck to the bride and groom.

F. J. (Scotty) Mitchell, the economy expert, got some free tickets to the stock show that was held at the Union Stock Yards last month. They were given to him by a stockman who came all the way from Glasgow, Iowa.

Don't you know the reason for Bill Bond wearing a zipper shirt? Well, in the first place the stork paid another visit to his home and delivered a boy this time; secondly, Bill's chest

expansion is so great that, rather than be minus all the buttons on his shirts he accepted a very wise and practical suggestion. Hence the wearing of zipper shirts.

Santa Claus was a little late at Receiver George Miller's home but nevertheless his heart was in the right place so at 12:40 a. m., December 26, he delivered a boy at his home. Congratulations, George, and may your tribe increase.

Here is a Winchell: Sam Tovey one of our old time motormen and pioneer settler in Mt. Greenwood, Ill., is all puffed out like a pouter pigeon these days. The fact is another heir, a bouncing baby boy was Sam's present from Santa Claus. Congratulations, Sam.

Understand that Dan Cupid has listed the name of Conductor J. J. Zuppert in his marked man's column. Well, Jack, sailing on the matrimonial sea is smoother than riding in a Lizzie. Sometimes.

To the Fathers of this division: Why not send in a photo of your little boy or girl for publication in the magazine? All photos will be handled with care and returned to you in due time. Send it in to our Chief Clerk O. T. Duncan today.

Last month the following trainmen of this division passed away: Joseph C. Irvine, one of our old timers and a very pleasant man always; also the father of Conductor W. E. Lawler, No. 1; and wife of Motorman G. Erickson. This division wishes to extend its sincere sympathy to the bereaved relatives of the above.

John T. Flynn.

Sixty-Ninth

Division 4 expresses sympathy to Conductors J. A. Lynch, J. B. Leibforth, F. P. Keppler and to Motorman W. J. Teufel who each lost a mother. Also to Motorman E. A. Swallow upon the occasion of the death of his daughter and to Conductor G. Unrath who lost a brother who was in service in the fire department. It is also with much deep regret that we mourn the passing of three of our motormen, namely, N. R. Kaufman, D. E. Brainer and W. B. Kavanaugh.

For a pleasant and inexpensive afternoon on your day off get in touch with Leo Domrese and Harold Boren who spent a lively afternoon at the WCFL radio station in the American Furniture Mart Bldg., 666 North Lake Shore drive, 20th floor.

Enthusiasm is running high among the large number of pinocle entrants in the tournament which is now in progress in the club room. Winners will be announced in a coming issue.

It is rumored that there are some bowlers from the Limits Station who are about to challenge the 69th Street depot for a match game of 10 games, five at their home alleys and five at ours. For further information see Mr. Domrese at 69th Street.

Motorman P. J. Hommerding is the proud father of an 8½ lb. boy and Conductors M. J. Manning and R. E. Cazel each report a 8 lb. 2 oz. and 7 lb. boy, respectively. Congratulations.

Conductor F. C. Raebig, who paid the car fare of Captain Albic Booth the football star,

was very highly complimented by Captain Booth in a note he received including the car fare.

The crew on run 171, Conductor J. Cermak and Motorman J. E. O'Donnell, deserve creditable mention for their alertness after arriving at a fire at 63rd and Champlain at 2:50 a. m., Jan. 7, 1932, they called the wagon and traded cars with the West bound crew. There was no delay.

W. L. Pence.

Archer

No mistake this time, a bouncing baby girl, nine pounds, arrived at the home of Conductor C. O. Mealer on December 14th. Conductor Mealer took several days off to celebrate the happy event.

Conductor E. J. Carney pulled a sneaker on us and married the "Hello" girl from the Lafayette Exchange (Miss Clara Williams). After the added festivities the young couple left on their honeymoon for the golden state of California. Congratulations are now in order.

Our deepest sympathy is extended to Conductor P. J. Robinson who was called upon to part with his daughter, through death, at the age of twenty-one years.

Conductor W. A. Lion is the proud father of a 9½ pound baby boy, born to the Lion family December 10. To date we have not learned what the young Bilikin has been named, but it's a boy and without a doubt it's Bill, named after his dad.

Conductor J. L. Novak who met with a serious auto accident some three months ago, is back on the job, claims to be as good as a new man.

The boys of Archer depot extend to Conductor A. F. Witt their sincere sympathy on the death of his mother, who died December 20.

Another kid in the Surface Lines family and it's a boy, born to Conductor T. J. Coughlin and good wife, December 5. Congratulations "T. J." and may the next be a girl.

Motorman J. P. O'Donnell recently slipped away and signed a life's contract taking upon himself a wife, for better or for worse, the joys and pleasures of a happy home. Here's wishing you a speedy recovery.

The old stork has been doing some pretty good work for the boys of the Fifth Division. Here's another girl, Oh! Joy, and Conductor R. Klimes is now doing the broadcasting, 7½ lbs., born December 3. Father doing nicely.

One of Archer's old timers, Motorman George Calder, died December 15, and was laid at rest on Friday, December 18. George was well liked by his fellow employes and his memory will live long with us. Our sympathy is extended to his bereaved wife.

Conductor A. L. Smith reports the arrival of a baby boy, born December 18 at 8 p. m. "Al" says this being their first it is going to take some time to pick the winning name. However, it's a boy and "Al" is proud of him.

Conductor C. E. Drake was called to the bedside of his only brother, who lived in the state of Iowa, died December 20. Our sympathy is extended to you in your hour of sorrow.

Dusty.

Blue Island

We extend our sympathy to Conductor J. Vujtech and family in the loss of his mother; J. Babka and family in the loss of his brother, and C. Devine and family in the loss of his father.

Conductor Jacob Rumshas who entered service of the company August 10, 1905, was operated upon for ulcers of the stomach at the County hospital on Saturday, December 19, and passed away on Monday, December 21, 1931. Funeral was held on Saturday, December 26. Pallbearers were M. C. O'Brien, R. Kadlec, E. Gaede, J. Grigas, L. Jeslowitz, and S. Margoles, all of Blue Island Depot.

C. P. Starr.



Motorman Albert Kopp of Division Station Explaining to His Grandson the Mysteries of the Controller Box

North Avenue

Conductor Jeremiah Campo and his wife were killed in a grade crossing accident Christmas day. They were on their way to the home of a relative for Christmas when the unfortunate accident occurred. Jerry entered service April 12, 1904. He had been inactive for some months. He was always a favorite among his fellows who enjoyed his good nature and habit of keeping everyone cheered up by quoting bits of funny poetry. The sympathy of all North Avenue men is expressed to his relatives in their loss.

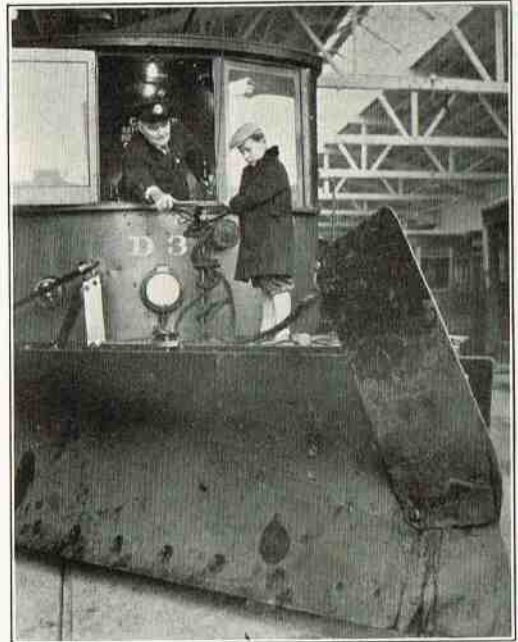
Motorman John Brockman passed away at his home January 1, 1932. He had been with us since March 9, 1923. He had been sick for nearly a year. Everybody liked "Little Johnny"

and we grieve at his passing. Sympathy is expressed to his sorrowing family.

Conductor Joseph is papa to a boy weighing 8¾ lbs. who arrived December 8. That-a-boy, Joe, and we hope when he grows up he can raise as dandy a mustache as his daddy.

And did you see what those lads from the south side did to us in the witness getting contest? Two of them horned in ahead of us. We don't want that to get to be a habit so let's go about ousting them by getting back in our stride and bringing in the witnesses. Bringing them in is the only way we can get back into first place. And our boys are the ones that can do it.

C. A. Knautz.



Motorman Nigh Smith of Division Telling His Grandson the Story of the Snow Plow

Lincoln

Conductor R. E. Dresbach and wife are the happy parents of a baby born Dec. 20, 1931. The arrival was close to being a beautiful Christmas gift. The mother and baby are doing fine and we offer our congratulations.

The extra men, Motorman Gromins, H. F. Gebel, L. L. Smith, C. H. Ferroll, L. C. Wagenknecht and a few others put up a 14 foot Christmas tree in the calling room. It was a beautiful tree, the trimmings very pretty and it sure put a Merry Christmas spirit through the station.

The secret is finally out. Conductor J. J. Metzger of 4815 Cornelia Ave., decided on Nov. 5, 1931, to become engaged to Miss C. L. Reich. Now we must wait until later when Conductor Metzger will give us the date the wedding is to be.

One of the old timers, Motorman Edward W. Welden, died after having an accident and blood poisoning setting in. He was buried Wednesday, December 23 from Danielson's Chapel, 5 S. Bothwell St., Palatine, Ill., and laid to rest in Acacia Park, Chicago.

H. Spethman.

Limits

Motorman "Al" Levinsky, badge No. 8641, our old timer of the Limits, entered the service as a tow boy in 1889 at the Rockwell and Van Buren Street barn, served as gripman from the old O'Neill Street barn in 1895 until the company put on electric cars; from there to Division and Western with the adoption of the air brake cars and Through Route 24 for two years, transferring from there to the Limits where he has served ever since. "Al" has that personal magnetism which instinctively draws people to him, is robust, tall and commanding in appearance, and has been the means of furnishing the Limits with some of the best motormen that were ever broken in. He can make a snow plow do its stuff and get the work out.



Al Levinsky

Miss Dolores Roberta Roberts, 5 years old, daughter of Motorman W. Roberts, impresses you with the fact that she may be her mother's little girl, but she surely is her daddy's little sweetheart.

Motorman Bill Nieman is a proud granddaddy. His daughter presented him with his first grandchild, Edward Ormins, Jr., who was born in the Chicago Lying-In Hospital on Nov. 13th and baptized in St. Casimar's Church, 22nd and Whipple Streets, on Thursday, Dec. 3, 1931, Rev. Father Peterson officiating. Congratulations, Bill.

Motorman Bill Thoms mourns the loss of his sister, Mrs. Anna Grant, who is survived by her husband and two sons, Edwin and Herbert. Funeral was from the late residence, 4339 N. Harding Ave., thence to Taber Ev. Lutheran Church, Interment, St. Lucas Cemetery. We deeply regret Bill's recent bereavement and extend our sincere sympathy.

Conductor John M. McGreevey and his wife had the pleasure of listening to John McGreevey, Jr., 12 years old, play his violin in the choir of St. Sebastian's Church at high mass Christmas morning, Father Burns celebrating the same. Your correspondent knows the sacrifices that both mother and father have made to give the young fellow his musical education and they are proud of the fact that he can play

such numbers as Irish jigs and reels, etc., both by note and by ear. We congratulate both you and your good wife, John.

E. G. Rodgers.

CLUB SPARKS

New Club Officers

At a special meeting held on January 6th, the following were elected officers of the Surface Lines Club for the year beginning February 1, 1932: President, W. C. Wheeler; First Vice-President, S. D. Forsythe; Second Vice-President, J. W. Hewitt; Secretary, A. D. Martin; Treasurer, T. F. Coan; Assistant Secretary, C. J. Mersch; Assistant Treasurer, A. F. Andresen.

Club directors from the various departments had previously been chosen as follows: Accident Prevention, C. J. Mersch; Accounting, T. F. Coan; Electrical, S. D. Forsythe; Engineering, J. W. Hewitt; Executive, J. V. Sullivan; Legal, Hubert A. Smith; Material & Supplies (West), J. F. Devery; Material & Supplies (South), G. P. Mikota; Purchasing-Insurance, A. D. Martin; Schedules, P. N. Simmons; Secretary & Treasury, A. F. Andresen; Shops & Equipment (West), W. C. Wheeler; Shops & Equipment (South), P. N. Simmons; Transportation, T. F. Moore.

The outgoing club directors will wind up their year with a dance at the clubhouse on Saturday evening, January 23, at which the music will be furnished by Frank Spamer and his Masters of Rhythm, who have recently played at the Stevens Hotel. W. C. Wheeler is chairman of this party.

A new schedule of entertainment events will be arranged in the near future by the incoming directors and it is suggested that club members make known their preference for any special form of entertainment that may interest them.

Women's Auxiliary Christmas Party

Miss Mildred Habeger and her committee from the South and West Shops were in charge of the Annual Christmas party on December 17, 1931, and it was some party. Approximately 120 girls came out with expectations of seeing Santa, nor were they fooled, for, lo and behold, after bridge, 500 and bunco prizes were awarded, out rushed Santa, loaded down with a lovely gift for each girl present. Refreshments consisting of home made cookies, individual cakes especially designed for Christmas, with tiny candles in them, and coffee. Miss Habeger and her committee are to be congratulated on the well planned evening of entertainment, fun and refreshments.

Auxiliary Banquet

Date: January 21st; Time: 6:30 P.M. (sharp); Place: Ball Room, Lake Shore Athletic Club, 850 Lake Shore Drive; Entertainment Excellent; Music: Johnny Sheehan's Orchestra; Food: Delicious.