

SURFACE SERVICE MAGAZINE

Volume 9

JANUARY, 1933

Number 10



*THE WRIGLEY BUILDING, TRIBUNE TOWER AND MEDINAH
ATHLETIC CLUB SEEN FROM WACKER DRIVE*

Status of the 1930 Ordinance

Mr. Crews' Chronology of the Case Clears the Companies of Any Charge of Obstruction

Last month Surface Service quoted from a talk delivered by Mr. H. O. Crews before a South Side audience in which he summarized the history of the moves for a comprehensive transportation system for Chicago, and in the January issue we present the principal steps following the approval of ordinance:

On July 25, 1930, committees were named to receive deposits of Chicago Rapid Transit securities preparatory to the working out of the financial plan for the consolidation.

On July 29, 1930, the south side lines asked permission of the Illinois commerce commission to make some of the extensions which have since been completed.

On August 1, 1930, the Chicago Rapid Transit Company began extension of platforms at 64 stations to accommodate 8-car trains which would be necessary with the inauguration of transfers from the surface to the elevated system.

On August 11, 1930, the Chicago Surface Lines announced that it had ordered \$1,000,000 work of material for extension work and would begin construction at once.

On August 12, 1930, contracts for construction of the second unit of the Rapid Transit Company shops at Niles Center, providing for the remodeling of cars for 8-car operation, were let at a cost of \$375,000.

On August 21, 1930, the Rapid Transit Company filed application with the Illinois commerce commission to spend \$6,872,000 and to issue two year six per cent gold notes for the amount, to provide for the extension of platforms, changes in yard terminals, remodeling of the Chicago Avenue station and track layout, the new Niles Center shops and right-of-way and additional track on the Garfield Park Branch.

On the same date the commerce commission authorized the Chicago City Railway Company to extend its tracks on 51st and 87th streets and work on the 87th street extension was started three days later.

On September 12, 1930, the board of local improvements approved the widening of State street from the river to Chicago avenue, work necessary prior to the construction of the subway.

On September 22, 1930, the city council passed ordinances for street car construction on the extensions of Western avenue, 51st street, Damen avenue, Wabash avenue, 87th street and Montrose avenue.

2,500 Men Employed

On October 20, 1930, the surface and elevated companies made public a letter written to Alderman McDonough in answer to a request for information showing that approximately \$4,984,032 of work had either been completed

or was under way since July 1 and that employment had been provided directly or indirectly for at least 2,500 men.

On November 22, 1930, the subway plans were approved by the board of local improvements without substantial change and the State street subway ordinance was submitted to the city council three days later.

On December 8, 1930, the financial plan for the reorganization of the two properties by the Chicago Local Transportation Company was submitted to the protective committees of the security holders by the reorganization manager.

On December 15, 1930, the State street subway ordinance was adopted by the city council by a vote of 40 to 1.

On December 23, 1930, the reorganization manager announced that the thirteen protective committees had approved the reorganization plan and would submit it to the 40,000 security owners.

Subway a Stumbling Block

On January 20, 1931, the special assessment roll for the State street subway was filed in the county court by the board of local improvements. The proceedings involved assessments against 11,200 pieces of property representing 5,500 owners who were asked to pay \$1,100 a front foot. This inaugurated the proceedings which are still pending.

On March 27, 1931, a taxpayers' suit attacking the validity of the franchise ordinance and the enabling legislation on which it is based was filed in the superior court.

On April 1, 1931, it was stated that holders of approximately \$175,000,000 of the outstanding securities had deposited their securities and endorsed the financial plan.

And so I might go on. Surely there is no indication here of lack of diligence.

While all of these activities and many others were in progress, the cases involving the validity of the ordinance and the enabling legislation were making their slow progress through the courts. This litigation is divided into two parts. A taxpayers' suit was filed covering all the points in the ordinance in which the taxpayers could be directly interested.

In addition a quo warranto proceeding was instituted raising other questions not directly related to the interests of taxpayers.

These two suits were consolidated and were submitted to the supreme court. That tribunal, on July 27th of last year, handed down its decision giving legal approval to the legislation and the ordinance.

There is still pending in the lower court litigation relative to the subway. This at present involves the amount of the assessments on adjoining property, but it will eventually involve also the right of the city to make any assessment at all.

This case is yet to be submitted to the supreme court.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 9

JANUARY, 1933

No. 10

Objectionable Team Work

Where Motormen and Conductors Cooperate for Their Own Benefit and Fail to Give Service

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

	Disc.	P. U.	Trans.	Q. S.	Total	Comnd.
1 Blue Is.	11	10	26	1	48	6
2 Lincoln	27	7	30	4	68	17
3 North	68	33	93	19	213	38
4 Lawndale ...	25	10	35	2	72	19
5 Burnside	16	8	25	2	51	18
6 Elston	22	11	24	2	59	13
7 Limits	20	12	27	5	64	14
8 69th	53	36	65	18	172	39
9 77th	85	45	90	15	235	68
10 Division	37	18	32	5	92	8
11 Archer	71	45	82	14	212	27
12 Kedzie	67	33	87	21	208	26
13 Cot. Grove...	55	21	37	15	128	33
14 Devon	79	27	77	16	199	70
15 Noble	20	13	36	1	70	8
16 Armitage	56	12	34	15	117	19
Total	712	341	800	155	2008	423

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

	Disc.	P. U.	Trans.	Q. S.	Total	Comnd.
May, 1932.....	103	35	120	22	280	61
June, 1932.....	65	31	70	22	188	64
July, 1932.....	71	27	79	12	189	42
August, 1932....	70	33	82	15	200	40
September, 1932..	81	38	98	8	225	45
October, 1932....	115	49	151	19	334	39
November, 1932..	88	46	107	22	263	55
December, 1932..	119	82	93	35	329	77
Total	712	341	800	155	2008	423

By C. H. EVENSON
Superintendent of Transportation

At any time, passing up intending passengers is a serious offense against good service. At this time, when we are making every effort to prevent further decreases in our business, it is inexcusable.

A man who is left standing in the street by a car with less than a capacity load when there is no other car immediately

following, is justified in his opinion that our operators are inefficient and have no regard either for the income of the Company or for the convenience of the public. Intending passengers at a transfer point who run to board a car only to have the door slammed in their faces and see the car move off without them cannot be expected to have a very friendly attitude toward the company. A man who stands on the curb in order to avoid the hazards of standing in the street and is unable to get to the car because the train crew will not wait for him to negotiate the traffic is sure to have a poor opinion of us.

Too many train crews seem to be under the impression that their principal duty is to get the cars over the street. That, of course, is important, but after all the cars are in the street to give service and the only way they can give service and the Company can be paid for providing that service is to get the people to ride on the cars. A man who is left standing in the street by a passing car may or may not wait for another car. We may or may not eventually get his fare. But in any event he is a dissatisfied customer and dissatisfaction on the part of the customers will in the end ruin any business.

Unfortunately some motormen are so anxious to get through an intersection on the green light that they hurry up the conductor before all intending passengers are aboard, and unfortunately also some conductors are more anxious to cooperate with their motormen in this way than to give good service to the public. It is much better to miss a light cycle than to fail to pick up an intending passenger.

The efficient motorman knows how to make up time between stops and it is not a serious matter if he misses a light cycle at a heavy loading point.

Coupled with the passing up of intend-

ing passengers is the practice of some motormen of running ahead of time for several blocks and then loafing into the next time point so as to be exactly on time. By running ahead of time they throw the schedule out of joint and avoid doing their share of picking up passengers. The car ahead clears the street and intending passengers are left to the car behind. Moreover it is always annoying to passengers when the car rushes ahead at great speed for a few blocks and then loafs along at a walk.

Every motorman knows that it is his duty to keep his proper place in the street.

Some conductors are not careful enough in looking out before giving the signal to go ahead in order to assure themselves that all intending passengers are aboard. This results in injuries to passengers who try to get on while the car is in motion and in leaving many intending passengers in the street.

Crews operating on long headways at night should be particularly careful not to pass up passengers for that means a long wait for them until the next car comes along. Motormen and conductors both should be on the alert at all intersections and should wait for any who are running for the car.

A Case in Point

Here is a letter which shows a patron's reaction to the wrong kind of service:

January 6, 1933. Chicago Surface Lines. Gentlemen: Every once in a while I have concrete evidence of your car crews having a feeling that the car they man is their own property—a toy to do with as THEY please, with no thought of the public whom they are supposed to be trying to serve.

This morning car No. 389 reached the corner of Spaulding and Armitage Avenues (Armitage-Downtown) at close to eight o'clock. I heard the car approaching and ran to catch it. Instead of the grouchy old motorman at the helm being human enough to wait a couple of seconds to permit me to get on, he stopped his car almost even with the curbing of the cross street, making it a physical impossibility for me to run around the front of the car, unless I ran out into the middle of Spaulding Avenue.

They run these cars out in bunches of three—first a Downtown, then a Center, then another Downtown, and if one misses the third car, there is usually a wait of anywhere from three to five minutes. It so happened that the car about which I am writing was almost empty—there were plenty of vacant seats, and I MIGHT have ridden down town in comfort.

Instead, I had to wait about five minutes for the next car, which, of course, was very crowded.

It does seem to me that in times like these, when every line of business is doing their level best to give "service" to their "customers," that street car employes would also be so instructed. Instead of that, the majority carry an atmosphere of "the public be damned." Can anything be done to at least partially remedy such practices?

Very truly yours,
Miss _____

EMPLOYEES RELIEF FUND December 1932

The Surface Lines Employees Relief Committee held four sessions during the month, at which 92 applications were considered. Of this number there were 51 emergency cases on which the Committee approved immediate relief, and 11 cases were approved for weekly payments.

Checks totalling \$11,024,000 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$279,862.97 paid to Chicago Surface Lines employes in relief to date.

The Surface Lines Relief Committee, in addition to the above disbursements, paid a total of \$120,000 to the Joint Emergency Relief Association during the period from November, 1931, up to and including October, 1932, making the total expenditures for relief to date—\$399,862.97.

ROUNDING UP WITNESSES

Elston-Noble Takes the Top Notch, Displacing Lawndale as the Leader

The report for the month of December shows some improvement over that of November, rising to 3.71, the same figure recorded in August and September. With four depots scoring 4.00 or better and none scoring under 3.00, the necessary punch was there to assist in the scoring zone. Elston-Noble had to advance from sixth place to displace Lawndale-Blue Island for the lead and deserves commendation for such a good showing. Cottage Grove took the worst drop, falling from second to eighth place. The average for the system this time is somewhat heartening but it can be bettered by extra effort and it's up to you to get out and do your bit.

Detailed figures are as follows:

	Nov.	Oct.	Sept.	Aug.
1. Elston-Noble	4.28	3.75 (6)	3.68 (6)	4.01 (5)
2. 77th Street	4.26	3.85 (4)	4.22 (2)	4.36 (1)
3. Burnside	4.10	3.82 (5)	4.25 (1)	3.07 (11)
4. Lawndale-Blue Isl.	4.07	4.10 (1)	3.62 (8)	4.02 (4)
5. North Avenue	3.82	3.54 (8)	3.86 (3)	4.06 (3)
6. 69th Street	3.77	3.75 (6)	3.17 (11)	3.48 (8)
7. Kedzie	3.58	3.00 (3)	3.84 (4)	3.16 (10)
8. Cottage Grove	3.57	3.92 (2)	3.75 (5)	4.14 (2)
9. Archer	3.46	2.42 (11)	3.67 (7)	3.80 (6)
10. Armitage-Div.	3.31	3.50 (7)	3.75 (5)	3.25 (9)
11. Lincoln	3.15	2.66 (10)	3.45 (9)	2.96 (12)
12. Devon-Limits	3.04	3.14 (9)	3.42 (10)	3.57 (7)
Av. for System	3.71	3.65	3.71	3.71

Automobiles wouldn't be so dangerous if the horsepower of the engines were proportioned to the horse-sense of the drivers.

Bad Weather Demands Care

Both Motorman and Conductor Have to Be Alert in Preventing Accidents—Contest Standings

Cumulative—February 1st to December 31, 1932

First Place	Division No. 11, Lincoln	93.122
Second Place	Division No. 3, Seventy-seventh Street	93.103
Third Place	Division No. 2, Burnside	92.428
Fourth Place	Division No. 4, Sixty-ninth Street	92.319
Fifth Place	Division No. 10, Elston-Noble	92.111
Sixth Place	Division No. 6, Lawndale-Blue Island	90.837
Seventh Place	Division No. 1, Cottage Grove	91.252
Eighth Place	Division No. 5, Archer	91.150
Ninth Place	Division No. 8, North Avenue	91.113
Tenth Place	Division No. 9, Armitage-Division	90.855
Eleventh Place	Division No. 12, Limits-Devon	89.687
Twelfth Place	Division No. 7, Kedzie	88.572

Month of December, 1932

First Place	Division No. 2, Burnside	92.380
Second Place	Division No. 1, Cottage Grove	91.759
Third Place	Division No. 8, North Avenue	91.276
Fourth Place	Division No. 4, Sixty-ninth Street	90.999
Fifth Place	Division No. 3, Seventy-seventh Street	90.981
Sixth Place	Division No. 12, Limits-Devon	90.607
Seventh Place	Division No. 11, Lincoln	90.262
Eighth Place	Division No. 6, Lawndale-Blue Island	90.116
Ninth Place	Division No. 9, Armitage-Division	88.373
Tenth Place	Division No. 10, Elston-Noble	87.811
Eleventh Place	Division No. 5, Archer	87.769
Twelfth Place	Division No. 7, Kedzie	86.741

By **WILLIAM PASCHE**

Supervisor of Accident Prevention

We have during the past month or six weeks experienced some severe weather conditions with snow and ice on the streets and slick or slippery rail and wet or icy streets.

During this period there has been an increase in the total number of reported accidents, particularly collisions with vehicles, alighting and boarding and fall in car accidents, numbers of these being classed as chargeable and which could have been prevented by the exercise of better judgment on the part of our trainmen.

During periods such as we have just passed through there are more chances for accidents than at times when the streets are free from snow and ice. This has been proved time and time again and is proved as this article is being written when street conditions are almost ideal. The facts prove that at times when the

elements are at their worst it is necessary that we put into use the efficiency we have gained by years of experience and instruction. It is a part of the job for trainmen and bus operators to recognize these conditions and govern their acts in the performance of their duties accordingly. That is, they must be more vigilant and recognize the fact that others, whose training has not been so specific as to the dangers which accompany winter storms, must be protected from accidents which in many instances are due to their ignorance of conditions or just general carelessness.

In the vehicle type of accident the prevailing class are right angle, pulling away from the curb and vehicles running in the same direction as the car.

Most right angle collisions can be avoided by the practice of car control when approaching or passing intersecting streets. Car control means that when approaching intersections we must con-

stantly have in mind that there is always the possibility of a vehicle coming out of a cross street driven by a driver who has not used good judgment before pulling onto the street car line street. Our job is always to have this in mind together with which the gong should be sounded, also the power should be off with just a little of the slack taken out of the brake rigging so that we must be ready to stop in such an emergency. This practice will not mean a loss of time or interfere in any way with the maintaining of schedules if properly practiced.

To avoid collisions with vehicles pulling away from curb, sounding of gong at least twice in each block will help considerably.

Collisions with vehicles running in the same direction and to the right of the street car can many times be avoided by resisting the temptation to race with such a driver.

When there is snow on the streets the floors in our cars become wet and possibly somewhat slippery. Motormen, one-man car and bus operators should always remember this and start or stop their cars or buses in such a way as to protect the standing passengers. When these conditions exist there is always the danger of someone falling, if the car is not started or stopped smoothly.

Passengers who use the front exit door should not be given any opportunity to alight while the car is moving. This can be prevented by keeping the door closed until the car has been brought to a stop.

Just a few weeks ago while the writer was alighting from the front end of a street car it was started by the motorman while one foot was still on the step. In this case the door had been opened before it should have been and the motorman's attention was called to this violation of safe practices.

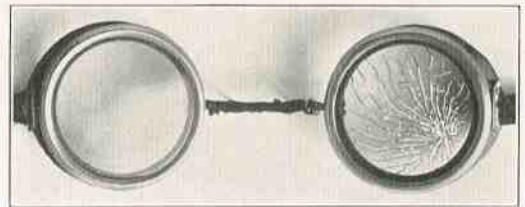
Alighting accidents from the conductor's end of the car occur most frequently because the bell to go has been given before the passenger is safe with both feet on the ground. The rule against a quick bell should be most carefully observed when the streets are covered with snow and ice and the tendency to slip is greatest.

Boarding accidents on two-man cars can be prevented by strictly following

the instructions about looking out alongside of the car before the signal to go is given. This means looking out when the last passenger is on the step. It is not sufficient to do so only while approaching the stopping place. It should be done at that time but also again before the signal to go is given.

We note with considerable concern that trainmen generally are not following instructions about giving the second signal to go when stopped at intersections controlled by stop and go lights. This means that when stopped at such a point, if the signal to go has been given just as the light changes to red and the car remains standing, as it should, the motorman should notify the conductor by two taps of the gong when the lights change to green and he should not start until he has again received the conductor's signal to go.

Our attention has been called to the fact that just recently a boarding accident which occurred at such a point because the trainmen had not followed instructions was made the basis of a claim and was settled at a considerable cost to the company.



Another Eye Saved

C. Comp, an employe of the Track Department, while working at Van Buren and Lincoln Streets with a gang had the lens of his goggles shattered and knocked out by a flying piece of concrete caused by the blow of a heavy sledge. Fortunately, his eye was not injured whatsoever. After seeing the damage wrought to his goggles it makes one shudder to think of what would have happened to his eye if he had not taken the precaution to wear his safety goggles. We congratulate him on his good sense in wearing them. His narrow escape should serve as a warning to those who fail to take advantage of and wear these safety devices which are at the disposal of all who need them.

Keeping 'Em Rolling

Devon in Lead—An Increase in Pull-ins During December—Average Mileage Lower



Devon's Successful Trouble Shooters

E. Phillips, E. Anderson, A. Sandberg, T. Hildebrant, L. Billsten, H. Henry, G. Holzschuh, H. Beghyn, B. Jonkausk, A. Ararson, J. Weber, W. Boogus, B. J. Callahan, F. Thomalla, T. Gregor, F. Grazinski, J. Lazenski, H. Szafraniec, E. Mann, C. Kloster, P. Joyce, E. Thoelein, G. Galek, J. P. Peschon, J. Enarson, L. Skimelis, P. Schulz, T. Riordan, P. Simo, W. Misiak, J. Stopa, J. Sklaney, J. Rolling, M. Mulvey, G. Jonason, T. Shadbaras, T. Dabulskis, J. Duffy, C. Baker, H. McQuinn, L. Pulit, S. Prus, H. McDonagh, W. Kruppa, M. Cplis, F. Ptasinski, S. Rygiel, M. Schultz, B. Martans, J. Janice, L. Hoehn, D. Wizowati, J. Doyle, L. Bindhamer, G. Peterson, P. Banialis, P. Piedos, C. Daus, J. Vlaminck, D. F. O'Donnell, J. Stanton, P. Walsh, O. Nelly, J. Moloney, L. Lemieuz, N. Raquesea, J. Chabylovski, M. Breen, J. Kuklewicz, C. Kelly, K. Baker, J. Dobrovitch, J. Finnegan, W. Gothan, A. Krazewski, J. Flasz, E. Schmit, M. Sadorski, T. Buch, C. Draznek, J. Maloney, J. Piccyonka, J. Aerens, F. Nelson, D. Mautino, J. Grolig, B. Mozaeko, J. Jennings, M. Brown.

Devon Carhouse operated the most miles per pull-in due to equipment failures in December. This is 31,059 miles, an increase of 22.7%, and this carhouse moved up from fifth position.

Armitage moved up from 8th position to 4th, and Kedzie from 14th to 7th. This latter carhouse increased its percentage 14.9, which is the record for the month.

The average miles operated per pull-in for the system shows a decrease under the preceding month of 20.6%.

Seven of the sixteen carhouses operated more than 21,000 miles per pull-in, as will be seen below:

Rank	Carhouse	Zero Days	Miles Per Pull-In in Dec.	Pct. Inc. or Dec.
1	Devon	15	31,059	22.7
2	Burnside	14	26,662	2.7*
3	Limits	18	24,648	6.1*
4	Armitage	15	22,808	1.9
5	69th Street	6	22,165	28.4*
6	Cottage Grove	9	21,146	44.2*
7	Kedzie	12	21,099	14.9
8	Lawndale	14	17,740	20.8*
9	North	2	17,113	9.2*
10	Noble	17	15,939	29.7*
11	77th Street	8	15,447	28.1*
12	Division	15	15,327	13.6
13	Lincoln	13	13,747	3.9*
14	Archer	4	13,407	36.0*

15	Elston	13	12,396	25.8*
16	Blue Island	10	10,960	45.6*
		185	17,767	20.6*

*Decrease.

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

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

Teacher: "Johnny, can you tell me what a hypocrite is?"

Johnny: "Yes, ma'am. It's a boy who comes to school with a smile on his face."

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

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CHICAGO

Volume 9 January, 1933 No. 10

John E. Wilkie - - - - - Editor

C. L. Altemus - - - Assistant Editor

MORE HONORS WON

The men and women of the Surface Lines organization have given another fine demonstration of public spirit and generosity under difficult conditions. For two years they have been caring for their less fortunate fellow employes who have suffered from illness or unusual hardships, giving relief through a fund established by monthly contributions from every employe. Nearly \$400,000 was devoted to this purpose without a penny of overhead expense, \$120,000 of the amount being donated to the Governors' Emergency Relief fund. The Surface Lines took such good care of its own group that no applications for outside relief were needed or permitted.

With that splendid record accomplished these same self sacrificing and generous employes have shown their interest in the Emergency Welfare Fund of Cook County for charity relief by a special contribution which exceeds \$12,000, at the same time continuing their regular donations for Surface Lines relief activities. All honor to the members of the Surface Lines family.

TREAT THEM RIGHT

Ours is a highly competitive business and we must use every effort not only to keep our old patrons and friends but to recruit new ones and hold them. Surveys of automobile traffic show that car owners who in normal times use their machines in going to and from their homes and in the transaction of business have found that automobile travel is expensive—too expensive for the average person under existing conditions, and

that the Surface Lines provide them with a service that is inexpensive and convenient.

It is impossible to identify the former auto owner when he begins to use the trolley, but his continued use of our facilities is going to depend upon how well he is served. If he finds himself treated courteously, if he discovers that his safety and comfort are looked after by interested employes, if his stop signals are observed and he is kept posted as to his whereabouts by distinct calling of streets, he can be easily convinced that Surface Lines transportation is vastly better and cheaper than his own, and our business will grow.

Superintendent Evenson in his article this month has put his finger on some of the faults of some of the trainmen who are not only not building business but are in fact driving it away, and his remarks should appeal to every one who values his job and who is interested in the future of this business.

CITY OMNIBUS LINE.

F. PARMELEE & CO.

LAKE & STATE STREET ROUTE.

LEAVES

ARCHER ROAD, FOR LAKE STREET BRIDGE,

EVERY FIFTEEN MINUTES, and, RETURNING, LEAVES LAKE STREET BRIDGE
every Fifteen Minutes.

RANDOLPH & MADISON ST. ROUTE

LEAVES

BULL'S HEAD HOTEL, FOR STATE STREET MARKET,

EVERY HALF HOUR, and, RETURNING, LEAVES THE STATE STREET MARKET
every Half Hour.

FARE on the above Routes, FIVE CENTS.

COACHES

RUN TO and FROM all the PUBLIC CONVENANCES in the City to all the PRINCIPAL
SQUARES.

Fare, Twenty-five Cents, including Baggage.

N. B.—The above Company have AGENTS on all the RAILROAD
and BOAT ROUTES passing into CHICAGO.

OFFICE. - - NO. 56 RANDOLPH STREET,
NEAR DOTY'S HOTEL

CHICAGO, ILLS., 1855.

First Transportation Advertisement in Chicago
Prepared by Frank Parmelee in 1855

A Warning from Dr. Bundesen

A Source of Infection to Which Conductors Are Exposed and How to Avoid It

Nothing is more important to a great city than its health, and the task of guarding the health of three million people is one which demands constant vigilance and the highest intelligence in medical surveys.

Chicago is fortunate in having at the head of its Board of Health a medical executive of wide experience who understands how diseases are spread through infection and contagion and who with this knowledge is able to point out some of the indirect but nevertheless menacing causes of disease transmission.

At the close of the year Doctor Bundesen was good enough to express his appreciation of the cooperation received by his uniformed inspectors and nurses from the employes of the Surface Lines and at the same time to include a warning for the protection of conductors. He pointed out that there was an unsuspected cause of the spread of communicable diseases where germs from the hands of infected passengers deposited upon handlebars and woodwork of the car might be taken up on the hands of conductors from these infected spots and then introduced into the system of conductors who are in the habit of placing their thumbs against their tongues, the moistened thumb being used to facilitate the issuance of transfers.

Doctor Bundesen's letter which is herewith reproduced in full has been duplicated and posted on the bulletin board of every car station for the information of employes who, for their own protection, should abandon the practice described, using a rubber cot on the thumb instead of depending on moisture in handling transfers:

City of Chicago
 BOARD OF HEALTH
 Office of
 HERMAN N. BUNDESEN, M. D.
 President of the Board

January 3, 1933.

Mr. Guy A. Richardson, President, Chicago Surface Lines. Dear Mr. Richardson:

I want to take this opportunity to thank the conductors and motormen of the Chicago Sur-

face Lines for the courteous and efficient services rendered our inspectors who have been riding on the street-cars during the contagious disease control work.

So often we are prone to criticise, but seldom do we take the time to show our appreciation of the painstaking service rendered by your employes. I wish there was some way you could get this message over to all your men. Our death rate for last year is the lowest in Chicago's history and to each one of your employes belongs a share of the credit for this good record.

Another thought which occurs to me, now that the influenza outbreak is assuming rather large proportions, is that at times some of the conductors have been noticed putting their fingers to their mouths and wetting the transfers. Of course, this communication is not being written in a spirit of criticism. I simply want to call to their attention the fact that since so many persons with colds are riding on the street-cars and touching with their hands parts of the equipment that the conductors handle, the conductors themselves might readily become infected. Therefore, in the interest of their own health, I am wondering whether they should not protect themselves.

Appreciating your many past favors, and with best wishes for a Happy 1933, I am

Very truly yours,

Herman N. Bundesen,
 President, Board of Health.



An Attractive Home Christmas Display Made by Motorman F. P. Valerious of Cottage Grove at the Family Home, 219 East 79th Street. Mrs. Valerious and Their Son Are Looking It Over

THE REASON

"What the dickens are you doing down there in the cellar?" demanded the Rooster.

"Well, if it is any of your business," replied the hen frigidly, "I'm laying in a supply of coal."

How Friends Are Made

Letters from Appreciative Patrons Acknowledge Courtesies and Consideration

Prevented a Blockade

Conductor E. Ammann, Badge No. 506, deserves to be commended for his quick thinking and action which eliminated the blocking of a number of cars at fire at Milwaukee & Paulina streets, January 6, 1933, 4:25 p. m. Arriving at the scene of fire and observing a car ahead blocked, he immediately returned to Division and routed cars over Division street. This commendation comes from Supervisor Gagler.

Mrs. G. B. Foster, 1512 N. Dearborn Street, reports that while a passenger on the car operated by Motorman F. A. Eck, Badge No. 1003 of Devon, she noticed him stop his car, get off and lead a little girl across the crowded street in safety and for this act of unusual courtesy and thoughtfulness she wishes to commend him.

Mrs. A. Welsh, 1625 Dayton Street, wishes to thank Motorman E. O. Reich, Badge No. 3361, of Limits for waiting for her when she was running for his car.

The neatness of Motorman Charles Brehmer, Badge No. 2561 of Kedzie won for him a commendatory letter from Miss C. T. Meeks, 4619 Palmer Street.

Mrs. G. Robertson, 4803 Potomac Avenue, compliments Conductor P. H. Heyer, Badge No. 2210 of North Avenue, for his kindness in assisting a crippled man to alight from his car.

Motorman C. F. Bennett, Badge No. 2185 of 77th, held his car in order that Mrs. M. Viet, 1835 Bernice Street, could cross the street and board it. This expresses her appreciation for this courteous act.

Miss A. V. Mahaffey, 6662 S. Claremont Avenue, states that she was a passenger on the car in charge of Motorman A. J. Krause, Badge No. 1835 of Archer, when an automobile swung in front of the car, the driver losing control and swinging around in the street. The automobile immediately in back of him crashed into the first auto and had it not been for the quick thinking and alertness of this motorman he would have crashed into both machines and for this she compliments him.

Miss J. C. Berner, 1248 S. Albany Avenue, commends Conductor F. E. Larson, Badge No. 1486 of 77th, for his honesty in finding her purse and returning it to her when she inadvertently dropped it on his car.

Motorman E. J. Rowland, Badge No. 3641 of Devon, is commended by Mrs. Holman, Augustana Hospital, for stopping his car quickly enough to save running over a man's hat that had blown onto the tracks.

Mr. E. G. Key, 1315 Addison Street, commends Conductor W. C. Fandorf, Badge No. 3758, Conductor L. Maslowski, Badge No. 954, and Motorman F. Kura, Badge No. 11741 of Archer, and Conductor William Knoll, Badge No. 9450 of Noble, for acts of courtesy which he observed them render to their passengers.

Mr. D. McRae, 8216 Evans Avenue, reports that the quick thinking and action of Motorman

C. E. Hill, Badge No. 4601 of Archer, averted what seemed to be an unavoidable accident and wishes to compliment him on his efficiency.

Mrs. M. Willey, 11809 Wallace Street, commends Conductor J. McCormack, Badge No. 5010 of 77th, for his pleasant, courteous treatment of his passengers.

Mr. T. J. Reid, 7704 Emerald Avenue, congratulates Motorman Oris A. Michels, Badge No. 6049, on his courteous treatment of a crippled passenger on his car.

Mr. J. Baumeister, 1717 Dayton Street, thanks and commends Conductor E. Neville, Badge No. 6106 of Limits, for his kindness in paying his fare when he boarded this conductor's car and found that he had no change besides a ten dollar bill which this conductor could not change.

Unusual courtesy on the part of Motorman G. E. Carlson, Badge No. 6199 of Limits, won for him a letter of commendation from Miss Lillian Ackerman, 11136 Irving Avenue.

Mr. L. Ambler, Jr., 847 S. Lyman Avenue, Oak Park, states that in his estimation Conductor David Sax, Badge No. 7478 of Kedzie, is the most polite and courteous conductor he has ever encountered and wishes to compliment him.

Mrs. E. Sullivan, 47 W. Garfield Boulevard, thanks Conductor D. Maloney, Badge No. 7608 of Devon, for paying her fare when she boarded his car and found that she was without funds.

The courtesy of Conductor James J. Holbrook, Badge No. 8530 of Armitage, to Mr. G. F. Doyle, 201 N. Wells Building, was made the subject of a commendatory letter by him to the management expressing his appreciation.

Miss M. Hennigan, 4304 N. Sawyer Avenue, compliments Conductor G. Raymond, Badge No. 9200 of Kedzie, for his pleasant manner in the performance of his duties.

The courtesy of Conductor M. H. Tierney, Badge No. 9880 of 77th, won for him a letter of commendation from Mrs. Kellery, 5447 S. Union Avenue.

Mr. W. F. Sigwalt, 3246 N. Albany Avenue, reports that while a passenger on the car in charge of Conductor M. Sullivan, Badge No. 9934 of Elston, this conductor noticed a young lady who was approaching the car fall down, whereupon he immediately hurried to her assistance, helped her up and also to board his car and for this act of courtesy Mr. Sigwalt sincerely commends him.

Mr. B. R. Nierenberg, 807-111 W. Washington Street, thanks Motorman H. M. Nissley, Badge No. 12017 of North Avenue, for his kindness in waiting for him so that he could board his car, even though he had the lights in his favor.

Mr. R. Whittington, 2450 Lake View Avenue, wishes to compliment Conductor J. Kearns, Badge No. 10788 of Devon.

Miss L. Hoprich, 3055 Addison Street, commends Conductor J. H. Young, Badge No. 11068 of Archer, for the courtesy rendered to

her when she boarded his car and found that her transfer was void.

Mr. G. W. Holderness, 3441 W. Harrison Street, reports that he unknowingly paid Conductor R. J. Sullivan, Badge No. 11992 of Kedzie, too much money for his fare. This conductor noticed the error and refunded the change and for his act of honesty Mr. Holderness wishes to thank him.

Motorman B. W. Behrendt, Badge No. 6965 of 77th, reports that on October 6th while on duty, during the act of inserting a fuse he was hit and injured by an auto recklessly driven by a woman who failed to stop after the accident. Motorman J. J. Wilmes, Badge No. 12379 of Lincoln, saw the accident, ran a full block to signal another autoist, who with him chased after and caught the woman driver. For his worthy act Motorman Behrendt wishes to commend him.

Mr. T. R. Pardua, 65 E. 35th Street, thanks Conductor J. McMangan, Badge No. 12514 of Archer, for his honesty in returning to him extra change when he had inadvertently paid him too much for his fare.

OBITUARY

The Grim Reaper Cut Down Many of Our Members During the Month of December

Mr. Gus Olsen, employed as a painter at our West Shops for the past 51 years, passed away December 19th, the cause of his death being apoplexy. At the time of his passing Mr. Olsen was 74 years of age.



G. Olsen

Transportation—Division 1, Cottage Grove Ave.: Fred Hughes, employed December 9, 1890, died December 31, 1932. Edward Hogan, employed December 2, 1915, died December 31, 1932.

Division 2, Burnside: William Corcoran, employed September 20, 1921, died December 13, 1932. David N. Stafford, employed April 20, 1901, died December 29, 1932.

Division 3, Seventy-seventh: John J. Roche, employed July 27, 1921, died December 13, 1932.

Division 4, Sixty-ninth: Peter Thorgeson, employed April 20, 1893, died December 29, 1932. Perry B. Dutton, employed August 2, 1907, died January 4, 1933. Christ A. Theis, employed July 28, 1921, died January 3, 1933.

Division 6, Lawndale-Blue Island: Patrick Horan, employed July 5, 1887, died December 27, 1932. Walter Hajost, employed May 5,

1920, died December 29, 1932. Olaf Lindstrom, employed January 11, 1896, died December 12, 1932.

Division 7, Kedzie Avenue: Claude E. Mackie, employed May 30, 1902, died December 14, 1932. John Shanahan, employed August 1, 1903, died December 23, 1932.

Division 8, North Avenue: Patrick Haggerty, employed January 25, 1911, died December 29, 1932. Paul Krause, employed July 28, 1906, died December 23, 1932.

Division 10, Elston-Noble: David O'Donnell, employed September 17, 1917, died December 10, 1932.

Division 11, Lincoln Avenue: Thomas G. Harland, employed February 1, 1903, died January 2, 1933.

Track: Frank Lombardo, employed January 1, 1905, died December 22, 1932. Thomas Sullivan, employed January 10, 1910, died December 15, 1932.

Electrical: George C. Leaders, employed December 11, 1929, died January 1, 1933.

Shops and Equipment: Mr. Tyrold E. Hagen, who was employed as a painter at our West Shops since 1905, passed away December 3rd at the age of 83. Mr. Hagen had been ailing for the past two years. He is survived by his wife who is 81 years of age. He had three sons, who have all passed before him.

Mr. John J. Harlin died on January 3rd, after a brief illness. Mr. Harlin started as a fireman at our West Shops in 1920, and during the past few years he was employed as a watchman. His age was 69, and the cause of his death was cancer of the stomach.

Mr. Thomas Donahue, assistant day foreman at Lawndale carhouse, passed away on January 3rd, after a lingering illness. Mr. Donahue was first employed by this company in 1899. He was formerly assistant day foreman at Kedzie carhouse. Mr. Donahue was not married.

Mr. J. Dwyer, watchman at Division carhouse, died on December 22nd. Mr. Dwyer started to work at Division carhouse on April 1, 1889, and was transferred as driver to Ogden and then transferred to Lawndale in September, 1889. About February, 1909, he started working in the Utility department in the Flournoy yards. In March, 1913, he started as a fireman at Madison and Rockwell. In October, 1914, he was transferred to North Avenue carhouse as a fireman and watchman. In April, 1920, his occupation was changed to car cleaner at North Avenue. In August, 1923, he was transferred to Division carhouse as a watchman.

Mr. J. Towarnicki, who was employed as a car cleaner at Division carhouse since May 22, 1920, passed away on December 2nd, at the age of 62 years. The cause of his death was cancer of the stomach.

Mr. W. S. Zibas, who was employed since 1909 as a car cleaner at Kedzie carhouse, died on December 24th. He was 48 years old and had only been sick a short time.

Mr. P. Balkalis, car cleaner at Armitage carhouse since August 12, 1926, passed away on December 20th. His death was caused by pneumonia and he was only sick five days. His age was 38.

To the families of the above men we extend our sincere sympathy in their bereavement.

"Who's Who" in C. S. L.

Brief Sketches of Men Whose Names Are Well Known on the System

John G. Rietz began his thirty-one years of street railway service April 25, 1901, when he was given charge of the stores department at Thirty-ninth and Wallace St. After six years in that position, he was transferred to the purchasing department, in charge of disposing of obsolete power-plant machinery and cable car equipment.

In the year 1910 he had charge of the supply



John Rietz

cars in the Calumet district, under the supervision of Mr. Blakely.

He was transferred to the Electrical department in 1912, and placed in charge of the rail-bonding on the Central and South divisions of the city, which position he holds today.

Since 1915, Mr. Rietz has been very active, as an officer in Improvement clubs promoting civic welfare, not only in his own immediate neighborhood, through membership in the South Park Manor Improvement Assn., but also by uniting with surrounding groups, such as the South Side Federation of Improvement Associations. Thus his activities have extended all over the South Side.

One of the outstanding civic benefits which he helped inaugurate was the installation of safety-islands on the principal thoroughfares of the South Side. As chairman of the delegation from the South Side Improvement associations he helped secure the first \$500,000.00 from the city that started that work.

Besides holding honorary memberships in prominent South Side Business Men's associations, he is a very active member of the Public Service Speakers' Bureau. While chairman of Section Five of the Bureau, his Section for the two years ending June, 1932, established an all-time two-years' record by obtaining 941 engagements, 188 of which he personally secured.

Wherever civic organizations convene on the South Side, the name of John G. Rietz stands for untiring efforts in civic betterment.

Ever since March 8, 1889, nearly forty-four years ago, John J. Beatty of the accounting department has been continuously in the employ of the Chicago Surface Lines or its underlying companies. Desiring a steady outdoor job he

applied at the office of the West Division Railway, was hired as a conductor and assigned to the Noble Street barn. For over a year he was a conductor on the old Erie and Sangamon Street horse-car line.

Those were the days when the company used closed cars in winter and open cars in summer with smoking allowed on the three last seats. The trainmen were paid by the trip. The sum-



John J. Beatty

mer cars were built with side running boards which the conductors used for collecting fares and getting a shower bath on rainy days.

On July 21, 1890, while at work on the running board collecting fares he was severely injured by a derrick crushing him against the car.

After recovering from the effects of the accident he was appointed night clerk at the Western Avenue barn where he worked until 1891, when he was sent to the general office at Washington and Jefferson Streets as a clerk in the pay roll and purchasing department.

In recalling those early days John tells us that the office force could look forward to just two holidays during the year, Christmas and the Fourth of July. Vacations started after the fifth year.

From 1899 to 1914 Mr. Beatty's work consisted of checking pay rolls and voucher distribution. Until 1923 he figured the individual car mileage. Since then he has been working on miscellaneous and extra car mileage. This information is used as the basis for obtaining statistical data regarding the wearing qualities of various items of equipment such as brake shoes.

John has a good sense of humor. In fact he attributes his good health and the fact that he has no grey hairs to that very reason.

Thomas Fahey is rounding out twenty-six years of street car service which began May 1, 1907, the day he "broke in" as a conductor on Kedzie Ave. Early in his experience he learned that it paid to study the peculiarities of the different street car lines and how service could be adjusted to meet each street's variations of travel and traffic. It was a matter of applying himself to the job that urged him to familiarize

himself with the neighborhoods through which he traveled. Because of this knowledge he always found it a pleasure to call the names of the streets.



Thomas Fahey

One day, Mr. Phillips, then Asst. Superintendent of the road, came into Kedzie depot looking for a man sufficiently familiar with West and Northwest lines to check traffic. Mr. Fahey was recommended and accepted.

Shortly after this, in 1913, he was appointed Supervisor, being the youngest in the service at that time. After eleven years as Supervisor, he was promoted June, 1926, to Asst. Division Superintendent at Kedzie Depot. It was during this time with his mornings off and the parks near by that he became a devotee of golf.

In August, 1932, he was advanced to Division Superintendent at Kedzie, the position he now holds.

TWO GOLDEN WEDDINGS

Mr. and Mrs. Peter Zeches Surprised by Their Friends—Mr. and Mrs. Hildeman Also Celebrate

Mr. and Mrs. Edward Zeches arranged a surprise for Mr. Zeches' parents at their Park Ridge home on January 7. Mr. J.



Mr. and Mrs. Peter Zeches

Wegworth, a son-in-law acted as master of ceremonies and read the following letter to the white haired bride and groom:

Chicago Surface Lines, 231 South La Salle Street, January 7, 1933. Dear Mr. Zeches:

Fifty years ago today you formed a domestic

partnership which is being appropriately celebrated by your relatives and friends.

Almost fifty years ago, on July 5, 1885, you entered into another partnership with one of Chicago's transportation companies and in both of these enterprises the domestic and the business partnerships, you appear to have served faithfully, and I am sure, happily.

Glancing over your record for nearly a half century of service it is a pleasure to note that year after year the annual pages covering this period of service are clean and free of complaints or criticisms. This is something to be proud of and it is a pleasure for me on behalf of the management as a whole to extend to you and your good wife congratulations on this memorable occasion.

With every good wish to both of you, I am

Very sincerely yours,

Guy A. Richardson,
President.

Mr. and Mrs. Hildeman celebrated their "Golden Wedding" in their cozy home at 5353 Princeton Avenue, where



Mr. and Mrs. Hildeman

their relations and friends gathered on the 26th of December. Mr. Hildeman at present in the Motor Repair Department, has been employed in the South Side shop for forty-five years.

A certain sales manager had a very loud voice. One morning, when he was shouting in his office, the managing director asked his secretary, "What's all this noise about?"

"Mr. Blank is talking to London, sir," was the reply.

"Then why on earth doesn't he use the telephone?" asked the M. D.

"How did your wife like the diamond brooch you gave her for her birthday?"

"Delighted. She was awfully nice for a couple of days. But she is herself again now."

A genius is one who takes the lemons that fate hands him, and starts a lemonade stand.

HOLD-UP MEN OUT OF LUCK

Surface Lines Trainmen Turn the Tables on Highwaymen—Plenty of Cold Nerve

At 9:05 p. m. on December 18, 1932, operator John Siebenaler, badge No. 5759, Archer Depot, eastbound on 51st Street at Turner Avenue, stopped for a man who signaled him. After boarding the car this man fumbled around in his overcoat pockets as though unable to find his fare



John Siebenaler

meanwhile standing very close to operator Siebenaler who requested him to step back out of the way. The man replied telling the operator to go ahead and he would find his fare shortly. In the middle of the block he pulled a gun out of his overcoat pocket and told operator Siebenaler that it was a stick up, that he wanted all his money. He then reached over, grasped the air handle, set the brakes, then threw the handle to the door opening position. To do this he had to step close to the operator who saw his chance and struck the hold-up man on the chin with his fist, then grappling with him. Both men rolled off of the slowly moving car onto the pavement where the struggle continued. In falling to the street the gun was knocked out of the hold-up man's hands and fell in the snow. A young man passenger on Siebenaler's car alighted and together they subdued the hold-up man.

About this time operator F. S. Bitel, badge No. 8949, westbound, noticed the fight and also gave assistance.

The hold-up man was held and turned over to the police, conviction being obtained in Judge Padden's Court on December 21st.

Conductor A. Heyl, badge No. 904 on

Run 656, Taylor Street, January 5, 1933, was eastbound at Halsted Street at 6:50 p. m. when a young Italian, coatless, boarded his car, stuck a gun to his ribs and told him to "stick 'em up." Instead he socked the intruder on the jaw, knocking him down and the gun fell to the street. The would-be hold-up man fell on the platform, picked himself up and jumped off.

Departments and Divisions

Accounting

Santa Claus visited the Bookkeeping Division Saturday, December 24th, 1932, and left Christmas novelties.

Now that we are into 1933 we hope that this year will find our department in the lead with news items when it closes, and the only way this can be accomplished is by those interested in the department column to furnish the correspondent with news items.

Christmas has been and gone. If we did not know this from personal experience, we would know that something had happened by the wonderful and startling array of new ties, socks, mufflers, etc.

We understand that Louis Ciucci, the amiable south side timekeeper, was in great demand over the holidays, as Santa Claus at various children's parties. "Louie's" cheery smile and genial good nature would fit the part, but how they could find a Santa Claus suit to fit "Louie" is beyond us.

T. F. Coan.

Electrical

Clement Reiter, rail bonder, was seriously injured in an automobile accident. Amputation of his left leg was necessary and he is now at the Provident Hospital.

Others on our sick list are Wm. Broderick, P. McNamara, Louie Johnson. A speedy recovery to health is our wish for all.

Geo. Leaders of Western Ave. sub-station passed from this life on January 1. Our sympathy is extended to all who mourn his loss.

Andy Sorenson was gotten out of bed three times New Year's morning by his many friends who were anxious to wish him a Happy New Year, and then advised him to go back to bed as it was too early to get up.

Ed Johnson, meter tester, found out how efficiently the doors operate on the trolley buses when one day a lady, whom he said he didn't know, operated the door control lever which closed them, catching his head between them. "Billy."

Shops and Equipment

West Shops: The West Shops of the Shops and Equipment Department is the group winner of the Interplant Accident Prevention Contest of the Chicago Safety Council, for the month of

November, having worked 79,844 hours without loss of time due to accidents. This particular group consists of Railway Car Builders and Heavy Manufacturing with Foundry.

Jane V. McCarthy.

South Shops: Our old friend, Doc Stork, turned Santa Claus, when he presented R. Hunt, Machine Dept., with a lovely baby boy. Congratulations and a barrel of kisses for baby dear.

Small town boy makes good as bowler. "Dusty" Fontana of the Machine Dept., after averaging 140 as a bowler for two years showed his ability when he forged to the front by leading his league with the average of 211. Moon Mullins promises to let him join his league if he continues to maintain the present pace.

Harry Carlson, Machine Dept., has been receiving congratulations lately. What is the big secret, Harry???

Our congratulations are offered to Peter Fotopoulos upon arrival of a fine big baby boy. Cigars and candy are in order, Mr. Pete.

Burnside: Chester Buckley is now fully qualified to enter "The Royal Order of Proud Fathers." A baby girl, weighing nine pounds, arrived at his home recently. Mother and baby are doing fine.

Fritz Kulovitz, who was laid up with a mild case of influenza, is now back to work and do we need him! Without Fritz in the depot is like having coffee without sugar.

No "right" was done here, Joe Vacca recently broke his "left" arm. We wish you the speediest of recoveries, Joe, and we'll be glad to have you back with us.

Archer: Doc Stork left a sweet little baby boy, weighing nine pounds at the home of Simon Julian on December 1, 1932. Congratulations and best wishes for the dear baby.

Elsie R. Smith.

Around the Car Stations

Cottage Grove

It is with regret that we have to announce the death of one of our old time motormen, Fred Hughes. He had been off for some time and passed away December 31st, 1932. Fred had been in service since December 10th, 1890. A loyal and faithful friend whose friendship will be missed by us all. The sympathy from all of the boys at Cottage Grove goes out to his loving family who have suffered also the loss of a loving son and brother who died about a week before his dad.

Also we regret to announce the passing of Conductor E. F. Hogan, who met with an untimely death December 31st in an auto accident. Ed had been in service since December 2nd, 1915, and served through the World War with three of his brothers. The sympathy of the boys goes out to his loving family.

Dan McLinden lost his loving wife on January 6th. Dan, the boys extend their sympathy

to you and your family and hope that the future will be brightened for you by your knowing that their sympathy and friendship will be held until eternity.

Motorman M. T. Farrell is in the Chicago Hospital, having met with an auto accident, which fractured his leg and shook him up considerably. A visit from some of the boys will help this brother to forget some of the pain and suffering.

Our old friend, Motorman D. J. Davies walked in on us the other day, having been off sick and taken down to Texas to his family, in May, 1932, with no hope held out for his recovery. It sure was a pleasant surprise to see D. J. walk in, fit and ready to take up his old task, apparently fully recovered from his illness. We hope to see him on the pay roll in the near future.

The writer is pinch hitting for our regular correspondent, John Pickin, who is laid up with the flu. We hope to see John back on the job in time for the next issue.

Burnside

Babe.

The boys at the Burnside Depot extend their sympathy to the bereaved family of Conductor D. N. Stafford who passed away December 29th, 1932.

We also wish to extend our sympathy to the family of Flagman Wm. Corcoran who passed away December 13th, 1932.

Operator Scotty Anderson has been off sick for some time with an infected shoulder. Even though Scotty has lost several weeks time he still insists that he will take another day off during the World's Fair. We wish you a speedy recovery, James.

We wish to commend Motorman Harold Smith and Conductor Bayard Ashton, who while off duty on December 21st, very successfully handled a trolley wire break which would have caused a lengthy delay during the P. M. rush hour.

W. D. F.

77th

Our superintendent, Mr. W. A. Bessette, and his Assistant, Mr. J. B. Becker, are very thankful to you for the manner in which you cooperated with them during the Christmas rush.

Our superintendent, Mr. W. A. Bessette, is very much pleased with our showing to date in the "Accident Prevention Contest," and although we are but a fraction of a point from first place and the contest will close two months from now, he is confident that we will overcome this lead by that time, if not sooner, and win out in the contest for the second consecutive year. Don't let us be one year men. Make our record of the past be an inspiration to us to better this year's one, and each succeeding year as time goes on.

A baby girl, born to Mrs. John Dwyer, wife of Conductor John Dwyer, made her debut in society at St. Bernard's hospital on Thursday, December 14. Congrats, Jack.

At the Lewis Memorial hospital on Nov. 17, a baby boy destined to vie for the championship honors in the world of fistiana, was born to Mrs. Patrick Grant, wife of Motorman Patrick

Grant, the former K. O. artist. Congratulations, Patrick.

Conductor A. T. Anderson is the proud grandfather of an 8½ pound grandson, born Nov. 26. The father is Frank Anderson, formerly of this depot. The baby was named Francis Theodore Anderson. Congratulations to the Anderson family.

Motorman Joe Miller, who was hit and knocked down by an auto, causing him injuries that kept him out of work for six months, is back on the job again. Welcome back, Joe old boy, we are certainly glad to see you up and around again.

John T. Flynn.

69th St.

Daringness and bravery seldom heard of nowadays was practiced by Conductor E. L. Allen recently when two young men, one pointing a revolver at him demanded his money. He quickly informed them that he positively would not give it to them as he had a wife and child to support. They then said they would count so many and he had better decide. He again quickly told them they could count all night, he would not give them a thing, to which they replied, "Well then we will give you a break" and they ordered the car stopped and they got off.

We are pleased to know that L. H. McDonald, who was slightly injured by an automobile hitting him, came out O. K. with the exception of breaking his glasses. He said, "It might have been worse."

Ex-Motorman H. J. Van Boggett, now on the police department, made a call the other day and showed us the back of his star that had become bent from a bullet. He has proven himself to be a brave policeman.

W. L. Pence.

Archer

Conductor Mathias Kuhl says he has a new boarder at his home, a 9 pound baby boy born December 23, and answers to the name of Ralph George Kuhl. Mathias is now wearing the smile that won't come off.

A loving package of good luck came to the Burl Yeoman's home on Saturday, December 17, and when unwrapped found a baby boy 8¾ pounds by the name of Cloyce Burton Yeoman. Baby and mother doing fine. Burl says it's just another connie for Archer Depot.

Dusty.

Kedzie

Conductor Wm. Fahey announces the arrival of a baby boy born November 17. This makes two girls and a boy. Congratulations.

Conductor Patrick Curran has also informed us of a new arrival at their home, a baby girl, born November 20. This makes a boy and a girl. Congratulations.

Motorman E. M. McBride, who is all smiles these days, tells us he is proud daddy of a baby boy born December 2. Congratulations.

C. Sonders.

North

Conductor Paul Krause, who entered service July 28, 1906, died suddenly December 23. Conductor Patrick Haggerty died December 28 as the result of being hit by a machine. Pat entered service January 25, 1911. These men were well liked by their fellow workers and heartfelt

sympathy is extended to their friends and relatives.

Afternoon Clerk M. Harrington is papa to a girl who arrived Dec. 28, weighing 6 pounds. Conductor Arthur Stanke announces the arrival of a nine pound boy December 20.

C. A. Knautz.

Lincoln

Relief Clerk E. Reidel and wife are the proud parents of a baby boy, born Dec. 2.

Motorman H. Michalsen and wife were blessed with a nine pound baby, born while Motorman Michalsen was at home with tonsillitis and Extra Motorman S. Luczak and wife were also presented with a baby boy during the month of December. Best wishes to the mothers and babies.

The boys all enjoyed having a beautiful Christmas tree at the station reaching from the floor to the ceiling and beautifully decorated. The credit for decorating going to Motorman C. H. Ferrel.

Thomas G. Harland, an old time conductor, who has been sick about three years, died January 4. The funeral was held from Schnakinberg chapel, 2742 Lincoln avenue, to Ridgewood cemetery. Our sympathy to the family.

H. Spethman.

Devon

Motorman Cornelius M. Walsh, one of our old timers, passed away December 2, 1932, after a short illness. Se entered the service at Devon Depot June 30, 1903. Con was a very active man and was well liked by all the boys. To his family we extend our deepest sympathy.

We have a few boys who are away on furlough over the holidays. They are Motorman C. Humes and Conductors Wm. Cody and Jock Scuffy.

There are a considerable number of men on the sick list at present. They are Conductors G. Reuter, Pete Thomson, P. Cunningham, O. Burger, J. Glover, W. Wuestenberg, C. Hitchens, C. Hayes and C. Rehfeldt, and Motormen O. Isenberg, C. Koch, W. Rindfleisch, F. Redlin, R. Smith No. 1 and Geo. Fisher. Our day receiver, August Peterson, is also ill in the Alexian Brothers Hospital. The above boys would appreciate a visit from their friends and we wish them all a speedy recovery.

G. Land.

ALAS!

He brushed his teeth twice a day.

The doctor examined him twice a year.

He wore his rubbers when it rained.

He slept with his window open every night.

He stuck to a diet with plenty of spinach.

He relinquished his tonsils.

He traded in his worn-out glands.

He never smoked, drank or swore.

He did his daily dozen daily.

He was all set to live to be a hundred.

The funeral will be next Wednesday.

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

HE FORGOT THAT TRAINS CROSSED GRADE CROSSINGS.