


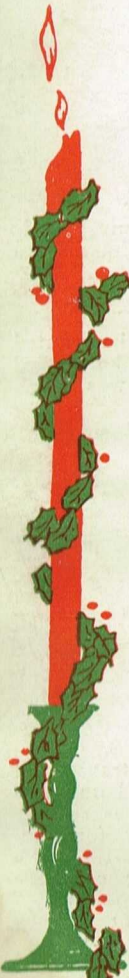
SURFACE SERVICE MAGAZINE

Volume 10

DECEMBER, 1933

Number 9

Christmas Greetings



Looking back over 1933, now passing into history, we shall remember it as a year of perplexing problems. Periods of doubt and uncertainty demanded sacrifices from all of us to insure the successful carrying on of our obligations to the public we serve. None of us, however, can review the past months without a feeling of deep gratitude that our employment rolls were not shortened, that we were all cared for comfortably, with regular paydays, that we were able to contribute generously to a company fund for the benefit of our ill or disabled associates and subscribe substantially to public relief movements. And no one is more appreciative than I of the spirit of helpfulness displayed on every hand, the cheerfulness with which your daily tasks were attacked and completed. It has been an inspiring experience and to all of you loyal, earnest men and women who have carried on so splendidly I convey the thanks of the management and my personal wishes for a Merry Christmas and a New Year, let us hope, of progressive improvement.

Guy A. Richardson



Surface Lines "Who's Who"

Facts About Men Whose Names Are Well Known Through Years Service

Although Harry Essington is a native of Colorado, he spent most of his early life in northern Michigan, where he obtained his preliminary education and first electrical experience in connection with the lumber industry. After several years as a lumber mill electrician, he entered the electric railway field. His first work in this line was with the Cincinnati Car Company, where he was employed as control wireman and tester on new cars.

During the early part of 1917 he entered the employ of the Chicago Surface Lines. His

When the horse car lines north of Diversey Avenue were electrified, he transferred to Devon depot.

On March 10, 1913, he was appointed to the position of traveling supervisor, his principal duty being to instruct new men.

His wide experience and extensive knowledge of his duties won for him the appointment of assistant superintendent of Division 12 on October 1, 1925, the position he now holds.

Through his activity in the Public Service



Harry Essington

early duties consisted of general testing work in the substations and he also assisted in the development, construction and installation of automatic substations.

In July, 1925, he was appointed engineer of cables, which position he held for about a year.

In 1927 he was appointed engineer of tests and power statistics, which title also embraces the work done under his previous title. Mr. Essington is now serving the company in this capacity.

The duties of engineer of cables include ascertaining the loads on the D.C. feeder cables that supply energy to the street cars to insure that the cables are not being overloaded, and making insulation resistance and whatever other cable tests are required.

In general, the duties of the engineer of tests and power statistics are to make all electrical tests in connection with substation instruments and equipment, which include the calibration of all meters used for billing purposes, besides making whatever special tests and investigations are necessary to obtain any desired information.

Mr. Essington graduated from the Lewis Institute in 1932 with the degree of B.S. in E.E., and is a member of the Western Society of Engineers and of the American Institute of Electrical Engineers.

After working a few years in the office of one of Chicago's largest department stores, R. W. Simpson decided that the great outdoors was the place for him.

Following an interview with the late J. M. Roach, then general manager of the North Side Street Railways, Mr. Simpson started to work as a conductor on the cable cars March 4, 1899, running out of Limits depot.



Robert W. Simpson

Speakers' Bureau he has gained many friends along the North Shore, both for himself and the company.

Early in the year 1893 George Chamberlin became convinced of the fact that he wanted to learn how to repair street cars, so he applied for a job at the West Shops and was hired.



George Chamberlin

About three months later he was transferred to Armitage depot, where he worked on cable and horse cars. Then in 1898 he was sent to O'Neil Street car house as repair foreman. When double-truck cars were introduced he went to Blue Island depot and stayed there during the construction of Limits depot.

Upon the completion of the depot in 1909 he was assigned there as foreman of the repairs and has been there ever since.

From the beginning of the Pull-In Contest between the repair departments of the company in 1925 to the present time, Limits depot has won fifteen times.

Under his direction, Limits depot won first prize for floral display in 1931.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 10

DECEMBER, 1933

No. 9

Public's Comfort First Consideration

This Should Always Be Borne in Mind—Avoid Unnecessary Turn-backs and Other Irritations

By C. H. EVENSON

Superintendent of Transportation

One of the handicaps of street car operation in winter is the necessity for turning back cars. Slippery rails, traffic congestion caused by icy streets, and a greater frequency of automobile breakdowns and collisions are among the causes often requiring the turning back of a car before it reaches the end of its run.

The maintenance of proper frequency of service makes these turn-backs absolutely essential in many cases. Nevertheless, they are cause for great annoyance on the part of the public. People do not understand why the car they are riding does not go through to its destination. They feel that they are being treated unfairly, especially when they are forced to transfer in inclement weather.

It is incumbent upon the train force, therefore, to do all in its power to lessen the discomfort of passengers in cases of transfer and to make an effort to let the passengers understand the necessity of the switch-back.

It is the duty of supervisors in ordering switch-backs to be sure that passengers are not required to stand in the street waiting for a car to continue their journey. The car to which passengers are to be transferred should be at hand when the switch-back is made.

The courteous conductor will not order passenger out of the car with a curt "far as we go—all out." He will announce that the car is to be turned back because of traffic delays or irregularity of headway and will ask the passengers to please take the car ahead.

A great deal of the ill feeling caused by the switching back of cars is due to failure on the part of either the supervisor or the train crew—or sometimes both—to exercise the proper amount of courtesy. Passengers who board a car with the expectation that it will follow its regular route are entitled to know why

its destination is changed without warning.

It is, of course, understood that switch-backs are to be avoided except in cases where they are necessary for the maintenance of proper headways or in order to provide for emergency traffic conditions.

Changing Riding Habits

The changing riding habits of the public are giving the schedules and transportation departments a great deal of concern. The shortening of hours of employment under the NRA, the emergency work being provided in various sections of the city for the unemployed and the daily changing industrial situation are playing havoc with schedules. There has been a marked change in the peak load periods. The peaks are being spread and riding is constantly developing or diminishing in unexpected quarters.

Both the schedules and transportation departments are doing all in their power to keep informed on traffic needs and to supply ample transportation. The situation changes so rapidly, however, that it is easily possible to overlook a change in riding habit on some line unless it is called to attention by the trainmen operating on the line.

All trainmen on the system should quickly report to their division superintendents any inadequacy or superfluity or service discovered on any of the lines. This will be of great assistance in providing the Surface Lines standard of service where and when it is needed.

Safe Practices

Reports coming to the general office indicate that a timely word should be said on two operating practices—namely adjusting the trolley and exercising caution in operating over facing-point switches.

The rules require conductors to adjust trolleys from the rear platform. The object of this rule is to protect the trainmen from the danger of being crushed between cars or struck by an automobile.

Too many trainmen are becoming careless in the observance of this rule.

In operating over facing-point switches the car should be operated slowly and carefully. This rule is generally understood but is not being adhered to as consistently as it should be.

Greetings of the Season

As this is the last issue of SURFACE SERVICE MAGAZINE in 1933, I want to extend to all trainmen my heartiest congratulations and commendations on the splendid showing the Surface Lines organization has made during the year un-

der most trying conditions. It has been an important year for the system and the trainmen have done their full share in providing a type of operation that has won favorable comments from thousands of visitors and from the people of Chicago as well.

The coming year promises to present more problems and it is hoped to provide more business for the Surface Lines. I know that the train force will be equal to whatever is required of it in the way of satisfactory operation.

I wish all a Merry Christmas and a Prosperous and Happy New Year.

How About Your Accident Record?

Important to Check Up As Contest Year Is Closing—Standing at End of November

ACCIDENT PREVENTION CONTEST

Cumulative February 1 to November 30, 1933

First Place	Division No. 2, Burnside	92.64
Second Place	Division No. 10, Elston-Noble	91.60
Third Place	Division No. 3, 77th Street	91.43
Fourth Place	Division No. 11, Lincoln	91.33
Fifth Place	Division No. 4, 69th Street	90.98
Sixth Place	Division No. 1, Cottage Grove	90.81
Seventh Place	Division No. 5, Archer	90.50
Eighth Place	Division No. 9, Armitage-Division	90.32
Ninth Place	Division No. 8, North Avenue	89.98
Tenth Place	Division No. 6, Lawndale-Blue Island	89.93
Eleventh Place	Division No. 7, Kedzie	88.65
Twelfth Place	Division No. 12, Limits-Devon	88.21

Month of November, 1933

First Place	Division No. 2, Burnside	96.58
Second Place	Division No. 5, Archer	93.94
Third Place	Division No. 4, 69th Street	93.52
Fourth Place	Division No. 1, Cottage Grove	91.89
Fifth Place	Division No. 3, 77th Street	91.55
Sixth Place	Division No. 10, Elston-Noble	91.40
Seventh Place	Division No. 11, Lincoln	90.37
Eighth Place	Division No. 8, North Avenue	90.05
Ninth Place	Division No. 9, Armitage-Division	89.16
Tenth Place	Division No. 6, Lawndale-Blue Island	88.90
Eleventh Place	Division No. 7, Kedzie	88.84
Twelfth Place	Division No. 12, Limits-Devon	87.68

By WILLIAM PASCHE

Supervisor of Accident Prevention

In just two months we will for the seventh consecutive year begin to compile the "No Accident Honor Roll." This list, as previously will contain the names of all train service employees who, during the year, have not had a chargeable accident—that is, an accident that was avoidable. Are you sure that your name will

appear on the list? If not, why not make certain by making inquiry of your Division Superintendent as to whether or not you now have any chargeable accidents written into your record. If you are told that one or more of your accidents have been classified as chargeable and if, in your opinion it should not have been so marked you can again have the circumstances surrounding the accident re-

viewed. If we then find that classification to be incorrect we will make the correction thereby clearing your work record which you should guard very carefully because your record as it stands often spells the difference between major disciplinary action and just a caution. Your interest in your work record indicates exactly how much you are concerned about the job you hold.

Our experience with the new employees who have come into the train service in the past few months has been very satisfactory. These employees have been involved in a number of accidents. In writing their reports describing these few occurrences they have been very explicit and correct in their description of what actually occurred. They have also demonstrated that by alertness and car control most accidents can be prevented and that when they do occur despite every precaution which they had been instructed to practice, results are never so severe in personal injury or in damage to property.

We are also very much pleased with the spirit with which the line instructors took hold of the job of instructing these new men in the actual work and much of the credit for the good records these men are making must go to the line instructors.

In the past much has been said about car control as a feature of preventing accidents. It will, when properly practiced, prevent most accidents, but it will not prevent them all. It should be remembered that those operating vehicles through the streets must all times be alert and careful. Street car line streets are streets upon which we must at all times expect reasonably fast-moving traffic. Car control as we understand it, means that when a motorman or operator sees a pedestrian or vehicle moving toward the track the power should be turned off and the slack taken out of the brake rigging, at the same time sounding the gong. It does not mean that it is necessary to stop for each and every person or vehicle that may be moving toward the track but that the necessary measures to reduce the possible chance of accident must be taken in advance, at all times expecting the other person to do that which is wrong. By taking these necessary precautions, that small fraction of a second which sometimes is so necessary to prevent an accident is provided. There certainly never is a time when it

is necessary to take chances. No emergency is ever great enough to take even a small chance of injuring someone else.

More About "Blind" Cases

Blind cases or unreported accidents continue to be the source of considerable difficulty. These are usually the incidents which, at the time, seem not to amount to anything or in which the passenger or other person may have said to you; "Never mind, this is all my fault" and go on their way refusing to give their names. Here is another type of case: A passenger alighting from the platform or step slips and stumbles or even walks several steps in the street after alighting and then falls for some reason or other and continues on his way without giving his name. In all cases described reports should and must be written so that the Department of Accident Investigation may have information of possible claims. Many of such incidents do result in claims which cause considerable difficulty in making adjustments because of the fact that no report had been written. Just so that you may have some idea of the type of claim that results from seemingly simple incidents we will briefly describe one that came in a few days ago.

A passenger alighted from a car and had taken three or four steps away from the car when he stumbled and fell to the street. The conductor asked the passenger for his name and was told that there was no injury and that he was not at fault. But a few days later a claim was submitted by this party in which it was asserted that the car had started before the passenger had safely alighted. Fortunately, the conductor in this case had written a report explaining the incident. He also furnished several witnesses whose statements bore out his explanation of the occurrence. Had he passed it up it probably would have been hard to dispose of. This is the type of incident that some of our trainmen pass up and sooth their consciences by convincing themselves that reports on such happenings are not necessary but fortunately in this case the conductor was interested enough to protect all concerned by writing a report and furnishing witnesses even though the person that fell refused to give his name.

Carhouse Group Leads Interplant Accident Prevention Contest

Upon receipt of the September Monthly Report of the Tenth Semi-Annual In-

terplant Accident Prevention Contest, it was pleasing to note that our Carhouse Group was the Monthly winner in their division. The Carhouses did not have a lost time accident during the entire month and this enabled them to easily capture the honors.

At the end of the third month of this contest, the records show that they have had only four accidents during an accumulated total of 687,468 working hours. As they scored the lowest rate in their group, they are leading at the present time; and it is our sincere hope that they are able to maintain this standard during the remaining months of the contest.

TRANSPORTATION "WAY BACK WHEN"

More About the Old Randolph Street Steam Dummy Operated in the Early 90's

In the December, 1931, issue of *SURFACE SERVICE* there was an article entitled "Transportation in the 90's in West Suburbs," in which mention was made about an old steam dummy line that operated prior to 1895 in Randolph Street west of Crawford Avenue. Some further particulars of interest about that line have been submitted by Motorman T. H. Shumon, of Armitage Depot, who borrowed a statement prepared for the West Side Historical Association by George Smith, a former employee of the Chicago Rapid Transit Company. The article, which was written in December, 1924, is as follows:

"Forty years ago, if the family chose Sunday afternoon for the day off, they might go on the 'Old Dummy Line,' far out into the prairies—as far out as Harlem and Randolph Streets—farther if they liked, to a favorite picnic ground for hundreds of people, known as the 'Cow Patch,' and located on Madison Street between Desplaines Avenue and the river. Today a man, who for a number of years was a conductor on this line, motors over the old right-of-way and sees land marks that recall the days of 1883.

"Mr. George Smith was the conductor. In his reminiscences of days when he collected fares from early residents, he said, 'This line was, as I understood it, built by one man, and he was a good one, for the track was high and never under water. The line was known as the Chicago, Harlem and Batavia Railway, though it never reached Batavia. It started at Crawford and Madison Streets and ran north to Randolph and west to Harlem, with the end of the line at the back gates of Waldheim. There were six starting stations. At Crawford and Madison Streets. Mrs. Higgle, wife of the superintendent of the road, was the only ticket agent on the line; the next station was at 48th and Randolph Streets and was known as Stockholm, because those who settled about there, particularly to the north, were Swedish. The other stations were at Austin and Randolph Streets, or West End Avenue as Randolph Street was called in those days, and another station at Harlem Avenue. There was only a single track, with switches at Austin

and Harlem. The passengers got on all along the line.

"There were three trains run on Sunday, from 6:00 o'clock in the morning till about 9:30 at night. Sundays were the big days. I would collect between \$300 and \$400 in fares. Because of the crowds on these days, coal cars of the North Western R. R. would be hitched on and seats put in and parts of trees nailed to the sides for shade. A real traffic problem in those days. There were lots of strap-hangers but few straps.

"The crowds were so great that two train loads would often be waiting for one train. The coach packed to the doors, the passengers overflowed to the engine, the favored ones riding in the cab with the engineer, Frank Preston.

"Next to the station at Crawford and Madison there was a saloon—the building is still there. There were a few scattered houses in Austin, but more settled in Oak Park.

"The fare from Madison and Crawford to Stockholm was five cents, ten cents to Austin, fifteen cents to Oak Park and twenty cents to Harlem."

"Mr. Smith was asked how long it took to make the trip. He replied: 'The round trip took two hours, which included a drink, both going and coming.'

"How early the line started, Mr. Smith hesitated to say, but he says it was there as early as 1878. The Wisconsin Central bought it later in an effort to compete with the North Western, but had to give it up. The little dummy engine is now owned by a large house wrecking company and is used for hauling material in their storage yard."

GOING BACK HALF A CENTURY Search of Old Records Discloses Forgotten Barns and Interesting Operating Facts

In the December, 1932, issue of *SURFACE SERVICE*, the editor requested information from old timers concerning two car barns which were once located near Wells and Eugenie Streets and near Lake Street and Crawford Avenue. An answer has come in the form of an anonymous letter, the writer of which has gone to considerable trouble to look up old records in the recorder's office and in the map department of the City Hall. It is hoped by the editor that the writer will identify himself so that he may be approached for more information concerning the early days of Chicago on which he appears to be well posted.

As to Wells Street, it is known that a line was built from North Water Street to Chicago Avenue in 1860 and taken up in the same year when a competitive bus line was bought by the street car company. The bus barn was supposed to have been at Wells and Menominee Streets. In 1875 a car line was started in Wells Street, from Randolph to Division, and in 1877 was extended north to Clark Street. The anonymous letter now reveals that on February 19, 1876, one Florimond Canda gave title to the street car company on a tract of land between Eugenie and Florimond Streets and extending west from Wells Street to North Park Avenue. The carhouse may have been built about March, 1878, as the city vacated alleys in that square about that time and it probably was closed about 1883. It is said that nine cars were operated from the barn about that time. On March 10, 1884, the North Chicago City Railway Com-

pany gave a warranty deed to Daniel F. Crilly for the whole tract of land.

As to the west side barn, the anonymous writer states that the Tribune of June 17, 1885, mentions a permit given to the Chicago West Division Railway to erect a two-story brick barn for \$15,000 at 1923-37 West Lake Street. The car tracks were extended from Spaulding to Crawford Avenue in 1886.

The same writer gives some interesting data concerning early extensions, types of cars, etc. He says the Larrabee Street line about 1878 carried about one-third of the north side traffic. Also that in 1870 a line was operated in Randolph from State to Wells and thence south to Polk Street—that the rails were taken up in Wells Street from Van Buren to Polk in 1872 and relaid in 1886. He reports too that the Van Buren line started to operate May 25, 1871, over Clinton north to Randolph, but was shifted two years later to operate in Wells Street. Also that beginning November 8, 1875, cars were operated in Wells Street from Randolph to Division, thence to Sedgwick and to North Avenue. The Sedgwick route before that date was from North Avenue to Division and thence over Clark to Washington. Another line which he mentions was operated in Chicago Avenue from Wood to Leavitt and thence south to a depot at Grand Avenue (Indiana Street). This was in 1882, and the Leavitt Street tracks were removed about 1896. This writer also states that one of the State Street grip cars and some other types were displayed at the national exhibition of railway appliances in the Exposition building on the lake front in 1883.

Western Avenue's Troubles

"West siders residing along the line of Western avenue north, will have car service now. The new horse car line from Lake street is completed, and cars will commence running Monday. The long delay in bringing this line to a finish has caused much disappointment and has led to not a little criticism of the methods of the West Chicago Street Railroad Company. Vice President R. C. Crawford said yesterday that the delay was due to his company having to wait for the completion of the sewer between Chicago avenue and Division street by the City Engineering Department. That work was slow because a great portion of the excavation was through granite which cropped up unaccountably along Western avenue. All this delay was just as exasperating to the Railway Company as to the residents, as the horses for the line were purchased ninety days ago.

"The Western avenue line will run from Twelfth street to Milwaukee avenue. Farther south it cannot go at present, as an injunction has been obtained to prevent the street railroad from being carried across the Northern Pacific tracks at Twelfth street."—Tribune, June 10, 1893.

"The West Chicago Street Railroad Company will commence running cars next Monday morning on Western avenue. Transfer checks will be issued to go either direction at Chicago avenue, Madison street, Van Buren street and 12th street."—Tribune, June 11, 1893.

When a man runs on a flat tire, he needs a friend to blow him up.

SURFACE LINES POST Commander Eckmann and Other Officers Installed—Past Department Commander Poorman Did the Honors

At the regular meeting of the post held Tuesday, November 21, 1933, at 205 South Kedzie Ave., Past Department Commander "Jack" Poorman installed the officers of the Post for the year 1934. The following officers were installed: Commander, J. V. Eckmann,



J. V. Eckmann

Elston; Sr. V. Commander, J. P. Staska, Archer; Jr. V. Commander, M. M. Budo, Archer; Finance Officer, H. P. Brady, Kedzie; Chaplain, A. A. Hough; Sgts. at Arms: A. Hjortsvang, Cottage Grove; D. Ferguson, Utility; A. Johnson, Devon; Executive Committee: C. Neisner, Lawndale; U. G. Lee, General Office; L. Szarat and J. Casinsky, Blue Island.

"Jack" carried out the installation in a very snappy and "military" manner. After the installation Jack addressed a few remarks to the Post on the aims of the Legion, stressing the 4 point program laid down at the Chicago convention:

1. Those disabled in line of duty restored to status prior to March 20, 1933.
2. Government hospitalization for all needy veterans requiring it.
3. Restoration of service connection existing prior to March 20, 1933.
4. Dependent widows and orphans to have government protection.

Jack's remarks were as usual, straight from the shoulder, and all those who were fortunate enough to be present were greatly inspired by his address. We hope to have him with us again at an early date so that those who were not present at the last meeting will have an opportunity to hear him. To listen to Jack is to be sold on the Legion. We were also fortunate in having with us on that occasion, Past Commander of the Second District, "Sandy" MacWhorter, Second District Commander Thorsness, Vice Commander of the Cook County Council Matthew Murphy, all of whom extended their best wishes to the incoming officers and to the post.

To cap the evening a "foul" raffle was held ("foul" because the writer did not win), the result of which three of the comrades won their Thanksgiving turkey, and nine others presented their fraus with chickens. Incidentally, Jack Poorman won one of the turkeys, and in turn put it up as a prize for the member of the Post who would bring in the first pair of new members to the post. The winner of this prize will be announced in our next issue.

Don't sling mud. It becomes dust and blows back on you.

Keeping 'Em Rolling

Lawndale Wins for November With Cottage Grove Holding Second Place



Winning Pull-in Crew at Lawndale

H. Keller, A. Martikonis, D. Cremin, V. Boyle, J. McCrea, C. Verbiski, J. Guy, M. Platakis, A. Milewski, N. Foley, S. Kluza, D. Kay, F. Gustauts, J. Urbutis, J. Wonogas, J. Girwain, I. Al-donis, F. Wilicka, E. Clark, A. Lebduski, A. Klostaris, M. Tamosaitis, E. Kuklinski, C. Norweck, P. Virginis, C. Chapulis, A. Spudas, J. Kubinski, F. Koslowski, K. Sonour, V. Rotzoll, S. Jarosz, J. Chiappetta, J. Straukas, P. Rumsas, F. Petraitis, W. Walters, J. Knistaut, S. Vaickowski, A. Dabulskis, F. Butkus, D. Reddin, A. Bukauskis, W. Huth, J. Wass, T. Lehane, L. Kramer, F. McColgan, J. Lobacz, D. Riordan, L. Solner, O. Finlay, T. Young, V. Szymkus, S. Kopac, J. O'Connor, A. Lomasz, A. Laverty, G. Thanas, J. De Marco, J. McMahon, A. Petrauski, J. Woods, H. Butcher.

Lawndale leads for November with 48,000 miles per pull-in due to equipment failure. Lawndale also leads in percent increases due to the fact that they jumped from seventh place in October to winning position.

Limits has the second highest percent increase and holds the record for the month of 22 days without a pull-in.

The average for the system shows a slight increase over last month and nine carhouses show increases. Thirteen carhouses averaged over 20,000 miles per pull-in due to equipment failure.

The individual records are:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Lawndale	21	48,000	73.0
2	Cottage Grove	16	35,895	.4
3	Burnside	15	34,890	12.9
4	69th	10	32,912	23.1
5	Limits	22	32,201	35.8
6	Blue Island	20	31,772	3.8*
7	Devon	10	27,268	9.1*
8	Archer	9	26,974	7.8
9	Armitage	14	25,266	8.3*
10	Division	18	24,214	15.0
11	Lincoln	14	23,908	11.7
12	Kedzie	6	21,913	2.8*
13	Noble	16	20,882	31.0*
14	77th	4	19,863	30.4*
15	Elston	16	16,829	35.5*
16	North	3	14,794	18.5
		214	24,242	.3

*Decrease.

Standing of each carhouse for the past half year follows:

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

Yum-Yum

Shoemaker: "Here are the boots for your new polar expedition. Were you satisfied with the boots I made for the last trip?"

Explorer: "Quite. They were the best boots I ever ate on a polar expedition."

Teacher: "What is Australia bounded by, Amos?"

Amos: "Kangaroos."

All Wet

Pedagog—"Name the constituents of quartz."

His father's son—"Pints."

—The Bulletin (Sydney, Australia).

What They Say of Our Employees

Letters from Chicago and Out of Town Acknowledging Courtesy and Consideration

Unfailingly Courteous

Chicago Surface Lines, Gentlemen: I wish to call your attention to a conductor on one of the Madison Street cars. His number is 7478 (David Sax, Kedzie).

I have ridden twice daily on these cars for some years and therefore have seen this man frequently. As I often stand on the rear platform, I could not help but see what character and courtesy he has always shown in the performance of his duties.

He is unfailingly courteous to everyone, no matter how boorish they behave and how crowded the car or nasty the weather. He calls all the streets and junctions clearly and in time for passengers to signal for stops. He gives directions to passengers in a pleasant, efficient manner. He thanks passengers when he receives fares and receives and returns transfers and money in a way far superior to the ordinary grabbing and thrusting manner of many other conductors. He is sure in giving transfers so that none passes up the car without one who needs it.

He is courteous and helpful to all persons getting on or off his car. He sees to the safety of all around him and at the same time wastes no time for the motorman because he watches lights to give signal. When the weather is bad he cautions passengers in ascending or descending the steps, cautions them for automobiles approaching and warns those he sees about to do so not to go around the rear of the street car. If passengers crowd or push dangerously in getting on or off he slows them to carefulness for one another by his good-humored request.

It is an unusual thing for me to become a letter writer of this sort, but I have felt for some time that this man's fine work should be spoken of, as I am not the only one who has noticed it. Many persons speak of it, and I have noticed that many people give him a nod or "hello" or "goodbye" when they are on his car.

Sincerely yours,
Robert B. River,
210 N. Central Ave.,
Chicago, Illinois.

Caution Appreciated

Chicago Surface Lines, Gentlemen: I am enclosing a transfer secured from your Conductor No. 9750 (Charles C. Daniels, 69th) on the 63rd Street line. I boarded the car at Karlov at about 9:00 A. M. I wish to say that the conductor was the most careful I have met. The streets were like glass this morning and he made it his business to look out of the car and call to the people as they approached the car. He warned them not to hurry, and then warned them of the slippery streets so that no one would fall. He cautioned them as they left the car to be sure to be careful of the automobiles, as they had no control over an immediate stop this morning. I listened after I had seated myself and he kept the same vigilant manner and constructive at-

titude up to the time I got off, which was at Loomis. I wish to take this occasion to thank him and you for the courtesy and helpfulness extended by him.

Yours truly,
Myrtle M. Voss,
Educational Director,
Voss Business College,
6 N. Michigan Avenue.

From North Dakota

Chicago Surface Lines, Gentlemen: I am writing you in regard to the fine service shown me during my brief visit in Chicago.

I wish to especially thank Conductor No. 7694 (Joseph L. Burke, Cottage Grove), who was so kind and considerate in helping me get on the right surface cars. On following directions I arrived safely at my destination.

Assuring you of my appreciation, I remain,

Yours very truly,
Ida Mae Henning,
224 8th St. S.E.,
Minot, North Dakota.

Two Visitors Compliment Cady

Chicago Surface Lines, Gentlemen: Have just returned from spending ten days in your city. Coming from the country as I did into a strange city I cannot refrain from expressing my gratitude for the assistance and help received trying to get around on the various surface cars to and from the Fair Grounds.

Your conductors were more than helpful and courteous. I mention especially conductor wearing badge No. 4704 (Willis E. Cady, Kedzie) for his good humor and patience in answering questions in spite of the crowds.

Very sincerely,
Mrs. Bernice Yeaw,
Middlebury, Vermont.

Chicago Surface Lines, Gentlemen: I want you to know how much I appreciate the courtesy shown me by Conductor 4704, on the Madison Street line, in directing my aunt and me to places easily reached on the street car.

Sincerely,
Pauline Cutting,
1773 State Street,
Schenectady, N. Y.

A Quick Recovery

Chicago Surface Lines, Gentlemen: I want to commend the wonderful service and courtesy I received through your conductor Mr. Butler (Edward J. Butler, Burnside), Windsor Park car and Starter Mr. Krause (John F. Krause, Burnside).

I got on a Deering car at 65th and Stony Island going south. I got off at my destination, 77th and Coles Avenue. After leaving the car I discovered that I had forgotten to pick up my sample case. I hailed the next car, a Windsor Park-54th car, and explained my error to the conductor, Mr. Butler. He was instrumental in me getting my kit back in less than 15 minutes. Mr. Butler instructed a company man to telephone ahead to Mr.

Krause, and when the Windsor Park car reached its destination the Deering Park car was waiting. Mr. Krause held the car long enough for me to enter and go to the seat where I sat before getting off on 77th Street. To my delight and thankfulness to your two employes I found my kit and samples secure.

I feel deeply grateful to these two men, Mr. Butler and Starter Krause for this efficiency and promptness in assisting me to find my lot. These two men deserve honorary mentioning in your executive meeting.

Sincerely yours,
Mrs. Katherine Stephens,
5419 Woodlawn Avenue,
Chicago, Illinois.

Acknowledging a Loan

Chicago Surface Lines, Gentlemen: Enclosed please find seven cents which Conductor No. 13934 (Bernard Heavey, Kedzie) was kind enough to loan to me for my carfare home. It is men like him who make street car riding a pleasure. Thanking No. 13934 again, I remain,

A St. Louis Visitor.

At Clark and Madison Streets

Chill autumnal winds and pouring rain cannot upset the good humor of Surface Lines Supervisor E. Gagler. Regardless of the weather and heavy traffic he finds time to politely answer all questions. He averages about 500 answers a day to World's Fair visitors.—Loop News.

Mrs. J. B. Massey, 7950 Coles Avenue highly compliments Conductor E. J. Wangero, Badge No. 738 of Burnside, stating that he is the most efficient and courteous trainman that she has met in her travels about the city on our cars.

Mr. Dan O'Brien, 5415 Dorchester Avenue commends Motorman C. A. Sargent, Badge No. 2803 of Cottage Grove for assisting a very old lady to alight from his car and escorting her to the sidewalk and also for the manner in which he calls street car stops and answers questions that are asked him by passengers.

Motorman A. Longhouser, Badge No. 4291 of Archer is praised by Mr. W. J. Mashek, 1400 Wrightwood Avenue for assisting a blind woman to alight from his car, escorting her across an intersection and putting her safely aboard the car on which she wished to continue her journey.

Mr. Louis Rolling, 7215 Barton Street compliments Motorman M. McGreal, Badge No. 4893 of Devon for the manner in which he operated his car, neither jerking the car in starting or stopping and also for his smile which he has for every passenger.

Mrs. T. G. Sapfe, 1627 Thorndale Avenue commends Bus Operator A. E. Lockwood, Badge No. 5348 of North Avenue for the cautious manner in which he operated his bus when the streets were covered with a layer of ice.

Mr. C. R. Holmes, 444 W. Grand Avenue states that he was crossing the street at Roosevelt and Halsted directly in front of the car operated by Motorman W. L. Bayer, Badge No. 5729 of 77th and dropped a package which went under the car, this motorman stopped, alighted from his car and crawled under and retrieved the package and returned it to Mr.

Holmes who wishes to thank and commend him.

Miss Edith Maitland, 4646 N. Seeley Avenue writes a letter of commendation in behalf of Conductor I. J. Metzger, Badge No. 5792 of Lincoln, stating that he is the most careful and courteous conductor she has met in several years of travel on our cars.

Miss A. L. Kirkham, 7423 Rogers Avenue wishes to commend the following trainmen for courtesies rendered her on her travels on our cars: Motorman William Toomey, Badge No. 5255 of Kedzie and Conductors Edmund O'Rourke, Badge No. 8382; Michael J. Brooks, Badge No. 942; and Conductor Walter Johnson, Badge No. 11724.

Mrs. Charles Weber, 10002 S. State Street compliments Conductor Lester Klein, Badge No. 5890 of 77th for his kindness in holding his car long enough to enable them to board his car even though they were a half block away and he had the green light to proceed.

Miss Muriel Robeson, 5309 W. North Avenue states that she is glad to mention the extremely courteous treatment accorded her by Conductor J. F. Napraynik, Badge No. 5974 of North Avenue and wishes to commend him.

Miss McManaman, 1915 W. 71st Street wishes to thank and compliment Conductor J. D. Honings, Badge No. 6428 of 69th for his honesty in turning in her purse which she had inadvertently left while a passenger on his car.

Rev. C. S. Burnard, 837 E. 47th Street thanks Conductor L. L. Johnson, Badge No. 3970 of Cottage Grove for the courteous treatment rendered to him by this conductor.

Miss Mary Carr, 1620 Cornelia Avenue states that Conductor F. White, Badge No. 6624 of Lincoln in spite of his car being overcrowded sprinkled sand on the steps of his car and on the street where passengers had to alight thereby making it safe for them as the streets were covered with ice. Miss Carr considered this very thoughtful of this conductor and commends him highly.

Mr. P. Novak, 1608 Milwaukee Avenue wishes to thank Motorman T. Naughton, Badge No. 6647 of 69th for paying his fare when he boarded this man's car and found that he had no small change with which to pay his fare.

Supervisor R. Miller commends Conductor J. J. Dwyer, Badge No. 6678 of Cottage Grove for good work in keeping cars going when his car was derailed. He waded his two followers out five minutes ahead of time and when cleared came out on his second follower's time, causing no hole in street.

Miss M. L. Herrmann, 4300 Clarendon Avenue compliments Conductor J. Allepeter, Badge No. 6932 of Lincoln for his thoughtfulness in sprinkling sand on the step of his car so that passengers could safely board and alight on a day when the streets were ice covered.

Mr. W. F. Pruter, 4659 Cottage Grove Avenue wishes to comment on the courtesy of Conductor J. B. Cooper, Badge No. 6956 of Burnside in assisting a blind man to alight from his car and escorting him safely to the curb.

Mr. A. A. Cushman, 175 W. Jackson Boulevard commends Conductor C. F. Newton, Badge No. 6976 of Lincoln for his kindness in helping a blind man off his car and guiding him through a line of parked automobiles to the curb.

Efficient and courteous service by Conductor D. Sax, Badge No. 7478 of Kedzie to his pas-

sengers on an overcrowded car won for him a commendatory letter from Mr. V. A. Litchfield, 3737 S. Ashland Avenue.

Conductor D. Sax is also complimented on his courtesy by Mr. M. E. Shaw, 5906 W. 26th Street, to his wife when she was a passenger on his car.

Conductor C. L. Subaitis, Badge No. 2106 of Lawndale is thanked for holding his car long enough to enable Mrs. C. W. Sternberg, 2200 S. Marshall Boulevard to board it, even though he had the right-of-way to proceed.

Mrs. J. E. Beavan, 10602 S. Lawndale Avenue states that the car in charge of Conductor A. Stewart, Badge No. 7610 of Limits was very crowded but that he was very courteous, good natured and polite in spite of the jostling of the crowd on the platform, and wishes to commend him.

Mr. M. C. Leo, 331 W. 63rd Street wishes to thank Conductor W. A. Zelis, Badge No. 7632 of Archer for paying his fare when he boarded this conductor's car and found that he had no small change with which to pay him.

Mr. F. E. Scholl, 314 W. Superior Street wishes to commend Conductor J. F. Reents, Badge No. 8132 of Kedzie for his service to passengers, assisting men and women with packages, warning and watching several old passengers to be careful and answering questions cheerfully.

Mr. E. H. Russell, 400 Rush Street wishes to thank and compliment Motorman J. Lynn, Badge No. 8321 of Devon for his honesty in turning in a purse belonging to Mrs. Russell who had inadvertently left it while a passenger on this motorman's car.

Mr. Harold Leonard, 7930 Kenwood Avenue praises Conductor E. M. Simmons Badge No. 8664 of 77th for courteous service rendered to an elderly woman passenger and also showing exceptional courtesy in assisting a mother and child to alight from his car.

Miss Louise Friese, 4664 Kasson Avenue wishes to thank and commend the following trainmen for courtesy rendered to her cousins from out of town on their visit to Chicago: Motorman M. Gill, Badge No. 3763 of Devon; Edwin J. Kelly, Badge No. 9885 of Limits and Conductors B. H. Tickner, Badge No. 3038 of Devon and John Lynch, Badge No. 5794 of North Avenue.

Mr. G. T. Hood, 520 N. Michigan Avenue highly commends and thanks Motorman M. Groch, Badge No. 10679 of North Avenue for his assistance after he had ridden by his regular transfer point.

Conductor J. J. O'Connell, Badge No. 1918 and Motorman J. A. Weber, Badge No. 10229 both of Burnside are complimented on their exceptional courtesy by Mr. W. S. Williamson, 8242 Maryland Avenue.

Mr. A. S. Childs, 310 W. 71st Street states that he takes pleasure in mentioning Conductor L. Hofmann, Badge No. 10432 of Armitage for his courtesy to his passengers.

Mrs. J. Cogan, 5536 N. Campbell Avenue compliments Conductor E. Anderson, Badge No. 10678 and Motorman P. Joyce, Badge No. 10975 both of Lincoln for the manner in which they took care of a lady passenger who fainted on their car.

Miss V. Bernath, 5331 Drummond Place wishes to thank Motorman J. E. McGuire, Badge No. 11163 of North Avenue for giving

her money with which to pay her fare when she found herself without funds.

Starter R. W. Kurtzrock commends Conductor E. H. Burt, Badge No. 11398 and Motorman C. F. Dawson, Badge No. 6047, both of North Avenue for good work on their pull-out trip with a car off the track at the Chicago Avenue crossover just east of Cicero. Instead of following the usual pull-out route and tying up westbound traffic they had presence of mind to get back on Cicero and take the wye, back over on Chicago Avenue and proceeding east, filling in a hole that could not have been filled otherwise.

Miss C. Lammers, 3135 N. Keating Avenue reports that Conductor P. A. Keane, Badge No. 11674 of Limits lifted a crippled girl from his car and carried her safely to the sidewalk for which act of kindness she wishes to compliment him.

Unusual courtesy on the part of Bus Operator F. J. Muszynski, Badge No. 12020 of North Avenue won for him a commendatory letter from Mr. E. G. Olsen, 127 N. Dearborn Street.

Mr. R. F. Holst, 5120 N. Keeler Avenue states that it was an absolute treat to ride behind Motorman P. Fleming, Badge No. 12661 of Archer because of the smooth manner in which he operated his car.

Mr. J. Olson, 1400 Bryn Mawr Avenue telephoned to commend very highly Motorman W. B. Whitman, Badge No. 11777 and Conductor N. F. Hansen, Badge No. 13034, both of Devon. He states that a drunken man was driving north careening from side to side. This motorman with great presence of mind threw on the reverse and managed to save a terrible collision. The automobile, however, struck a corner of the car and immediately took fire. Motorman obtained chemical fire extinguisher from nearby garage and he and this conductor assisted the drunken man from the automobile, put out the fire and proceeded on their way without any unnecessary delay.

The courtesy and efficiency of Conductor J. McGoldrick, Badge No. 13318 of 77th won for him a letter of commendation from Mrs. D. A. Frankel, 2950 Wabansia Avenue.

Miss Pearl Crot, 6319 Kenwood Avenue telephoned to commend Conductor M. J. Cosgrove, Badge No. 13486 of 77th for his courtesy and kindness to his passengers, helping people accompanied by small children and when stopped by lights he made change for a newsboy so he wouldn't lose a sale.

Miss A. Beck, R. N., 1622 W. Jackson Boulevard commends and thanks Motorman H. J. Nelson, Badge No. 13505 of Kedzie for holding his car long enough to enable her and several other passengers to cross the street and to board his car even though he had been given the signal to go and had the green light in his favor.

Miss Pauline Sage, 5740 Kimbark Avenue wishes to thank and commend Cond. H. C. Haderly, Badge No. 14380 of Devon for turning in her umbrella which she had inadvertently left while a passenger on his car.

Mr. G. C. Johnson, 20 E. Jackson Boulevard compliments Conductor J. F. Nisson, Badge No. 5916 of Devon, for calling street car stops in a clear voice.

Conductor C. H. Chartrand, Badge No. 13468 of Devon for his kindness in assisting a blind man to alight from his car and escorting him safely to the curb.

Mr. M. Carroll commends Conductor J. P. Gleason, Badge No. 13622 of 77th, for his polite manner in questioning the validity of a transfer which Mr. Carroll had tendered and which was late because of a blockade and causing this passenger no embarrassment.

Mr. J. W. Byrne, 7832 Ingleside Avenue, reports that Conductor C. F. Brosius, Badge No. 1036 of 77th, was very courteous to him and is a credit to the company.

Texas Cheers for Arthur Buhring, 69th

Chicago Surface Lines. Gentlemen: Having been a visitor to your fair and beautiful city we wish to say a word of thanks to the people of Chicago. The people of Chicago are very kind and generous and courteous. They talk about southern hospitality, but it's here in Chicago 100 per cent.

One individual public servant stands out before all in your Surface Lines conductor badge No. 4998. We rode with this man several times going to and from the Fair over Ashland Avenue car line. We have admired him for his neatness, courtesy and alertness. You can find him an outstanding figure in your force of public servants because his uniform is always clean and pressed, is also clean shaven daily. We have seen him as often as three days in a row, always the same. What impressed us was when he helped an elderly woman to board and alight from his car after she thanked him for his kind deed his reply to her was, "No need to thank me, lady, I get seventy cents an hour for doing this." That's a remark which will stay in our minds a long, long time. He knows what his duties are and who pays him for his work.

We wish you success in your job, conductor, you're a splendid public servant. Three cheers for conductor No. 4998.

Mr. and Mrs. Homer Fetz and Family,
San Antonio, Tex.

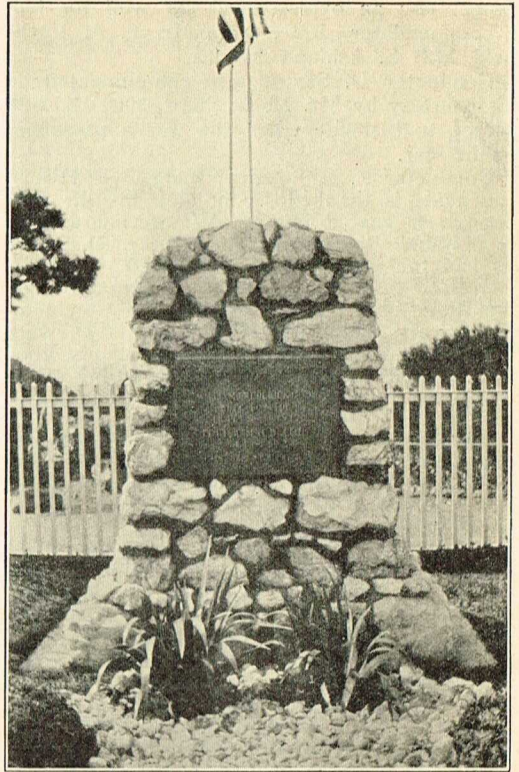
MEETING AN EMERGENCY

Division Superintendent Altemeier Provides Transportation for 300 Unexpected Passengers

Sometimes a division superintendent can meet emergencies in servict if he has a "hunch" or even a short notice, but the necessity of transporting 300 men without any notice, from a distant terminal like Hegewisch requires mental telepathy or television.

It so happened that Mr. Altemeier and Mr. Quinn had ten rookie motormen in a car bound for Hegewisch, on Tuesday November 21. This car was followed by one in charge of Supervisor O'Rourke who had seven rookie conductors.

When they reached the terminal at Brandon and Brainerd Avenues they were surprised to see twenty or more trucks unloading CWA workers who wanted street car service. Gathering up the loose change among his party Mr. Altemeier, with the aid of one regular and the two special cars, was able to offer a real object lesson in emergency mass transportation.



Grave of Colonel William "Buffalo Bill" Cody on Lookout Mountain Snapped by Walter Hager of the West Shops

ROUNDING UP WITNESSES

Lawndale-Blue Island Takes Lead—69th Advances from Ninth to Fourth Place

Lawndale-Blue Island finally displaced Burnside as the leader, taking the coveted first place with an average of 4.56, the latter dropping to second place with a figure of 4.26. 69th Street however turned in a truly great performance by advancing from ninth to 4th place. Not to be outdone, Kedzie boosted itself from twelfth to ninth place, but unfortunately something went wrong at Lincoln and as a result we find that they skidded from sixth to last place which would indicate that apparently some trainmen are not putting forth as much effort as they could in obtaining witnesses' names when accidents happen on or near their cars. A sudden slump as this throws the Department of Accident Investigation into consternation because they depend so much upon reports of witnesses and an incident like this handicaps them very much.

Detailed figures are as follows:

	Oct.	Sept.	Aug.	July
1. Lawndale-Blue Isl...	4.56	4.27(2)	4.29(2)	3.80(4)
2. Burnside	4.26	4.51(1)	4.48(1)	4.28(1)
3. Cottage Grove	3.79	3.98(3)	3.92(4)	3.98(4)
4. 69th Street	3.76	3.37(9)	3.34(10)	3.70(5)
5. North Avenue	3.70	3.82(4)	3.44(8)	3.48(6)
6. Archer	3.60	3.65(7)	3.75(6)	3.24(8)
7. 77th Street	3.56	3.78(5)	4.25(3)	4.06(2)
8. Elston-Noble	3.54	3.48(8)	3.81(5)	3.39(7)
9. Kedzie	3.46	2.96(12)	3.26(11)	3.10(10)
10. Devon	3.18	3.21(10)	3.46(7)	3.22(9)
11. Armitage-Div.	3.13	2.98(11)	3.04(12)	3.06(11)
12. Lincoln	3.06	3.75(6)	3.41(9)	2.96(12)

Average for System. 3.62 3.62 3.70 3.54

SAVED BY A 4-YEAR BUTTON

Conductor R. L. Hooper of Kedzie Has a Remarkable Experience Among Strangers

"I have been asked why I think so much of my Service Button," said Conductor R. L. Hooper of Kedzie Station. "The answer is easy. It is because I have found that the accident prevention buttons have a real value and I want to say I am really proud of my button, which is a 4 year one."

"About October 1 I had business in Tennessee, the railroad fare from Chicago to Nashville is about \$33.00, at this time there was an excursion there and back for \$5.00 and I took advantage of it. It was only good up to and on train leaving there at 2:17 A. M., October 3rd. I had to drive 69 miles east of Nashville to attend to my business and get back again before train time. I had expected to collect some money but owing to depression had poor luck and to make matters worse I got back just in time to miss the train with only \$5.00 in my pocket and there I was."

"Well I had until 6:30 P. M. for the next train but no car fare so got busy and went to see the General Passenger agent for N. C. and St. L. R. R., Mr. Crowley. I explained to him what had happened, that I had done the best I could to catch the train. He said that under the contract of this low rate ticket he could do nothing for me. I told him that it was a long walk to Chicago; he said he was sorry but could do nothing about it. Asked me if I understood the conditions of the cheap rate ticket I had bought. I told him I did and that I had no complaint to make."

"I then told him I was in the same line of business as he was and just then I thought of my Service Button that I had taken along with me to show my folks down home. He read the letter that came with my button very carefully and said: 'Mr. Hooper that is different. That was a wonderful achievement and it is such a good recommendation you have here I am going to send you to Chicago and it won't cost you a cent.' And I was told to come in the afternoon."

"On returning in the afternoon he told me that he had called every station to Chicago and had instructions issued to each conductor on the line to let me pass on the ticket I had and treat me with all

courtesy possible. This was done, thanks to Mr. Crowley and also to those who made it possible to have an Accident Prevention contest."

A LOST BOY PUZZLE

Lost at Field's, Picked Up at the Fair by a Supervisor and Restored to Parents

Supervisor Bartelheim, on duty at the 18th Street entrance to the World's Fair, found an eight-year-old boy wandering aimlessly around, crying. Upon questioning the lad, he got the tearful reply, "I'm lost." He asked the boy his address but was unable to understand it when the boy answered him, however getting the impression that it was somewhere on the far southeast side of the city.

He put the boy on the car in charge of Conductor W. G. Langenberg, badge No. 3478, with instructions to take the youngster to 79th and Wentworth and place him on an eastbound car in the hope that when in familiar territory the boy would recognize some landmark which would enable his safe return home. In the course of the southbound journey, Conductor Langenberg endeavored to question the lad also as to where he lived, but he too was unable to understand the address given, but asking the boy to write the address he did so, writing "2880 E. 77th Street."

At 75th and Wentworth this conductor met Assistant Division Superintendent J. B. Becker of 77th and told him the story, giving him the boy's address. Mr. Becker then took the child home to his parents, Mr. and Mrs. E. M. Parkman of Montgomery, Alabama, who were here on a visit to see the Fair and were staying at the above address. They, nor Mr. Becker, could understand how the child got to the Fair entrance because he was first missed when at the Marshall Field store in the loop. No information was forthcoming from the boy either so that remains a mystery.

Mr. Parkman who is Rector of the Church of Holy Comforter of Montgomery wrote Mr. Becker, thanking him and also Supervisor Bartelheim and Conductor Langenberg for taking care of their boy.

Whoa

Lieutenant, No. 1—"Honestly, now, you would never have thought this car of mine was one I had bought second-hand, would you?"

Lieutenant, No. 2—"Never in my life. I thought you made it yourself."

Second Choice

Doctor: The best thing for you is to stop drinking and smoking, go to bed early and get up early in the morning.

Patient (considers a bit): Say, Doc, I don't think I'm worthy of the best; what's second choice?

"There," said the plumber, laying out his tools. "In spite of all the silly jokes about us, we've not forgotten a single thing. My mate's here with me, and we've not got to go back for anything and—"

"You've come to the wrong address," said the maid.

Every time the tax assessor comes around a man is glad he doesn't own the earth.

SURFACE SERVICE MAGAZINE

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CHICAGO

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John E. Wilkie - - - - - Editor

C. L. Altemus - - - Assistant Editor

To Its Readers
and Helpers
SURFACE SERVICE
Wishes
A Merry Christmas
and
A Happy New Year

SAVING PRECIOUS EYES

SURFACE SERVICE MAGAZINE derives a great deal of satisfaction from the success of the eye-saving campaign inaugurated by Mr. Pasche and prominently and persistently supported in these columns. While it would seem an easy matter to convince a workman that his sight was a precious thing and that loss of an eye was a tragedy, the fact was that although the men engaged in semi-hazardous activities were supplied with protective, shatter-proof goggles, it was a long time before the foremen, who had been carefully instructed, were able to secure the right kind of cooperation from the men themselves. But with the reports appearing in the magazine month after month of eyes saved by the goggles, there was an awakening, particularly on the part of the men engaged in track work, until today it would be difficult to find a man so indifferent as to wear his goggles in his coat pocket instead of over his eyes where they belong. The records up to the middle of December show that dur-

ing the period since the men were finally convinced of the importance of this type of protection 103 eyes have been saved on the system. That is really something to think about. And a wonderful resolution for the New Year would be: "I'll take no chances with blindness. I'll wear my goggles for protection."

A WONDERFUL RESPONSE

Surface Lines Employees Pledge a Total of \$52,000 to the Community Fund

It didn't take long for the men and women of the Surface Lines family to make up their minds about their contribution to the Community Fund. Within a few days after they were supplied with subscription forms they came through with pledges of approximately \$52,000.

Chairman C. W. Bergquist of the Community Fund Trades Division wrote to President Richardson under date of December 12:

"The most important feature of the meeting of 150 Workers of the Community Fund Campaign held at the Union League Club yesterday was the announcement, by Mr. McCorkle, of the subscription of the employees of the Chicago Surface Lines in the amount of \$52,000.

"This most generous response is ample proof that civic consciousness and spirit of helpfulness runs parallel to the fine morale which is so much in evidence throughout the entire organization of your company.

"Your cooperation, and that of your staff, which was of such great value to me last winter in promoting the "Share the Work Movement" has been duplicated in the present worthy cause. I want you and all your associates to know that I am sincerely appreciative of all you have done.

"This campaign is not being conducted without some difficulties and the kind of backing that we have received from the Chicago Surface Lines and employees is sufficient encouragement to keep us going."



James Tunney Browne, Year Old Son of Conductor J. J. Browne of 77th.

RIDING TO THE FAIR IN '93



Another Interesting Photograph of a Chicago Day Crowd at the 1893 Fair. Motorman J. Dunkle of Cottage Grove and Conductor J. L. Edmond of 77th both Submitted Copies for Reproduction in the Magazine. Dunkle was the Gripman on the Leading Car Shown in the Picture.

Street Cars and Buses Safest

Study by Transit Association Shows Results of Accident Prevention Movement

Mr. Charles A. Stephenson of the American Transit Association Statistical Department presents in the *Transit Journal* for December, an interesting report covering an analysis of accident records of transportation companies of the United States and Canada for the last six years, which must be a source of satisfaction to the industry as a whole.

Transit companies cut accident frequency 35 per cent in the past six years. This achievement represents the contribution of local electric railways and motor bus lines throughout the United States and Canada in the matter of public safety. It is based upon the records of more than 250 transit companies serving more than 65 per cent of our urban population.

It is obvious that this constitutes a record of which the transit industry may be justly proud and one that merits recognition. Sizable reductions have been effected in the frequency with which accidents occur during each of the years from 1927 to 1932, so that the 1932 frequency rate stands at 35 per cent below the 1927 level. In other words, compared with the

record of 1927, 35 out of every possible 100 accidents are now being avoided. By frequency rate is meant the number of accidents occurring per vehicle-mile. The use of this measure eliminates the effect of any weight the fewer number of vehicle miles operated at the present time might have on the number of accidents occurring. As a matter of fact, when the actual number of accidents occurring is considered, it is found that the 1932 figures stand 46.9 per cent below the 1927 level.

Transit Vehicles Safest

Street cars and buses are the most safely operated vehicles that use our public thoroughfares. The truth of this statement is substantiated by a survey of the following facts, which give an indication of the circumstances under which this remarkable record was made, together with a comparison of the manner in which the vehicles of transit companies perform as compared to other vehicles that make use of the streets.

In the first place, during the six-year period under consideration, obviously the

accident hazard has increased, due to increased pedestrian and vehicular traffic occasioned through the growth in population and increase in motor vehicle registration. During the period 1927 to 1932, population increased by approximately 7 per cent, and authoritative estimates for 1932 place the number of motor vehicles in operation at 25,000,000, which figure, despite a reduction of 6.5 per cent below the 1931 level, is still 4.5 per cent higher than the 1927 registrations.

The stupendous increase in the use of our public thoroughfares, which, for the most part, were originally constructed for slow horse-drawn vehicles, has brought about a degree of congestion that becomes more severe each year. The result has been the expenditure of millions of dollars for property damages and an ever increasing toll of dead and injured. Let us turn to the record for a moment. The National Safety Council reports that, in 1927, 25,700 persons were killed and approximately 900,000 injured in traffic accidents. Six years later, during 1932, the toll of deaths and injuries reached the staggering totals of 29,500 and 1,030,000, respectively.

Combating Increased Hazard

In the midst of this orgy of death, maiming, and destruction of property, the transit industry has been able to combat the hazard so effectively that over the six year period 1927 to 1932, it has been able to reduce the street traffic accidents in which its vehicles are involved from 1,612 deaths and 63,990 injuries in 1927 to 937 deaths and 53,500 injuries in 1932, reductions of 41 and 17 per cent, respectively.

When it is considered that the vehicles of transit companies are required to be on the public streets 24 hours of the day, in all kinds of weather, and that they must operate according to fixed schedule, we begin to perceive in the background something of the splendid co-operation, sticktoitiveness, efficiency of management, and genuine safety endeavor that made possible such a remarkable record.

Safety Endeavor Pays

Naturally enough, we want to know whether or not any results, other than the pride that goes with establishing a record of saving in life, limb and property such as we have just reviewed, can be realized through safety work. The transit industry, during 1927, paid out an approximate total of \$36,500,000 in accident costs, which includes the amount paid in

settlement of claims, cost of medical service, legal fees, etc. By the end of 1932 the corresponding costs were reduced to \$31,500,000 for the year. It is estimated that this has resulted in a cumulative potential saving of between \$17,000,000 and \$20,000,000 for the six-year period.

Determining the Hazard

The most important value of accident statistics is the extent to which they show that accident reduction has taken place and the savings realized therefrom. Nevertheless, they furnish some interesting additional information, in establishing the distribution of the various types of accidents common to the transit industry and the frequency with which each occurs.

It is well first of all to outline certain of the general characteristics of the cities in which transit companies operate. These characteristics establish some of the factors that require consideration when a comparison of the relative safety performances of street cars and buses is attempted.

The average American community is made up of a large central city surrounded by numerous satellite cities and towns, which together form what is popularly referred to as a metropolitan area. A characteristic of these so-called metropolitan areas is that in each there has grown up a central business district in which the greater part of its commerce and general business activity is conducted. As a rule, the population density is at its maximum in the territory immediately adjacent to the business district, and decreases with the distance from the business district. It necessarily follows that under such conditions traffic density reaches its maximum in the highly congested central area with the degree of congestion decreasing as the distance from the central area increases. Inasmuch as the accident hazard is determined largely by the degree of traffic congestion, it is apparent that it is a maximum in the central area and likewise decreases as the traffic congestion becomes less severe.

Safety of Bus and Car

When the bus was first introduced in the field of mass transportation, it was used almost exclusively in outlying territory as a feeder to rail lines. However, improved design and greater seating capacity have brought about a greater utilization of the bus, and its operation is now being extended toward the central areas;

in some instances supplanting certain portions of rail lines and in others furnishing a co-ordinate service.

From the standpoint of safety, it is obvious from the traffic characteristics of the average city that buses operated in outlying territory should enjoy an extremely low accident frequency as compared with vehicles operating in more congested sections. Assertions have sometimes been made purporting to show the bus to be a much safer vehicle to operate than street cars, based solely on a comparison of the frequency of the accidents in which each type of vehicle is involved, without regard to the traffic conditions. From the recent reports of many companies it appears that the frequency of accidents on bus lines is considerably higher than in years gone by merely because bus lines have been extended toward the central area where traffic congestion is greater.

While a differential between the accident frequency of the two types of vehicles still exists it is gradually being eliminated as the traffic conditions under which each type of vehicle operates approach uniformity. In a study made by the association several years ago of the accident frequency of buses and street cars where each type of vehicle was operated in the same general territory and under like traffic conditions, it was found that no evidence could be shown which would indicate that either vehicle has any distinct advantage over the other in the matter of avoiding accidents.

Accidents to Passengers

Accidents to passengers are divided into three general classes, namely, injuries, fatalities and non-casualty accidents. It is found that 33 per cent of the total accidents occurring to passengers on a system-wide basis are of the minor non-casualty type and that only one-tenth of 1 per cent of the total passenger accidents result in fatalities. Two unit bases have been used in this table, i. e., vehicle-miles and passengers carried. Important differences exist between these bases, especially when the type of vehicle is considered. It will be observed that, when considered on a vehicle-mile basis, the buses show a lower frequency than do the street cars, while on the other hand, when a basis of passengers carried is used, the bus shows a higher frequency than street cars. However, regardless of the basis used, transportation of passengers on transit vehicles is extremely safe,

for an average of but 6.89 passengers are injured and 0.008 passengers killed for every 1,000,000 carried. To put it another way approximately 150,000 passengers are carried for each passenger injured and 125,000,000 carried for each passenger killed.

Cost of Accidents

Since accident costs are directly related to the number of accidents, it may be assumed that they are governed largely by the differences that exist between the two modes of service in the matter of accidents. The total cost of accidents averages \$1,387 for each 100,000 vehicle-miles operated, equivalent to 4.33 per cent of the operating revenue.

Involving Automobiles

Private motor vehicles have a great effect on the safety performances of transit companies. The private motor vehicle, from the standpoint of accidents, presents the greatest problem that the transit industry has to face. Of the total number of persons injured by transit vehicles in street accidents, 37 per cent are injured in accidents involving motor vehicles. In the matter of fatalities the proportion is even greater, being 48 per cent of the total.

Practically all collisions involve motor vehicles, the proportion being 93 per cent. However, in a considerable number of collisions in which transit vehicles are involved their operators are not directly responsible, for out of the total number of collisions with private motor vehicles, it is found that in approximately 43 per cent of them the transit vehicles were struck by private motor vehicles in rear-end collisions, sideswiping, etc. If it were possible to have a record of the number of instances where motor vehicles pulled out in front of street cars and buses and were struck through no fault of the operators of the cars and buses, it is believed that the drivers of private vehicles would be directly responsible for well over 50 per cent of the collisions.

Well Trained

The train had stopped on the line and the guard was tired of answering stupid questions. "What's the matter guard?" came yet another query.

"The signalman up there has got red hair," replied the guard, "and we can't get the engine to pass the box."—Tatler.

Guest—"What a splendid dinner! Don't often get as good a meal as this."

Little Willie (son of the host)—"We don't either."



A Beautiful Photographic Study of Reflection in Still Water Made at Rensselaer, Indiana, by Gus Street of the Accident Investigation Department

UNEMPLOYMENT INCREASES CLAIMS

Small Injuries Made the Basis of Claims Which in Normal Times Would Be Ignored.

Personal injury claims against transit companies have increased considerably of late, according to all reports. To a large extent this appears to be a by-product of unemployment. Minor hurts that are disregarded by a person busy at work all day are magnified by one who has nothing else to occupy his time. Furthermore, the small sum that normally might be expected as a settlement will seem much greater to a person who is without a regular source of income. Investigators have remarked that they find unemployed persons at home nursing injuries that seem to be trivial.

Although the number of reports of such minor injuries has grown it does not necessarily follow that the sums paid out in claims should show a similar increase. An alert claim department can do much in running down the facts and making it difficult for fraudulent claimants to obtain settlements. Shysters and accident fakers always are in evidence, but their schemes

are well known and methods have been developed for combating fraudulent claims of that type. To reach a just decision on claims for minor accidents that actually happened is much more difficult and there is a tendency to deal gently with those in actual want.

While there should be no disposition on the part of the claims forces to deny the payment of worthy claims, every effort should be made to prevent their magnification, either in number or in seriousness. Today there certainly is a tendency toward that sort of magnification. As one claims man aptly paraphrased an old adage, "A hungry man has no conscience."—*Transit Journal*.

And Then—?

Gladys—"Mother, dear, I advertised under a different name that I would like to make the acquaintance of a refined gentleman with an eye to romance."

Mother—"Gladys, how awful! Did you get any answers?"

Gladys—"Only one—from father."

The meek little man was walking home from the funeral of his big, masterful wife. Suddenly a roofing tile fell and struck him on the head. "Gosh," said he, "Sarah has arrived in Heaven already."

PRAISE FROM AN INSPECTOR

Personal Observations in More Than 3,000 Checks Highly Complimentary to Trainmen

A great deal has been said in the columns of the Surface Service Magazine about the courtesy shown by trainmen to passengers riding on the Surface Lines during the period of the World's Fair. The instances cited were, for the main part, individual in nature. As an inspector who had occasion to ride on not less than three thousand cars during the span of the Fair, I wish to submit a resume of conditions as I found them existing. A collective experience, gathered from a great number of rides under all possible conditions, may perhaps indicate the trend of conduct a bit more completely than individual case reports.

Excellence can often be judged through lack of complaint on the part of those in constant touch with the point in question. Of the number of trainmen checked, a total of over three thousand, not more than seven reports dealing with discourtesy were submitted. Considering the fact that the trainmen were dealing with, to a large extent, a group of strangers in a strange city, this percentage is remarkably low.

There existed, throughout the trifle more than five months that the Fair extended, an unusual spirit of co-operation among the trainmen. Time and again they were observed inconveniencing themselves in order to assist or instruct bewildered passengers. Courtesy was the order of the day, rudeness and discourtesy were so rare as to be discovered only at long intervals.

Too much credit cannot be given these men for their splendid attitude and performance. They spared no effort to assist a somewhat bewildered public, and for this they have the sincere approbation of all they came in contact with and treated as decently.

Inspector X.

KANSAS CITY WEEKLY PASS

Popular with Riders, but Money Loser for the Public Service Company. What to Do?

The weekly pass experiment has now been in effect for nearly five months. While it has proven immensely popular with our patrons, it has caused substantial losses to the company—losses which we can ill afford to stand.

We put in the weekly pass as a sixty-day experiment. In fixing the price we decided to make it an even \$1.00, although Cleveland, Ohio, and Portland, Oregon, principal exponents of the pass, charge \$1.25. We hoped thereby to give regular riders an average 5c fare and attract many autoists.

The pass is being used so much that the average pass fare is now about 3c per ride. Allowing for normal transfers, it is still well below 5c.

We had hoped that the pass would bring enough automobile riders back to the street cars to make up for the loss on regular patrons. This has not materialized. On the other hand, the company's pay roll expense, because of wage and NRA requirements, has increased more than \$355,000.00 a year. In addition, direct and indirect operating costs because of the weekly pass have increased not less than \$140,000.00 a year. In the face of these increased costs, the company's revenues to date are approximately \$778,500.00 below those of the same period in 1932.

It is estimated that the weekly pass is costing the company, in reduced revenue and increased expense, between \$18,000 and \$25,000 a month. With this situation confronting us, something must be done. We are reluctant to abandon the pass experiment, since it has proven a boon to so many of our patrons. On the other hand, we should not stand idle and see further losses weaken the ability of the company to render good service.

We have decided to give the pass every chance. It will be extended on the present basis from the present expiration date (i. e., Sunday, December 3rd) until January 1, 1934. We only ask that it break even. If it does not do so during this extension period, then either abandonment or a slight increase in price may be necessary.

Your suggestions and comments are respectfully invited.—Kansas City Public Service News.

OBITUARY

Deaths From November 7 to December 6, 1933

Transportation—Division 3, Seventy-seventh: Rudolph A. Blell, employed April 24, 1913, died November 25, 1933.

Division 4—Sixty-ninth: Peter J. Meegan employed November 16, 1907, died November 26, 1933. Wm. Montfort, employed August 17, 1906, died December 1, 1933.

Division 6—Lawndale-Blue Island: Walter Simon, employed September 4, 1909, died December 1, 1933.

Division 8—North Ave.: Wm. D. Henson, employed January 20, 1925, died November 28, 1933.

Division 9—Armitage Division: Paul Guenther, employed July 23, 1903, died November 22, 1933. Frank Rausch, employed October 20, 1913, died November 28, 1933.

Division 10, Elston-Noble: Joseph Dopke, employed May 26, 1904, died November 27, 1933.

Division 12—Limits-Devon: Patrick Dolan employed August 18, 1918, died November 20, 1933.

Shops and Equipment—West Shops: Frank Nicpson, employed May 2, 1929, died November 8, 1933. South Shops: Anton Hartman, employed September 6, 1906, died December 6, 1933.

Division 5—Archer: Charles Mikal, employed July 7, 1924, died November 25, 1933.

Division 6—Lawndale-Blue Island: Charles Vilke, employed April 28, 1907, died November 15, 1933.

Electrical: James E. Cass, employed September 7, 1908, died November 26, 1933.

Track: Olaf Olson, employed August 1, 1924, died November 8, 1933.

There are 135,000 incandescent lamps on the Chicago Surface Lines system, having a capacity of 5,000 kilowatts and consuming 14,000,000 kilowatt hours of electricity per year.

Since the unification of the properties under the name of Chicago Surface Lines in 1914, there have been 147 miles of track as well as 57 miles of bus extensions added to the system. Track reconstructed during that period totaled 682 miles.

Departments and Divisions

Electrical

Fred Hectus proved that he was as good as any two of the three hold-up men who attacked him while he was entering his car at Jackson and Paulina. Fred put two of them to the sidewalk with his punches but the third member of the gang came from behind and laid him out with a blackjack. Passersby took Fred to a nearby hospital for medical attention. After a few days he was back as usual.

You're asking me what makes Ralph Jossie so proud these autumnal days. Well, have you seen him at the wheel of his stream lined, gearless, oil burning Buick?

If you see Pete Pogani prancing around with a calico apron on, don't think that he is trying out for the WLS Barn Dance. He forgets to take it off after washing dishes.

We all realize that it takes a real he-man to raise a noticeable mustache. However, Edward Keating and Ray Gaynor disputed each other's ability. Ed must have spent real money for his hair- tonic by the appearance of the shadow under his nose. However, Ray got the honors. While Ed dosed in the barber's chair, the barber tried to trim his mustache—enough said.

It was a genuine Thanksgiving day for the Richter family this year. The daughter of Henry Richter, superintendent of electrical construction, presented the Richters with their second grandchild, a baby girl. Hearty congratulations and best wishes for the child's future happiness.

Our sympathy is extended to the family of James Cass who died recently. Jim was a former employe of the Electrical Department.

Paddy Griffin will not accept any more matches from strangers or even from his best friends from now on. Recently he was a victim of an exploding match—a dangerous toy by the way, and was he surprised?

Andy Sorenson has been confined to the hospital for the past two weeks suffering from broken bones in his foot. Here's hoping to see your smiling face soon.

And now may you all have a taste of the joy that comes each year by helping Santa Claus. "Billy."

Engineering

Tom McCarthy is the proud father of a daughter. This will be a distinct surprise to many of Tom's friends, as they did not even know Tom was a happy Benedict. He successfully concealed this fact from the Walter Winchell of this department. Mrs. McCarthy and little Miss McCarthy are doing well, and have the best wishes of all of their friends.

Tony Anderson of 20th & Dearborn was recently seen in the company of a pretty blonde. Let us know the date, Tony.

Mrs. Rumatz, better half of our own Rudolph, is taking a month's vacation in the sunny south. Rudy is open to any and all engagements for the next four weeks.

Mike Doljanin is recovering from an operation for appendicitis at the South Town Hospital. We are all hoping Mike will be back on the job soon.

Transit.

Shops and Carhouses

West Shops: We wish to extend our heartfelt sympathies to the families and friends of the following employes who passed away during the month of November, 1933: C. Mikal, Archer Carhouse, November 25; J. Vilke, Blue Island Carhouse, November 15; F. Nicpson, West Shops, November 8.

Frank Norton, our popular clerk, slipped away last August and was married to Miss Elizabeth Baronowski at St. Bartholomew's church on August 19. He manager to suppress the news until recently, but when he had to own up, he let us have the accompanying striking picture of the bridal pair. They have our sincere best wishes.



Frank Norton of the West Shops and His Bride.

We wish every one the merriest Christmas and the Happiest New Year ever.

Mr. George Lurton sends Christmas greetings to the men in the Paint Shop from Durham, England.

Yvonne Randall.

Cottage Grove: For Sale—One slightly damaged suit; pre-shrunk three sizes, running color, and Picadilly style with pearl buttons. Will sell cheap. See Dan Eyer, Assistant Foreman.

"Daddy" Timpi is being initiated into the mysteries of Santa Clause this X-mas and is baby having a big time!

As a cure for neuritis Nels Meyers is carrying a lighted flash-lamp in the leg pocket of his overalls.

Madam Cleo at 38th & Cottage Grove Avenue is still moaning for her Mistah Jack. 69th Depot please read.

Burnside: Our deepest sympathy is extended to J. Vertelko in the recent loss of his beloved wife who passed away November 28, 1933.

P. Gorman was seen only recently looking at baby carriages. If we are right in our suspicions we will soon be smoking Pete's La Palinas.

We also extend our regrets to T. Cannon, who reported his Essex Terraplane stolen from in front of his home on November 26, 1933.

South Shops: We extend our congratulations to J. Pryzbylski, Paint Dept., who joined the ranks of the "Happily Married Men" on November 4, 1933. The cigars were enjoyed.

To Foreman Joe Seaman, Machine Dept., we extend our sincere wishes for a speedy recovery and anxiously await the return of his cheerful personality to the Shop.

Ye Scribe wishes you one and all a Good Old Merry Christmas and a Hale and Happy New Year.

Elsie R. Smith.

Traffic and Schedule

A. A. Kreutzer and E. F. Breen, former traffic checkers have been transferred to the train service. A. A. Kreutzer goes to Burnside Depot as a conductor and E. F. Breen goes to North Avenue Depot as a motorman.

On November 15 the stork called at Jackson Park hospital leaving an eight pound baby girl for Norman Johnson; Lenore Alice and mother are doing well. Congratulations Norman, we enjoyed the candy and cigars.

H. S. Peffers, Gus Lohse and W. H. Burkhardt, who were on the sick list a few days, are all back to work again.

J. J. Moreau, who has been at the Oak Park hospital for several weeks after a serious operation, is now able to be out again.

Geo. Weidenfeller.

Material & Supplies

Well boys, things look encouraging, when a fellow has his hair cut to suit the tastes of his girl-friend. It won't be long before we have another man taking the leap into the sea of matrimony.

We wish to express our deepest sympathy to Mr. J. A. Long in his bereavement over the passing on of his Mother.

Those wishing to get the low-down on what the well dressed man will wear for December, ask or see Chuck Jung, who is rapidly supplanting the Prince of Wales as a fashion criterion. When last seen he was wearing maroon trousers, black and white shoes, green vest and a blue necktie. Some class—Eh boys?

R. E. Buckley.



How Carpenter Nick Poeckes of the West Shops Transformed His Backyard at 5311 Nelson Street

A Matter of Policy

Dialog overheard on the beach at a South coast resort. Small boy to his mother:

"Mummy, may I go in to swim?"

"Certainly not, my dear, it's far too deep."

"But daddy is swimming."

"Yes, dear, but he's insured."

—Sporting and Dramatic News.

Around the Car Stations

Cottage Grove

Baskets well filled with good things to eat were distributed by the S. & A. Club to several of our trainmen who are in unfortunate circumstances. The letters of thanks received from the families of these trainmen assure us the presents were very much appreciated. More of them will be distributed for Christmas so pay up your Club dues and help cheer some family of our fellow workmen. For particulars of a free chance for a Christmas present for paid up members see our Chief Clerk Percy Atkinson.

Superintendent C. Cricks and his assistant H. Hooper thanks all trainmen who responded so liberally to the Community Fund, over 99 per cent signing up.

By the way Supt. C. Cricks returned to work again after a much needed vacation getting acquainted with Chicago and sight-seeing in the suburbs surrounding our great city.

Now that prohibition has been repealed let all trainmen take warning not to indulge too freely, for older heads can tell you what the final results will be. Be wise and don't indulge at all.

We are all glad to see our Chief Receiver E. Ahern back at work again after a long siege of illness. We trust you are fully recovered.

Motorman J. R. O'Connor has been on the sick list for several weeks. Pay him a visit, clerk will furnish his address. The trainmen wish you a complete and speedy recovery.

Your correspondent wishes you all a Merry Christmas and a Happy New Year.

J. H. Pickin.

Burnside

Motorman Robb and White and Conductor Thieben went hunting last week. We hear that no game was caught but a lesson in FILL-OS-O-PHY was learned. Maybe the radiator was not froze but the pet cock was left open. At any rate one mile is a long way to carry eight pails of water.

Our clerk Tom Dooley has just moved to Washington Heights. You boys on 103rd Street better be careful now. Tom also purchased a second handed dollar watch.

Why not pay a visit to Motorman John Undine who has been in the South Chicago Hospital for some time. John is a good old sport and appreciates visitors.

We hear that Paddy Conlon is contemplating another trip to Ireland. Maybe this time he will bring a partner back with him. What do you say Pat?

We welcome the new men at our depot and we wish them all success.

Motorman M. E. Hynes is now back on the job after a long illness. We are glad to see you back Mickey.

Operators G. E. Ferguson, badge No. 10291 and C. Robinett, badge No. 1436 have been given due credit for eliminating a lengthy delay by moving up a car when an accident occurred on the South Deering line.

Conductor John Downey is now idling away his Holiday season down in Sunny Florida. When John was asked the other day, "How he does it?," he just answered, "Save your money when you're young boys."

W. D. F.

Sixty-Ninth

It is with sincere regret that we report the death of the baby daughter of Mr. and Mrs. C. B. Edmonson, born on October 23rd and passed away on November 18th, 1933.

Claude Gillespie became a happy Grandpa on Tuesday morning November 21st, 1933. Now we have discovered where that funny box of cigars came from.

Some good supervising work was performed by crew E. L. Allen and H. J. Cox on November 29th when they arrived at 63rd and Knox avenue and discovered a dangerous wire and pole down. They saw to it there would be no accident as they warned approachers and helped to regulate service during the 35 minutes of danger.

A baby girl was born at the home of Motorman C. J. Stout on December 1st, weighing 8 lbs. Congratulations.

Remember before you get peeved if some one asks you what street your car goes down or if this car goes downtown that you may also be the one to go into a restaurant and look at every pie before you, and then ask the waitress, "What kind of pie you got?"

Division 4 regrets the loss of two of its old timers namely Motorman P. J. Meegan and Wm. Montford who have passed away after a life of cheerfulness and were known always to do their part towards helping their fellowmen. Our sympathy is extended to their families in their bereavement. Sympathy is also expressed to Conductor R. Booth upon the occasion of the death of his mother.

We are all pleased to welcome our new recruits among us and wish them lots of success.

Izzie: "A. B., C. D. goldfish."

Abe: "L. M. N. O. goldfish."

Izzie: "O. S. A. R. goldfish."

The faster you read this the better the meaning.

We wish you all a "Merry Christmas and a Happy New Year."

W. L. Pence.

Seventy-Seventh

Our superintendent, Mr. W. A. Bessette, has returned from a vacation in southern Illinois, where he had a very enjoyable time. In the meantime his assistant, Mr. John Becker, was at the helm.

Did you take particular notice of our standing in the Accident Prevention Contest last month? Well, we occupy fourth place at this writing, a place that our division has not rested in for many months, and this time let us hope that it won't be for long. For the past six months we have been in second place, and prior to that time we dropped into the same place that we are in now. With only a few months more to go before this contest closes it will be up to you to eliminate the causes for our recent nose dive and vindicate our claim to a higher rating in this contest. Let us have the pleasant feeling at the close of this contest to see our division, through your gracious efforts, in first place, or, in other words, hailed the champs for this year, thereby making it

three consecutive wins for our division. It has already been done by another division; why can't we do it?

We sincerely wish a speedy recovery for Mrs. M. J. Lyons, wife of Supervisor M. J. Lyons, who underwent a very serious operation recently.

Possibly you opine that our clerk, J. S. Barnes, is a born warbler, especially when you heard him warbling a la canary bird. Well, J. S. raises canary birds for a hobby and he has specialized in the various species for their singing abilities, and surely if his birds sing better than he can, they must be real "choppers."

We are very glad to see the following supervisors with us again: Fred Yost, Jack Volkart and L. C. Bartelheim. These men were detailed at a "Century of Progress" and we considered it an honor to see our division represented by these very efficient men, and undoubtedly they did their part in a creditable manner.

The officers of our L and A club extend a cordial invitation to the new trainmen in our division to join our new club and, before doing so, we would suggest that they visit our club room and enjoy the many privileges that it affords its members. In the event that they would like to become members, please see our secretary, Owen T. Duncan. The dues are very reasonable, only 25 cents each month, payable quarterly.

You, too would be wearing a smile as big as the one Ben Wagoner has if you could tell the same story. Ben is a big, happy and joyful grandad to a baby boy. Congratulations.

The stork visited the homes of the following trainmen last month and to each one he left a darling baby girl: Motorman P. J. Conway No. 2, R. Welch and P. J. Maloney, Congratulations, men.

Starter W. F. Carr is very happy these days because a 10-lb. baby girl arrived at his home recently. Congrats, W. F.

Motorman W. J. Reilly passed into Eternity last month, and we are very sorry. To the members of his family we extend our sympathy in their sorrow.

John T. Flynn.

Archer

Our deepest and sincere sympathy is extended to Conductor R. J. Scanlon on the death of his dear wife, who crossed the Great Divide on Wednesday, November 29th, and was laid at rest on Saturday December 2nd.

Conductor Edwin John Seelbach is the proud father of a baby girl born October 28th who answers to the name of June Clair Seelbach. Congratulations, Ed.

Conductor Albert J. Glueckert took off a few days over the holiday of Thanksgiving to take upon himself a life partner. We congratulate you, Albert, and here's wishing you and yours a happy future.

Motorman I. Kirch is now home from the hospital after a serious operation and it is reported, while he is still in bed, he is improving fast and will be out and around before long.

Motorman Gus Kenitz lost his wife through death on Saturday, November 18th. We mourn with you and extend our sincere sympathy.

We also extend to Motorman Chas. Strothacker our deepest sympathy on the death of his mother, who died November 18th.

Sadness came to the home of Conductor W. H. Copithorn, who was called upon to part

with his dear wife, who died November 10th. While you are mourning the loss of a loved one, we are extending to you our deepest sympathy.

To John and Albert Simon we extend to you our sincere sympathy on the death of your brother, who died December 1st.

Dusty.



Conductor Roy Smith of Blue Island with His Early Morning Catch at Koshkonong Lake, Edgerton, Wis.

Blue Island

We all extend our sympathy to Motorman A. Koehler and his family in the loss of his brother.



Lucille Mary, Three Months Old Daughter of Conductor Roskoff of Lawndale.

Motorman Walter Simon who entered the service September 4th, 1909 passed away on Friday December 1st, 1933 after a short illness of heart trouble and pneumonia. We all extend

our most heartfelt sympathy to the bereaved family.

Conductor V. Brezinsky was presented with an 8-lb. girl on November 11th and J. Clinin was presented with a 4-lb. girl on November 21st, both babies doing fine. Congratulations to you both.

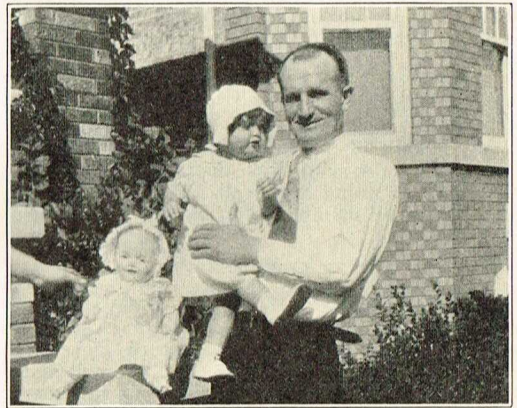
P. J. O'Toole regrets that the football season is about over as he would like to play "Fullback" on some good team.

Ping Pong has an ardent enthusiast in our handsome night clerk, Ray Simon, who has developed a wicked wrist action handing out transfers to his A. M. conductors.

We all welcome our new trainmen and wish them the best of luck in their new positions.

Division Superintendent E. L. Maguire, Assistant Division Superintendent T. H. Eigelsbach and the writer wish you all a Very Merry Christmas and a Happy and Prosperous New Year.

C. P. Starr.



Conductor Bruno Schultz of North Avenue and His 13 Month Old Dolly

Lincoln

It's an old saying that two can live cheaper than one, so Motorman Theodore Pederson of Fullerton, thought he'd find out and on Saturday, Nov. 4 he and pretty Miss Louise Egesdahl of Oak Park Ill. went to Aurora where they were married in St. Olof's Lutheran Church, at 5 o'clock. After the knot was tied a reception was held which was attended by about thirty relatives of the bride and groom. Our sincere congratulations to the happy couple, and may we end with another old saying, May all your troubles be little ones.

Mr. and Mrs. J. P. Schmoeller, extra conductor took in a permanent boarder Sunday, Nov. 19th, when they were presented with a baby boy weighing 8½ pounds. Best wishes to mother and baby.

H. Spethman.

Limits

Motorman Patrick J. Dolan passed away on November 20, 1933, after being ill only two days. He had been with the Surface Lines since September 28, 1918 and was well liked by everyone he came in contact with. We extend our deepest sympathy to his family and friends.

Conductor George Amann's son passed away November 23, after a long illness. We extend

our sincere sympathy to his family in their hour of sorrow.

Conductor A. Flynn has been off sick for the last month and would enjoy a visit from any of the boys.

The stork paid a visit to the home of Motorman M. Struwe recently. Congratulations to Mr. and Mrs. Struwe.

Our night janitor James Lonergan has been ill for the last month. He would appreciate a visit from any of the trainmen.

William Colgan.

Devon

Conductor Frank Rhode was married November 29th to Miss R. Lacek who is the daughters of Motorman A. Lacek of Devon.

Wishing them much success and happiness.

Conductor M. O. Brien who met with a serious accident at Granville and Western avenues when hit by an automobile, has returned to his home after being confined at the St. Joseph's Hospital since Sept. 16th. He is now able to be up and around and we are looking forward to the day when he will be able to be back at work.

Motorman M. Lyons was married November 30. Wishing him and his bride much success and happiness.

We are glad to know that Supervisor M. Miraglio's son who was operated on for appendicitis is doing real well. We hope he will be able to be up and about in the near future.

G. E. Land.

Christmas Plans of 77th L. & A. Club

Division Superintendent Bessette is glad to announce that in the latter part of December the 77th Street Depot L. & A. Club will issue a celluloid calendar for their club members. On one side will be a day and date calendar for the year 1934 and on the other side a group "day off" calendar for the year 1934. At Christmas time any member who has been off sick for any length of time and whose circumstances are such that he may not be able to have the Christmas table he has had in past years, will be given a basket with a turkey and groceries so that he may be able to have a Merry Christmas. They estimate that the contents of each of these baskets will have a value of about \$10.

When Julio de Diego, the Spanish artist, set out for his first visit to friends on North Park Avenue—where he later established his studio—he attempted to find out from the conductor whether or not the street car he had boarded would take him to Menomonee Street.

"Menomonee?" he inquired with the accent of Madrid.

"What?" answered the conductor.

"Menomonee!" he repeated.

"What?" roared the conductor.

"MENOMONEE! MENOMONEE!" shouted the volatile Julio, glaring at the dumb ox.

"Well," screeched the conductor, "if you ain't got no money get the hell off this car!"

Trolley buses in Chicago last year carried about 29,300,000 riders, while C. S. L. gasoline buses carried about 1,765,000 riders.

TAXI CONTROL IN WASHINGTON

Destructive Competition Removed by New Rules—Better for Electric Lines

Relief appears to be ahead for the transit system in Washington, D. C., from competition by independent taxicabs, which for several years have been carrying passengers at exceedingly low fares.

On Oct. 1 new rates went into effect, being 20 cents in a central zone, approximately two miles in diameter, 30 cents for trips into a second zone with approximately one mile additional diameter, and 50 cents and 70 cents for trips, respectively, into a fourth and a fifth zone, each adding about a mile to the radius and reaching the District line. These rates have been in effect such a short time that their effect cannot be determined closely. They will naturally reduce competition from this source. Compliance with any labor cause embodied in the taxicab code of the NRA is bound to increase the expenses of taxicab operation, and as the net earnings, even on the low rates of pay now in force, are very small, much of the taxi business will be unprofitable. While the individual owner-drivers cannot be forced to subscribe to the code, elimination of the so-called rental cabs, which are sold to individuals on the installment plan and paid for out of daily receipts, is contemplated.

For October, the first month under the new arrangement, earnings of the Capital Traction Company alone were \$6,592 more than in 1932, while in September they had decreased \$11,192. Receipts for October were nearly \$1,000 a day greater than in September. While all of this gain may not be from the reduction in competition, undoubtedly its effect on the transit riding was considerable.

Records of the Public Utilities Commission show 3,580 cabs have been licensed this year, compared with 4,100 last year—a net reduction of 520. Recent reports, however, indicate that more than 300 of the cabs licensed this year are not in actual operation.

The Slippery Slip

The typographical error is a slippery thing and sly;

You can hunt till you are dizzy, but it somehow will get by.

Till the forms are off the presses it is strange how still it keeps;

It shrinks down into a corner and it never stirs or peeps—

That typographical error, too small for human eyes—

Till the ink is on the paper, when it grows to mountain size.

The boss he stares with horror, then he grabs his hair and groans;

The copy reader drops his head upon his hands and moans—

The remainder of the issue may be clean as clean can be,

But that typographical error is the only thing you see.

—Knoxville (Ia.) Express.

Who knows when the sky may fall
And with a calm grin squash us all?
We ought to think of our poor souls
And not wear underwear with holes.

EMPLOYEES' RELIEF FUND

November, 1933

The Surface Lines Employees' Relief Committee held four sessions during the month, at which 20 applications were considered. Of this number there were 4 emergency cases on which the Committee approved immediate relief, and 7 cases were approved for weekly payments.

Checks totaling \$12,216.00 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$402,421.04 paid to the Chicago Surface Lines employees 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—\$522,421.04.

LONG PERIOD OF INACTIVITY IN EMPLOYMENT DEPARTMENT

The last man hired before the real depression set in was on Feb. 12, 1930. During three years eight months and four days there were no additions to the trainmen's force but by careful administration and a sharing of work all men in the transportation department were kept on the rolls. It was October 16, 1933 before the situation so cleared that additional men were needed and hiring was resumed.

He Likes Our Central Avenue Operators

December 7, Chicago Surface Lines. Gentlemen: Some time back, you posted placards in street cars asking for constructive criticism, so the thought came to me, has any passenger ever given you credit for what you have done so far.

I use Central Avenue buses every day and I wish to congratulate you on the personnel that you have organized to operate these buses.

They are neat, quiet, orderly and so far as my wife and self have noted, are polite at all times. I have never heard a boisterous driver.

I also have noticed they never force auto drivers to the opposite going lane of travel—that shows safe drivers. I actually feel as though I am receiving "Pullman Service" when I step into the buses.

So please accept my gratitude for the splendid service you have rendered in giving this section of the city bus service we have today.

John Comfield,
3619 N. Linden Avenue.

The car and bus miles per accident last year made the best showing in the history of the Surface Lines.

NEW MUSEUM ATTRACTIVE

Remarkable Collection of Exhibits in the Museum of Science and Industry

The attention of employees of the Chicago Surface Lines is called to a new institution in Chicago—the Museum of Science and Industry founded by Julius Rosenwald and situated on Lake Michigan at East 57th Street. The museum would like to have the Surface Lines employees acquaint themselves with its exhibits.

The Museum of Science and Industry is of a type new to this country. It fills a long felt need for an institution to do for the machine what the art museum does for the painting and the natural history museum does for the animal kingdom. In this new museum machines which are representative of practically every important branch of engineering and industry are so installed that either the visitor can operate them or a trained attendant can demonstrate them. The dependence of machines on the fundamental sciences of physics and chemistry is also shown.

While the museum does not appeal to the public by sensationalism, it does present its exhibits in an entertaining manner. One of the largest exhibits in the section now open is the full-sized bituminous coal mine. Visitors are taken down the mine shaft in a cage and are taken through the underground workings where full-sized machines and real miners carry on the work of wresting coal from the earth.

The cutting of steel under water by a diver, the production and use of X-rays, the early and modern methods of generating electricity, how music is made, the machine with the electric fingers, are but a few of the hundreds of interesting things that are to be seen in this new Chicago home of the machine age.

The museum is open week days and Sundays from 10:00 a. m. to 6:00 p. m.

Didn't Have Time

She: "I guess you played around with all the French girls while you were in Paris."

He: "No, not all of them. I was only there for two weeks."

"There is some co-operation among the wild creatures." The stork and the wolf usually work the same neighborhood.

Agitated Wife: "I'm positive that was a human being that we just ran over."

Motorist (in thick fog): "Good, then we're still on the road."

Comedian (boasting): "Why when I appeared in Hicksville the people could be heard roaring with laughter a mile away."

Producer (sarcastically): "Really? And what was going on there?"

"How do they catch lunatics, father?"

"With face powder, lipstick and fancy clothes."

Cora: "Have you seen Kitty's engagement ring?"

Flora: "Yes—I wore it all last year."

Wrist Watch O.K.

What in heck would you give a Nudist for Christmas?—R. C. in the Springfield Union.

A Smile or Two from Everywhere

Referred to Einstein

A little miss of 4 came tearfully to her mother one morning with the complaint, "How can I button my dress when the button is in the back and I'm in the front?"

Counsel: Do you realize that you are facing the electric chair?

Prisoner: I don't mind facing it—it's sitting in it that gets me worried.

Automatic Polishing

"Mary, these banisters always seem dusty. I was at the Jones' today, and their's are as bright and smooth as glass."

"She has three small boys, ma'am."

Safety First

"Did you tell Mr. Beinlich that he is father of triplets?"

"No, he is still shaving."

Father: "Now, I want to put a little scientific question to you, my son. When the kettle boils, what does the steam come out of the spout for?"

Son: "So that mother can open your letters before you get them!"

The teacher was drilling her class in the principles of subtraction. "Now, if you subtract twenty-five from thirty-seven, what's the difference?"

"Yeah, that's what I say," answered one of her pupils. "I think it's the bunk, too."

"Yes, said Mrs. Rawkuss, "my husband is terribly careless; he's always losing buttons off his clothes."

"Perhaps," said Mrs. Buttinski, "it is because they are not sewn on carefully enough."

"That's just it," agreed Mrs. Rawkuss. "He's awfully slipshod with his sewing."

"Don't be so noisy," said mother to Jessie. "Why can't you be quiet like Jimmie?"

"Oh, he's got to be quiet," replied Jessie. "You see, we're playing he's Daddy coming home from the club—and I'm you."

Judge: "But how could you marry a man you knew to be a burglar?"

Witness: "Well, I thought he'd be so quiet about the house."

Dear Old Soul (visiting her very sick brother): "I've a very nice letter from Emily. She says she's so sorry she ain't able to come and see you, but she hopes to be able to come to the funeral."

City Bred (pointing to a haystack): "What kind of a house is that?"

Country Bred: "That ain't a house, that's hay."

City Bred: "Say! You can't fool me, hay doesn't grow in a lump like that."

Apartment Owner (a stout gentleman): "This, sir, is one of the finest kitchenette apartments."

Prospective Tenant: "Well, come out a minute and let me inside!"

The squad of recruits had been taken out to the rifle range for their first try at marksmanship. They knelt at 250 yards and fired. Not a hit. They were moved up to 200 yards. Not a hit. They tried at 100. Not a hit.

"Tenshun!" bawled the sergeant. "Fix bayonets!—Charge! It's your only chance."

Finding His Level

Judge: "And what did you do when you heard the accused using such awful language?"

Policeman: "I told him he wasn't fit to be among decent people, and brought him here."

Times were dull and debts were pressing for a pair of yeggs.

"Let's slip over to Simpson's Corners and clean out the Farmers' Bank there," suggested the first.

"Chuff!" snarled the second. "Are you crazy? What do you expect to get out of a bank that ain't got but three vice-presidents?"

The preacher was out on the links and thought a small moral lesson might not be amiss.

"I notice," he remarked mildly, "that the players who get the lowest scores are not those who swear."

"Yeah? And what have they got to swear about?" snorted the gloomy golfer as he dug up another slice of turf.

Old Lady: "Can't you cheer your little brother up and stop his crying?"

Small boy: "Well, did you ever try to cheer anybody up that's just had five bananas, two hot dogs, and seven ice cream cones?"

Cop: What in the world are you looking for?

Tramp: I'm looking for my pocket knife which I lost down the street there.

Cop: Then why don't you go back and look for it where you lost it?

Tramp: Because there's more light here.

Lawyer: And where did you see him milking the cow?

Witness: Just a trifle beyond the center, sir.

He calls his girl "Impromptu"—because she makes up as she goes along.

Man (to small boy eating apple): "Look out for worms, little boy."

Boy: "When I eat an apple the worms must look out for themselves."

First State Street Cable

Chicago "Tribune" Story of the Celebration That Marked This Transportation Event

The story of the start of cable car service in Chicago has been told several times but another interesting bit of history, namely the reports made by the *Chicago Daily Tribune* before and after the inauguration of service on January 28, 1882, are here presented through the courtesy of Motorman T. H. Shumon of Armitage Depot.

The *Chicago Daily Tribune* of Saturday, January 28, 1882, says: "The first train on the new cable road will leave the corner of State and Madison Streets this P. M. at 2 o'clock, run south to 21st Street, where passengers will inspect the works and return to State and Madison Streets.

"Invitations have been issued to Mayor Harrison, the members of the council, the Director of the three street railway companies, and the representatives of the press, to become the South Side Street Railway Company's guests on this occasion, and make the initial public trip over the new cable road. The train will be made up of seven cars, which will be drawn downtown by horses to the corner of State and Madison Streets to await the arrival of the invited guests and the trip southward by cable.

"People in the downtown sections about 2 o'clock and especially those on State Street will be on the lookout for so novel a sight—to Chicago—as a train of street cars drawn without horses, without an engine, and without noise, and as a show promises to draw better than any street car event, Chicago has witnessed for a long time. The trip will be the first public test of an invention that is bound to revolutionize street car travel in the east as it has already done in the far west. The party will visit and inspect the works, have a good time generally and then ride back to the corner of Madison and State Streets.

"The cable will probably be put in from Madison to Lake Streets on the 'downtown belt' early next week when the cars will run regularly between Lake and Twenty-second streets, at intervals of two minutes apart.

"The completion and opening of the road to 39th Street will follow at an early date."

The *Chicago Sunday Tribune* of Sunday, January 29, 1882, says: "The announcement of the first train on the new cable road in this newspaper yesterday drew an immense crowd to the corner of State and Madison Streets.

"Just before 2 o'clock the train of seven cars was pulled to the corner by a team of eight horses. The cars all bore banners reading 'private car,' but despite the banners the police had a hard time keeping the curious public from filling up the cars right away.

"Lyon and Healy's full band, headed by a gorgeous drum major was assigned to the first car, Mayor Harrison and several city officials sat behind the band. The aldermen and members of the press were assigned to the second car. The other cars of the train were filled with the sheriff, his deputies and other city, county and state officials. Members of the various street car companies were in the grip cars, as the cars which pulled the train were called.

"Two mounted policemen and a squad of officers from the armory under Lt. Jack Shea kept the frantic crowd back as the wonder train started south on State Street.

"The first grip car with the mayor and the band kept about two hundred feet ahead of the second grip car which pulled the train of seven trailers, in order to break the way and keep the track clear. The gripman on this lead car was a Mr. Hovey who had had some experience in San Francisco. Mr. Fox, also of San Francisco, manned the other grip car.

"The run to 21st Street was made in twenty-one minutes which was very good time as several stops were made along the line of the route. All along the way there were crowds on both sides of the street, cheering and waving flags.

"At 21st Street the guests all got out of the cars and were led into the powerhouse for a tour of inspection. A number of speeches were made by President Holmes, Mayor Harrison, and other prominent men.

"After the speeches and inspection of the works, which was highly enjoyed by all, the party got into the cars again and were taken back to the starting point."



The Holiday Spirit

NOW comes the yearly Christmas rush
With almost every trip a crush;
In ev'ry load are anxious mothers
With babes in arms, kid sisters, brothers
All on their way to view the toys
St. Nick's prepared for girls and boys.
They'll walk about for miles and miles
Their happy faces wreathed in smiles.
But when the shopping day is o'er
They may be tired and cross and sore,
Their tempers may be sadly tried
When ready for the homeward ride,
So that's the time for us to be
Considerate; our sympathy
And any help we give will tend
To make each passenger a friend.
It's up to us to do our share
By courtesy, good temper, care
By ev'ry kindly act in reason
To live the Spirit of the Season.

—John E. Wilkie