

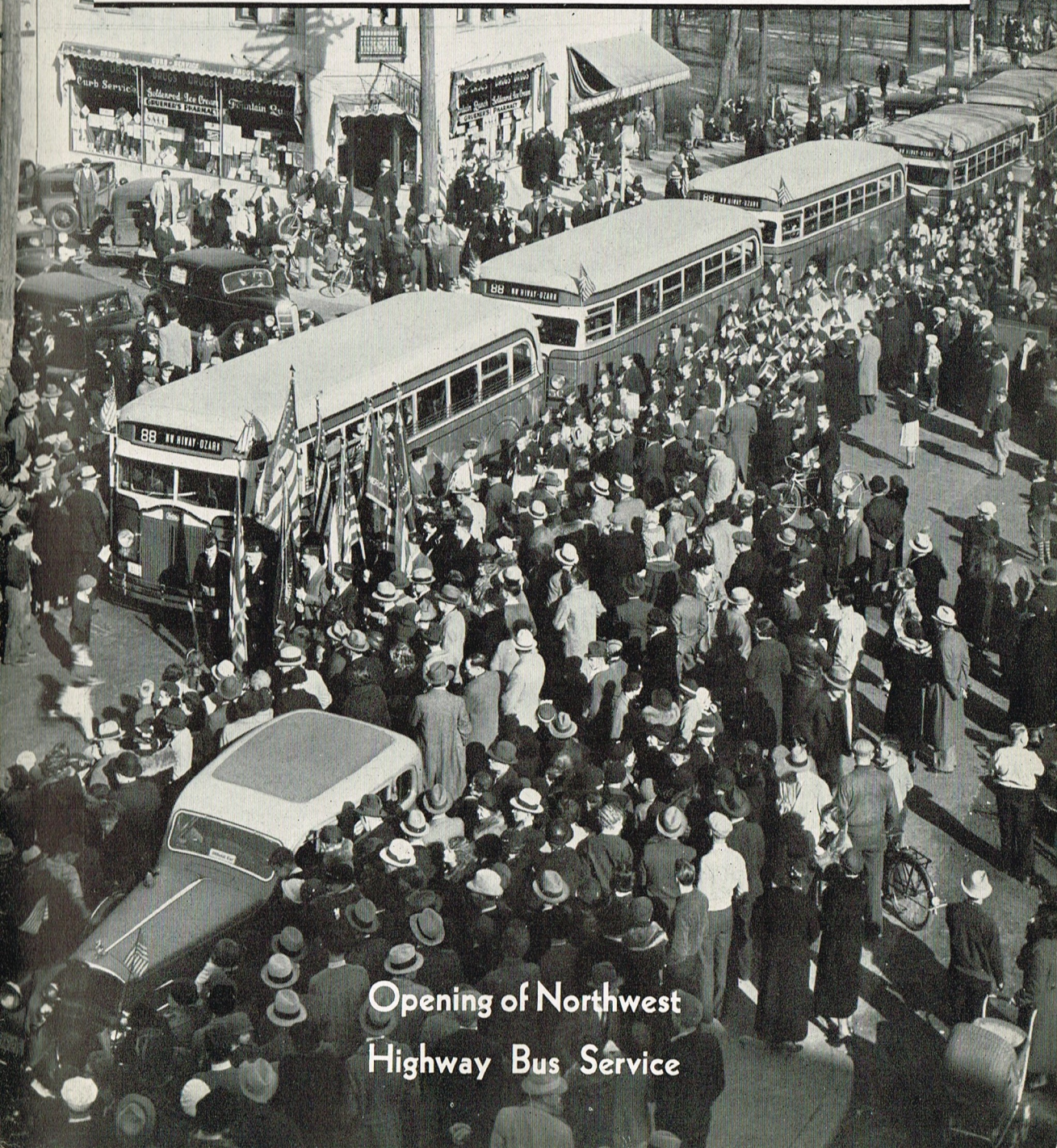
Surface Service

• MAGAZINE •

VOLUME 12

MAY 1935

NUMBER 2



Opening of Northwest
Highway Bus Service



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Eight Pairs of Twins in CSL Families

1.—Evelyn and Marcella, daughters of Casimir Sikora, Shops and Equipment, North Avenue. 2.—Florence and Evelyn, daughters of Conductor P. T. Casey, Archer. 3.—Gary and Barry, sons of Conductor Jack Comiskey, Noble. 4.—Donald Allen and Diana Arelene, twin nephew and niece of Conductor Henry A. Tansor, Division. 5.—Joan Martha and Dolores Mary, daughters of Motorman Stanley Zuchowski, Sixty-ninth. 6.—Kathleen and Josephine, daughters of Motorman James Bryce, Noble. 7.—Joan and John, twin daughter and son of Conductor J. J. Healy of Sixty-ninth. 8.—David and Denis, sons of Anton Vihnanek, of the Drafting Room, West Shops.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 12

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No. 2

New Record in Pole Removal

Street Improvement Jobs Result in Changing Location of More Than Two Thousand Poles in One Year

The extensive program of street widening engaged in by the City and State, resulted last year in the removal and resetting by the Electrical Department of some 2,200 trolley poles at a total cost of \$200,000. It was the heaviest job of this kind the Surface Lines has had since 1908, and with the exception of 1930, when the first trolley bus lines were installed, the number of men employed in the line department was greater than at any time in 15 years.

The volume of this work will be very heavy again this year, but the indications are that it will not be as great as during last summer and fall. The streets where improvements necessitated the removal of poles last year were as follows:

On Cicero from Irving Park to North and from Chicago to Roosevelt; on Clark from Schrieber to Highland; on North from Cicero to Crawford and from Western to Clark; on Ogden from Randolph to Roosevelt and from Cermak to Kenton; on Roosevelt from Austin to Central, from Cicero to Crawford, and from Ashland to Canal; on South Chicago from 71st to Baltimore; on South State from 60th to 68th Street; on Vincennes from 68th to 81st Street; on 95th Street from State to Cottage Grove; on Ashland from Cermak to Archer; on Central from North to Lake; on Irving Park from Neenah to Central; and on California from 35th to 36th Street.

Various other locations involved possibly thirty poles.

Had to Move Poles

Invariably included among the improvements planned for these streets were plans for widening the roadway, the widenings varying from one foot on one side of the street in one case to as much as 17 feet in other cases. But whether the roadway was widened one foot or 17 feet it was necessary to remove each 900-pound steel pole from a solid block of concrete two feet square and buried six feet in the ground and to reset it in a new block of concrete at the new line and grade. On several streets, in addition to handling the poles, the underground conduit line and feeder cables had to be altered to meet the new plans. Delays for one reason or another at the start of the year considerably shortened the regular season for this sort of work and the fact that practically every other utility was actively at work

on most of these streets introduced some complications.

The job of removing the poles presented a most interesting problem and called forth many suggestions for its solution. Among these were, burning them off at the ground line and welding a steel base to be attached to anchor bolts cast in concrete; pulling them out, foundation and all, with a derrick and "replanting" them, foundation and all, like a tree with a ball of dirt about its roots; pulling them from their foundation by means of hydraulic jacks acting against a forged steel collar and wedges similar to the practice used in the oil fields in withdrawing pipe from old wells; drilling small holes down through the concrete parallel to the pole and cracking the concrete radially from the pole by means of the "plug and feather" used extensively in quarrying rock and under-



Pole Setting Machine Digging Hole

mining one side of the pole and pulling it over, thus exposing the base so that it could be broken with air hammers.

Broken From Foundation

The method that in general met with the greatest success consisted in attaching two chain slings around the pole at the ground line (or, where the pole had a ground sleeve, just below the sleeve) and carrying the ends of the chains to two 30-ton pole jacks set on opposite sides of the pole. A two-inch bar was then driven down through the concrete adjacent to the pole, and in some tough cases a line was attached to the top of the pole. Then with one or two men driving the bar down, two more swaying the top of the pole back and forth and a man or two on each jack, it was usually possible to crack the pole from its foundation. Once cracked loose it was a simple job to hoist it clear of the old foundation.

In a few instances the concrete was found too hard and too solid to drive a bar into it. In some of these cases the "plug and feather" method was used and the pole readily extracted from the cracked foundation. On one street where the old pavement and curb had been removed from around the poles, a shallow trench a foot or two deep was dug around the foundation and filled with water. These trenches were refilled several times as the water sank in and made a soft mud around the foundation until it was possible to lift the pole and foundation straight up a few feet and break off the concrete and allow it to fill up the hole again. Removing wood poles set in earth was a simple jacking process.

Some of the contractors and most of the state engineers were tackling their first paving jobs within the city and, as the Transportation Department can bear witness, there was a wide variety of programs. On some streets there was very little delay to car service and very little interference with the pole moving work. On other streets, due in part to improper equipment, the interference to all traffic and car service in particular was intolerable and it was usually on these streets that the work of relocating poles, spans and feeders met with the greatest interference.

Resetting the Poles

Resetting the poles was a less complicated job and one for which the department was better prepared. An earth-boring and pole-setting machine mounted on a tread-equipped Fordson tractor was used on as many of the jobs as possible, both for digging the hole and erecting the pole. In ordinary soils encountered around the city this machine will drill a cylindrical hole two feet in diameter and six feet deep in about two minutes. No one who has not attempted to dig by hand a hole of these dimensions can quite appreciate what a back-breaking job the machine replaces. It is also equipped with a boom capable of handling the heaviest poles and a small cable winch, by means of which the poles are erected and blocked in the center of the holes preparatory to pouring the concrete around them. The concrete is always poured as soon after the pole is erected as is practical and allowed to set for three days before any wires are attached to it.

During the height of the construction season last summer with steam-shovel and large pav-



Setting the Pole

ing machines operating on six or eight different "fronts" at once, the pole-setting machine was shipped back and forth from job to job, being used at each location for a few days at a time in an effort to keep at least a half a day ahead of the constant threat of having the poles "concreted in." Of the 2,200 poles removed, a total of seven were "concreted in"; that is, the concrete paving was poured before the poles were removed, but in those cases provision was made for readily removing them without damage to pole or pavement.

ROUNDING UP WITNESSES

Lawndale-Blue Island Captures Lead—Burnside in Second Place

The two divisions which have been holding first and second places in rounding up witnesses, reversed their positions again in March, Lawndale-Blue Island's lead putting Burnside in second place. These divisions have been on top for the past eight months. Cottage Grove is next in line for March, having recovered its customary position after dropping into fifth place in February.

Detailed figures are as follows:

	Mar.	Feb.	Jan.	Dec.
1. Lawn-Blue Isl.	4.39	3.96 (2)	4.06 (2)	4.11 (1)
2. Burnside	3.96	4.31 (1)	4.15 (1)	3.76 (2)
3. Cottage Grove	3.72	3.64 (5)	3.96 (3)	3.68 (3)
4. 69th Street	3.59	3.66 (4)	3.60 (5)	3.58 (4)
5. Archer	3.42	3.79 (3)	3.43 (7)	3.40 (5)
6. Elston-Noble	3.30	3.57 (6)	3.89 (4)	3.28 (7)
7. 77th Street	3.23	3.18 (9)	2.92(12)	3.00(10)
8. North Avenue	3.22	3.28 (8)	3.22 (8)	3.34 (6)
9. Lincoln	2.97	3.40 (7)	3.50 (6)	3.02 (9)
10. Kedzie	2.96	3.08(10)	2.96(11)	3.10 (8)
11. Armitage-Division	2.86	2.68(12)	3.00(10)	2.88(12)
12. Limits-Devon	2.85	3.02(11)	3.02 (9)	2.98(11)
Aver. for System.....	3.36	3.38	3.22	3.31

A Hundred Miles of Bus Lines

New Installations Bring Total to That Figure—Many in Service in April and May

With the completion of installation of the gasoline bus routes recently ordered by the Illinois Commerce Commission, the Chicago Surface Lines will have a total of 98 miles (single way) of bus operation, of which 54 miles (single way) is trolley bus routes and 44 miles (single way) is gasoline bus routes. Trolley buses have been ordered for an extension of the Diversey Avenue line which will add approximately 3 miles to the trolley bus mileage.

Practically all of this 100 miles of bus routes has been installed since the beginning of 1930. In addition, 28 miles of rail extensions have been constructed and put into service.

Operation was begun on Higgins Road and Northwest Highway from Milwaukee to the northwest city limits on Sunday, April 21. Huge celebrations were held on both streets on the Saturday afternoon preceding. Four of the new buses participated in the Higgins Road celebration and six in the Northwest Highway celebration. There were ribbon cutting ceremonies on both streets, with civic and improvement organizations participating. Prominent civic leaders and city officials spoke.

Other Lines Installed

On Sunday, May 5, service was inaugurated on 87th Street from the terminal of the street car line at Halsted and Vincennes to Damen Avenue. In the afternoon, a large celebration was held at 87th and Vincennes under the direction of all the civic and community organizations in that section of the city. Henry W. Bonnema, president, West Auburn Community Council, Frank Reynolds, president, Brainerd Improvement Association, and Michael Dwyer, president, Greater Auburn Park Chamber of Commerce, were co-chairmen in charge of the celebration.

On 71st Street from Cottage Grove and South Chicago Avenue to the lake, service began on Friday, May 10. The buses were greeted by a large celebration participated in by civic and improvement organizations and the public generally, on the previous evening.

The line on 95th Street, from State Street to Western Avenue, will go into service May 19, and the line on 47th Street, from Kedzie Avenue to Kostner Avenue, will be installed a few days later.

Saves Riders Money

Wherever the new buses have been installed they have brought joy to the residents along the street. Mrs. Josephine O'Shaughnessy, 5400 North Nottingham, indicates what this service means to many families.

She says that previous to the installation of buses on Higgins Road, transportation was almost prohibitive for her large family. The buses will save the family, she declares, at least \$9 a month.

The proposed bus line on Foster Avenue from a point near the lake to Milwaukee Avenue

and on Kimball Avenue from Peterson to Milwaukee Avenue, is still pending before the Illinois Commerce Commission and a decision is expected in the near future.

FINE TRANSFER CHEATERS

Courts Punish More Than Two Hundred For Trying to Get Free Rides

Sadder but wiser were 206 individuals who, during the past few weeks, ran afoul of the law in attempting to get free rides on Surface Lines cars. This was the result of the most recent campaign of city police, who from time to time are assigned to round up persons who pick up and attempt to use street car transfers. The city ordinance provides for fines up to \$25 for such an offense.

Halsted street has long been the principal scene for violations of this kind, and most of the offenders were arrested at the Madison and Halsted street intersection. Others were rounded up at Roosevelt road, at Root street and at 47th street, while in the loop district there were numerous arrests at State and Lake streets.

The city ordinance provides that transfers are void unless received from an agent of the company. Most of those who came to grief were observed while picking them from the street. Policemen then followed them onto a car and when the transfers were offered to the conductor the would-be passengers were arrested. Some were so unfortunate as to be arrested in the afternoon when courts were not in session, and as a result they spent the night in jail.

When haled into court the fines imposed upon first offenders were suspended, but others who had been caught in this act before were fined various amounts up to \$25. Judge Heller at the Desplaines street court and Judges Green and Braude at the Stock Yards court gave each of the men a severe lecture before imposing fines.

The policemen, to whom much credit is due for this latest roundup, are Officers Steinberg, Cassidy and Curtin.

Another campaign of this nature will be undertaken in the near future, and company employees may assist in suppressing petty grafters by reporting to their superiors the locations where transfer trafficking is most active.

"I tell you I won't have this room," protested the old lady to the bellboy. "I ain't going to pay good money for a pig-pen with a measly little folding bed in it. You think just because I'm from the country—"

Disgusted, the boy cut her short. "Get in, lady. Get in. This ain't your room. This is the elevator."

CLAIM RACKETEERS JAILED

Negroes Alleged to Have Faked Falling-in-Car Accidents Sentenced to Workhouse

Investigation of operations by gangs of racketeers to collect money on fake claims, resulted on May 7 in the sentencing of one man and three women to jail for obtaining money under false pretenses. All of the defendants are colored.

Will Thomas, the alleged ringleader of this racket, came here from New York, where he is said to have engaged in similar practices. His plan apparently was to get a number of negro women to stage falls in the cars, faking injuries, and then file claims against the Chicago Surface Lines.

Three women, Alice Palmer, Queen Parker and Ruby Smith, were convicted with him and sentenced to jail. Altogether, these women had collected \$210 on alleged fake claims. The cases were prosecuted by Assistant State's Attorney James A. Brown. It was established that Thomas got a percentage of the amount collected by at least one of the women.

The Accident Investigation Department urges trainmen to be on the alert for any attempt at fake claims. In order to be effective, however, this information must be accurate and there must be no attempt to mislead the department in reporting exactly what happens when there is claim of an injury. It is highly important that the names of witnesses be obtained in each instance.

OBITUARY

Deaths on the System From April 1, 1935 to April 30, 1935

Transportation—Division 1, Cottage Grove: Thomas W. Ward, employed December 21, 1927, died April 21, 1935.

Division 3, Seventy-seventh: John Thomas Cooke, employed February 26, 1929, died April 12, 1935.

Division 5, Archer: Robert Fyffe, died April 5, 1935.

Division 8, North: Clarence W. Heath, employed March 9, 1926, died April 1, 1935. James Walsh, employed May 30, 1913, died April 25, 1935.

Division 9, Armitage-Division: Joseph P. O'Connor, employed April 18, 1918, died April 1, 1935.

Division 11, Lincoln: Gustave Chaplinski, employed February 13, 1893, died April 10, 1935.

Electrical—George Psioda, employed August 10, 1928, died April 7, 1935. John Smith, employed June 10, 1896, died April 15, 1935.

Engineering—Kuzma Blazevich, employed July 21, 1929, died April 22, 1935. John W. Nangel, employed August 4, 1930, died April 4, 1935.

Shops and Equipment—Division 6, Blue Island-Lawndale: John O'Connor, employed February 1, 1903, died April 29, 1935.

Division 7, Kedzie: John Garrity, employed October 15, 1923, died April 5, 1935.

West Shops: John Westberg, employed March 16, 1916, died April 27, 1935.

Track—Salvatore Brovato, employed

March 21, 1924, died April 6, 1935. George Cenani, employed July 21, 1926, died April 11, 1935.

Utility—Michael J. Brogan, employed August 15, 1900, died April 18, 1935.

TRUCK KILLS CONDUCTOR

Michael Brooks, Old Employee, Run Down in Street While Adjusting Trolley at Western and Harrison

While adjusting the trolley on his car preparatory to pulling into the car station at Western Avenue and Harrison Street on the night of May 1, Michael J. Brooks, badge No. 942 of Kedzie, was struck by a truck and fatally injured. The truck which hit him collided with the rear end of the car, after which the driver backed away and sped down the street, but Motorman William Toomey obtained the license number and reported it to the police.

Without waiting for an ambulance to arrive, the motorman placed Conductor Brooks on his car and ran it down Harrison Street to the Cook County hospital, but the conductor died as he was being taken into the receiving room.

Some hours later the Marquette police looked up the license number and arrested August Guilini, the truck driver, who admitted that it was his truck that had killed Brooks.

Conductor Brooks was 68 years old. He entered the service on June 1, 1909.



FATHER AND SONS IN SERVICE

Motorman Mathew Brown, badge No. 4409 of Blue Island, not only has worked on Chicago street cars himself since May 1, 1908, but has reared two sons who are also in the service. Thomas Brown (right), badge No. 1772 of Seventy-seventh, began work as a conductor on October 18, 1933. Mathew, Jr. (left), badge No. 6663 of Seventy-seventh, has been working as a motorman since March 27, 1934.

Electric Traction's Birthday

Forty-Seven Years Ago on May 4, Frank J. Sprague Who Died Last Year, Opened First Line

The forty-seventh anniversary of electric transportation in the United States on May 4, recalls the fact that since the last anniversary Frank J. Sprague, the "father of electric traction," has died. His death occurred on October 25, 1934, at his home in New York.

Although 10 short lines for the operation of electric cars had been established in the United States prior to May 4, 1888, the one constructed by Mr. Sprague at Richmond, Virginia, was the first complete overhead trolley electric railway operation, and the line is still operating. Previous to the establishment of that line there had been 50 years of experimentation by scientists in an effort to provide electric transportation. The Richmond operation proved so successful that one year after the company's organization 50 other properties were operating in the United States and two years later, in 1890, there were 200 companies with a total track mileage of 1,200 miles.

Electric railways were made possible by the discovery of Michael Faraday in 1821 of the fact that electricity can be made to produce mechanical motion. Eleven years later, in 1832, J. Henry developed the first motor, and in 1835 Thomas Davenport of Brandon, Vermont, first used electricity to drive a car along steel rails. His motors, however, were not successful and Robert Davidson of Aberdeen, Scotland, in 1838 took from America the honor of constructing the first electric car which ran on standard gauge track. In 1861 Pacinotti, in Europe, invented the reversible continual dynamo, upon which all modern generators and motors are founded. Prior to this, the primary battery system used proved impractical from a commercial standpoint.

Shown by Edison and Field

Werner Siemens, a German, put into operation in Europe the first street car line to carry passengers, at the Berlin exposition in 1879. The cars operated on only one-third mile of track at the rate of nearly 8 miles an hour by use of the third rail system. Thomas A. Edison and Stephen D. Field demonstrated electric operation in the gallery of the American Railway Exposition in 1882 and 1883.

But the practical genius of Frank J. Sprague was needed to put electric railway transportation upon a substantial commercial basis.

Many Inventions

A graduate of the United States Naval Academy and later associated with Thomas A. Edison, Mr. Sprague became a well-known inventor, developing some 60 inventions of varied character. Together with Edward Johnson, Mr. Edison's former representative in London, he formed the Sprague Electric Railway and Motor Company which constructed the electric line at Richmond in 1888. He staked his last dollar on the installation of this line. Afterwards he equipped 113 of the 200 electric street railways established immediately following the



Mr. Sprague and Mr. Richardson in 1931

construction of the Richmond line. In 1895 he invented the multiple-unit system of train operation and many of the principles used in elevators in large buildings are due to his genius.

In 1931, Mr. Sprague came to Chicago to inspect the large installation of trolley buses by the Chicago Surface Lines, in which he was very much interested.

PRAISES CSL EMPLOYEES

The De Soto Council, Ladies of Isabella, treated 450 children from the Angel Guardian Orphanage, 2100 Devon Avenue, to a trip to the circus at the Stadium on April 27.

Miss Elizabeth Kaufman, grand lady of the Council, highly praises the Surface Lines service and employees for the manner in which the trip was handled.

"We did not charter street cars," she said, "although we occupied four cars, and we had to transfer on three lines before we reached our destination. We want to say a thousand thanks to the Surface Lines employees, conductors, motormen, and supervisors—all who so kindly escorted our 450 charges on and off cars and helped us across the busy transfer corners. You certainly helped to make our already happy undertaking a perfect one."

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H. O. Crews - - - - - Editor

C. L. Altemus - - Assistant Editor

DISCOVERING THE STREET CAR

Among the commendations of Surface Lines service received last month is one from Miss M. Elizabeth Warren, representing a firm of real estate brokers, who uses street cars in riding through factory and industrial districts.

"Please allow me to state," she says, "that I am finding my trips very helpful and interesting, and much more satisfactory for our interests than traveling by automobile. I would like to add, also, that on every line so far covered, your employees have been very fine."

Miss Warren is one of the many who have "discovered" the street car in recent years. Salesmen visiting various sections of Chicago used to think they had to use an automobile in order to cover their territory properly, and for a long time their employers agreed with their view of it.

The depression changed that, as it did a great many other things. Thousands of agents or their employers—or both—suddenly awakened to the fact that every section of the city could be reached conveniently by street car and that the cost was only a small fraction of the expense of maintaining an automobile.

It was a happy discovery for many manufacturers and jobbers.

LOOKING OUT

In another column in this magazine, several complaints are published which indicate

that some conductors and motormen are not sufficiently on the alert at intersections. The rules require the conductors to look out before giving the signal to go ahead. Most conductors are complying with the rule, but some evidently are not.

It is impossible to lay too much stress on the necessity for strict compliance with this rule. To fail to do so results in accidents and in closing the door in the face of passengers about to board the car.

The motorman on his part needs to remember that one of the most important parts of his job is to see that persons desiring to board the car are permitted to do so. To ignore persons running for the car and pull away and leave them, when another car is not immediately following, is an act of discourtesy and is injurious to the service. It tends to discourage riding on the Surface Lines.

EMPLOYEES RELIEF FUND

April, 1935

The Surface Lines Employees Relief Committee held five sessions during the month, at which 19 applications were considered. Of this number there were nine applicants approved for weekly relief payments, making a total of 264 on the list at this time.

Checks totaling \$12,085 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$596,718.78 paid to 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 by this Committee to date \$716,718.78.

FINDS \$2,500

Conductor Frederick F. Rapp of Armitage picked up an envelope in his car on May 3, and had the shock of his life when he discovered that it contained \$2,500 in postal savings certificates of various denominations. He turned them in at the lost and found on his next trip.

It was discovered that they belonged to Francis Milewski, 2141 Emerson avenue, who had reported the loss to post office officials.

The certificates were delivered to D. F. Clifford, superintendent of money orders at the main post office, for return to Milewski, who apparently was not much concerned, believing that the post office would find them for him.

Criticise Failure to Look Out

Passengers Find Some Trainmen Do Not Observe Rules—Many Are Commended

Although the necessity for looking out on the part of conductors at street intersections has been called to the attention of trainmen in every way possible, complaints indicate that there are still some conductors who do not use proper caution in complying with this rule.

Miss Helen L. Dillard, 1849 Greenleaf Avenue, for instance, tells of an experience she had while waiting to board a Clark Street car at Greenleaf Avenue.

"A man got on ahead of me," she explains, "and as I was about three feet from the platform the conductor failed to see me and gave the signal to start the car. If he had looked out from the platform, as he should have done, to see if there were other passengers to get on, there would have been no complaint. Instead of doing that, he gave the motorman the signal and the car started as I reached for the rod to get on. Then, rather than stop the car, he yells out at me in the most insulting tone, 'Well, come on—come on.' To this I replied that I would not get on until he stopped the car."

Started Too Soon

Another complaint is from a nurse who resides in the 5200 block on Glenwood Avenue. She says: "Last evening, about 7 o'clock, I got on a street car at Glenwood and Western going south on Western. I had not got both feet on the platform when the car started with a lunge. The conductor was inside the car when I got on and I asked him what he meant by starting up a car like that."

F. A. DuBridge, 30 West Chicago Avenue, says he undertook to board a car at Crescent Place and Broadway, but that "the conductor had not looked out to see how many were getting on," and the door was slammed in his face when he had his foot on the step.

The total number of complaints received during April was 422, as compared with 485 during the same month in 1934. The number of complaints for discourtesy was 112, 26 per cent of the total, and there were 71 complaints of passing up, 90 for incorrectly marked transfers, 17 for quick starting, 34 service complaints, and 98 miscellaneous.

Others Praise Service

On the theory that people are more inclined to condemn than to praise, several commendations seem to indicate that the evidences of lack of proper salesmanship on the part of train crews are exceptions and are not the rule.

Mrs. John A. Quinlan, 7819 Cornell Avenue, for instance, very highly commends Motorman William T. Cavanaugh, badge No. 10263, and Conductor Herman C. Pahlke, badge No. 5086, both of Cottage Grove.

"I was rushing to board a 93rd and Stony Island Avenue car, stopped by traffic signals at 53rd and Lake Park," she says, "when traffic lights changed and the car crew could have proceeded southbound, but your motorman No. 10263 was willing to wait for me, notwithstand-

ing my predicament of the loss of my hat, while I carried two packages. I motioned to the motorman to go ahead but he assured me by sign he would wait. Conductor No. 5086 saw what was taking place and he too waited patiently. It is my pleasure to commend and thank these two men."

Miss Sarah Schuster also praises Motorman Harry H. Jendricks, badge No. 5733, of Division.

"I was transferring from a 79th Street car to a Western Avenue car," she says. "The light changed and whereas I could have caught the Western car, many automobiles blocked the way and I had given up hope when the kindly motorman beckoned to me and held the car until I had safely boarded it. It saved me a long wait."

Saved a Child

Maurice K. Search, 1406 East 62nd Street, wrote a commendatory letter as follows: "I wish to commend the motorman of a north-bound Cottage Grove street car who was operating the car which was involved in the accident with the child at 63rd Street and Cottage Grove Avenue about 4 P. M. April 2, 1935. I was walking along the sidewalk when I saw the car come to a very quick stop, and I am sure the motorman who could see the small child dash under his car directly beneath his window and who could think and carry out the proper action at once, should receive all the praise possible. This man had to think and act faster than anyone who swims after a drowning man."

Mrs. G. E. Kraatz, 2420 Lowell Avenue, witnessed a kindly act by Conductor Edward Romberg, badge No. 12122 of Lincoln, for which she praises him. Conductor Romberg assisted a passenger whose shopping bag had broken, and he not only picked up her groceries but found a newspaper and helped her wrap them up again.

Mr. G. L. Holmes, 10346 Walden Parkway, classifies Operator Jack Goudersjann, badge No. 728 of Burnside, as a "good will ambassador" for the Surface Lines, because of his cheerfulness and courtesy.

Mrs. Francis B. Murphy, 423 Barry Avenue, praises Conductor Frank W. Gunsolus, badge No. 3904 of Seventy-seventh, for assisting a blind woman to alight from his car and reach the curb.

A Real Booster

E. T. McCormick, 3428 Lexington Street, says that Conductor Carl E. Cheever, badge No. 4486 of Blue Island, is a real booster for the Surface Lines. Mr. McCormick received information on how to reach his destination from Conductor Cheever in a very polite manner.

John E. McKalip, 4950 West Ohio Street, expresses gratitude for the efficient way in which Operator Richard Kempik, badge No. 8217 of Noble, conducts himself in the performance of his duties.

Mrs. Thomas McLaughlin, 7945 South Hermitage, credits Conductor Albert R. White, badge No. 1172 of Sixty-ninth, with unusual kindness

and politeness as he assisted her children and herself on and off his car.

Mrs. Joseph Vanek, 5720 South Western Avenue, wants to thank Motorman James W. Haggard, badge No. 2031 of Archer, for waiting for her to board his car.

Miss Sara K. Heatherly, 56 East 70th Street, comments on the courtesy and kindness always displayed by Conductor James L. Donald, badge No. 3876 of Seventy-seventh.

John M. Buckley, 9352 South Elizabeth Street, was attracted to Conductor Patrick J. Heirly, badge No. 4616 of Devon, by his kindness in assisting an elderly woman alight from his car. Mr. Buckley also witnessed other courteous deeds by this trainman.

A commendation for Motorman Richard J. Gwinn, badge No. 7847 of Armitage, was sent in by C. L. Kelly, North Bend, Nebraska, who is grateful to Motorman Gwinn who caught the pickpockets as they grabbed his pocketbook.

Morris Fishman, 219 West Marquette Road, believes that Conductor John A. McSorley, badge No. 9022 of Seventy-seventh, deserves a word of praise for assisting an elderly couple alight from his car.

Raymond Kniefel of the Lasham Cartage Company, 3111 West 60th Street, is very grateful to Motorman Steve B. Gill, badge No. 10137 of Kedzie, who returned to its owner a carton which had fallen from Mr. Kniefel's truck.

He Said "Thank You"

J. H. Stearns, of the W. W. Rice Company, 134 South La Salle Street, was impressed with the manner in which Conductor William K. Siebert, badge No. 10208 of Seventy-seventh, receives his fares, saying "Thank you" to each passenger.

Mrs. Ellen List, 2414 North California Avenue, wrote a commendatory letter relative to Conductor Louis A. Schatz, badge No. 12718 of Lincoln, who assisted a blind man across the street.

Theodore L. Maisch, 4151 West Madison Street, who signs his letter "A Constant Rider," took particular notice of the manner in which Conductor Hugh J. Brennan, badge No. 12714 of Kedzie, handled his car when it was crowded to capacity. He gives him credit for performing his duties very courteously and patiently.

A commendation was sent in for Starter George Zimmerman of Archer, by Miss Mary Scanlan of the Gunsaulus School, 4420 Sacramento Avenue, who states that Mr. Zimmerman was very helpful in assisting the children to board street cars.

CSL POST TEAM WINS

Surface Lines Legionnaires Awarded Rifle Trophy—Other Legion Post Notes

The Rifle Team of Surface Lines Post No. 146, American Legion, has won the Judge Jay Schiller Trophy for making the highest score in a series of six indoor rifle matches held by the second division of the Cook County Rifle League between January 10 and April 30. Twelve Cook County posts participated. The date for presentation of the award has not been

set, but it is hoped to have the trophy on exhibition at the May 21st meeting.

The trophy is a miniature cannon about 4 inches high and 5 inches long, mounted on a pedestal on which will be engraved the name of the team.

The Surface Lines post team was organized six years ago. It is composed of the following:

John MacFarlane, track department, captain; Arthur Vogel, trainman, North avenue; George Kouba, trainman, Blue Island; Jens Nielsen, trainman, Lincoln; Martin Nielsen, trainman, Lincoln; Thomas McCarthy, track department, and Michael Gawron.

May 21st Meeting

As the St. Patrick's Day celebration was such a success, it has been decided to have a similar entertainment at the meeting on May 21, at post headquarters, 205 South Kedzie avenue.

The Post will participate in Poppy Day this year as usual—and the chairman, M. Buda, is anxious to secure as many workers as possible. The Post will sell in the loop district between Madison and Monroe, Clark and Michigan. Those whose wives, sisters or sweethearts are in a position to donate their services for this day or any part of the day should tell "Mike" and he will take care of the rest.

The proceeds of Poppy Day, in addition to furnishing some cash for the disabled who manufacture the poppies, also make possible the maintenance of the service offices throughout the state which have been rendering service to all veterans for the last 15 years—regardless of their affiliation or non-affiliation—and what is of more importance, to their widows and orphans.

Complete details will be announced at the meeting of May 21.

Membership Gain

Surface Lines Post continues to lead the second district in per cent of gain over last year's membership, but it is a long way from where it should be. A number of members have overlooked renewing their membership cards for 1935.

Every member is urged to take upon himself the task of bringing that "ex-service" friend or acquaintance into the Post.

THINKING AFFECTS HEALTH

There are certain habits of thinking which have a definite effect upon your health and happiness. If you think in the right way, say the health specialists of the Metropolitan Life Insurance Company, you'll develop—

The habit of expecting to accomplish what you attempt.

The habit of expecting to like other people and to have them like you.

The habit of deciding quickly what you want to do, and doing it.

The habit of "sticking to it."

The habit of welcoming, fearlessly, all whole-some ideas and experiences.

Remember, too, that good work and joyous play go hand-in-hand. When play stops, old age begins. Play keeps you from taking life too seriously. When you're tense, it relieves the strain. It eases the jolts and jars of life.

Have a hobby. Have several hobbies. Find at least one game you like to play, though it's only pitching quoits or playing croquet.

Keeping 'Em Rolling

Cottage Grove Leads the Group for April

Cottage Grove is at the head of the list with a record of 34,043 miles per pull-in due to equipment failure. Cottage Grove also had a 59.6 per cent increase over their previous month's average.

Sixty-Ninth is second in line with 29,783 miles per pull-in and the largest increase over the previous month, that of 96.2 per cent.

Lawndale was third with 28,999 miles per pull-in due to equipment failure.

Nine of the sixteen carhouses had an average of over 20,000 miles, and Blue Island and Elston tied for the most zero days during the month.

Below are the individual records for April:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Cottage Grove	13	34,043	59.6
2	69th	8	29,783	96.2
3	Lawndale	14	28,999	45.4
4	Burnside	14	28,188	36.6
5	Devon	11	27,880	45.7
6	Armitage	14	23,925	46.1
7	North	4	23,771	89.5
8	Lincoln	14	23,484	27.5
9	Noble	15	20,252	77.8
10	Blue Island	17	19,670	39.8
11	77th	3	18,987	19.3*
12	Archer	7	18,687	18.2
13	Kedzie	3	16,990	71.4
14	Limits	15	16,153	15.3*
15	Elston	17	15,868	49.0
16	Division	10	11,754	30.7*
		179	21,546	37.9

*Denotes decrease.

Carhouse records for the past six months:

Carhouse	April	Mar.	Feb.	Jan.	Dec.	Nov.
Cottage Grove	1	2	1	2	3	1
69th	2	10	7	6	15	4
Lawndale	3	4	10	1	2	3

Burnside	4	3	2	9	9	7
Devon	5	5	3	14	1	16
Armitage	6	9	8	5	4	5
North	7	13	9	7	5	13
Lincoln	8	7	12	11	6	11
Noble	9	14	11	12	16	2
Blue Island	10	12	14	16	13	16
77th	11	1	5	4	10	8
Archer	12	11	6	3	11	6
Kedzie	13	16	16	8	7	10
Limits	14	6	4	10	8	12
Elston	15	15	13	15	14	9
Division	16	8	15	13	12	15

RECALLS CAR BARN FIRE

F. W. Meyers Tells of Disastrous Conflagration at Cottage Grove in 1896

The disastrous fire which destroyed the car barn at 38th street and Cottage Grove avenue on July 18, 1896, was the worst in the history of the local street car properties. F. W. Meyers, foreman in the repair department at 77th Street carhouse, has a vivid recollection of the fire.

"The car barn at that time was a wooden structure which extended west only to the alley between Cottage Grove and Langley avenues," he says. "It was two stories high and had two large elevators on which trail cars were placed and hoisted upstairs for storage. The second floor at the time of the fire was crowded with winter cars stored for the season. That was the reason there were so many cars burned.

"One hundred sixty-two cars, nineteen horses, and four men were lost. The men who lost



Cottage Grove Pull-In Crew

J. H. Gamen, C. J. Winzenholler, Earl Eyer, L. E. Keane, A. J. Amodeo, A. Vitkus, M. Sherin, S. Baranoskas, A. Yasar, T. Casey, J. Griffin, J. Gudjonis, P. Jaksiboga, N. Meyers, S. Petrosius, S. Ukso, E. Danhour, M. McGroarty, T. Cronin, M. Kazlauskas, G. Chernak, J. Wozlik, A. Schvagdys, J. Gotautas, F. Simon, M. Kelly, J. Yurgait, C. Pitun, W. Schiller, J. Chrabaszcz, W. Gorska, J. Drigot, E. Lindgren, W. Johnston, F. Egitis, W. Proudfoot, C. Margetic, P. Barone, J. Aardema, J. Bakshis, A. Suma, A. Yuste, S. Londos, J. Banis, A. Patton, G. Kladis, S. Pappas, G. Girdjush, F. Wenslow, G. Tanis, M. J. Mahoney, L. Babcock, E. Nelson, J. Lyons, V. Grasz, M. Jelinski, P. Fotopoulos, G. Lemka, W. Lamont, L. Murray, J. Howe, N. Newcomb, W. Demas, J. Shaughnessy, A. Kalantzopoulos, D. Griffin, C. Richerme, G. Brand, J. Russell.

their lives were Frank Crosby, tow-boy; Jack Elwell, gripman; Patrick Martin, conductor; and Bert Fullford, ex-repairman.

"The fire started in the hay at about 7 o'clock in the evening in the horse barn. It was first noticed by a hostler working in the barn when it was only a very small blaze which could have been put out quickly provided we had had at that time, as we have today, fire apparatus with which to fight fires and men trained for this purpose.

"The hostler ran out looking for help but by the time he came back, the whole horse barn was ablaze. This happened to be a Saturday and I had been working all day until 6 o'clock in the evening, but as soon as I was told that the car barn was burning, I started right down there. Dick Keyes was the Division Superintendent and I was employed at that time as a grip repairman. Mr. Keyes placed me in charge of the hose bridges and to take care of the lifting out of the grips. The grips cars were pulled by horses over 39th street to 39th and Wabash avenue.

"We worked all Saturday night, all day Sunday and all Sunday night to get ready for the week-day traffic on Monday morning—some job, I'll say! The fire was still burning on Monday morning.

"Has it ever occurred to you that this fire as well as most of our snowstorms and rain storms occurred on Saturday?"

Departments and Divisions

Accounting

We were deeply grieved to hear of the deaths of Frank Robinett's father, H. K. Byrne's sister and Mrs. Laura Fehland's mother.

The employees of the Accounting Department were also very sorry to hear of the death of the husband of Mrs. L. McNerney, nee Miss McCormick, formerly of the stenographic division, who passed away Sunday, April 14, 1935. We extend our heartfelt sympathy and condolence to Mrs. McNerney and other members of the family.

Donna De Lories is the name of the new baby at the home of Mr. and Mrs. Robert Mann. Mrs. Mann, many will recall, was formerly Margie Vojtas of the receipts analysis division. Our best wishes to the proud parents.

"Sweets to the Sweet" were distributed by Misses Emma Miller, Ann Kerruish, Dorothy Fisher and Claire Samek, when they passed another milestone. We wish them many happy returns of the day.

J. Kubick of the timekeeping department, picks the last two weeks in October for his vacation. This year he will have to bring back some concrete evidence of a hunting trip. Tall stories are no longer acceptable.

T. F. Coan.

Electrical

To Henry G. Bauer and family we all extend our deepest sympathy in the loss of their beloved daughter and sister.

Hearing Frank Nickels of Blue Island sub-

station tell about the menu he has as his diet, one would believe he is trying to get in the heavy-weight class instead of reducing.

The question of the day is, How many Fords will John Rietz use in the same length of time he had good use from the old "Columbia, the Gem of the Ocean?" He now has the second Ford in two years. John, can you answer this one for your friends?

John Smith, with a record of nearly 39 years of service in the line department, died very suddenly. To his relatives we extend our heartfelt sympathy.

We also extend sympathy to Louis Boisacq and Pat Griffin, each of whom lost a brother-in-law, and to Anthony Kovarik in the death of his daughter.

Some stamp club will be enrolling a new member soon—no other than Evertt Balzer. Save your stamps and send them to Evertt at Grand and Leavitt.

Billy.

Engineering

The interest of Herb Dagenais of the utility department in the wide publicity afforded the Dionne quintts, has simmered down since the arrival of 7½-pound baby Annette, who was born April 8. Mrs. Dagenais and baby are doing fine.

Art Janke of Grand and Leavitt recently celebrated his silver wedding anniversary amidst great ceremonies. Congratulations to you both, Mr. and Mrs. Janke, and may your golden wedding anniversary be just as joyous.

John Nette, the fashion plate material clerk, is back with John Kamenjarin. Big John and Little John look like the long and short man walking up the street together.

Frank Peterson of Grand and Leavitt has our sympathy in the loss of his brother Ben, who was buried last month in Streator, Illinois. Ben Peterson was employed in the track department until several years ago.

Michael Brogan, wreck truck chauffeur in the utility department, died April 18, 1935. He had been in the service of the company 29 years. The heartfelt sympathy of his fellow-workers is extended to his family in their bereavement.

Harry Debus of Grand and Leavitt was continually singing the praise of the Village of Oak Park, but now he's extolling the good points of Berwyn, to which suburb he has moved.

Legal and Accident Investigation

Investigator John Barry, who has always been regarded as a man who worked close to the ground, has now sprouted a pair of wings for himself and will likely hereafter be hailed as the "flying investigator." It so happened that Mr. Barry was the first investigator whose duties required such speed that airplane service was called upon to further our interests in securing a witness from a distant city. Mr. Barry received his orders and went. Incidentally, we may mention that he returned. He "got his man."

On April 26, Investigator Charles B. Gash, while assisting one of our trial attorneys, nonchalantly stepped up before the Honorable Judge John J. Lupe and suggested that the judge hear what he had to say about joining up with Miss Mildred Feazel. The judge accommodated himself to the situation and Mr. Gash then proceeded with his duties but missed one calling time. That is how the office knew

he got married. The happy couple are now residing at 6349 Magnolia avenue.

Adjuster Arthur W. See very quietly was united in marriage with Miss Lucille Wilie at the Kenwood Interdenominational Church at 46th street and Greenwood avenue on April 27, and the couple are now residing at 4615½ South Drexel boulevard. Mr. See emulated Mr. Gash in not advising his associates of the important step he was taking.

Schedule-Traffic

The stork made his annual visit to this department during the month of April.

Mr. and Mrs. M. B. O'Neill announce the arrival of a seven pound boy, George Francis, born April 23, 1935.

Mr. and Mrs. G. W. Bryan announce the arrival of a seven and one-half pound girl, Janice Anita, born April 30, 1935.

Both mothers and babies are doing fine; congratulations from the employees of the department. Mr. O'Neill and Mr. Bryan celebrated the events with candy and cigars.

George Weidenfeller.

Shops and Equipment

South Shops: We extend our deep and sincere sympathy to A. C. Lindquist of the office, whose father died Sunday, April 28.

We are happy to report that G. Feder, machine department, who is on our sick list, is now well on the road to recovery, thanks to Harry Ott, machine department, who submitted to a blood transfusion for George.

We wish to offer our heartfelt sympathy to the bereaved family and relatives of Evan B. Chapman, mill department, who passed away February 5, 1935, after a prolonged illness.

Cottage Grove: So Joe Gamen has finally convinced Jack Keane, Sixty-ninth, that he can get foreign stations on his radio—as we understand that Jack has heard Germany, Cuba and China on Joe's radio. What say, Jack?

Burnside: On April 4, 1935, J. McMahon became the proud father of a beautiful 9-pound baby girl and on April 7, 1935, A. Katauskas became the proud father of a bouncing baby boy, weighing 8 pounds. To the babies we send the best of wishes, and to the mothers and fathers we offer congratulations.

We wish J. Kristof, who is very ill in the municipal contagious hospital, a speedy recovery and hope to have him back with us soon.

77th Street: To the bereaved family and relatives of J. Varmali, who passed away February 16, 1935, after a short illness, we extend our sincere sympathy.

G. Dalton and J. Hopkins, "The Happy Benedicts," wish to recommend marital bliss to all the young unmarried folks.

We are happy to have J. Ditchie, Sr., who was struck by a hit and run driver while on the way to work, back with us again.

Our deep sympathy is offered to the bereaved family and friends of A. Schrader, who died on February 27.

69th Street: We extend our sincere sympathy to the family and relatives of J. M. Klimas, who passed away March 19.

It is our pleasure to announce that W. Gerth is the proud father of lovely twin boys, each weighing 8 pounds. Congratulations to Mother and Dad.

Archer: We wish to express our sympathy to A. Kasmauski upon the loss of his mother.

Elsie S. Frank.

West Shops: According to Art Bowes, Spring officially arrived on April 27, as on that day his car came off the blocks.

Look out, Ed! That Buick of yours can't take it any more. Of course, we'll admit that the shock of seeing a bright Spring outfit on a wintry day is hard on anybody or anything, but imagine a Buick losing its dignity by having to be pushed by a Pontiac. Tut! Tut!

Congratulations are being heaped on Mr. and Mrs. Ted Kuta, who became the parents of a baby girl on April 16. The little newcomer weighed 6 pounds 13 ounces and is named Barbara. We all wish the three of you the best things that life has to offer.

We regret to report that the following employees in our department passed away during the past month: J. Garrity, car cleaner at Kedzie carhouse, died on April 5; John Westberg, carpenter at the West Shops, died on April 27, after being off duty because of illness since September, 1930. We wish to express our deepest sympathy to the families and friends of these two employees.

Yvonne Randall.

Around the Car Stations

Cottage Grove

Congratulations to Conductor J. McKeon, who is the fond father of a baby girl.

Congratulations to Conductor T. Murphy, also, whose wife presented him with a bouncing boy.

We hear there was an overflowing crowd at the Circus at the Coliseum when Supervisor M. J. Hickory took his family there one night. The doorman asked Mike what kindergarten it was, and Mike, in his usual affable manner, said that they were all his own, that he bought tickets for all of them and wanted good seats, which they got.

Congratulations to Conductor A. F. Stahl, who was transferred to the schedule department. We wish him luck in his new position.

Your correspondent wishes to thank all who so kindly visited him during his recent illness and wishes to thank those who sent so many nice cards and gifts.

We welcome back to work the following who were on the sick list: Conductor R. Spencer, Conductor Augustine McGuinness, Conductor D. Sliter, F. Bramier and Motorman J. M. Erb.

Motorman Matt Donnelly and Conductor T. Zigament at Speedway hospital would welcome a visit from you.

Conductor Rees recently took unto himself a wife. We wish you both much happiness.

An amusing incident is related by Chief Clerk Percy Atkinson, who tells how a colored gentleman applied to the lost and found department to claim his false teeth which he had lost on an Indiana avenue car. Percy informed him

that they hadn't been turned in, but that he would hold them if they were. The man is still coming in to ask if they have been found.

J. H. Pickin.

Seventy-seventh

Clerk J. J. Barnes, a breeder of fine canaries, i. e., Choppers and Yorkshires, attended a bird show recently, and while there he took two chances on a bird, cage and stand, and won them all on only twenty cents. He says that with the addition of his new song bird his aviary is a very melodious one now.

Congratulations to the following trainmen: Conductors J. J. Lannigan and J. Gallagher on the arrival of baby boys at their respective homes and to Extra Motorman J. Dunn on the arrival of a baby girl at his home last month.

Supervisor E. C. Tocci is recuperating very rapidly at his home after undergoing an emergency operation for appendicitis.

At present Motorman Heckelman's zoological garden consists of the following: A nanny goat, police dog, pouter pigeon, two cats and a chicken. In the near future he intends to add various other species, particularly a zemule.

Congratulations to Motorman Woods on the arrival of a 10-pound baby boy at his home last month. Mother and baby are doing fine.

Our soft-ball league will get under way very soon, and inasmuch as there will be slow pitching, Secretary Owen Duncan expects a greater number of players this year than ever before. Many of the trainmen who expressed their desire to play have suggested the slow pitching rather than swift pitching, as heretofore. If you are interested in having some real enjoyment, submit your name to Secretary Duncan as soon as possible, as no players will be accepted after the teams are made up.

To the members of the family of our late trainman, John J. Cooke, we express our deep sympathy. To Conductors Dan Whitenack, C. W. Peterson and Motorman T. H. Keiffer we also express our deep sympathy in the loss of their mothers, who passed away last month.

John T. Flynn.

Sixty-ninth

The baseball season has opened with a bang. The boys can be seen in action any Wednesday morning about 10 A. M. at 59th and Damen avenue. There are now four teams that play one another in the morning and we are still waiting for the boys to sign up that wish to play in the evening. There is plenty of sport and fun in this game. If you don't think so, come out and watch our smiling Receiver Sherman run around those bases. He surely has some speed. Boys, keep your eyes on number one team and watch them bring home the victories. How about it, Domrese?

The other evening our clerk, L. Ellerbeck, came in to go to work with a patch on his left eye. Hold tight to your seats—here comes the excuse: "I got something in my eye." Believe it or not, that's his story and he's stuck with it.

We wish to express our sincere sympathy to the following trainmen in their bereavement: Motorman M. Evers, whose sister passed away; Conductor C. F. Hochstadt, whose wife passed away; Motorman J. J. Evans, whose sister died; Conductor G. H. Knight, whose father died;

Operator L. B. Miotke, whose mother passed away; Motorman C. Domres, whose brother passed away; Motorman C. Kirk, whose father died; Conductor J. P. Wagner, whose son passed away; Conductor F. J. Vyzral, whose brother passed away; our most profound sympathy goes out to Conductor P. O'Connor, who lost both a son and daughter in a very short time; and to the relatives and friends of Motorman L. Hamnerstrom, who died in March.

The stork recently has delivered a few more members to Sixty-ninth Street's tribe. Namely, a baby girl at the home of Conductor M. Lavin; a boy at the home of Motorman D. Cahill, and a boy at the home of T. Kelly, No. 2. Congratulations and best wishes to the new-comers and their mothers.

Arthur R. Lipphardt.

Archer

Conductor Thomas A. Hannigan is broadcasting the arrival of a baby boy at his home on Thursday, May 2. The newcomer answers to the name of Thomas, Jr.

Motorman John Rau is spending two weeks' vacation at his summer home, Prairie Du Chien, Wisconsin. He says his trip this time is getting the cottage ready for summer occupancy.

Conductor Michael Lynch wears the unusual smile that comes only to the proud father. He's daddy now to an 8-pound robust baby boy.

The boys of Division No. 5 welcome Motorman Frank Ellis back on the job after being off for over a year on the sick list with a broken arm and leg.

Conductor Albert Simon has another annexation to his happy family, another girl making her appearance in the Simon's family.

A secret has finally come to light. Boys, here is a real surprise coming from Charley Schmook. He is married. Yes, it's the real truth and nothing but. Charley told his motorman the secret, who just couldn't keep the secret and told Oscar Weaver, and you know the rest. Charley picked Saturday, March 30, for the happy event. Here are our congratulations, Charley, and may you and yours have supreme comfort and happiness.

One of our ambitious conductors, Robert A. Siegel by name, is now promenading around the trainroom with a judicial countenance, the effect of becoming a proud father.

Bus Supervisor Angelo Tagler has a new position and a baby boy in his home. Congratulations TWICE. He says the young rascal takes after his dad, personal features and name.

We very much regret to announce the passing of Conductor Michael J. Coppinger, a veteran in years of service. His fellow-workers extend condolence to his bereaved family.

Motorman Walton E. Challman broadcasts the arrival of a bouncing baby girl who made her way into the Challman home on Thursday, March 28. Congratulations, Walton, and may we extend the same to Mrs. Challman.

Another stork story: Conductor Armin John Muth reports the arrival of a daughter at his home on April 30.

Conductor Charles Lytle says he attained the position as best man at the wedding of Conductor Elvin W. Eger, and it was through this source we learn of this happy event. Conductor Eger took off March 12, and the results were

wedding bells. Congratulations are now in order.

Motorman George J. Filiatreau is the proud father of a baby boy born April 11. He has been given the name of George Gilbert Filiatreau.

Motorman Joseph L. Malewski is on an extended vacation through Canada, returning home via the Allegheny mountains of Pennsylvania.

Dusty.

Kedzie

Some of the boys had quite an experience last pay day in the restaurant across the street from the depot when the place was visited by three bold hold-up men who staged a wild west show, brandishing guns, etc. This is what happened: Motorman Matt Ahern, who had his pay in one pocket, started transferring it to another, when he was informed to never mind hiding your money—"We don't want it." Conductor George Stephensen, who thought he could quickly hide his changer, was told to keep his changer as he might need it when he went to work. Conductor William Finn, who was entertaining the boys with some of his jokes, stopped very suddenly when a gun was put up to his ribs and informed that **it was no joke**. Motorman George Beyers was eating a sandwich, and on turning around to see what was going on was told to keep eating, and he says he ate like he never did before. About this time Motorman Nick Nanos walked in, and on seeing the boys with their hands in the air, asked them what they were praying for; he soon learned when he was told to do the same thing.

Conductor Ray McDonald was successful for a long time in keeping his marriage a secret, but when it came to his income tax earnings and the usual question, "Are you married or single?" Ray thought for a while and then with a smile informed us to mark him "married." Here's wishing you and yours a world of success and happiness.

Conductor William Kennedy, who was the transfer instructor at this depot sometime ago and who took so much pains in instructing the men on transfers, and did it with a smile, is now wearing a broader smile, for Bill is now a married man, and from all appearances is happily married. Here is wishing you all the luck in the world.

Conductor Ed Swanson, who thinks two can live as cheaply as one, joined the ranks of matrimony April 20. Congratulations and the best of luck.

Motorman James J. Sullivan surely put one over on the boys, for he took upon himself a bride April 27. Congratulations!

Last, but not least, we still have one more brave hero, Conductor John Baruch, who was also married April 27. John says he is going to wait for the good old summer time for his honeymoon trip. Congratulations!

Our sympathy is extended to Conductor Ed O'Rourke in the loss of his wife, who died April 23.

We regret the loss of Conductor Michael J. Brooks, who met with a fatal accident May 1. His smiling face will surely be missed by all.

Clinton Sonders.

Blue Island

We wish to extend our sympathy to Motorman C. Schafer in the loss of his wife.

Motorman W. Wigent was presented with a 7-pound girl on April 12 and Conductor H. Ruther with a 7-pound 10-ounce boy on April 30. Congratulations, and good luck to the newcomers.

The following, who have been on the sick list for some time, have returned to work and are welcomed back by all: J. Kehoe, A. Cocks, C. Devine and F. Thornton.

C. P. Starr.

North

Extra Conductor T. Collins was married February 15. Congratulations! Conductor E. Bock is also a new bridegroom. Congratulations to this happy couple, also.

Motorman H. Boin is daddy to a baby girl born April 26, weighing eight pounds. Mother and baby are doing fine.

Conductor J. Clancy is also papa to a baby girl.

Sympathy is expressed to Conductor C. Ash in the loss of his father; also to Conductor L. Pederson, whose wife died, and to Conductors Al and Edward Schlack in the loss of their mother.

C. A. Knautz.

Noble

Motorman Clark Montgomery was called to Amarillo, Texas, on business, so decided to make it a pleasure trip at the same time, and motored down, accompanied by his wife.

We congratulate the proud fathers of baby girls: Motorman Walter Sesko, Motorman E. Mader and Motorman H. Smith.

Pilot Ralph Rowley, clerk in our repair department, has purchased a new Plymouth sedan and has decided to do his flying in that for the ensuing year, and will be able to deliver fresh flowers to Night Foreman Jensen's home daily.

Our deepest sympathy is extended to Conductors W. Toney and J. Blaa in the loss of their fathers.

Devine.

Lincoln

Conductor R. E. Smith and his wife made a trip to Florida by machine to visit some relatives recently. In Miami they met Motorman Henry Meyer, who had gone to Florida by train and bus; they then traveled together about 300 miles, visiting the Bok Tower. From there the Smiths went north and Meyer went west to Tampa and St. Petersburg, then north again. Both are back at work and reported having had a nice vacation.

Congratulations to our Chief Clerk F. Murbarger and wife upon the arrival of a 6½-pound baby girl. Also to Extra Conductor A. Weber and wife who were presented with a baby boy weighing 7 pounds on April 13.

Three more of the boys passed away: Conductor O. N. Anderson, Motorman T. Flanagan and Conductor Gustave Chaplinski. Our sympathy is extended to all the bereaved families.

H. Spethman.



Cutting Ribbon for New Bus
Route on Higgins Road