

Surface Service

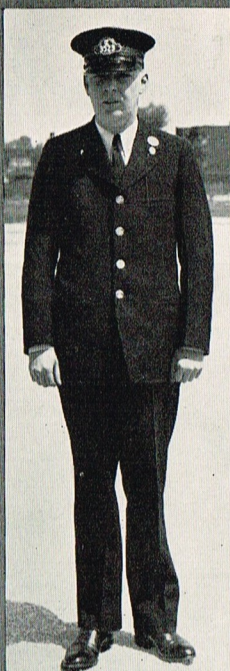
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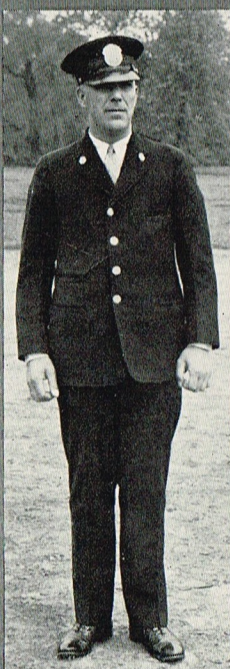
Trainman With Coat



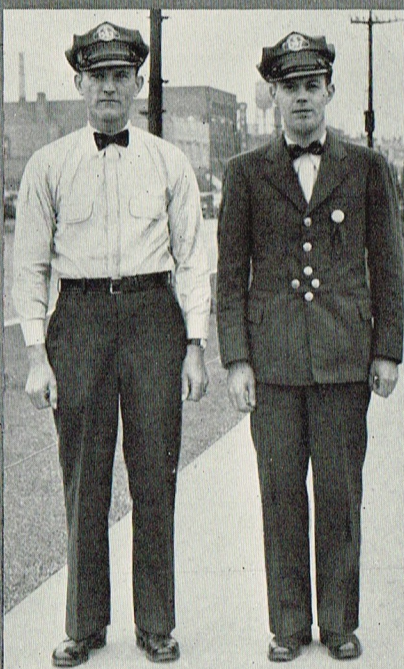
Supervisor
Without Coat



Trainman
Without Coat



Supervisor
With Coat



Bus Operators With and Without Coat

SUMMER UNIFORMS FOR TRAINMEN

Above are the types of uniforms to be used by trainmen, supervisors and bus operators during the warm weather. The uniforms are shown both with and without coats.

These pictures were posed by the following, reading from left to right:

AT TOP: Motorman G. W. Lindberg, 77th Street; Supervisor John Jacoby; and Motorman Lindberg without coat.

BELOW: Supervisor William Calderwood, Limits; Bus Operators Edward Moeller and Robert Christian, North Avenue.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 12

JUNE, 1935

No. 3

Spring Track Work Under Way

Track and Roadway Department Busy With Reconstruction on Many Streets—High Maintenance Standard Set

Few people realize the tremendous amount of work required to keep the more than 1,100 miles of track of the Chicago Surface Lines system in good operating condition. That it is the best construction of its kind and is one of the best maintained in the country is generally recognized.

Since the unification of the properties, up to February 1 of this year, the cost of the work done by the Track and Roadway Department has exceeded \$83,000,000, including construction, reconstruction, renewal and maintenance of track. In addition, since 1907, a total of \$16,513,000 has been spent in cleaning the right-of-way, removal of snow and ice, and in sprinkling. The Chicago Surface Lines has paved and maintained the central portion of the pavement in one-sixth of all the streets in the city of Chicago, and a major portion of the vehicular traffic in the city uses this pavement provided by the street railway companies.

In the construction of track, different designs are used to fit differing local conditions, and the life obtained from the track structures and rails over the years indicates that the judgment of the department in determining upon the designs was right. In practically all cases where new rails are laid, the old ties and foundations are found to be in first-class condition and are not disturbed. In some instances, on the heaviest traffic streets several rail renewals have been made on the original ties and foundations.

Much Work in Progress

With the advent of warm weather, the Track and Roadway Department is again busy on many jobs over the city renewing tracks, substituting good rails for broken rails, repairing water leaks, street cave-ins, holes in the pavement, cupped or broken frogs, and loose or high paving stones. Approximately 1,500 men are employed by the department. Among the many recent jobs of track work which have been done or are in progress are the following:

Wentworth avenue, from Archer avenue to 73rd street, begun in 1927 and now nearly completed, with new rails.

Clark street, from Division street to Howard street.

Belmont avenue, Ashland avenue to Damen avenue, just finished with a complete renewal of rail.

Kedzie avenue, Cermak road to 44th street.

Kedzie avenue, Cermak road to Chicago avenue, in progress.

South Chicago avenue, 71st to 75th street.

Blue Island avenue, Harrison street to Cermak road.

Van Buren street, Clinton street to Kedzie avenue, in progress.

Heavier Rail Used

The following are some of the streets where the new heavier 7 inch, 111 pound Tee rail, designed by the Chicago Surface Lines, has been used in recent work:

Irving Park boulevard, Austin avenue to Neenah avenue.

95th street, Cottage Grove avenue to State street.

79th street, Exchange avenue to Brandon avenue, just being completed.

75th street, Stony Island avenue to Paxton avenue.

Taylor street, Blue Island avenue to Wood street.

Roosevelt road, Laramie avenue to Central avenue.

At many other locations work has been done, particularly on the heavier traffic streets such as Milwaukee avenue, Madison street, Broadway, Chicago avenue, Cottage Grove avenue, State street, Halsted street, Ashland avenue, Western avenue, 63rd street and 47th street. Nearly all of this work consists in the renewal of the rails and rail fastenings and the relaying of the paving, and is done under traffic with practically no interference with the operation of the cars.

In this work power equipments, electrically driven, are used, including air compressors, tie tampers, paving breakers, tie borers, spike drivers, concrete mixers, welding outfits, etc., thus reducing very materially the cost of the work as well as securing better construction. All rail joints on straight track work are welded, a total of 25,313 joints having been installed in the last two years. Of these, nearly 75 per cent are Thermit welded joints and the balance electric seam welds.

Special Work Renewals

Special trackwork layouts, of which there are 2,745, having a total of approximately 110 miles of single track, require a considerable portion of the time of the Track and Roadway Department. These layouts must be kept in especially good condition due to the operation of the cars through the switches and around the curves. Smaller jobs of repairs are handled by the 13 maintenance section gangs and the larger jobs by the construction forces. Most of this work is also done under traffic, cars being rerouted only for the larger jobs

and then generally at night or over Sunday. The men doing this work are all experienced and the installations are made with the minimum interference with cars—each man knows just what is required to be done.

Some of the larger installations recently done are as follows: Cermak road and Kedzie avenue; Crawford avenue and Ogden avenue; Clinton and Madison streets; Archer and Rockwell carhouse layouts; 77th and Vincennes carhouse layouts; Kedzie and Van Buron carhouse layouts; 26th street, Blue Island and Western avenues—a redesigned layout to provide better operating conditions and including the renewal of tracks in the vicinity; 79th street and Cottage Grove avenue—new crossings and realigned curves to give smoother operation north and south of 79th street; south Clark street, north of 16th street—reverse curves installed with improved grades and better drainage; 79th street, east of Exchange avenue—new modern solid manganese crossings with the Illinois Central Railroad; and 92nd and Commercial avenue.

Extensive Welding Work

Fourteen welding equipments now devote most of their time to the welding of special trackwork, thus securing both a longer life and better and smoother car operation during this life. The welding methods, employing special rods for the various purposes and types of steel and castings on which welding is done, have been developed by the Track and Road-

way Department on this property and it is recognized as one of the leaders in the welding of special trackwork.

For the temporary repair of paving, where the rails are still in good condition, rock asphalt is used, special gangs being organized during the warmer months to apply this asphalt. Thus smooth riding pavement is provided at all locations, eliminating complaints and permitting the use of the trackmen at locations where rail and other track repairs and renewals are needed.

Chicago has the finest local transportation unit in the world in its Chicago Surface Lines, but if the tracks and paving generally were not kept in first class condition by continually keeping after the small as well as the large repairs, and if the loyalty of the men with their pride in doing a good job was not always present, such a statement could not be made—for safe, comfortable and speedy service could not be given the riding public on other than good tracks.

The track and roadway work, under the general supervision of Mr. Fleming, is in direct charge of the following: H. C. Kelly, Superintendent of Track and Roadway; Jonathan Wolfe, Assistant Superintendent of Track and Roadway; Division Superintendents C. C. Chambers, R. C. Caul, C. R. Potter, and Joseph O'Connor. Temporarily V. G. Walling has been in charge of the western division, Mr. Caul having been confined at his home due to illness.

Three Rules Are Emphasized

Superintendent of Transportation Urges Upon Trainmen the Necessity of a Stricter Observance

By C. H. EVENSON

Superintendent of Transportation

Recent observation indicates the need of emphasizing three important rules for trainmen—looking out before giving the signal to go ahead at intersections, more strict observance of car operation through stop-and-go lights, and shutting off the power before applying the brakes.

It is impossible to lay too much stress on the requirement that conductors look out at intersections before giving the signal to go ahead. The rule is very generally observed, but some conductors do not seem to know the purpose of their looking out. They merely poke their heads out at the door and then give the signal. The intention is that when they look out they will observe the entire situation. If there are any passengers running from the curb to get on the car, they should be given an opportunity to board. If passengers are stepping from the pavement to the car, the signal should not be given until they are safely inside. It should be the purpose of the conductor to determine whether all is clear before he gives the signal.

Should Use Judgment

The comment is frequently heard that motormen go through on the red light at many intersections. To a large extent this impression is due to instances when the motorman starts through at the end of the green light period

and the light is red before he reaches the middle of the intersection. It is up to the motorman to use good judgment in starting his car. He should never start through an intersection on the amber light and it is better to miss a light period than to be caught in the middle of the intersection with the red light, thus running the risk of being struck by the cross-flow of traffic.

Applying the brakes without shutting off the power is very injurious to equipment. In driving an automobile it is customary to apply the brakes before throwing out the clutch, thus using the engine to assist in retarding the momentum. This does not apply in the operation of a street car. When the brakes are applied with the power on, both the braking and motor equipment are subjected to severe strain.

Rough Operation

Rough operation continues to be a source of complaint. It is one of the most frequent causes of accident claims. Although in most instances these claims are for small amounts, in the aggregate they total a large sum.

There are occasions when sudden stops are required to avoid an accident, but these occasions are not very frequent, especially if the motorman is on the alert and anticipates a situation before he reaches it.

There is no excuse, however, for jerky starting. Power should be applied with an evenness that will insure a smooth start and avoid upsetting standing or walking passengers in the car.

Ask Bids on 100 New Cars

Specifications Sent to Manufacturers Are Based on New Developments and Experience with Experimental Cars

Experience gained in the operation of the two experimental cars in Chicago and the Presidents' Conference car in Brooklyn during recent months, has been used as the basis for the specifications for 100 new cars on which bids have been requested by the Chicago Surface Lines. If prices are satisfactory, the necessary steps will be taken at once to secure authority from the federal court to buy these cars, replacing with them older equipment.

The specifications were sent to the Pullman-Standard Car and Manufacturing Company, J. G. Brill Company, St. Louis Car Company and E. G. Budd Manufacturing Company. The Westinghouse and General Electric Company were asked to bid on electrical equipment.

Quietness a Feature

The new cars will be quieter, more efficient in operation, and will provide more comfort for passengers than any street car or bus ever constructed, according to Surface Lines engineers. They will be an improvement even on the experimental cars which have attracted nation-wide attention. Principles developed by Dr. C. F. Hirshfeld and the Presidents' Conference Committee of the electric railway industry, and refinements determined upon by operating experience with the experimental cars, have made possible a design that is a radical departure in electric railway equipment.

According to the specifications, the new cars are to be 50 feet long and are to seat 59 passengers. They will be constructed for single-end operation with front entrance and center and rear exit doors. The body will be of the streamlined type.

Some of Improvements

Among the improvements in the new cars will be:

Comfortable leather upholstered seats.

An extra width of aisle—wider than the aisle in any present street car in Chicago—which, combined with the rear exit door, will reduce crowding.

The use of rubber in the construction of the wheels and for springs instead of the steel springs now in use, providing rider comfort and making the car as quiet as the average passenger automobile.

A speed as great as safety will permit in city streets.

Smooth acceleration, permitting the car to reach a speed of 20 miles per hour in 60 feet and 30 miles per hour in 180 feet, without inconvenience to standing passengers.

An efficient braking system will decelerate the car so smoothly as not to inconvenience standing passengers.

Lighting of a high intensity without glare.

A ventilation and heating system providing for a frequent change of air without draughts.

Low steps, making it as easy for passengers to get on the car as to walk up the steps to their own doors.

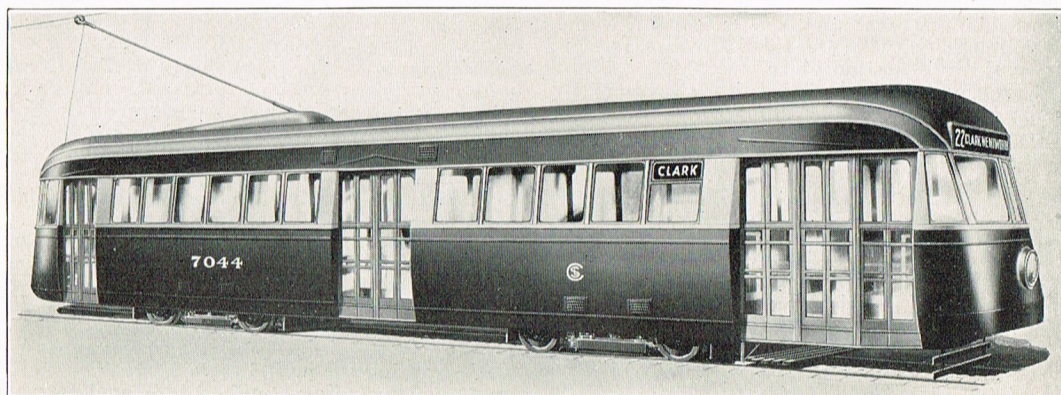
Light weight—weighing 10,000 pounds less than the Clark street cars, the last cars purchased.

A sturdy steel body, constructed of the new light-weight steel alloy known as Corten.

One of the most interesting features of the design for the new cars is the way in which rubber has been used to absorb shocks and eliminate noise. The car literally floats on rubber.

Wheel Is Unique

In the construction of the wheels the base of the steel tread and flange which runs on the rail is encased by two layers of rubber held together by a steel disk on each side. The effect of this is to use the rubber in shear. A direct pressure on rubber laid flat results in compression of the rubber under heavy pressure to such an extent that it becomes hard and loses its resilience. When rubber is used in shear, on the other hand, its stretching quality is utilized and the resilience is effective, no matter how severe the shock may be. Shocks on the rim of the wheel, therefore, will be completely absorbed by the rubber between the two wheel plates and noise created



DRAWING SHOWING TYPE OF NEW CARS

by the contact of wheel with rail will be practically eliminated.

The same principle has been used in the springs. Instead of steel springs, universally used in car construction heretofore, the springs of the new car consist entirely of layers of rubber, also used in shear. This has the advantage of providing the same amount of riding comfort regardless of the size of the load in the car. It will be as easy riding when the car is empty as when it is full or half full.

This use of rubber for wheels and springs has had a thorough trial in the experimental car built by Doctor Hirshfeld and in operation in Brooklyn for several months.

New Braking System

The braking system also is unique. It consists principally of the use of the motors as brakes by making them generate electricity, and the application of a track brake shoe held to the rail by magnetic attraction. Because of the rubber used in the wheels, it was necessary to modify the use of the standard type of wheel shoe brake which tends to heat the wheel and would injure the rubber. Air brakes applying a shoe to the wheel will be used for braking, therefore, only as an auxiliary brake. The braking system is so arranged as to provide a very smooth deceleration, but in cases of emergency to bring the car to a quick stop.

The high speed motors to be used in the cars are of a new design developed by the Westinghouse and General Electric Company. They are highly efficient but light in weight and they are equipped with a newly designed, noiseless gearing.

The controls follow a design developed by Doctor Hirshfeld and the electric manufacturing companies. They are automatic, accelerating the car at pre-determined rates after the power has been applied. This insures a smooth acceleration in starting.

Altogether, the car represents the composite results of more than four years of intensive research and experimentation and the experience of leading car builders and operators throughout the country.

ROUNDING UP WITNESSES

Lawndale-Blue Island Holds Lead—Elston-Noble from Sixth to Second Place

For the month of April, Lawndale-Blue Island maintained its lead in the contest and Burnside lost second place to Elston-Noble, which division made a decided advance, moving from sixth to second place.

Seventy-seventh bettered its standing and gained fifth place; four months ago it was in twelfth place. Kedzie is now seventh in line instead of tenth.

Detailed figures are as follows:

	Apr.	Mar.	Feb.	Jan.
1. Lawn.-Blue Isl.	4.11	4.39 (1)	3.96 (2)	4.06 (2)
2. Elston-Noble	3.75	3.30 (6)	3.57 (6)	3.89 (4)
3. Burnside	3.74	3.96 (2)	4.31 (1)	4.15 (1)
4. Cottage Grove	3.54	3.72 (3)	3.64 (5)	3.96 (3)
5. 77th Street	3.46	3.23 (7)	3.18 (9)	2.92(12)
6. 69th Street	3.32	3.59 (4)	3.66 (4)	3.60 (5)
7. Kedzie	3.28	2.96(10)	3.08(10)	2.96(11)
8. North Avenue	3.09	3.22 (8)	3.28 (8)	3.22 (8)
9. Lincoln	3.07	2.97 (9)	3.40 (7)	3.50 (6)
10. Limits-Devon	2.97	2.85(12)	3.02(11)	3.02 (9)
11. Archer	2.81	3.42 (5)	3.79 (3)	3.43 (7)
12. Armitage-Division	2.41	2.86(11)	2.68(12)	3.00(10)
Aver. for System.....	3.24	3.36	3.38	3.22

STEREOPTICON FOR TRAINMEN

Frank Talk on Making Friends With the Public to Be Ready in Short Time

A sound stereopticon, using the voice of the radio announcer Jean Paul King, is being made for showing to the trainmen at the various car stations. The title of the illustrated talk is "Meet the Public—A Frank Talk to Trainmen."

The pictures used in the stereopticon film were posed by trainmen and other employees of the Surface Lines. They illustrate the various situations which the trainman must meet in his daily work.



Jean Paul King Making Recording

The purpose of the talk is to suggest to trainmen methods of meeting these situations so as to leave a better impression on the public.

A new sound stereopticon machine will be used in showing the pictures. It will make the rounds of the car stations until all of the trainmen have had an opportunity to see it. A schedule for showing will be announced in advance on the bulletin boards and in the magazine.

The picture is intended to supplement the annual talks made by Superintendent of Transportation Evenson and Supervisor of Accident Prevention Pasche.

EMPLOYEES RELIEF FUND

May 1935

The Surface Lines Employees Relief Committee held four sessions during the month, at which 22 applications were considered. Of this number there were nine applicants approved for weekly relief payments, making a total of 268 on the list at this time.

Checks totaling \$14,865 were distributed. This sum, together with distributions since December 1930, heretofore reported, makes a total of \$611,583.78 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 \$731,583.78.

Dressing Up CSL Buildings

Building Department Busy With Carpenter Tools and Paint Brushes at Car Houses, Substations and Other Locations

In spring a young man's fancy turns to love. In the Building Department, however, paint is uppermost in mind—not as romantic maybe, but less dangerous.

The 1935 schedule for painting includes work at the following:

	No. of Locations
Carhouses	9
Substations	14
Shop Buildings	5
Store and Yard Buildings.....	5
Terminals	8
Office Buildings	2
Miscellaneous Buildings	3
Fences	6

The painting of interior and exterior of window frames, doors and sash has been completed at seven substations. At Grand avenue and Leavitt street the interiors of the offices of the Electrical Department and Utility Department have been finished, and at Elston avenue carhouse the Transportation Department's quarters have been redecorated. The front of the Madison street and Springfield avenue loophouse has been dolled up; the unused windows and door openings which were boarded up have been finished with brick panels and the whole wall repainted. Work is in progress on the interior of the office building at 600 West Washington boulevard, and on exterior of buildings at the South Shops.

Large Wall Area

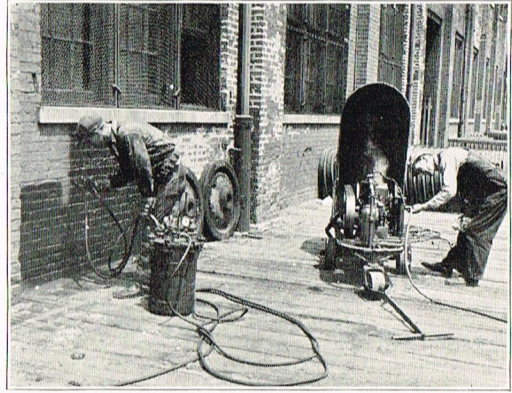
Painting of exterior brick walls of buildings on the system involves considerable work due to the great area of these walls. The brick work is first cleaned with wire brushes and a coat of sealer paint is then applied. This coat is gummy and transparent and serves to seal the surface and crevices in the brickwork. The finish coat is a brick color oil paint.

Painting of wooden fences is also a large item in the painting work on the system. There is a total of four and three-quarter miles of wooden fences, and counting both sides of these gives an area of eight acres.

Painting of safety zone lines on the street paving at car stopping places is a Sunday diversion in the Building Department, as this work cannot be done on week days on account of traffic conditions. The difficulty of maintaining the zone lines during the winter season on account of snow and slush calls for extra work in the spring to re-establish these lines. A total of 170 painted zone lines are maintained, located in various parts of the city, with a total length of lines of approximately three and one-quarter miles. On Central avenue viaduct between Grand avenue and Bloomingdale avenue a traffic division line is maintained which is 2,000 feet long. The paint used for these lines is a white lacquer paint and is applied with a hand pushed container machine. The lines require frequent repainting.

Bus Stop Signs

In connection with the new gas bus lines on



Spray Painting South Shops Buildings

Northwest highway, Higgins road, 47th street, 71st street, 87th street and 95th street, there have been installed 251 bus stop signs. These signs are of an improved design. The concrete base has been increased in size, the pipe standard made of 2 inch extra heavy pipe instead of 1½ inch standard pipe and the top shield made of malleable iron instead of cast iron. Provision has been made in Bay No. 6 of 77th street and Vincennes avenue carhouse for inspection and storage of gasoline buses.

A new concrete pit 70 feet long was built at this location and a 2,000 gallon gasoline tank installed underground outside the building, with pump and connections. Other work in Bay No. 6 is in progress, including ventilation and heating. Provisions were made last year for inspection and storage of gasoline buses in the south section of Bay No. 11 of Archer avenue and Rockwell street carhouse, including a 2,000 gallon gasoline tank and pump, a steel dividing partition across the bay, wheel guards on pit, gratings over pits, and miscellaneous equipment including a new air compressor.

At Van Buren street and Jefferson street substation work has just been completed in connection with reducing fire hazards in the section of the building used by the Utility Department and the line division of the Electrical Department. The wood floor in this section of the building has been replaced with steel-concrete, wooden partitions, lockers and bins were replaced with steel construction, a new steel separating partition and new main doors were installed. Automatic sprinklers were installed in the yard office adjoining the substation.

General inspection is being made at various buildings and repairs done to brick walls, concrete floors, plumbing, sewers, roofs, fire doors and many other items.

Scrub Tackle: "Is the captain double-jointed, sir?"

Football Coach: "No, why?"

Scrub: "I just broke his leg, then."

SURFACE SERVICE MAGAZINE

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H. O. Crews - - - - -	Editor	
C. L. Altemus - - - - -	Assistant Editor	

PUBLIC IMPRESSIONS

It is easy to get into the habit of thinking of one's job as merely the routine performance of certain duties. Most trainmen think of their jobs in that way.

But while the trainman's work is largely routine, he should keep in mind that he is constantly in the public eye. Calling streets distinctly, being courteous to passengers, assisting the old or infirm in boarding and alighting, operating the car smoothly and keeping alert for intending passengers, are all routine duties, but the trainman who does them efficiently wins public approval.

Numerous letters from passengers prove that conclusively.

The trainman who does his job efficiently and courteously is constantly making friends for the company and encouraging more people to ride, just as the inefficient or discourteous trainman is constantly driving away patronage.

FORGING AHEAD

The test of any organization is not what it accomplishes in prosperous times when everything is favorable to business success, but what it can do in times of stress when it is beset by discouraging difficulties. Measured by that standard, the Chicago Surface Lines has won a place of importance among the industries of Chicago and among electric railways in the United States.

During the depression when most busi-

nesses were confused, if not completely discouraged, the Chicago Surface Lines spent some \$5,000,000 for extensions and improvements. This year, while most organizations are still too timid to venture any plant extensions, the Surface Lines has added 32 miles of bus routes and has just sent out specifications for 100 new cars.

Altogether, since the beginning of the depression in 1930, this system has added 100 miles of bus routes and 28 miles of rail extensions. It maintained its operating efficiency and did not discharge a single operating employe in the face of a considerable decrease in business due to economic conditions.

This is a record to which every member of this organization can point with pride.

FIRST IN LOCAL TRANSPORTATION

(Editorial from "Commerce"—June, 1935)

Chicago has the finest local transportation unit in the world in its Chicago Surface Lines. It has been the one city in the country which for the last score of years has consistently pioneered in the advancement of this type of transportation. The company's public relations policy has been to aspire to the greatness of the community it serves. Its service has so thoroughly blanketed this community that 98 per cent of the population finds one or more of its lines within three blocks. It employs 16,000 persons and many of these employes have continuity records that would be enviable to railroad employes.



Mayor Kelly cutting ribbon at opening of bus service on 47th street on May 26

Passengers Recognize Efficiency

Letters Indicate That Trainmen Are Constantly Being Observed by the Public—Many Commend Service

Several letters have been received recently which illustrate the often-repeated statement that acts of courtesy and efficiency on the part of trainmen affect not only the passenger immediately involved, but are noticed and commented on by other passengers.

Dr. M. S. Swiont, 4258 Archer avenue, tells of his observation of the work of Conductor Patrick Berry, badge No. 7700 of Lincoln, on an Indiana avenue car.

"A woman at one intersection asked him if the car turns on 47th street," Dr. Swiont said, "and he answered in the most pleasant way, 'No, madam, take the one marked Stony Island, please.' At another stop he noticed an old lady about to get off, holding a small suitcase. He took the suitcase from her, waited until the car stopped and she had alighted, and then handed it to her. His pleasant manners struck everyone of us on the rear platform and I decided to let you know about this faithful employee."

Another case in point relates to Conductor Michael Size, badge No. 948 of Devon.

Aided Aged Negro

"I was a passenger on his car this morning," R. N. Wilson, 219 West 72nd street, says, "and the attentive service rendered by this conductor was indeed noticeable, particularly to elderly people. At 35th street an old colored man boarded the car and, there being no seats available at the front, he anchored on one of the uprights. The conductor, noticing this, came forward and assisted him to the rear and obtained a seat for him. The same procedure was gone through with at 24th street where an elderly lady boarded the car. It was also noticeable and commented upon by other passengers that this conductor called all streets and transfer points. One lady passenger was heard to remark, 'What a boost it would be to the Surface Lines if all conductors were like this one.'"

M. A. Dwyer, publisher of the "Auburn Parker," praises Motorman Thomas Callopy, badge No. 955 of Seventy-seventh, because of the manner "in which he took care of passengers as they were leaving the car. In each instance, he politely warned passengers of the danger of passing automobiles. I presume that hundreds of letters are written to your office every time a man is careless in the performance of his duty, and it is for this reason that I, as a citizen, feel that a man is also entitled to a compliment when one is due."

For Helping Blind Man

G. E. LaVague, 8057 South Marshfield avenue, commends Conductor Romeo Calzaretta, badge No. 13514 of Seventy-seventh, for assisting a blind man from his car and escorting him across traffic to the sidewalk. "To my way of thinking, it is kind acts of this nature that help to make the Chicago Surface Lines the best transportation system in our city," Mr. LaVague says.

These and many other letters show conclu-

sively that courtesy and efficiency favorably impress all passengers.

An improvement is noticed in the monthly report of the letters of complaint and commendation. During the month of May, 442 letters of complaint were received as compared with 471 during the corresponding period last year. Commendations numbered 55 as compared with 50 in May, 1934.

Others Commended

Among other commendations was one by R. J. Small, 4740 Dorchester avenue, in which he relates how Motorman Charles E. Gradt, badge No. 4127, and Conductor August Deuser, badge No. 5896, both of Sixty-ninth, held their car and assisted an elderly couple to board it. Mr. Small says, "I honestly believe it was the most deserving cause for merit I have ever witnessed during my 30 odd years of street car travel in Chicago."

H. Jerome Kelly, 6528 Woodlawn avenue, has a good word to say for Conductor Myron W. Ayres, badge No. 2694 of Seventy-seventh, who called all stop streets clearly and distinctly and was very polite and courteous in dealing with his passengers.

Walter Jensen, 2747 West Adams street, states that he appreciated his street car ride because of the courtesy of Conductor Arthur J. Hansen, badge No. 2674 of Archer.

Mrs. M. G. Mathes, 6621 Stewart avenue, expresses gratitude to Conductor Anton J. Goss, badge No. 4746 of Seventy-seventh, who prevented her stepping off his car into the path of a speeding automobile, thus preventing an accident.

Raymond C. Hicks, 7204 South Talman avenue, compliments Operator Richard F. Whalen, badge No. 7961 of Sixty-ninth, who assisted two small children across the street.

Edwin Morril, 2441 West Orchard street, Blue Island, commends Conductor Richard H. Kitterman, badge No. 13152 of Devon, for the consideration he showed a blind passenger.

Avoided Accident

Jules H. Press, 4661 North Kedzie avenue, congratulates Motorman August Lipkeman, badge No. 4503 of North, for his alertness in operating his car, which avoided an accident.

Francis F. Cranz, 4312 West Washington boulevard, expresses appreciation for the courtesy extended him by Conductor William Schocker, badge No. 5180 of Kedzie, who obligingly paid the few pennies which he lacked for car fare.

A. Stibbins, 1900 West North Avenue, writes a few words of praise for Conductor Wilbert M. Gedonius, badge No. 7126 of Blue Island, for his unfailing courtesy to every passenger.

Miss Marie Keenan, 7836 South Green street, appreciates the alertness of Conductor Alfred J. Klocke, badge No. 7380 of Division, who recovered her purse for her.

Dr. E. F. Bennett, 8900 Cottage Grove avenue, noted with satisfaction the action of Conductor Frank J. Glynn, badge No. 7580 of Burnside, whose assistance to two little girls alighting from his car avoided an accident.

Mrs. Nora O'Brien, 4821 Washington boulevard, is grateful to Conductor Benjamin Amsterdam, badge No. 8194 of Kedzie, for holding his car for her and assisting her in boarding it.

Mrs. P. E. Nordstrom, 7321 Harvard avenue, feels greatly indebted for the courtesy extended her by Conductor Henry C. Luplow, badge No. 8224 of Seventy-seventh, who assisted her with a large basket she was carrying while a passenger on his car.

Conductor Howard H. Powell, badge No. 8662 of North, received a commendation from Mrs. L. Adams, 3255 Beach avenue, who appreciated his assisting her daughter to get on the car.

Unusual Courtesy

Mrs. W. Branett, 7419 Princeton avenue, reports that Motorman Edward J. Edgecomb, badge No. 809, and Conductor John Donnelly, badge No. 8834, both of Seventy-seventh, showed unusual courtesy toward an elderly lady on their car.

Leo Kallis, Rochelle's Inc., 36 South State street, thanks Conductor Edward C. Carlson, badge No. 9016 of Elston, for paying his fare, and sends 7 cents to be turned over to him.

SOFT BALL POPULAR

Many Teams Competing Among Train Force—Eight Depots on North and West Side Form League

Soft ball has become a popular game among the trainmen. It is being played to some extent at all of the car stations and 8 depots have formed a league in which teams will compete. These are North avenue, Armitage, Limits, Archer, Devon, Division, Lincoln and Lawndale.

The trainmen at Seventy-seventh have 6 regular teams and play each other on their home grounds, Bessette field, at 77th street and Yale avenue. Games are held each Tues-

day, Thursday and Friday evening at 7 p. m. From among the players an all-star team is picked which occasionally plays some professional team.

At Sixty-ninth there are 4 teams which play each other twice a week, on Tuesdays and Fridays, on their grounds at 59th street and Damen avenue. The games are called at 9 a. m.

Each of the teams in the north and west side league to June 6 had played two games with the following results:

	Games		Percentage
	Won	Lost	
Armitage	2	0	1.000
Archer	2	0	1.000
Limits	1	1	.500
Lincoln	1	1	.500
Division	1	1	.500
Lawndale	1	1	.500
Devon	0	2	.000
North Avenue	0	2	.000

Scores for the games played on Sunday, June 5, were:

Armitage vs. Limits, 12-9.
 Lincoln vs. Division, 15-14.
 Lawndale vs. Devon, 8-5.
 Archer vs. North, 17-14.

Playing fields for the various teams and the time games start are: Armitage and Division, Lund field, Campbell and Homer, 10 a. m.; Archer, 34th and Hoyne, 10 a. m.; Lawndale, Roosevelt and 52nd, 10 a. m.; North, Cicero and Hirsch, 10 a. m.; Limits and Lincoln, Lincoln park near North avenue, 9 a. m.; Devon, Lincoln park near North avenue, 11 a. m. (indefinite).

Games are played on Sunday mornings. Only Surface Lines employees are permitted to play. The teams are playing for a silver loving cup and medals for the winning team. Any information regarding Soft Ball League or schedules can be obtained from Ben Gawlik, clerk at Armitage depot.

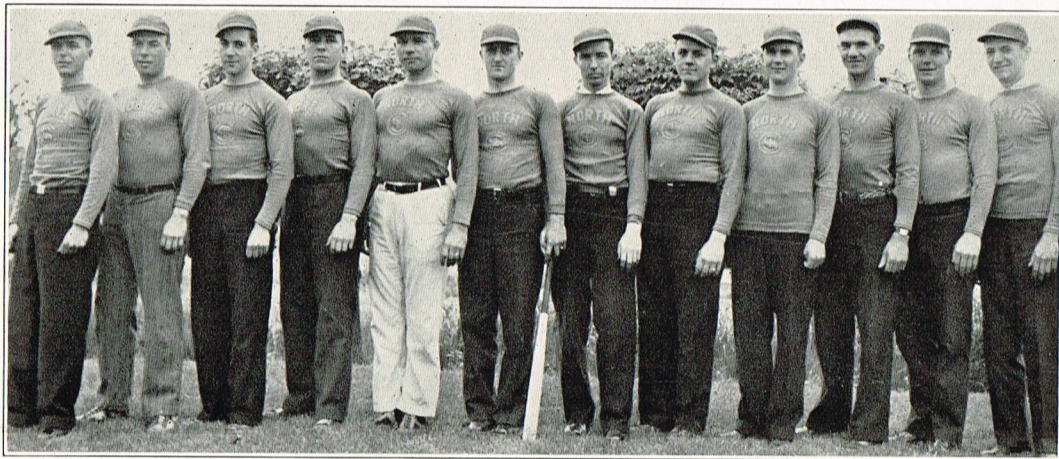
During the next four weeks the teams will play the following scheduled games:

June 16—Limits at Division, Armitage at North, Devon at Archer, Lawndale at Lincoln.

June 23—Lincoln at Armitage, Devon at North, Lawndale at Limits, Division at Archer.

June 30—Lincoln at Devon, Limits at North, Archer at Armitage, Division at Lawndale.

July 7—Lawndale at North, Archer at Lincoln, Division at Armitage, Devon at Limits.



North Avenue Soft Ball Team

Keeping 'Em Rolling

69th, 77th and Devon Are Three Leaders for May

Sixty-ninth Street depot leads the group for the month of May with an average of 32,505 miles per pull-in due to equipment failure.

Seventy-seventh holds second place with an average of 28,880 miles per pull-in and has an increase over last month of 52.1 per cent.

Devon is third with 28,387 miles per pull-in due to equipment failure.

The individual records are as follows:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	69th	8	32,505	9.1
2	77th	8	28,880	52.1
3	Devon	14	28,387	1.8
4	Lawndale	17	28,064	3.2*
5	Burnside	15	27,220	3.4*
6	Armitage	13	25,491	6.5
7	Cottage Grove	10	25,399	25.4*
8	Kedzie	10	24,959	46.9
9	North	3	20,941	11.9*
10	Archer	8	20,362	9.0
11	Elston	16	18,166	14.5
12	Limits	15	15,641	3.2*
13	Lincoln	14	15,498	34.0*
14	Division	17	15,000	27.6
15	Noble	17	14,814	26.9*
16	Blue Island	8	10,686	45.7*
		193	22,049	2.3

*Denotes decrease.

Carhouse records for the past six months:

Carhouse	May	April	Mar.	Feb.	Jan.	Dec.
69th	1	2	10	7	6	15
77th	2	11	1	5	4	10
Devon	3	5	5	3	14	1
Lawndale	4	3	4	10	1	2
Burnside	5	4	3	2	9	9
Armitage	6	6	9	8	5	4
Cottage Grove	7	1	2	1	2	3
Kedzie	8	13	16	16	8	7
North	9	7	13	9	7	5
Archer	10	12	11	6	3	11
Elston	11	15	15	13	15	14
Limits	12	14	6	4	10	8
Lincoln	13	8	7	12	11	6
Division	14	16	8	15	13	12
Noble	15	9	14	11	12	16
Blue Island	16	10	12	14	16	13

Tramp: "Have you a piece of cake, lady, to give a poor man who hasn't had a bite for two days?"

She: "Cake? Isn't bread good enough for you?"

Tramp: "Ordinarily, yes, ma'am, but this is my birthday."

A man who watches the clock generally remains one of the hands.



Sixty-ninth Street Pull-In Crew

John Keane, Michael Burke, Arthur Ormond, William Gerth, Alfred Jones, J. Grassick, N. Howe, C. Forta, D. Frivicich, D. Condon, A. Drukenis, P. Mudaras, R. Stasiunas, S. Von Huben, M. Shumanis, P. Gričius, J. Donaldson, M. Hogan, P. Fiffles, G. Evanauskis, P. Jordan, S. Lileikis, M. McKenna, W. Slavinskas, J. Cernauskas, F. Schroeder, A. Daukas, J. Laudenski, C. Boster, J. Fitzgerald, A. Zemaitis, P. Mockela, J. Uzandenis, K. Zlebuskis, M. Markus, J. Bernasky, M. Basso, A. Stankus, J. Kasmauskis, P. Encheris, J. Tumas, D. Forta, P. Balzicek, J. Burtkiwicz, J. Demas, F. Burmeika, B. Tolvais, G. Ditchie, E. Swanson, A. Daly, J. Pocius, G. Tiegs, J. Foley, J. Kasmauskis, W. Grabowski, G. Booras, F. Herman, G. Belokas, G. Georgopolas, T. Melody, P. Fitzgerald, W. Coombs, D. Mustaccio, L. Jewell, T. M. O'Connor, T. Cusack, P. Murphy, J. Dempster, A. Goundas, J. McFall, M. Kirby, F. Levans, C. Anderson, J. Michuskis, T. Voveris, T. Pappas, K. Anderson, W. Goheen, P. Workman, Stan Gedman, T. McKean, T. Crinnion, R. Ryan, L. Little, A. John, N. Lagges, W. Bailie, J. Howe, J. Brazauski, F. Pickering, L. Morley, M. Lane, J. Crowley.

CSL POST IN PARADE

Members Participate in Memorial Day Ceremonials—Poppy Day A Success

Surface Lines Legion Post No. 146 participated in the Memorial Day parade and decorated the graves of departed comrades with the national colors. While the representation in the parade was not as large as in previous years, it compared favorably with other organizations.

In spite of the inclement weather, Poppy Day proved a success, according to post officials who extend their thanks to all of those who participated in the work or made donations.

The meeting of the post on May 21 was one of the best attended and most successful in the post's history. Musical numbers were rendered by members of the organization and refreshments were served. The next meeting, on June 18, at 205 South Kedzie avenue, will be known as "Surprise Night." Something new is promised in addition to the musical program, and all members are urged to be present.

The post requests that the following suggestions be made for the benefit of ex-service men:

Have you located your service discharge as yet?

Does your wife or next of kin know where it is?

Where is your adjusted service certificate?

Is the beneficiary named therein still living?

If you cannot answer all of the above questions in the affirmative, see the Adjutant.

OBITUARY

Deaths on the System From May 1, 1935 to May 31, 1935

Transportation—Division 1, Cottage Grove: Matthew Cummins, employed February 7, 1906, died May 25, 1935.

Division 3, Seventy-seventh: Frank J. Oberster, employed July 26, 1926, died May 28, 1935. George Sandilands, employed April 15, 1893, died May 6, 1935.

Division 4, Sixty-ninth: Mathew J. Fogarty, employed June 18, 1925, died May 8, 1935. Patrick J. Gallagher, employed September 8, 1890, died May 9, 1935. John M. Konzen, employed December 5, 1928, died May 17, 1935. Charles F. Stoner, employed August 11, 1921, died May 22, 1935.

Division 5, Archer: Thomas Schaeffer, employed June 1, 1887, died May 20, 1935.

Division 7, Kedzie: Michael J. Brooks, employed May 1, 1908, died May 1, 1935.

Division 8, North: John B. Johnson, employed November 27, 1887, died May 23, 1935. Oscar Osterlinek, employed October 5, 1911, died May 20, 1935.

Division 9, Armitage-Division: Michael A. Ray, employed May 29, 1913, died May 23, 1935.

Division 10, Elston-Noble: Edward Emrick, employed June 1, 1908, died May 5, 1935. Judson M. Custer, employed February 23, 1898, died May 2, 1935.

Division 11, Lincoln: Joseph Altepeter, employed July 5, 1902, died May 3, 1935. Nels Peterson, employed April 5, 1882, died May 12, 1935.

Division 12, Devon-Limits: Charles A. R. Sabey, employed October 9, 1906, died May 27, 1935.

Shops and Equipment—Division 7, Kedzie: John F. Domark, employed January 15, 1910, died May 17, 1935.

West Shops: Joseph Kupper, employed November 20, 1923, died May 19, 1935.

Track—Albert Kuehn, employed June 16, 1927, died May 29, 1935.

Utility—Albert H. Blake, employed August 9, 1909, died May 29, 1935.

PREPARED NATIONAL MAP

Former Surface Lines Employee Has Important Position With Federal Government

Raymond B. Breinig, former employee of the Engineering Department of the Chicago Surface Lines and son of Conductor August F. Breinig of Limits, supervised the preparation of a huge map of electric transmission lines in the United States, which has just been published. He is connected with the Federal Power Commission in Washington.

Following an extensive survey of inter-connecting electric transmission lines, Mr. Breinig laid out the plan for the drawing of this map for the use of the Federal Government in a study of the power problem. The tracing work was done by Mr. Breinig's assistants. It is the most exhaustive map of its kind ever attempted.



Raymond B. Breinig

Departments and Divisions

Accounting

A "chilly weather" reception was received by Mildred Montgomery of the pay roll division when she returned home after having a nice time in the sunny South. Miss Montgomery was very fortunate to be in Memphis, Tennessee, during the annual cotton carnival, which is the biggest event of the year in that territory.

Returning home after a pleasant time motor-ing to all the interesting points in the vicinity of St. Louis, Missouri, Agnes Howell came back perfectly satisfied from her vacation.

Timekeeper John Hanrahan will no longer be seen chasing around the West Side in the wee small hours looking for watchmen. John has been appointed to the Police Department and will soon be out clearing the streets of the criminal element. Good luck to you, John.

The many friends of A. F. Andresen will be pleased to hear that he has now left the hospital and is on the way to recovery.

T. F. Coan.

Electrical

Our heartfelt sympathy is extended to Pat Quidley who mourns the loss of his brother, who had been a patient at the Edward Hines Hospital for some time. He was laid at rest with military honors in his home town, La Porte, Indiana.

Charles Ernst, field engineer for the line department, fell down the stairs of his home, injuring his knee. Charlie has been absent from work for the past week. We are hoping for a speedy recovery.

William C. Becker, superintendent of armature repairmen, is spending some time down in Washington, D. C. The question is whether it is a vacation or whether it is in an advisory capacity to some government official.

Billy.

Engineering

John W. Hewitt has been on sick leave for the past few weeks. At this writing John is well on the road to recovery and would appreciate a visit from the boys. All of his friends are pulling for him and hope that he will be back on the job soon.

Thomas Blakely holds great promise for the garden he has planted at 39th and Halsted streets and plans an exhibition of his prowess as a gardener in the near future.

Vaughn McAllister of Grand and Leavitt has again blazed a trail up to the North Woods for the rest of us intrepid fishermen, and reports that his annual trek was complete even to a frozen nose suffered when he forgot to pull the blankets over his head on one of those chilly evenings for which Wisconsin is noted.

Shops and Equipment

South Shops: Our most eligible and distinguished bachelor, James Canavan of the car repair department, on May 18 shuffled along to the alluring music of Mendelssohn's Wedding March. To the handsome groom and to his charming bride we extend our congratulations with a million good wishes for future health, wealth and happiness.

To the bereaved relatives and friends of our good friend Al Blake, utility department, who passed away on May 29, we extend our deep and sincere sympathy.

That estimable young man, Paul Bloom of the machine department, became a victim of little Dan Cupid on May 11 and is now enjoying a life of connubial bliss. Our congratulations to Paul and his lovely bride with best wishes for future happiness.

Cottage Grove: We extend our deep sympathy to M. McGroarty, whose young son passed away on Sunday, May 19.

Joe Gamen has become a student of television and is trying hard to dial Turkey and the Sultan's harem.

Burnside: We are patiently awaiting to see the Surface Lines' most beautiful floral display "The Burnside gardens cultured by our genial horticulturist, Rudy Nebelsiek."

77th Street: 77th Street Specialties:—Expert on baseball pitchers "Trolley Joe"—That old timepiece, the "Civil War" relic belonging to M. Dechon—Brainerd by Pat Murphy—Charley Walsek's mustache (which he marceles each and every morning.)

Elsie S. Frank.

West Shops: Jacob Kaufmann, car cleaner at Lincoln carhouse, celebrated his 75th birthday and the completion of 50 years of service with the street car system last month. On May 26 a gala celebration was held at his home and 24 guests, including members of his family and friends, offered their congratulations. His Surface Lines friends take this opportunity to extend their best wishes.



Jacob Kaufman (center), Car Cleaner at Lincoln, and some of the guests at his 75th birthday celebration on May 26

William Skopis of the Armitage repair department came to work one evening early in May with an uncontrollable smile on his face. Upon inquiry it was learned that he was the proud father of twin boys. Of course William bought the cigars. Mother and the babies are doing nicely. Congratulations to Mother and Dad, and thanks for the cigars.

Walter Werth reports a glorious two weeks spent in and around the Smoky Mountains National Park in Tennessee, on an auto and camping trip.

Leo Sterling returned from his vacation reporting an enjoyable five-day auto trip to Dubuque, Iowa, Devil's Lake, the Dells, and along the Mississippi River.

We regret to report that the following employees passed away during the past month, and we offer our deepest sympathy to their families and friends: J. Domark, car repairman at Kedzie; J. Kupper, armature winder's helper at the West Shops.

Yvonne Randall.



Mr. and Mrs. James Lupo, who recently celebrated their 25th wedding anniversary. Mr. Lupo is a specialist at West Shops

Around the Car Stations

Cottage Grove

Several of our trainmen are on their way to Europe, Motorman Pat Gallagher to visit relatives and the world's famous Guinnessess plant in Ireland. Conductor Thorkelson is on a tour through Sweden and Motorman M. Anderson is visiting the land of his birth, Denmark. To each of these men we wish a good time and safe return.

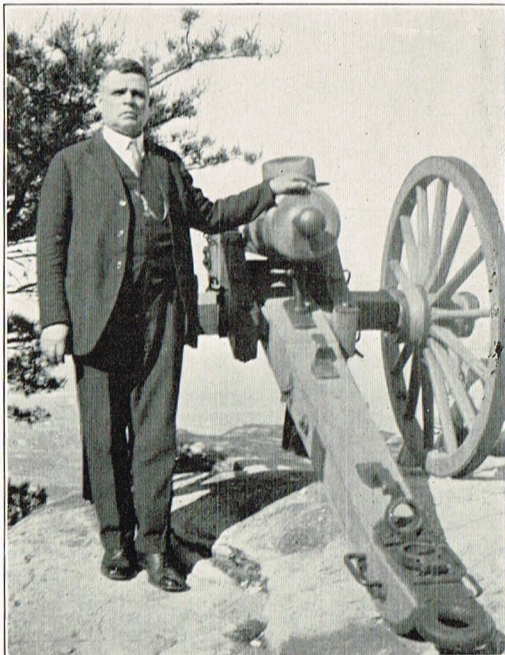
Conductor E. Baker, after a speedy recovery from sickness, was bundled up by his good wife and they drove to Big Star Lake, Baldwin, Michigan. Mrs. Baker wished to supervise the spraying of the fruit trees in their extensive orchard. We hope the rest will improve Conductor Baker's health.

We understand Motorman Charles Sargent has severed his connection with the company after almost 40 years of service. We wish him long life and good health in his retirement.

We welcome back to work Motorman D. J. Fitzpatrick, who has been on the sick list for over four years; also Matt Donnelly, who was sick several months.

Conductor J. C. Thurston and his wife are the proud parents of a 10-pound baby girl.

The following trainmen suffered losses in their families: Motorman Thomas Corrigan and wife lost their only daughter; Conductor R. J. Barry, Motorman Elbe, and Conductor Minogue lost their mothers; Motorman H. McGrath's sister passed away; Conductor S. Ward also passed away. Conductor Matt Cummings,



Motorman Lee Crawford of 77th street on top of Lookout Mountain

after his night's work, was taken sick in the depot. A doctor was called who ordered him to the hospital where he died within 24 hours. The trainmen extend heartfelt sympathy to the bereaved families.

J. H. Pickin.

Seventy-seventh

Motorman Lee Crawford had a very enjoyable trip through the South last month. One of the most interesting spots he visited was Chickamauga National Park, near Chattanooga, where he toured through the famous battlefields of the Civil War over the miles of smooth boulevards in the park. Especially thrilling was the scenic highway up Lookout Mountain and the ascent to the top of the mountain in cable cars, where you soar almost vertically up and then drop slowly down the mountain side at eight miles an hour. The Rock City Garden on top of the mountain was an attraction because of its large rock garden and many varieties of wild flowers. A trip to the Norris Dam was well worth-while—in fact, Motorman Crawford would recommend his trip to anyone who is planning an interesting and educational vacation this summer.

Supervisor E. C. Tocci is back on the job again and feeling fine after his operation. Welcome back, Ernest.

Conductors J. E. Cuculich and R. Lynholm are very happy these days, because they are the proud daddys to baby girls who arrived at their homes last month; equally so is Conductor M. A. Lee, because there is a baby boy at his home now.

We condole with Conductor W. E. Lawler, No. 2 on the death of his father; Motorman J. J. Phelan on the death of his brother; and Conductor J. E. Murphy, on the death of his mother.

To the family and relatives of our late Motorman F. J. Oberster, we express our deep sympathy in their sorrow.

John T. Flynn.

Sixty-ninth

Our smiling receiver, S. P. Norman, has just returned from his vacation looking as though he had a really enjoyable time of it, although we did not hear any fish yarns we still think that he may be holding out. How about those yarns, Norman.

At this time we are glad to report that some of our boys who have been off for quite some time are now back with us, namely Conductor E. A. Kall and Motorman J. Shortell. We are glad to see them back with us after an extended leave of absence due to illness.

Over on the ball diamond the other day spectators were at a loss to identify one of the players who was covered with mud. After they had debated long enough the rest of the players took the "Mud Ball" over and had him washed and who do you think it was? None other than our clerk, L. Ellerbeck.

Clark Nelson is now on his vacation and we expect to hear news of his travels in his new Ford when he gets back. Even if he gets towed home it will be news.

During the past few weeks the following trainmen passed away: Conductor M. J. Fogarty, Conductor P. J. Gallagher, Conductor J. M. Konzan, and Motorman C. F. Stroner. To their families and friends we extend our deepest sympathy. Also to Operator L. B. Miotke, whose mother passed away; Motorman D. O. O'Connor, whose daughter passed away; and

Motorman J. F. Boyer, whose mother passed away, we desire to extend our sympathy.

The stork delivered to the home of Conductor E. J. Stevens a baby boy on May 26. Best wishes to the new-comer.

A. R. Lipphardt.

Archer

That good old bird, the stork, made his appearance at the home of Starter Roy O. Lyman on May 17, and left a baby girl, Roan Marlene Lyman by name. Roy says he has always liked the girls and his order was well filled. Here's wishing you success with the new-comer and may her joys in your home be lasting. Congratulations are now in order.

Conductor John F. Gildea is daddy to a baby girl born Friday, May 24. This is the second child in the Gildea's home. Both are girls.

Archer depot has lost one of its number through death, Motorman Thomas Schaefer. He was one of the early pioneers, having entered the service February 12, 1887. Tom was on the retired list for several years and made frequent calls at the depot, was well liked and had many friends among his co-workers. Funeral services were from his home, Thursday, May 23. The boys of Archer depot mourn his loss and extend their sympathy to his wife and family.

Conductor Albert E. Hinz tells the world that a baby boy, Paul by name, arrived at his home May 22. Albert always wears a smile, but you should see him now.

Motorman J. McCarthy, No. 2, underwent an operation at the Mercy hospital, May 28. It is our understanding that the operation was a success. Jerry, you have our best wishes for a speedy recovery.

Our sympathy is extended to Conductor John Grady on the death of his wife, who died May 28.

A very fashionable June wedding took place Wednesday, June 5 at Saint Agnes church at five o'clock. The groom was no less than our smiling Conductor William J. Cawley. Dinner was served at the Edgewater Beach hotel to the wedding party. Conductor T. M. Corcoran acted as best man. Congratulations extended to the adventuring young couple.

Conductor Frank P. Schneider is now the proud father of a baby boy born June 1 at Lewis Memorial hospital. Mother and son doing nicely. The baby answers to the name of Frank, Jr.

We greatly regret to announce the passing of Motorman P. Coughlin, another of our veterans whose seniority date was February 15, 1893. He died Sunday morning, June 2, after an illness of several weeks, and was buried Tuesday, June 4 from the Little Flower church. His memory will live long with his fellow-workers who extend their sincere sympathy to his bereaved family.

Motorman Paul Romkoske was hit by an auto May 25, while crossing the street at 69th and Ashland avenue on his way home. He is now convalescing at his home. Paul, you have our best wishes.

Our sympathy is extended to Motorman B. Madigan on the death of a son, twenty-one years old, who died May 29. Motorman Madigan has been off on the sick list himself for several years.

Conductor Ed Lynch and wife are taking an extended vacation. They left Monday, May 27 on steamship Britannia enroute to Ireland.

Dusty.

Blue Island

Our sympathy is extended to the following in their recent bereavements: S. Petras, in the loss of his mother-in-law; J. Szarat, the loss of his brother, and J. Meshek, in the loss of his mother.

Herb Beyer spent his vacation painting his home and making a dog house for his dog. Of course, he found time to take an auto trip now and then.

Cielenski says that his stomach does not bother him since he learned to eat potatoes with their skins.

Our Relief Receiver, William Edelstein, slipped away while relieving at Lawndale a few weeks ago and took unto himself a bride. Congratulations, Bill, and good luck and success to you both.

Havlicek, our handsome starter, is furnishing his needy neighbors with goat milk. They were so thankful to him that they gave him a write-up in the West Side News.

C. P. Starr.

North

Charlie Henderson is still the most loyal White Sox booster in the camp, although he is not quite the public nuisance that Harold King makes of himself.

While on this subject, a few words about the North avenue soft-ball team would not hurt. In the two games played to date, both turned out disastrously. Maybe a few more rooters would help turn the tide. Come out and cheer them on to better things.

Our sympathy is extended to the families of John B. Johnson, Oscar Osterlinck and James Walsh, three well-thought-of old-timers who have passed on. Also to Walter Dahl in the sudden loss of his father.

The ranks of the Bachelor Club are gradually thinning out with such confirmed members as Ray Essig and Herbie Lippert being the most recent losses. Rus Servies is another who entered the fireside group. Congratulations are in order.

During the illness of your regular correspondent, Charles Knautz, this corner will be reported by a pinch-hitter. See you later.

Pinch-hitter.

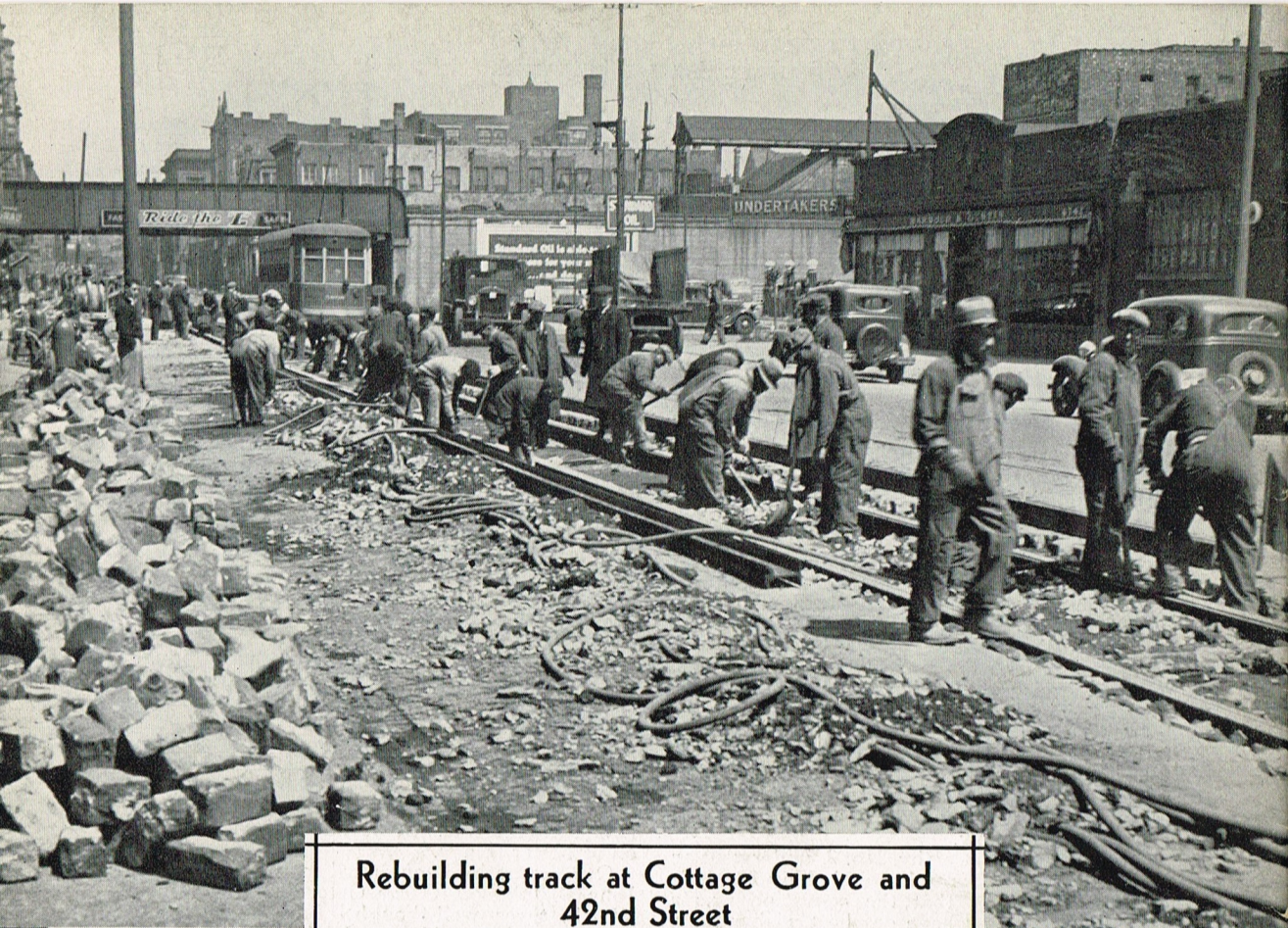
Lincoln

A baby girl weighing 5 pounds, 4 ounces was born to Motorman R. Matzelle and wife on May 30. Congratulations and best wishes.

Our sincere sympathy to the families and friends of two of our comrades who passed away during the month of May. Conductor Joseph T. Altepeter was buried on Tuesday, May 7, from his late residence, 4552 North Claremont avenue to Queen of Angels church and laid to rest in All Saints cemetery. Conductor N. Peterson, who died on May 12 at Grant hospital, was buried on Wednesday, May 15, from the Chapel at 3176 North Clark street and interred in Montrose cemetery.

Every so often a new racket, or an old one dressed up a bit different, is worked on the boys on the cars. The latest scheme was told me by one of the boys. It seems a woman dressed in a nurse's uniform insisted the conductor short-changed her on a dollar bill. Of course he made up the shortage and upon reaching the depot related the incident and it seems several of the boys had been victims of the same person.

H. Spethman.



Rebuilding track at Cottage Grove and
42nd Street
Track reconstruction at Van Buren and
Jefferson Streets

