

Surface Service

• MAGAZINE •

VOLUME 12

JULY 1935

NUMBER 4



FOREST PRESERVE PLAYGROUNDS.



BEAUTIFUL CHILDREN IN CHICAGO SURFACE LINES FAMILIES

1—Lorraine and Berwin, daughter and son of Bert C. Nelson, conductor, Devon. 2—Walter, Jr., and Raymond, sons of Walter G. Gauczas, conductor, Archer. 3—Erwin, Jr., son of Erwin Storke, conductor, North Avenue. 4—Joan, daughter of Peter Carpino, chauffeur, Grand and Leavitt. 5—Allen Sam, son of Paul Gunther, motorman, Blue Island. 6—Peggy Ann and Clark, daughter and son of William P. Devereux, Traffic and Schedules Department. 7—Shirley Ann, daughter of James Clancy, conductor, Burnside. 8—LaVerne, daughter of Charles A. Matthes, conductor, Archer. 9—Bernard and Bernardette, twin son and daughter of John O'Hara, Track Department. 10—Delyte, daughter of L. S. Olson, conductor, Devon.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 12

JULY, 1935

No. 4

CSL Power Load Enormous

Street Cars Use More Electrical Energy than a Million Average Homes—How It Is Handled

By **STANLEY D. FORSYTHE**

Assistant Electrical Engineer

The average American home uses, statisticians tell us, 630 kilowatt hours of electrical energy per year. Last year the Chicago Surface Lines used in the operation of its cars and trolley buses just under 630,000,000 kilowatt hours or the equivalent of the energy used by one million average American homes. The average Chicago street car used in the neighborhood of 200,000 kilowatt hours per year.

All Surface Lines energy is purchased from the Commonwealth Edison Company and it exceeds in amount the total energy sold for home use throughout the city. In fact, as might be expected, the Surface Lines is by far the largest consumer of electrical energy in the middle west.

To transmit this energy from large Edison generating stations like Fisk street, Crawford avenue, Northwest, etc., to a railway substation where it is "converted" or "rectified" from 9,000 to 13,000 or 20,000 volts alternating current to 600 volts direct current, and to distribute it from these substations to the street car motors, heaters and lights, requires a large investment in plant and a highly trained group of men.

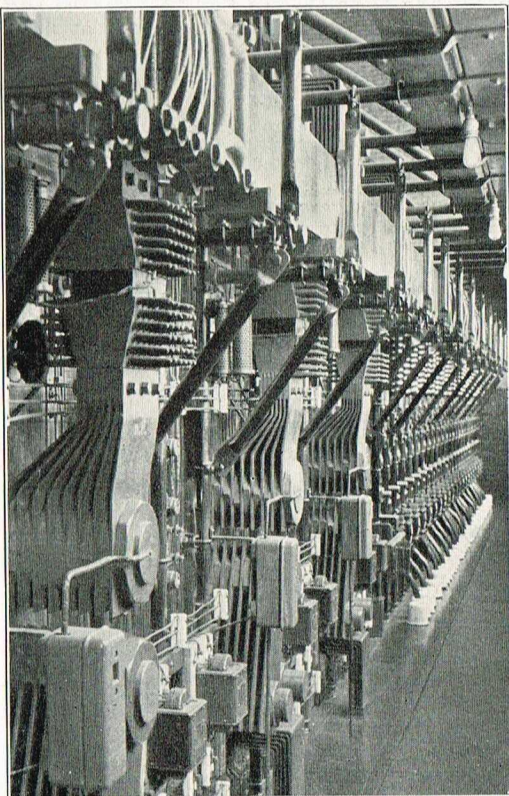
There are 39 convertor or rectifier substations supplying energy to the Chicago Surface Lines, 17 of which are owned and operated by the Surface Lines and 18 owned and operated by the Commonwealth Edison Company. Four other Edison owned and operated substations contain Surface Lines-owned equipment.

Served in Sections

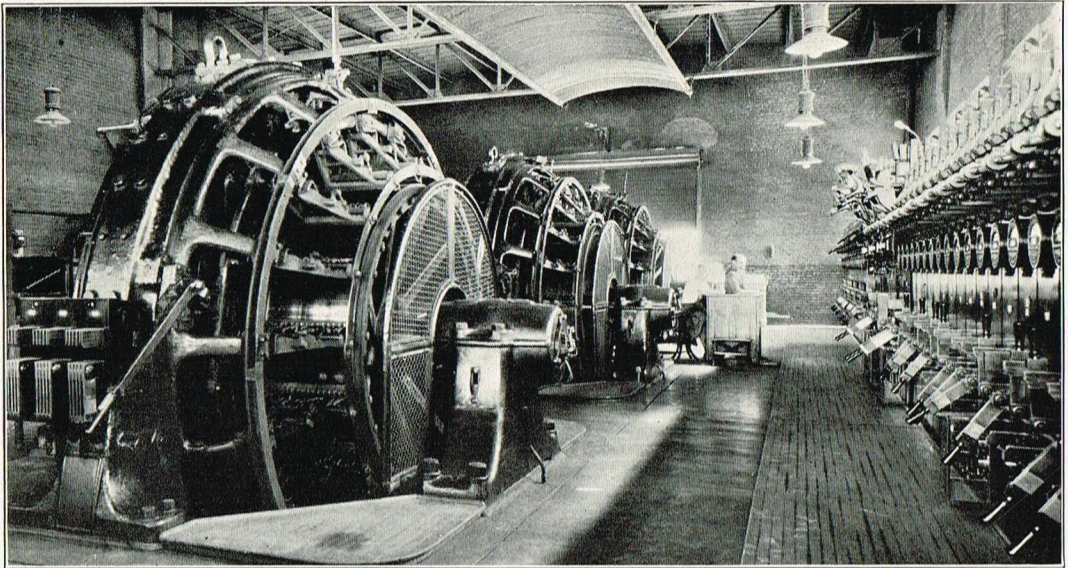
The twelve hundred odd miles of trolley wire used in the overhead structure of the Surface Lines are separated electrically into 377 electrical circuits or sections. Dividing the trolley wire into sections this way makes it possible to distribute the energy more economically, and in case of trouble to isolate that trouble from the rest of the system. Each of these trolley sections is connected by means of either underground or overhead cables to one or more substations. Within the station is a long switchboard usually running the length of the building, made up of from ten to forty individual panels. A few large panels in the center of the switchboard control the flow of energy from the convertors to the direct current bus which runs along behind the switchboard. The smaller panels on either side of the center control the flow of energy to the

individual trolley sections, the path of energy being from the direct current bus through a circuit breaker and a knife switch, both of which are mounted on the panel, and from there to the feeder cable.

All except a few automatic substations are manned twenty-four hours a day by a corps of carefully chosen and thoroughly trained operators and helpers. A substation with everything running smoothly is not a particularly exciting place, but many things can happen to interrupt this smooth operation, and it is when things happen that a thoroughly trained man is needed. A trolley break close to the station, a trolley pole caught in some subway steel, a defective cable, trouble on the incoming lines, these and many other sources of trouble, both within and without the sub-



**REAR VIEW OF SWITCHBOARD IN
SUBSTATION**



INTERIOR VIEW OF WESTERN AND WASHINGTON SUBSTATION

station, can in a moment change the quiet orderliness of a substation to a noisy, disorderly atmosphere. When such cases occur, the man in charge of the station, knowing that cars are standing idle on the street, must move quickly and accurately to restore things to normal or, if he is unable to do so, immediately notify the dispatcher so that help can be sent and the delay to the cars minimized as much as possible.

Overloading Serious

One of the most troublesome sources of delay occurs during cold weather when a tie-up on the street causes an abnormally large number of cars to collect in a section not equipped to handle such a demand. At these times the large number of cars plus the heat load (which in extremely cold weather amounts to an increase of 50 per cent over summer demands) overloads the section and the breaker in the substation begins to act exactly like the breaker on a defective car, except that it opens with a report that can be heard a block away. The operator in a situation like this can only open the switch on that section, close the breaker, reclose the switch, and hope that all cars on the section will not try to start at once. This process may be repeated a dozen or more times until the cars are either out of the section or spaced out somewhat so that the load can once more be handled.

With all the agitation appearing in the press regarding gas buses and the operating economies claimed for them, it is a fact that despite the investment involved, electric operation is much more economical than the cost of any other form of power would be for doing the same job on the same large scale.

PICTURE SHOWN AT DETROIT

New Sound Stereopticon for Trainmen Is Seen by Committees of American Transit Operating Association

The new sound stereopticon for trainmen, which has just been started on the round of car stations, was shown at the meeting of com-

mittees of the American Transit Operating Association in Detroit on June 14. The picture, which illustrates the many problems met by the trainmen in dealing with the public, was well received. Charles Gordon, managing director of the American Transit Association, expressed the opinion that this pioneering by the Surface Lines in preparing an illustrated lecture for trainmen was a step in the right direction and one that other companies, and perhaps the Association itself, could well afford to follow.

WESTERN AVENUE SECOND

Table Compiled by Public Library Shows That Los Angeles Street Is Longer

It has been stated in Chicago for a number of years that Western avenue is the longest street in the world. The Chicago Public Library, however, recently compiled a table of longest streets which credits Figueroa in Los Angeles with a length of 4 miles greater than that of the Chicago street.

The table is as follows:

Name of St.	City	Miles in lgth.
Figueroa st.	Los Angeles	27.5
Western av.	Chicago	23.5
Vermont av.	Los Angeles	22.8
Halsted st.	Chicago	21.275
Ashland av.	Chicago	21.125
Ventura blvd.	Los Angeles	20.5
Seven Mile road	Detroit	19.8
Kedzie av.	Chicago	19.5
Crawford av.	Chicago	18.0
Eight Mile road	Detroit	17.9
State st.	Chicago	17.0
Six Mile road	Detroit	15.9
Broadway	New York City	14.5
Grand River av.	Detroit	14.2
Hylan blvd.	New York City	13.0
Roosevelt blvd.	Philadelphia	12.0
Broad st.	Philadelphia	11.5
Frankford av.	Philadelphia	11.5
Livernois st.	Detroit	10.75
St. Clair av.	Cleveland	10.17

Mary—"He's so romantic. He never speaks to me without beginning 'Fair Lady.'"

John—"Romantic my eye; that bird used to be a street-car conductor."

Parking Situation Improved

Campaign Against Traffic Code Violations Results in Improved Street Conditions Throughout City

Under the leadership of the Chicago Motor Club, the Illinois Automobile Club and a number of civic and improvement organizations throughout the city, interest has been revived in the enforcement of no-parking ordinances both in the loop and in outlying sections. For some months, little effort was made to enforce these ordinances and the result was that most of the benefits obtained by their passage were lost.

Early in May the Chicago Motor Club called a meeting at the Union League Club of some 30 organizations to discuss the parking situation. Leslie J. Sorenson, city traffic engineer, told the group that checks made by his department showed that over-time parking and failure to observe traffic code restrictions were proving a detriment to retail business and were resulting in a tendency to ignore all traffic laws.

Following this meeting a campaign was inaugurated among the civic organizations throughout the city, with the result that many of them passed resolutions demanding a stricter enforcement of traffic laws relative to parking. The police became active in making arrests for parking violations, and recently stricter enforcement of the no-parking ordinances in the loop district has been undertaken.

The result has been the speeding up of traffic generally, a decrease in accidents, and a considerable improvement in street traffic conditions.

Motorists and Merchants Suffer

"The storage of motor vehicles presents a most serious traffic problem in every active city today," the Chicago Motor Club stated in a report of its survey of street traffic conditions. "The automobile is of no use to an individual as a means of transportation unless terminal or storage facilities are available at the minimum of convenience and expense. Also, motorists as a class are of little value to the merchants as a source of trade, unless storage or parking space be available reasonably near the merchants' places of business.

"To meet these two demands, it is a common tendency to encourage local street parking to such an extent that it impedes the movement of traffic and increases the possibility of accident in the vicinity for both motorists and pedestrians. When this happens, both motorists and merchants suffer. Automobile traffic, delayed and annoyed by blockades of parked cars, soon seeks other areas in which to transact business.

"In Chicago this has resulted in the growth of outlying shopping centers, in which loop stores have established branches. As these outlying centers themselves become congested, purchasers are driven to neighborhood stores. It is, therefore, to the best interests of the merchants in these major outlying business districts to plan and militantly to promote effective parking systems in their districts.

Merchants Responsible

"Careful investigations often disclose that

the merchants themselves are to a large degree responsible for the lack of parking space in their vicinity. The space adjacent to the curb is occupied by automobiles of the merchants themselves, their clerks, occupants of their stores, or representatives from wholesale houses. Vehicles of this class are often permitted to remain in one space throughout the entire business day, driving customers to other districts or forcing them to leave their automobiles parked double in the street, blocking traffic, which again discourages trade in the vicinity.

"In order to relieve these local points of congestion, and to provide a system of streets open to moving automobile traffic, a number of streets have been widened in the city of Chicago within the past fifteen years. Today much of this widening is nullified by wasteful parking habits, parked vehicles frequently occupying street space which was provided at a cost of a quarter of a million to three million dollars a mile.

Increases Accidents

"Parking, particularly at intersections, has a direct bearing upon the automobile accident rate in Chicago. Six hundred eighty-one out of the 986 deaths last year were to pedestrians. When automobiles are parked illegally opposite safety islands, pedestrians are forced to dart from concealment, frequently in the path of oncoming vehicles, in order to catch a street car. Cars parked directly up to the crosswalk give less chance for pedestrians to see the approaching vehicle and for the driver to see the pedestrian about to cross the street. Automobiles or trucks parked too close to stop signs or stop-and-go signals hide the signals from the motorists who may, as a result, collide with approaching traffic.

"Congestion caused by parking slows traffic, augmenting the impatience of the drivers and encouraging them to take unwarranted chances in order to pass preceding vehicles.

"The failure to enforce necessary parking laws and ordinances has an additional indirect bearing upon accidents of all types. Almost 70 per cent of the automobile accidents resulted at least partially from the violation of some traffic law, by one or both of the drivers. If a motorist finds he can violate the parking laws with impunity, he may quite reasonably conclude that he can violate the other traffic laws, such as running through stop signs or traffic signals."

Enforcement in Loop

Because of the congestion of traffic in narrow streets in the loop, that area has always presented the greatest problem in parking regulation. In January, 1928, an ordinance was passed prohibiting parking during the day in any of the loop streets. A new ordinance was approved in March, 1929, correcting the defects which had been discovered in the first ordinance. This has been in effect since that time, but the recent tendency to ignore its provisions necessitated a new campaign of enforcement.

Since the beginning of this campaign numerous arrests have been made and a greatly improved street condition is apparent. There is now practically no agitation for the abandonment of the no-parking ordinance, as there was at first. It is evident to everyone that conditions would be intolerable.

Speed Up Traffic

A year after the no-parking ordinance had become effective, a survey showed that traffic through the loop had been speeded up tremendously, that accidents had decreased 10 per cent, that passenger traffic of all kinds through the loop had increased 18 per cent, that speed of automobiles was from 20 to 30 per cent greater, and the speed of street cars from 15 to 30 per cent greater.

In the outlying business centers where parking regulations are now being enforced, merchants report themselves as well satisfied with the improvement in conditions and motorists find it much easier to get about in the city.

The Chicago Motor Club, and the other organizations cooperating with it in this campaign, have been highly praised for the meritorious work they have done.

TRACKS ON ASHLAND BRIDGE

City Council Makes Possible Completion of Ashland Avenue Line

The new bridge being constructed on Ashland avenue over the north branch of the Chicago river will provide for street car tracks, according to an ordinance approved by the Chicago City Council. This will make possible the closing of the gap in the Ashland avenue line between Cortland street and Clybourn avenue.

When this section of the line is completed it will provide a continuous street car line on Ashland avenue from 95th street to Irving Park boulevard, making it one of the busiest lines in the city. It is the intention, following the connecting up of the two sections of this line, to operate cars through to Clark street on the north by way of Irving Park boulevard. The effect would be, therefore, to provide street car service from 95th street on the south to the north city limits with one transfer at Clark and Southport.

EMPLOYES RELIEF FUND

June 1935

The Surface Lines Employees Relief Committee held four sessions during the month, at which 20 applications were considered. Of this number there were sixteen applicants approved for weekly relief payments, making a total of 270 on the list at this time.

Checks totalling \$11,729 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$623,312.78 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 \$743,312.78.



Painting Curbs to Show No Parking. George W. Fleming of the Mayor's Safety Committee applying the brush while Joseph Oswald of the Illinois Automobile Club and Capt. David Flynn of the Police Department look on.

ROUNDING UP WITNESSES

Marked Changes Shown in May Report—Lawndale-Blue Island Still Leading

The report in the Rounding Up Witnesses contest for the month of May reveals that decided advances were made by several divisions, while others lost considerable ground. Lincoln moved from ninth to sixth position and Archer came up from eleventh to eighth place. Elston-Noble dropped from second to seventh on the list and Kedzie now stands eleventh instead of seventh. Lawndale-Blue Island maintained its lead but was only .06 per cent ahead of Burnside.

Detailed figures are as follows:

	May	Apr.	Mar.	Feb.
1. Lawndale-Blue Isl.....	4.06	4.11 (1)	4.39 (1)	3.96 (2)
2. Burnside	4.00	3.74 (3)	3.96 (2)	4.31 (1)
3. 77th Street.....	3.75	3.46 (5)	3.23 (7)	3.18 (9)
4. 69th Street.....	3.60	3.32 (6)	3.59 (4)	3.66 (4)
5. Cottage Grove.....	3.43	3.54 (4)	3.72 (3)	3.64 (5)
6. Lincoln	3.35	3.07 (9)	2.97 (9)	3.40 (7)
7. Elston-Noble	3.25	3.75 (2)	3.30 (6)	3.57 (6)
8. Archer	3.22	2.81(11)	3.42 (5)	3.79 (3)
9. North Avenue	3.20	3.09 (8)	3.22 (8)	3.28 (8)
10. Limits-Devon	2.91	2.97(10)	2.85(12)	3.02(11)
11. Kedzie	2.93	3.28 (7)	2.96(10)	3.08(10)
12. Armitage-Division.....	2.51	2.41(12)	2.86(11)	2.68(12)
Aver. for System	3.32	3.24	3.36	3.38

Teacher: "Which hand is the Statue of Liberty holding over her head?"

Smart Kid: "The one with the torch."

Passengers Praise Service

Many Letters Commend Improvement in Courtesy—Fewer Complaints in June

A number of letters have been received recently commenting on the general improvement in the attitude of Chicago Surface Lines trainmen toward the public.

"I have been a resident of Chicago for 43 years," says one of these correspondents, Harry Grossfeld of 317 North Wells street, "and I have seen many changes for the better in the street car service, physically as well as in the personnel, and congratulate you upon the great improvement that has been made in both."

"I want to congratulate you on the high type of personnel which you have in your street car service," J. L. Fullmer, 541 West 14th Place, says.

"No doubt you receive many complaints regarding your service, many of which have merit; but I wonder if sincere, complimentary letters are not received too infrequently," writes H. G. Procnier, 18 South Clinton street.

And many others write in a similar vein. Mr. Grossfeld was particularly impressed by the action of Conductor Charles L. Clarke, badge No. 8702 of Noble, who, after refusing a transfer, decided that he was in the wrong and went inside the car and returned the fare to the passenger.

Mr. Fullmer found himself on a Halsted street car without any money in his pocket and Conductor Anthony Hartowicz, badge No. 11500 of Limits, advanced his fare for him.

Mr. Procnier reports that Conductor George W. Mokate, Jr., badge No. 2026 of Armitage, "was undoubtedly the most courteous and alert man I have ever found in your employ." He answered questions of passengers courteously, looked out for their safety when they alighted from the car, called street intersections distinctly and seemed interested individually in every passenger.

Fewer Complaints

The number of complaints in June was 456 as compared with 531 in June, 1934. There were 59 commendations as compared with 27 a year ago.

Particularly noticeable in the report on letters of complaint was the fact that the complaints of discourtesy were 19 fewer than in the same month a year ago, and transfer complaints were reduced by 47.

M. J. Line, 7915 South Green street, feels that the kind deeds performed by Conductor Michael H. Tierney, badge No. 9880 of Seventy-seventh, deserve the highest commendation and he writes that "it is indeed a pleasure to find one who has a kind word for everybody."

Dr. Charles N. Pease, 310 South Michigan avenue, witnessed a noteworthy deed performed by two trainmen which he believes entitles them to commendation. When Motorman Irving Hanson, badge No. 629 of Burnside, noticed a manhole cover turned up on end in the hole, he stopped the car and Con-

ductor Abner Gasaway, badge No. 612 of Burnside, got off and replaced the cover, thereby removing an accident hazard.

An unusual commendation was received expressing appreciation to Watchman Patrick Dunn of the Track Department, who gave a passenger car fare on learning that she had left her money at home.

Unfailing Courtesy

John Burkett, 9555 Wentworth avenue, praises Conductor Ernest J. Nielsen, badge No. 9576 of Seventy-seventh, for his unfailing courtesy and patience.

Mrs. William Williams, 1600 East 68th street, is grateful to Conductor Claude J. Benline, badge No. 12888 of Burnside, for turning in the purse she left on his car.

H. W. Mills, 1621 West 81st street, has found Conductor John F. Donnellan, badge No. 9452 of Seventy-seventh, to be always pleasant and alert, and classes him as "the best man I have had the chance to ride with."

Mrs. Hewitt, 3509 Reta avenue, has a word of praise for Conductor Daniel Musker, badge No. 11036 of Kedzie, who assisted elderly women and little children on and off the car.

Frank R. Kinsella, 3141 North Osceola avenue, commends Motorman Shiloh R. Mills, badge No. 7809 of Kedzie, who held his car to allow a blind man to board.

Mrs. A. B. Wyrick, 7032 Paxton avenue, encloses her fare with a commendatory letter for Conductor Roy G. Alford, badge No. 9954 of Cottage Grove, who paid her fare when she found she lost her purse.

E. Freeman Nute, 5677 Washington boulevard, states that Conductor Harvey A. Rollo, badge No. 5662 of Kedzie, deserves recognition for the way in which he calls all streets distinctly and answers passengers' questions.

W. P. Gannon, Room 1208, La Salle Street Station, writes to commend Conductor John Sheehy, badge No. 5300 of Devon, for the way in which he assisted a blind man and an inebriated one alight from his car.

Mrs. R. J. Haight, 633 Deming Place, appreciated the unusual courtesy of Conductor Peter Loughran, badge No. 5224 of Devon, who held his car until she was able to board it, saving her a wait in the rain.

B. Richter, 300 West Adams street, sends in his car fare and a word of commendation for Conductor Michael Heafey, badge No. 2092 of Kedzie, who paid his fare for him.

Mrs. Emily H. Sloan, 6241 Greenwood avenue, relates how Conductor Fred G. Hessling, badge No. 4534 of Devon, displayed unusual courtesy to a little girl on his car, helping her to alight after telling her she had reached her destination.

Miss Marie Danek, 1630 South 58th avenue, Cicero, thanks Conductor William Weber, Jr., badge No. 13574 of North, for turning in her lost purse.

George M. McCheeten, 7126 South Ellis avenue, is grateful to Conductor Frank McGuire,

(Continued on page 12)

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C. L. Altemus - - - - -	Assistant Editor	

THERE'S A REASON

The record of the Chicago Surface Lines over the past few years is a "pain in the neck" to certain bus manufacturers who are busily engaged in spreading propaganda to the effect that buses are soon to replace street cars everywhere.

In 1926 the Chicago Surface Lines carried 75 per cent of the total number of persons carried by the three local transportation systems—the surface lines, elevated and motor coach. Today the surface lines carry 80 per cent.

In other words, the two competitive services divided 25 per cent of the business between them 9 years ago and now they divide but 20 per cent.

The Chicago Surface Lines business in 1934 was 25 per cent below its peak year; but one of its competitors had lost 44 per cent and the other 37 per cent as compared with their peak years.

These facts do not give much aid and comfort to anti-street car propagandists.

Every large city has its peculiar local transportation problems. Chicago covers an area of 200 square miles and in this area there are at least 75 large business centers which are more or less cities in themselves, with their own shops, schools, churches and factories. These communities were built around important street car intersections. They depend upon the Surface Lines for their service.

Inside the city limits, 98 per cent of the people live within three blocks of one or more Surface Lines routes. It is possible to go by Surface Lines from one of these

homes to any part of the city on the payment of one fare.

The street car system in Chicago is the backbone of local transportation, and as long as it continues to give satisfactory service it will remain in that position.

IMPROVING IN COURTESY

The many letters of general commendation received during recent weeks indicate that Chicago Surface Lines employes are constantly improving in their attitude toward the public. An increasing number of riders write in to say that they find trainmen more courteous, more efficient in the performance of their duties, and more eager to do their jobs well.

This is encouraging.

On the other hand, however, the number of complaints received indicates that there is still much room for improvement. It is quite evident that many employes have not yet, in spite of all that has been said about courtesy, recognized the fact that the service is judged by their daily acts.

The man on the platform is the one representative of the organization who constantly comes in contact with the people. The attitude of the management toward the public is judged by performance of the trainmen. One man who assumes an attitude of "the public be damned" can do more harm to the service than 50 men who fully recognize the obligation of their positions, can repair.

CROWDS AT CONCERTS

Thousands Use Roosevelt Road Terminal in Reaching Grant Park Open-Air Events

The Roosevelt road terminal in Grant park, built for use during the Century of Progress, is being utilized by thousands of people who attend the nightly concerts at the shell in Grant park.

These open-air concerts began on July 1, and will be given every night during July and August, ending on Labor day. The concerts are under the auspices of the Chicago Park District and are participated in by the Chicago Symphony Orchestra, the Ladies' Symphony Orchestra, and the Civic Opera Orchestra. In addition, there will be band concerts by some of the country's most outstanding musical organizations and singers of national reputation from the opera, concert and radio stage will be invited as guest artists.

The National Broadcasting Company, the Columbia Broadcasting Company and the Chicago Federation of Musicians are sponsors of the programs.

MANY BALL GAMES PLAYED

Soft Ball Contest Among Car Stations Becomes Exciting

Trainmen on the soft ball teams at the various car stations are in the midst of an exciting season.

The Armitage-Lincoln game on June 23, at Lund field, was won by Armitage by a score of 24 to 12. About 800 people were present.

On July 7 there were three games. North Avenue won from Lawndale by a score of 12 to 8. One of the features of the game was a sensational catch made by Paul Lemke, after he had slipped in the mud.

On the same day Archer won from Lincoln, 18 to 10, at a game at Lincoln park. Tom Kelly and Ed Sebek of the Archer team both made home runs. About 500 people were present.

Also on the same day Division street won from Armitage by a score of 19 to 13. The Division team started off with 8 runs in the first inning. Thomas Radicke of the Division team made the only home run of the game.

The league standings on July 7 were as follows:

NORTH			SOUTH		
	Won	Lost		Won	Lost
Armitage	5	2	Archer	7	0
Lincoln	3	4	North	4	3
Limits	2	5	Division	4	3
Devon	1	6	Lawndale	3	4

The following is the standing of the teams in the 77th Street softball league up to June 26:

Team	Won	Lost
Yanks	2	0
Senators	2	0
Reds	2	0
Bus	0	2
Sox	0	2
Indians	0	2

The results of games played are as follows:

June 4	Reds	21	Sox	17
June 7	Yanks	22	Bus	4
June 10	Senators	12	Indians	3
June 11	Senators	12	Sox	4
June 13	Yanks	19	Indians	10
June 14	Reds	17	Bus	13

All games were played on the home field, Bessette Field, 77th and Yale avenue at 6:45 P. M. Games are wanted by the above league on Mondays and Wednesdays. No team in Chicago barred.

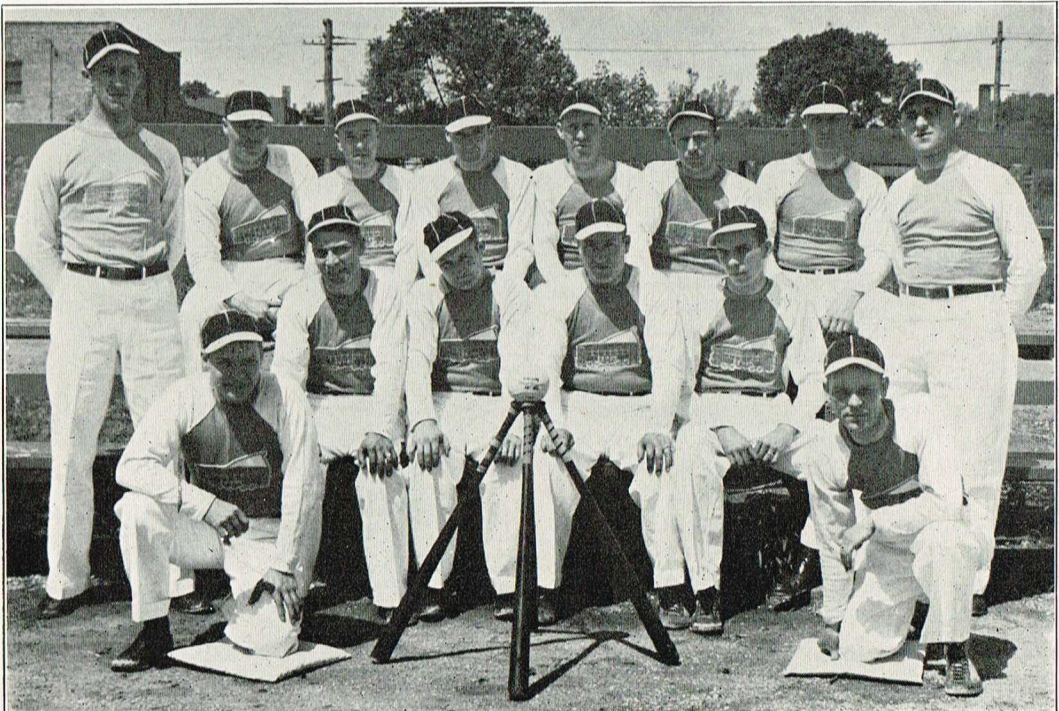
HOLD GOLF TOURNAMENT

Trainmen of 77th Street Enjoy Interesting Competition at Cog Hill Golf Course

A successful golf tournament sponsored by the trainmen of Seventy-seventh Street depot and participated in by 40 players, was held at Cog Hill Golf Club on Friday, June 14. Twenty prizes were awarded for low scores.

The tournament was suggested by Conductor Art Feltz, and was organized and carried to a successful conclusion through the cooperation of Mr. Feltz, Owen T. Duncan, and others interested.

The prizes were awarded to the winners at a meeting on Friday evening following the tournament. A program of music was pro-



All-Star Soft Ball Team of 77th Street Depot

vided at this meeting by Conductor Edward Delaskey, Conductor Elmer Klein, and others; Conductor John O'Connor presided.



Men from 77th Street Depot ready for golf tournament

The following participated in the tournament:

J. W. O'Shaughnessy, L. Klein, W. F. Storey, J. Crossen, C. N. Fields, T. F. Screen, H. M. Chambers, F. W. Helms, A. J. Yanowsky, J. W. O'Donohue, E. W. Ericson, H. M. Schaack, J. J. McGrath, G. P. Deal, R. H. Hochleutner, T. E. Renison, C. R. Avery, F. J. Anderson, C. J. Mischnick, G. King, A. J. Dunn, J. Donnelly, J. E. Piotrowski, J. M. Pierson, J. J. Nugent, P. T. Heraty, R. M. Kauble, E. Klein, E. F. Johnson No. 2, T. N. Brucks, E. M. Freiberg, F. J. Lukis, E. Carpenter No. 1, W. Massig, C. G. Schulte, H. J. Voltmer, F. J. Honan, P. Sheehy, E. E. Ringberg and A. H. Feltz.

Following are the winners of the 20 prizes:

	Gross	Handicap	Net
1. J. E. Piotrowski	81		
2. J. M. Pierson	129	70	59
3. H. M. Schaack	84		
4. A. J. Dunn	102	40	60
5. E. Carpenter No. 1	91		
6. L. Klein	109	46	63
7. T. F. Screen	92		
8. T. E. Honan	117	52	65
9. J. J. McGrath	94		
10. J. Donnelly	102	36	66
11. E. M. Freiberg	95		
12. E. Klein	103	36	67
13. G. Deal	109	42	67
14. H. J. Voltmer	115	48	67
15. H. N. Chambers	96	28	68
16. P. Sheehy	112	44	68
17. G. King	119	50	69
18. J. W. O'Shaughnessy	104	34	70
19. A. J. Yanowsky	120	50	70
20. C. R. Avery	120	50	70

OBITUARY

Deaths on the System from June 1, 1935 to June 30, 1935

Transportation—Division 1, Cottage Grove: Jens C. Nielsen, employed October 9, 1920, died June 24, 1935.

Division 2, Burnside: Charles W. Oetting, employed April 29, 1895, died June 24, 1935.

Division 4, Sixty-ninth: Bernard Stroinski, employed June 28, 1918, died June 16, 1935. James J. Moore, employed August 23, 1923, died June 13, 1935.

Division 5, Archer: Patrick J. Coughlin, employed February 13, 1893, died June 2, 1935.

Division 8, North: Oscar N. Budoff, employed August 29, 1906, died June 25, 1935. Fred Fennema, employed April 7, 1880, died June 16, 1935. Edward S. Wold, employed June 19, 1923, died June 11, 1935.

Division 9, Armitage-Division: George Idzikowski, employed June 21, 1906, died June 12, 1935. Frank Yopchick, employed November 3, 1920, died June 12, 1935.

Division 10, Elston-Noble: George Hansen, employed January 17, 1920, died June 5, 1935.

Division 12, Devon-Limits: Charlie G. Edquist, employed June 16, 1913, died June 28, 1935.

Building—William King, employed May 1, 1908, died June 6, 1935.

General Office—James E. Daniel, employed July 1, 1922, died June 11, 1935.

Shops and Equipment—Division 7, Kedzie: Antonio Origoni, employed September 21, 1926, died June 18, 1935.

Division 8, North: William McElligott, employed August 22, 1918, died June 21, 1935.

Division 10, Elston-Noble: Frank Wesbey, employed August 20, 1918, died June 23, 1935.

Track—Frank Olinger, employed September 16, 1930, died June 13, 1935.

Utility—William Lemon, employed April 1, 1913, died June 16, 1935.

CSL POST TO ELECT

Officers to Be Chosen at Meeting on August 6—Executive Committee Will Meet July 16

The annual election of the Chicago Surface Lines Post of the American Legion will be held on Tuesday evening, August 6. At this meeting all of the officers of the post will be elected.

The last meeting of the 1935 Executive Committee will be held on Tuesday evening, July 16. At this meeting the affairs of the committee for the year will be wound up.

CSL CAR CARD WINS

First Prize Is Awarded Poster Used by Chicago Surface Lines in Its Cars

At the meeting of the American Advertising Federation in Chicago in June, first prize for the best car card was awarded to the Chicago Surface Lines by the Public Utilities Advertising section. From the cards submitted by the Surface Lines, the judges selected as the best used during the year by any company in America or Canada the one reading: "Those pennies you save every day by riding the Surface Lines will mount up to a nice sum in a few months!"

This is the third time an award has been given to the Surface Lines by this organization for its advertising.



Award for Best Car Card

Keeping 'Em Rolling

Cottage Grove Climbs to First Place With Burnside Following in Second Position

Cottage Grove moved up six rungs of the ladder to lead the group for the month of June with 37,372 miles per pull-in due to equipment failure. This climb gave Cottage Grove a 47.1 per cent increase over their previous record of last month.

Burnside moved from fifth place last month to second position with a mileage per pull-in of 30,976. Burnside also had 18 zero days, which was high for the month.

The largest percentage increase honors this month go to Blue Island, who moved from its lowly position of the previous month to twelfth place, with an increase of 67.8 per cent.

Below are the individual records:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Cottage Grove	15	37,372	47.1
2	Burnside	18	30,976	13.8
3	Lawndale	17	29,777	6.1
4	Archer	13	28,338	39.2
5	Armitage	13	27,324	7.2
6	77th	6	22,945	20.6*
7	Devon	5	22,235	21.7*
8	Lincoln	14	20,976	35.4
9	Noble	17	19,889	34.3
10	North	5	19,141	8.6*
11	69th	3	18,636	42.7*
12	Blue Island	15	17,926	67.8
13	Kedzie	3	17,512	29.8*
14	Limits	14	16,260	4.0
15	Elston	13	16,208	10.8*
16	Division	12	12,593	16.0*
		183	21,510	2.4*

*Denotes Decrease.

Carhouse records for the past six months:

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

"Please, ma'am, could you spare me an old coat?"

"But, my good man, the one you are wearing is nearly new."

"I know, ma'am, but it's this coat that's ruining my profession."

"You've got a nice skid there," exclaimed the traffic cop as John's car came to a halt within an inch of a telephone pole.

"Pardon me," said John haughtily, "this lady is my wife."

Barber (whispering to new helper): "Here comes a man for a shave."

Helper: "Let me practice on him."

Barber: "All right, but be careful and not cut yourself."



Cottage Grove Pull-In Crew

J. H. Gamen, C. J. Winzenholler, Earl Eyer, L. E. Keane, A. J. Amodeo, A. Vitkus, M. Shernis, S. Baranoskas, A. Yajas, 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. Schvazdzys, 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.

(Continued from page 7)

badge No. 3154 of Lawndale, who turned in his umbrella.

Mrs. A. H. Grindy, 2914 Devon avenue, noticed an act of kindness which she felt was worthy of commendation. Motorman Stephen L. Zanders, badge No. 6069 of Division, showed unusual kindness in assisting a blind passenger to the curb.

Miss Rose Cohn, 5140 Ingleside avenue, comments on the honesty and courtesy of Conductor Hugh O'Connor, badge No. 604 of Burnside, displayed when she gave him too much change for fare.

Aided Blind Passengers

Mrs. Helene O'Meara, 2425 North Major avenue, believes a good word should be said for the kindness of Conductor Albert R. White, badge No. 1172 of Sixty-ninth, who assisted two blind passengers.

H. B. Phinny, 30 West Chicago, writes that Motorman Thomas Kenny, badge No. 12129 of Archer, was very considerate in holding his car to enable intending passengers to board.

Miss Katherine E. Miller, 6700 Stony Island, congratulates the Chicago Surface Lines for the character of its employees, and especially commends Motorman Leslie K. Ihrle, badge No. 10163 of Seventy-seventh, who turned in the purse she lost.

J. P. Corcoran, 58 East Washington street, is grateful to Conductor Thomas A. Nash, badge No. 6408 of Sixty-ninth, for turning in an envelope which he left on his car.

Departments and Divisions

Accounting

Have you noticed the pleasant expression on the countenance of B. A. Hall, since he received his quota of chain letter money distribution?

Gloria Jean Spruth is the name of the new baby born on Monday, June 13, weighing 6 pounds, 11 ounces, at the West Suburban hospital to Mr. and Mrs. Harold Spruth. Mrs. Spruth, many will recall, was formerly Bernice Uhlich of the payroll division. To the proud parents we extend our best wishes.

Congratulations and much happiness is our sincere wish for Miss Elbe Dedie of the receipts analysis division and Henry Stolbrand, who were married on Saturday, June 15. Miss Alice Mell of the voucher division was maid of honor. Miss Dedie was guest of honor at a luncheon given by her friends on Thursday, June 13, at the Atlantic Grill, where she received many beautiful gifts.

The employees of the accounting division were very sorry to hear of the death of the brother of Paul Minogue of the timekeeping division. We extend heartfelt sympathy and condolence to members of the family.

Your associates extend to you their deepest sympathy, Mrs. Lydia Hagberg, in your bereavement.

A pleasant motor trip to Niagara Falls, then down along the Hudson river to New York City, visiting various points of interest and returning home through the mountains of

Pennsylvania, is the way Miss Dorothy Fisher passed her vacation, accompanied by her mother. Oh yes, and they never had a puncture during the trip.

Miss McCabe of the filing division spent her vacation with her sister, Mrs. Wm. D. Napeys, at Los Angeles, California. On her way to Los Angeles, Miss McCabe visited Boulder Dam at Las Vegas, Nevada and also the San Diego exposition.

T. F. Coan.

Engineering

F. P. "Pat" Conlon, progress clerk in the track department, weary of commuting between the great west side and Chicago Heights, was united in marriage to Miss Marcella McGrane in the bride's home town on June 19. "Pat" and his bride have compromised on the location of their new home by leasing a kitchenette apartment in Brainerd, around 8900 Justine street.

John W. Hewitt is recovering from his recent illness and everyone is hoping John will be back on the job soon.

O. E. Mueller, material clerk in the track department, made a mysterious trip in the vicinity of Decatur, Illinois, to start his vacation. Andy Johnson, general foreman, would like to have his suspicions confirmed. How about it, Oscar?

William Vincek, wreck truck chauffeur at 20th and Dearborn, is planning on hitting the Oregon Trail very shortly with his new Dodge, which heretofore has been encased in glass by the proud owner.

John Nette of the track department has started for a ranch in Montana to spend his vacation. How come, John, what is the big idea?

William Lemon, wreck truck chauffeur at Irving Park and Southport, passed away suddenly on June 16. A large group of his fellow chauffeurs attended the funeral. We take this opportunity to extend again our heartfelt sympathy to Mrs. Lemon and son Leslie.

Shops and Equipment

South Shops: Old Doc Stork left a lovely baby boy, weighing 8 pounds, at the home of N. Sobol, machine department, June 9. Congratulations to Mother and Dad!

We extend our deep and sincere sympathy to M. Zapf, printing department, whose mother recently passed away.

Cottage Grove: Just why did Dan Eyer, assistant foreman, supply himself with sardines before leaving on his vacation? He is going to Fence Lake in northern Wisconsin, where the fish really bite, so why the sardines?

We all wish Al Suma and Val Gras, who have been on the sick list for some time, a speedy recovery.

Burnside: On June 15, our clerk, J. Vacca, was united in marriage to Miss E. Koehler, leaving immediately after the wedding for Michigan on their honeymoon. Congratulations to the bride and groom and best wishes for their future happiness.

Elsie S. Frank.

West Shops: Frank Norton reports a restful two-weeks' vacation spent close to home. According to eye witnesses, some of that time was spent bicycle riding with Mrs. Norton. Too bad Frank isn't Scotch so we could tease him about the "cheap transportation."

Walter Hager has just returned from a delightful motor trip to New Orleans, his vaca-

tion being spent, we understand, with THE girl.

We hear that Mrs. Ted Kuta had a helping hand during Ted's vacation in caring for baby Barbara, who is now a little over two months old.

Congratulations are in store for Mr. and Mrs. George Zamzow who on Tuesday morning, June 11, became the parents of a baby girl weighing 7 pounds. Thanks for the candy and cigars.

We regret to report the following employees in our department who passed away during the month of June: A. Origoni, car cleaner at Kedzie carhouse, who died June 18; W. E. McElligott, car repairman at North avenue, who died June 21; F. Wesbey, car repairman at Elston carhouse, who died June 23.

Yvonne Randall.

Around the Car Stations

Cottage Grove

Vacations for the supervisors and clerks are almost over for this summer. Supervisor M. J. Hickey spent his with his family at the various parks and bathing beaches on Lake Michigan; Supervisor J. Jones was around home fixing things up for the winter; Clerk Charles Striklus spent his time getting acquainted with Chicago parks and other amusement places.

A card was received from Conductor C. Gillen postmarked Seattle, where he is spending a few weeks sightseeing.

Motorman T. A. Schafer is studying the beauties of nature in Pennsylvania and Maryland.

Motorman Rucker can be seen on his day off with Motorman P. C. Vaughn, who has a small farm out west on 87th street. P. C. allotted a space for Rucker, who planted some peas and other vegetables for himself.

Operator H. N. Chambers, who transferred from Cottage Grove to the 71st street bus line, had a permanent boarder arrive on June 24. His wife presented him with a 7½ pound boy, Robert M. Chambers, at the Illinois Central hospital. Mother and son are doing well and father is as proud as a peacock.

We are sorry to announce the death of Motorman J. C. Neilson, who passed away suddenly on June 24. Interment was in Oakwoods cemetery. To his wife and son we extend deepest sympathy.

The trainmen also sympathize with Conductor W. A. Steen and family, whose father passed away.

J. H. Pickin.

Seventy-Seventh

Motorman Walter Wheeland and family motored to Niagara Falls, while he was on his vacation.

Conductor G. J. Graper went to Washington, D. C. via the highways for his vacation.

Conductor John Shaw is vacationing at Lincoln, Minnesota.

Conductor Herb Knapp is vacationing somewhere in the States. Probably he will have a good yarn for us when he gets back.

In the near future Motormen J. E. Piotrowski and H. M. Schaack will vie for the title of champion golfer of our division. In our recent tourney they finished with a score of 81 for the former and 84 for the latter.

Clerk J. S. Barnes vacationed with his daughter and son-in-law, Mr. and Mrs. H. E. Davis, in Odessa, Missouri.

Conductor E. T. Johnson, No. 1, is in the County hospital, Ward No. 65. Show your good fellowship by visiting him and helping to cheer him up. Visitors mean a great deal to a patient.

Our deep sympathy is extended to Conductor J. P. Cullen, on the death of his mother who passed away last month.

To Conductor M. McHugh, we express our deep sorrow in the loss of his young son, who passed away last month. This great sorrow was followed by Mac's illness, and he has been on the sick list ever since. Mac, you have our sympathy, and we hope to see you back on the job soon.

John T. Flynn.

Burnside

The Burnside depot cordially extends an invitation to all trainmen and their families to an inspection of the Burnside flower and rock gardens. Come out and see the many varieties of flowers and plants.

Last week Operator George Blackinton became the proud granddaddy of a bouncing baby boy. George is now on his way to Los Angeles to see his grandson.

Motorman James J. Rattigan doubled his expenses, or in other words he entered matrimonial bliss on Saturday, June 29. After an elaborate wedding ceremony the young couple started on an extensive tour through the east.

Motorman Mike Linred left last Saturday to visit his relations and friends back on the Emerald Isle. Bon voyage, Michael.

Have you seen Operator F. W. Gibbs in his new Auburn Twelve? One hundred miles an hour! Mr. Gibbs says he likes to go places and get back the same day.

Operator A. Vandermeche is now on his way to San Diego to visit the Fair and points along the coast. We hope Alfred does not visit Hollywood as we know he falls hard for the "Good-Lookers."

William T. Frank.

Sixty-ninth

The boxing show and entertainment scheduled for June 17 had to be postponed on account of rain. After seven days of rain it was decided to postpone it to some later date.

Motorman E. C. Bodin took unto himself a bride on June 15. Congratulations are in order.

Conductor F. E. Forster took a little ride of 300 miles and came home with a lovely bride, and said the ride was worth-while. Best of wishes to the Mr. and Mrs.

In the past few weeks the following trainmen have passed away:

Motorman J. J. Moore passed away on June 13 after a long illness; Motorman B. Stroinski passed away on June 16 after a long illness. To their families and friends our sincere sympathy is extended.

Our sympathy is extended to Motorman W. H. Berzek on the death of an infant son; Conductor J. T. Kelly on the death of his mother; Conductor F. C. Barnum on the death of an infant son; Motorman E. Edmonson on the death of an infant son; Motorman C. A. Bonow on the death of his mother.

A. R. Lipphardt.

Archer

Conductor Anthony F. Gallagher, with his mother, is voyaging to Ireland on a three months' pilgrimage to the birthplace of his mother.

Motorman James B. Downs pulled a sneaker on the boys June 15, when he took upon himself a wife. Wedding ceremony was officiated at St. Gabriels church. Honeymoon at the Dells, Wisconsin. Congratulations, Jim.

Conductor Charley Heller took his first vacation in thirty years. He and his wife toured Canada—for further knowledge of the trip see Charley.

Conductor Henry Kostka reports another arrival of a baby boy at his home, on June 24.

Conductor Thomas M. Corcoran stepped off Friday, June 14, and took upon himself a bride, Miss Eleanor O'Dowd. The wedding ritual was officiated at the Holy Name Cathedral, and the dinner celebration was at the home of the bride's parents. Congratulations are extended to the adventuring young couple.

Conductor F. W. O'Holtzke is to be congratulated on the arrival of a son at his home, June 13.

Motorman Arthur H. Wunderlick took a wife June 22. Art lingered along in single blessedness for years and finally lost his identity. Says he has been a long time in selecting and knows he has the best. A very fashionable wedding was held at St. Andrews church and the wedding dinner served in the church house. The couple are honeymooning in Washington.

Congratulations, Stanley, on another daughter in your home. Conductor Stanley M. Churylo reported the arrival of a third daughter in his home, born June 13. She answers to the name of Shirley Anne.

Conductor I. L. Robinson, his wife and three children are enroute to Ireland for a three months' vacation. John says this trip has long been planned, the depression having held him back. Here's wishing you and your family a pleasant and happy voyage.

Conductor Harold J. Becker reports the arrival of a baby boy, born June 11, called John Harold. Father and son doing nicely.

Motorman Ralph W. Baker actually passed the cigars around to the boys on June 25, on the arrival of a son, Ralph W. Baker, Jr.

Our good-looking conductor, Stanley A. Kopton, called at the City Hall and convinced the license clerk he was of age, procuring the necessary qualifications for a wedding ceremony which was celebrated June 26. Conductor Zigie Kwiatkowski acted as best man. Congratulations are now in order.

We have been wondering about the smile of Conductor Lester J. Winters. He now tells us of a bouncing baby boy, weighing 10½ pounds, which the stork left at his home July 1.

Motorman Maurice McCormack, one of Archer's old bachelors, is taking an extended trip to Ireland to visit his kin folks. It is our information that the boys presented Maurice with a traveling bag as he departed. We are all wishing him a pleasant voyage.

On July 1, a new arrival was welcomed at the home of Conductor Peter B. Whitmann, and it was a baby boy.

Our sympathy is extended to Conductor F. E. Zaynor on the death of his father, an employe at the south shops.

Dusty.



Billy Kenney, Son of Motorman J. W. Kenney, 69th St. Depot, Acting as the Minister in the Play, "Wedding of the Painted Doll," Given at Gage Park in May. The Bride Is Kathleen Fallon and the Groom Is Jack Sullivan.

Blue Island

Our sympathy is extended to the family of former Conductor Charles Oetting of this depot, who passed away on June 24, after a long siege of illness. Charlie was unable to perform his duties as a conductor in 1929 and was appointed flagman at the Burnside depot, the position he held until his death. The pallbearers were J. Kehoe, J. Welat, J. Downs, J. Lloyd, T. Gleason and H. Venzke. Burial was at Concordia.

Nick Hodan, our afternoon clerk, is spending his vacation at Yellowstone park and having a good time.

Our Relief Clerk Charles Batterson returned from his vacation spent in the Dells of Wisconsin, and reported a wonderful time.

Our Superintendent E. L. Maguire left for Benton Harbor, Michigan, and we hope he will enjoy his vacation and return in the best of health.

Blue Island soft ball team wishes to thank all the men for their kind co-operation in organizing the soft ball team. The first game with Elston was a victory for Blue Island with a score of 17 to 9. The boys promise their best to win all the other games. Everybody come out and encourage the team along, and bring your wives and sweethearts with you.

C. P. Starr.

Kedzie

Our Assistant Superintendent, Mr. Johnson, tells us he has a water spout on his house that not only wakes him up to warn him it is raining but also lets him know as to how deep to expect the water in the subways. When asked how it worked, he said when it rains it makes a noise and the harder it rains the more noise it makes; says it has been very faithful.

Supervisor Dan O'Brien, who was on his

vacation, had intentions of visiting the Brookfield Zoo, Lincoln Park and Riverview with his two sons and some of the neighbors, but every day he expected to go it would rain and the longer he waited the harder it would rain. Here's wishing you better luck next year on your vacation.

Supervisor R. C. Schultz, seeing an automobile stalled in the track and knowing if it remained there very long it would block the cars, went over to the driver and told him to put it into gear and he would give him a push to get him started. Rudy got behind the automobile, gave a good push and away it went down the street. Then to his surprise and embarrassment several of the fair sex who had been looking on hollered over to him, "Pop Eye, the Sailor Man."

Conductor J. W. Saley joined the ranks of matrimony May 27. Here is wishing you and yours a world of success and happiness.

Conductors P. Bresnahan and T. Curnane and Motorman Edmond Hayes took 90 day furloughs to visit relatives and friends in Ireland. We wish them a safe and enjoyable trip.

Clerk Michael J. Callahan and Supervisor John J. Harrington report the arrival of baby boys, names are Michael J., Jr., and John J., Jr., both are now the daddies of a daughter and a son.

Motorman J. F. Forrestal announced he is the proud daddy of a baby boy born June 8, and Motorman James Lynch is also the daddy of a baby boy born June 11. Congratulations. Clinton Sonders.

North

After a two-year illness Motorman Fred Fennema passed away on June 16. He was the oldest man at this depot in seniority, starting with the company in 1880. He will be missed by the entire force who, to a man, extend heartfelt sympathy to his family.

Our sympathy is also extended to the families of Oscar Budoff and Edward Wold, both of whom passed away suddenly, and to Operator Trager in the loss of his infant son.

Wonder if you have noticed the coat of tan on Dan Boland? He reports a wonderful trip to the coast, and to our relief none of the expected fish stories have been told as yet.

John Howlett, Martin Sinnott and Al O'Shaughnessy are now in Europe. We hope they have a nice trip.

Our long confirmed bachelor, Thomas Loftus, is no more. He will long remember Saturday, June 22, the date of his marriage. Walter Raubolt forsook single bliss and entered the ranks of benedicts June 29. June cast a spell over the boys, and they quickly succumbed.

Among the missing—Victor Mainock, now in California; Jimmy Grier, roughing it in Minnesota; Frank Mundt, visiting ma and pa in Colorado; Stanley Balicki in Wisconsin, also Nick Zerbes and Papa Gersch; Operator Al Baker is on his way to visit the movie stars, and Rog Ward is at Cubs Park.

"Pinchhitter."

Armitage

Our Night Clerk, Art Olsen, handed in his resignation as vice president of the Single Club and celebrated the event at the Edgewater Beach hotel. Now it's a honeymoon through the south. Yes, there are only a few more members left.

Anyone will get tired of too much fish,

especially when they come too fast, that is, according to our Supervisor Emil Gagler. And two is too much for Ben Gawlik, for he called it a day when he dragged in his two.

Kenneth Burnell, our combination receiver, has been promoted and transferred to the North Avenue depot. The young man you see in his place is Louis Sikora.

Division

A surprise picnic was held in Lincoln Park on June 16 by the immediate family of Motorman and Mrs. Otto Knutson, to celebrate their fortieth wedding anniversary. At the close of the picnic Mr. and Mrs. Knutson were presented with an appetizing looking banana cream pie, which Mrs. Knutson tried to cut and found 40 silver dollars as the filling. May they enjoy many more happy anniversaries together.

Lincoln

The Lincoln station conductors made a good showing for the next census during the past month. A baby boy weighing 6 pounds 10 ounces was born June 5 to Mr. and Mrs. F. Speelman; on June 12 Mr. and Mrs. R. Philbin were made happy with an 8½ pound baby boy born at the John B. Murphy hospital; and on June 25 a 9 pound baby boy was born to Mr. and Mrs. D. Moyer. Best wishes to all three families.

Our assistant superintendent, Mr. Zage, has returned from his vacation, which he spent in the Black Hills of South Dakota. Mr. Zage made the trip in his new car and reports having had a nice trip.

The Lincoln Boys played the American Legion Lincoln Park Post in a soft ball game on July 4 in the morning at Lincoln park, and won with a score of 18-13. A large number of the boys of Lincoln station were on hand to cheer and encourage the players and the game was well played.

H. Spethman.

Limits

It has been a long time since Limits depot has been heard from, but we are still doing business at the old stand.

We want to extend our heartfelt sympathy to the widow and family of Motorman Charles Edquist who passed away suddenly Friday evening, June 28.

Attention is called to the fact that Limits has a soft ball team. They don't seem to be getting along very well but the weather has been pretty cold and wet and I think the boys are hot weather players. They didn't look very good when they played the Limits "Wise Guys." They lost by a score of 9 to 8. A fine game, but it looked bad to be beaten by a bunch of has-beens. Of course, the regulars have a good alibi. Their star pitcher, Roy Peterson, is on his vacation so he could not be there, which makes all the difference in the world. It seems like there is a man on the regulars who is in love or has developed a case of sleeping sickness. He was roosting on second base when the next batter hit a home run. After he had completed his home run this man was still roosting on second base wondering what it was all about. Well boys, don't take this little razzing to heart as we are all with you and confident that you will be up in the lead at the end of the season. Never say die.

If anyone has any news of any kind please leave it with the clerk so we can get it.

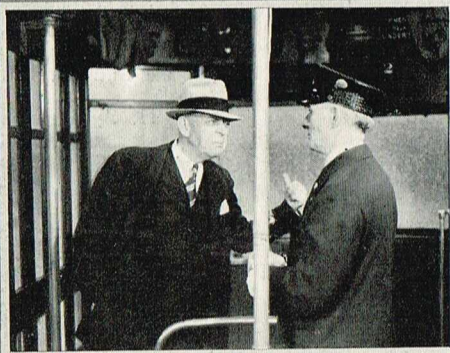
E. A. D.



The inebriated passenger is always a problem. Tact is better than force.



A surly conductor makes enemies for the service.



It takes two to make an argument. The conductor gains nothing by arguing with an angry passenger.



The effects of jerky starting and stopping.



One of the problems of conductors is to keep scuffling school children from annoying other passengers. A courteous appeal to them usually is sufficient.



The passenger who blocks the entrances usually does so thoughtlessly. A friendly request is all that is needed to get him to move forward.



The importance of looking out before giving the signal to go ahead.

SOME VIEWS FROM "MEET THE PUBLIC," A NEW SOUND STEREOPTICON NOW BEING SHOWN TO TRAINMEN