Surface Service
• MAGAZINE •

VOLUME 13 MAY 1936 NUMBER 2





ANOTHER GROUP OF CSL CHILDREN

1—Donald Richard, son of G. E. Andrews of the general office, Transportation Dept. 2—Gloria Jean, daughter of Bernice Uhlich Spruth, formerly of the Accounting Dept., who is the niece of Fred Damiere, Track Dept. 3—Marlene Harmen, grand-daughter of Joseph Lewandowski, Noble Repair Dept. 4—James Edward, son of Edward Devine, clerk at Noble. 5—Rita Jean and Eileen Frances, daughters of Thomas Coan, Financial Dept. 6—Paul Williams with his daddy, Kenneth B. Williams, clerk at Archer. 7—Howard and Donald, sons of Ralph J. Lexow, motorman at Kedzie depot. 8—Ralph and Baby Philip, sons of Frank A. Forty, Superintendent of the Schedules and Traffic Dept.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 13 MAY, 1936 No. 2

Favors Surface Lines

State Commission Says this Service Best Suited to Needs of People

In an order of the Illinois Commerce Commission directing the Chicago Surface Lines to install gasoline bus service on Foster avenue from Milwaukee avenue to a point east of Broadway, and on Kimball avenue from Peterson avenue to Diversey and Milwaukee avenue, some interesting rulings are made relative to the superiority of Surface Lines service.

The order, which was handed down on March 31, is to be made effective as soon as the necessary authority is obtained from the city. On April 20, Judge James H. Wilkerson of the federal court authorized the receivers for the Chicago Railways Company to purchase 33 gasoline buses for this installation at an estimated cost of $300,000. This order also is contingent upon the necessary council authority being obtained.

The petition for these extensions was first filed with the Illinois Commerce Commission in September, 1934. Afterwards both the Chicago Rapid Transit Company and the Chicago Motor Coach Company sought authority from the Commission to install service on these same streets.

Hearings extending over several months were held by the Commission and the case was taken under advisement in the spring of 1935.

Citizens Show Interest

All of the civic and community organizations in that section of the city, and a large number of individuals, appeared before the Commission by petition or as witnesses, urging the necessity for service.

In its findings the Commission reviews the situation, pointing out that all three transportation agencies are willing to install the service and that the question at issue before the Commission was merely which of the three agencies can best serve the needs of the communities affected. It states that their abilities to serve adequately are unequal, largely because of differences in their prevailing fares and in the scope or extent of the existing facilities.

Can Best Serve

Continuing the finding reads:

"That apart from the question of fares there is the question of which carrier can, by operating these two routes as parts of and as additions to its existing system, most adequately meet and serve the convenience and necessity of a major portion of the traveling public in the territory involved; that the street railway system comprises approximately 1100 single-way line of routes, including street car, trolley bus and gasoline bus lines; that these lines cover the entire city in a gridiron or checkerboard pattern; that the gridiron is for the most part on section and half section lines and is supplemented by radial lines which extend outward from the center of the city on the principal diagonal streets; that this system, by permitting free use of transfers between lines provides transportation to and from every section of the city for a single fare of seven cents; that eighty-five per cent of the entire area of the city is within three city blocks (three-eighths of a mile) of one or more routes of the street railway system and seventy-four per cent of the area of the city is within two blocks of the system; that the area within three blocks of the lines contains ninety-eight per cent of the entire population of Chicago.

Service to Loop

"That the motor coach and rapid transit systems are like each other in that they were designed primarily to serve traffic moving directly to or through the loop or central business district; that each has lines extending north and south adjacent to Lake Michigan and each has two or more lines running west from the loop to the city limits; that the loop district provides the principal point of contact between the several divisions of these two systems; that the total mileage of either the motor coach or rapid transit system is only a small percentage of the mileage of the street railway system; that the traffic carried on the three systems combined for 1934 was shared in the following percentages:

Street Railways	79.83
Chicago Motor Coach	5.16
Chicago Rapid Transit	15.01

that of those who enter and leave the loop district by the three local transportation agencies, each agency carried the following percentages:

Year	Surface Lines	Rapid Transit	Motor Coach
1926	49½	43	7½
1928	51	41	8
1929	51½	38	10
1931	55½	35	9½

that in a single day in 1934, 499,000 persons entered and left the district by street railway lines and 310,000 by rapid transit; that approximately sixty-five per cent of all rapid transit passengers have points of origin or destination in the loop; that notwithstanding

the larger number traveling to and from the loop district on the Chicago Surface Lines these represent a relatively small percentage of the daily total traffic on that system; that the remainder of the traffic is carried to and from schools and industrial, business and amusement centers in outlying parts of the city."

Intersects Many Lines

After reviewing the physical setup of the Rapid Transit and Motor Coach systems, the order shows that the Surface Lines extension of Foster avenue would intersect or connect with 12 existing lines of the street railway system, 6 of which give direct service to the central business district as well as to the outlying trade and amusement centers, and that of the other 6 lines, 5 are principal arteries of north and south traffic which connect residential areas with industrial, trade and amusement centers outside of the central business district, and that the remaining line reaches to the extreme northwest part of the city by way of the Northwest highway. It also shows that the Kimball avenue extension will intersect or connect with 7 existing street railway lines, together with the proposed extension on Foster avenue, 5 of them located on east and west section or half-section lines and the other 2 on diagonal streets leading to the central business district.

Continuing the Commission finds:

"That the location of trade centers and public high schools with relation to the areas they serve show the superior ability of the street railway systems to provide effective service on Foster and Kimball avenue for the great majority of the public."

Many C. S. L. Extensions

The Commission reviews the extensive improvements made by the Chicago Surface Lines in the northwest section of the city since January 1, 1930. These include rail extensions on Lincoln avenue between Foster and Peterson avenues and on Montrose avenue from Knox to Milwaukee avenues, and the bus extensions on Kimball avenue from Leland to Peterson avenues; on Central from Lexington to Milwaukee; on Narragansett from North to Cuyler; on Belmont from Pacific to Central; on Montrose from Milwaukee to Narragansett; on Elston from Lawrence to Milwaukee; on Diversey from Western to the city limits; on Irving Park from Neenah to Pacific; on Northwest Highway from Lawrence to the city limits, and on Higgins road from Milwaukee to the city limits. Since 1920, the order states, there has been a growth in population throughout the north and northwest parts of the city and a decrease of population within the area of 2½ or 3 miles of the center of the city.

"The Chicago Surface Lines is the only transportation system which occupies the whole of the north and northwest sections of the city," the order states, "and it serves the greatest part of that district as the only medium of public transportation."

The next step toward the establishment of the Foster and Kimball avenue extensions will be action by the City Council on an ordinance to operate these routes and establish loops and terminals.

EMPLOYES RELIEF FUND

April 1936

The Surface Lines Employes Relief Committee held 4 sessions during the month, at which 17 applications were considered. Of this number there were 12 applicants approved for weekly relief payments and 1 emergency case on which immediate aid was given, making the total on this list at the present time 289.

Checks totaling $16,126 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of $749,494.28 paid to Chicago Surface Lines employes to date.

The Surface Lines Employes Relief Committee, in addition to the above disbursements to employes, 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 the Committee $869,494.28.

Surface Lines employes have also contributed to the Emergency Welfare and Community Funds, over and above the disbursements handled by the Surface Lines Employes Relief Committee, a total of $130,506.19, $10,685.65 of this amount representing the first installment paid to the 1936 Community Fund.

The grand total of relief expenditures to date reached the million dollar figure, the exact amount being $1,000,000.47.

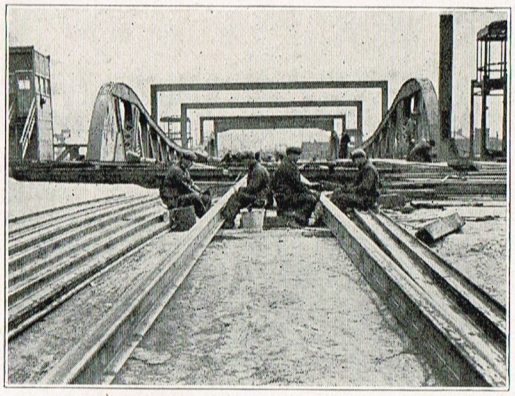
ASHLAND BRIDGE PROGRESSING

Completion of Car-line Link Will Soon Be Possible

Work on the Ashland avenue bridge over the north branch of the Chicago river is progressing rapidly, and the completion of this important link in the Ashland avenue car line will be possible in the near future.

This link will be constructed at a total cost of approximately $175,000. It will provide continuous street car service from 95th street on the south to Irving Park boulevard on the north.

The new track will be constructed and ready to go into operation as soon as the bridge is completed.



Steel rails being installed on Ashland Avenue structure.

Under-Ground Service

Electrical Department Has to Go Down in Manholes to "Keep 'Em Rolling"

A surface street railway is not all on the surface. Part of it—and a most important part—is under the surface.

On rare occasions the cars on a line in the downtown district will come to a sudden stop, and the public cannot understand why. The trolley wire is all right and so far as can be seen there is nothing wrong.

But the Electrical Department knows what is the matter and somewhere, maybe blocks away, an electrical emergency truck makes a clanging appearance, workmen unload their tools, lift a manhole cover and disappear under ground. Something has gone wrong with the cables which carry the power to operate the line and it has to be repaired in the shortest possible space of time.

Neatly laid in square-bore clay tile duct, one cable to a duct, the Chicago Surface Lines operates about 1,830,000 feet of lead-covered cables, most of them about the size of the handle of a baseball bat. These cables supply energy for operating one-third of the total trackage. That one-third, including and surrounding the central business district, is known in the Electrical Department as the "underground district," as contrasted with the "overhead district" where the energy is distributed to the different rail and trolley bus lines by means of overhead feeders.

As a group of these cables is traced from a substation in the underground district, they are found leaving the station by way of three or four duct lines, each line carrying from 10 to 20 cables and each cable capable of operating from 10 to 15 street cars during the rush hours. At almost every street intersection, as the lines extend away from the station, they branch out into smaller "runs" until, at the extremities of the territory served, there are only one or two cables in a duct run.

Most of the duct runs are on car-line streets, although quite a few are in alleys. Each of the three river tunnels carries at least one large duct run. These runs vary in size from several old 56 and 48 duct lines down to two duct lines.

Some Laid Years Ago

A great deal of conduit was laid at the time the north and south side cable lines were abandoned, and the abandoned cable slot formed a very convenient place to install duct runs on these streets. Consequently, much of our conduit today is directly under the track where the volume of traffic by day makes it very difficult to get at it.

Spaced at intervals of from 450 to 650 feet along the duct runs are manholes varying in size from a large clothes-closet to a fair-sized room. The manholes are necessary to permit the installation and withdrawal of cables, as well as to permit junctions with intersecting duct lines.

It is in these manholes that the care and maintenance of the cables is most important. In fact, it is the only place where they can receive any attention. That portion in the ducts which constitutes better than 95 per cent of its length may be alternately wet or dry, in mud or in water, hot or cold, but its exact condition cannot be examined and if it is carefully installed it need not be examined for many years.

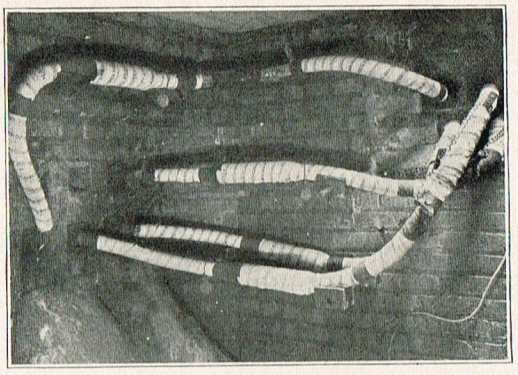
Work Done in Manhole

That portion in the manhole, however, requires much more attention. Here all the splices are made and taps to the trolley taken off; here the cables are "bonded" to equalize stray sheath currents and to indicate cases of faulty insulation. And most important of all, here they are neatly wrapped with an asbestos tape and carefully "trained" around the walls of the manhole so that no cable is in contact with another or with any other underground utility. Also, they are trained in such a way that there are no sharp bends in the cable, for a sharp bend soon results in a cracked lead sheath and a cracked lead sheath permits the insulating oil in which the paper insulation has been impregnated to escape and moisture to enter.

Moisture in an underground cable has the same effect as it has in the armature of a street car motor, except that it is more positive. It usually stops all the cars on that section, instead of just burning out one motor. When a cable burns out in a manhole, it is usually accompanied by terrific heat, to say nothing of the noise. The purpose of the asbestos wrapping, therefore, is to keep one cable burnout from communicating its troubles to adjacent cables. The heat produced is such



Feeding cable into conduit.



Interior of manhole showing fire-proof wrappings on cables.

that this wrapping is not always proof against it, but it does very materially minimize the likelihood of contagion.

Maintaining these cables, repairing, inspecting, renewing, splicing and testing them is the daily work of a sizable number of skilled workmen, some of whom in the course of years have learned the routing of the cables about as thoroughly as a division superintendent knows the track connections in his division.

When cable trouble occurs these skilled men must know where to look for it and how to repair it in the shortest space of time, for time means money and public convenience in the operation of a local transportation system.

OBITUARY

Deaths on the System from April 1, 1936, to April 30, 1936

Transportation—Division 1, Cottage Grove: James Kynaston, employed February 17, 1912, died April 4, 1936; Charles Hughes, employed May 8, 1929, died April 10, 1936.

Division 7, Kedzie: James O'Brien, employed January 25, 1912, died April 10, 1936.

Division 8, North: Lawrence Heintz, employed March 27, 1913, died April 22, 1936; Niels P. Jensen, employed July 27, 1916, died April 6, 1936; John A. Nelson, employed April 15, 1924, died April 21, 1936.

Division 10, Elston-Noble: Matt Brattner, employed May 2, 1900, died April 16, 1936.

Division 12, Devon-Limits: John Broderick, employed December 29, 1906, died April 16, 1936; Patrick J. McGinnis, employed July 3, 1903, died April 23, 1936; Carlyle E. Roy, employed August 27, 1923, died April 5, 1936.

Shops and Equipment—Division 8, North: Charles Raney, employed April 1, 1917, died April 6, 1936.

West Shops: Paul P. Walentis, employed April 26, 1929, died April 23, 1936.

Track—Philip Brankin, employed September 1, 1922, died April 30, 1936; John Manning, employed May 20, 1926, died April 2, 1936.

Utility—Albert W. Haas, employed October 8, 1910, died April 1, 1936; Robert Hutton, employed April 18, 1908, died April 27, 1936.

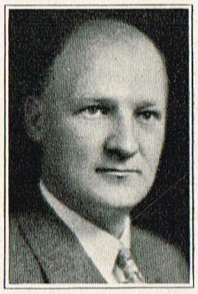
Street Car Conductor—"How old are you, little girl?"

Little One—"If the corporation doesn't object, I'd prefer to pay full fare and keep my own statistics."

TWO APPOINTMENTS ANNOUNCED

Lange New Cashier — Callahan Given Substation Position

Two promotions were made in the Chicago Surface Lines organization during the past month. On April 17, Walter F. Lange was appointed as cashier, succeeding the late John P. Burke, who held the position ever since the unification of the Surface Lines in 1914.



Walter F. Lange

Mr. Lange, after having been employed in the office of the Grand Trunk Railroad, entered the Surface Lines service in 1919 as a clerk at the Archer and Rockwell car station. He was later appointed night receiver at that station and 12 years ago was transferred to the Accounting Department where his duties included general accounting.

On April 27 the appointment of Raymond G. Callahan as assistant superintendent of substations was announced, effective May 1.



R. G. Callahan

Mr. Callahan has been employed in the Electrical Department since September 2, 1912. After finishing a night course in electrical engineering at Lewis Institute, he was promoted to the position of testing engineer in 1918, which position he held at the time of this promotion.

In 1930 Mr. Callahan developed a set of models and a chart which demonstrate the density of population in Chicago by square miles, at various periods. This exhibit was displayed at the Century of Progress Exposition and has been shown before civic groups.

For several years he has served as a member of the Chicago Surface Lines Speakers' Bureau.

HANDLING WOMEN ELECTRICALLY

A passenger submits the following rules for handling a woman by electricity:

If she talks too long—Interrupter.
If she wants to be an angel—Transformer.
If she is picking your pockets—Detector.
If she will meet you half way—Receiver.
If she gets too excited—Controller.
If she goes up in the air—Condenser.
If she wants chocolate—Feeder.
If she sings inharmoniously—Tuner.
If she is out of town—Telegrapher.
If she is a poor cook—Discharger.
If she is too fat—Reducer.
If she is wrong—Rectifier.
If she gossips too much—Regulator.
If she becomes upset—Reverser.

Cites Rail Advantages

Brooklyn Company Explains Why It Ordered 100 New Street Cars

A lot has been said in the press and elsewhere about the motorization of local transportation in New York.

The Brooklyn & Queens Transit Corporation, however, which should know something about the comparative advantages of rail and bus operation in the metropolis, has ordered 100 new street cars, similar to the 83 ordered by the Chicago Surface Lines. In its annual report, the Brooklyn company explains why it is buying new rail equipment and summarizes the advantages it sees in street cars as compared with buses.

Several lines will be completely equipped with the new cars, the company report explains, and this will provide ample opportunity for a complete demonstration of their value.

Street Car Advantages

"There are several inherent advantages of a vehicle running on steel rails in a definite line over a vehicle such as a bus that weaves in and out of traffic," the report states. "First, a modern trolley car operating on steel rails will provide maximum riding comfort for passengers because of the relative smoothness and steadiness provided by the track structure in comparison with the irregularities in street pavements and the spring action of buses.

"Secondly, a practically unlimited supply of power is available from the central power station so that the maximum efficiency of operating equipment can be utilized.

"Thirdly, the trolley car provides, per square foot of street space occupied, a more efficient service than can be provided by bus. In certain sections of Brooklyn, trolley cars during periods of heavy traffic carry more passengers per hour than could be transported through the same streets by buses. The new cars for the lines of your corporation will seat 59 passengers, whereas the large-size buses seat 40 passengers.

A False Impression

"The motorization of some trolley lines in Manhattan has created the false impression that street cars in the metropolitan area are being replaced generally by buses. The fact is that even in Manhattan the only trolley lines that are being motorized are those systems that, because of long periods of financial difficulty, had permitted their cars and other equipment to deteriorate and become practically obsolete so that substantial capital expenditures were necessary to rehabilitate the properties to give reasonable service to the public.

"Many of these systems have passed through a series of receiverships and reorganizations which imposed substantial sacrifices or complete loss of investment on the holders of bonds and stocks of these systems. For the nine years 1925 to 1933, inclusive, one of them not only failed to earn anything applicable to the investment in the property, but also failed to earn operating expenses.

Serves All of Brooklyn

"Your corporation, on the other hand, operates a comprehensive and unified system of surface transportation serving the entire Borough of Brooklyn and part of the Borough of Queens. As such it has been able to serve those communities more efficiently and economically than if there were a number of separate operating systems and at the same time show earnings for its stockholders over and beyond the interest on its bonded indebtedness.

"Most of the equipment is comparatively new and well maintained. Upwards of $12,500,000 has been invested for new cars in the past twelve years, largely out of the earnings of the properties and with a gradual reduction in the bonded indebtedness of the properties notwithstanding other substantial expenditures of a capital nature.

"We are pointing out these important differences in the physical and financial situation of your corporation as compared with the Manhattan properties which have agreed to motorization, in order that a clear understanding of the basic facts of the situation may be had."

ROUNDING UP WITNESSES

High System Average in March—Burnside Regains Lead

The outstanding feature of the rounding up witnesses report for March is the 3.54 average for the system, which is the highest since September, 1934, when the average was 3.58.

Also, Burnside recovered its position at the top in March, advancing from fifth to first place. Elston-Noble retained second place, and Lawndale-Blue Island moved down to third. Cottage Grove and Limits-Devon made substantial advances, while Archer and Sixty-ninth lost considerable ground.

Detailed figures are as follows:

	Mar.	Feb.	Jan.	Dec.
1. Burnside	4.13	3.49 (5)	4.18 (1)	4.20 (2)
2. Elston-Noble	4.09	3.95 (2)	3.65 (3)	3.55 (4)
3. Lawn.-Blue Isl.	4.06	4.15 (1)	3.65 (2)	4.23 (1)
4. Cottage Grove	3.89	3.39 (8)	3.50 (7)	3.34 (7)
5. 77th Street	3.70	3.45 (6)	3.58 (6)	3.54 (5)
6. North Ave.	3.60	3.40 (7)	3.00(10)	3.20 (8)
7. Archer	3.56	3.72 (3)	3.61 (4)	3.43 (6)
8. 69th Street	3.53	3.67 (4)	3.60 (5)	3.67 (3)
9. Limits-Devon	3.29	2.77(11)	2.97(11)	2.82(11)
10. Kedzie	3.09	3.02 (9)	3.05 (9)	2.93(10)
11. Lincoln	2.99	3.01(10)	3.19 (8)	3.04 (9)
12. Armitage-Division	2.89	2.68(12)	2.75(12)	2.61(12)
Aver. for System	3.54	3.38	3.35	3.34

Chiseler: "You oughtn't to charge me but half-price for cutting my hair when I'm half-bald."

Barber: "Sorry sir. We don't charge for cutting your hair—we charge for the time we spend hunting for it."

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 13 **May, 1936** **No. 2**

H. O. Crews - - - - - - Editor

C. L. Altemus - - Assistant Editor

THE GARDENERS

To paraphrase a popular song—there's something about a gardener that is fine, fine, fine.

The man who loves to dig in the ground, to sow seeds and to cultivate the growing plants in anticipation of helping nature to convert an ugly plot into a thing of beauty, has an admirable trait of character. He has within him the ability to enjoy life and to bring pleasure to others.

The Chicago Surface Lines gardeners devote many hours each summer to the pleasant task of beautifying the surroundings in which they work. Car stations and terminals are designed for utility and not for architectural beauty, but the skilled hands of the gardeners have made many of them the most attractive places in their neighborhoods.

Another season is beginning and the gardeners are showing more enthusiasm than usual. They are promising some splendid displays this summer and fall.

Large grounds are not available at all of the properties, but fortunately the beauty of the garden does not depend upon the extent of the grounds. Some of the most artistic gardens in the past have been on small plots.

There is ample opportunity for rivalry in artistic arrangement of the beds and care in selecting the plants.

The champion athlete in bed with a cold was told that he had a temperature.

"How high is it, doctor?" he wanted to know.

"A hundred and one."

"What's the world's record?"

THE VOICE DOES IT

There is sometimes reason to believe that a course in voice training would be as helpful for trainmen as it is for radio announcers. Many complaints of discourtesy are due to the tone of voice in which the trainman answers the passenger, rather than to what is actually said.

Some trainmen can say "Yes" and "No" in a way that sounds like the explosive brawlings of an irascible top sergeant on the morning after the night before.

The answer is right, but the voice is all wrong, and the passenger feels that he has been treated very discourteously.

It isn't what you say, it's how you say it.

"HOME RULE" BILL PASSES

Referendum on Amendment to Chicago City Charter Approved

At the election on April 14, the so-called "Home Rule" bill was approved by a vote of 590,611 for and 269,634 against, or approximately 2 to 1. While the act provided that it should become a law if approved by a majority of the votes cast on the proposition, it is interesting to note that of the total votes cast in the city of Chicago for president, those who voted yes on the "Home Rule" proposition totaled only 44 per cent of the vote as a whole.

The bill is an amendment to the Chicago City Charter purporting to give the City Council additional authority over the use of the streets by local transportation companies. It does not affect rates of fare, valuation, service, or financial set-ups.

HENDERSON'S PHILOSOPHY

Motorman William Henderson of Noble offers the following bits of philosophy:

The world is largely made up of people who think they could do the other fellow's job better.

Even the fellow who knows it all can learn a little by experience.

It sometimes takes a pretty wise man to fully realize what a fool he really is.

More of us get what we deserve than what we want.

Get your happiness out of your work or you'll never know what happiness is.

Don't give away all your good advice; save a bit of it for yourself.

Don't worry about what the world thinks of you. The world has several billions of other people to think about.

Praise Good Samaritans

Many Correspondents Write of Helpful Action on the Part of Trainmen

Good Samaritans in the train service have their inning in the commendations received recently by the Chicago Surface Lines. Aiding the halt and the blind, the aged and the incapacitated, always arouses sympathetic admiration on the part of the general public.

George R. Barte, a visitor in Chicago from Iowa City, Iowa, tells of the quick action on the part of Operator Henry T. Sawyer, badge No. 7251 of Archer, which saved the life of an intoxicated man. When the car reached 51st and Cottage Grove avenue, Operator Sawyer was preparing to close the doors and start the car after discharging passengers when the intoxicated man stumbled out on the platform.

"The man tripped, lurching forward through the open door to land on his face in the street, but he didn't land," Mr. Barte says. "The motorman, who is a burly chap, must have eyes in the back of his head, in addition to unprecedented agility and an uncanny sixth sense, for from my front seat in the right side of the car I saw him circle his free hand about the waist of the unsteady passenger, turning him completely around and lifting him to a vertical position. The thing was accomplished in a blur of motion that was difficult to observe, occupying perhaps a fifth of a second. The passenger was obviously too dizzy to know what had happened. After the incident he carefully descended the step and crossed the street in front of the car, lurching from side to side. As he made the opposite curb, the car started on its way. The motorman had prevented a very serious injury."

Blind Man Assisted

Other Good Samaritans are given honorable mention by Mrs. Anna Shannon, 15½ West 72nd street. Conductor Patrick J. McGann, badge No. 6292 of Seventy-seventh, asked two blind men who were alighting from his car if they had to cross the street.

"On being answered in the affirmative," Mrs. Shannon says, "he kindly escorted them across and returned to his car. No one would have known by his demeanor that he had done so kindly a deed, had we not seen it."

Motorman Bertran J. Neale, badge No. 12893 of Lawndale, also was observed by Mrs. Shannon as he helped a blind man off his car and to the curb at State and 24th streets.

Catherine McCarthy, 8012 South Ada street, found Motorman Thomas Brown, badge No. 12217 of Seventy-seventh, very helpful when she fell on the slippery pavement as she was hurrying to his car. The motorman left his car and ran to her assistance.

William Spain, 1201 North Karlov avenue, tells of the kindly action of Conductor Patrick McHugh, badge No. 9126 of North, in assisting a blind man from the curb to a car at Chicago avenue and Cicero.

Mrs. R. T. Halverson, 220 South State street, commends the considerate interest of Conductor George W. Guenther, badge No. 8836 of Elston. "In the first place," she says, "a woman on the car became ill and the conductor watched over her the entire trip, taking as much interest in her as though she were his mother. Not only that, but he was very careful about passengers getting off the car, watching approaching automobiles from the rear."

Increase in Complaints

The report on complaints for the month of April shows a considerable increase in the number of complaints received as compared with April, 1935. There were 545 complaints in April, an increase of 123 over last year's report for that month. The classifications which showed increases were discourtesy, passing up, transfers, and miscellaneous. Forty-three commendations were received, as compared with 53 in April, 1935.

Another Good Samaritan act is reported by Mrs. Louis A. Welwerz, 7501 Stewart avenue, who writes that Motorman Justan Doran, badge No. 7895 of Archer, gave courteous assistance to her aged mother.

William Asay, 3507 Wilton avenue, writes that the kindness of Conductor William McConville, badge No. 2100 of Seventy-seventh, bears out his contention that public service employes are courteous and considerate.

Harry Cooper, 6324 South Green street, relates how Conductor Charles B. Smith, badge No. 976 of North, handled the matter of an invalid transfer with extraordinary courtesy.

When Mrs. Joseph M. Chase, 4718 West 64th street, inadvertently handed Conductor John J. Durkin, badge No. 14144 of Sixty-ninth, a nickel in payment of her fare, he did not hand it back in a surly manner and make a scene, for which she is grateful.

Habitually Courteous

J. Fred Goshert, 111 West Washington street, boards the same Wentworth avenue car every morning and rides with Motorman John P. Miller, badge No. 843, and Conductor Elmer H. Leferber, badge No. 12380, both of Devon, who habitually give their passengers friendly and courteous attention.

Albert D. Foreman, 735 East 75th street, credits Conductor Frank Reynolds, badge No. 12494 of Burnside, who turned in Mr. Foreman's purse, with unusual honesty.

Miss Bessie Reeder, 7351 Harvard avenue, gave Conductor Frank G. Hendricks, badge No. 9460 of Devon, what she thought was a dollar bill in payment of her fare. To her amazement she received change for a $5 bill, and she is very grateful for the honesty of Conductor Hendricks.

Mrs. Karl H. Jensen, 4041 North Richmond street, appreciates the kindness shown by Conductor Thomas M. May, badge No. 1290 of Devon, who stopped his car to enable her daughter to recover the roller skate which had rolled off the car.

PLAY BALL

Soft Ball Games Under Way—League Functioning

Soft ball is again proving its popularity among the trainmen, and the game is being played with great enthusiasm at the car stations which have teams entered in the soft ball league.

There are 14 teams in the league this year, as compared with 8 last year, and the league is again divided into north and south sections. The north section includes teams from Armitage, Devon, Division, Lincoln, Limits, Noble and North Avenue depots. The south section includes teams from Archer, Blue Island, Cottage Grove, Kedzie, Lawndale, North Avenue, and Seventy-seventh. North Avenue depot has a team entered in each section, and the team in the north section is designated as No. 1 and the south section as No. 2.

The league is headed by Joseph S. Kurzer, president, who is also manager of the team at Armitage. Walter Zelis of Archer is vice president. At the close of the season, the winning team of the entire league will be awarded a trophy.

First Games Played

The first games of the season were played on Sunday, May 10, with the following results:

77th St.	19	vs.	Cottage Grove	15
Blue Island	5		North (No. 2)	2
Lawndale	3		Archer	2
Armitage	8		Limits	7
Division	10		Devon	6
Lincoln	14		Noble	11

The schedule for the next month is as follows:

May 17—Armitage at North (No. 1); Limits at Division; Devon at Lincoln; North (No. 2) at Lawndale; Archer at Seventy-seventh; and Cottage Grove at Kedzie.

May 24—Devon at Armitage; Noble at Limits; Lincoln at North (No. 1); Seventy-seventh at Blue Island; Lawndale at Cottage Grove; and North (No. 2) at Kedzie.

May 31—Armitage at Noble; North (No. 1) at Devon; Lincoln at Division; Cottage Grove at North (No. 2); Kedzie at Seventy-seventh; and Archer at Blue Island.

June 7—Armitage at Lincoln; Limits at North (No. 1); Noble at Division; Kedzie at Lawndale; North (No. 2) at Archer; and Blue Island at Cottage Grove.

June 14—Limits at Lincoln; Division at North (No. 1); Noble at Devon; Archer at Kedzie; Blue Island at Lawndale; and North (No. 2) at Seventy-seventh.

Playing fields for the various teams are: Armitage and Division, Homer and Campbell, Maloney field; Archer, 34th and Hoyne; Blue Island, Blue Island and Damen; Cottage Grove, Ellis and Oakwood; Devon, Chase park, Clark and Leland; Kedzie, Laramie and Quincy; Lawndale, Roosevelt road and Laramie; Lincoln and Limits, Lincoln park, No. 3 field; Noble, 1300 North Elston; North Avenue, (No. 1 and 2), Cicero and Hirsch; Seventy-seventh, 77th and Yale, Bessette field.

HERE AND THERE

In providing transportation for Chicago last year, the Surface Lines operated a total of 125,700,000 miles. This mileage is equal to 5,028 trips around the earth at the equator, or 263 round trips to the moon.

—

The courtesy of the conductors on the Van Buren street and Madison street lines earned a bouquet from the *Midwest News* on April 22. It reads: "It's worth a jitney to ride with most of 'em, particularly when you compare their manners with those of New York gentry in similar jobs."

—

C. W. Meyer, chief clerk in the Financial Department, sends in the following interesting note:

"In the *Manufacturers News* for April this item appears: 'The other evening Bennett Chapple, vice president of the American Rolling Mill Company, told a radio audience that for every man on the pay rolls in the steel industry there is an investment of $11,500 to cover the equipment and raw materials which are necessary to provide him with a place to work and things to work with.'

"Let us, for example, compare our own individual company, the Chicago Surface Lines, operating in a territory of 200 square miles, with the steel industry of the United States. For every man on the pay rolls of the Surface Lines, there is an investment of $11,200 to cover the equipment and materials which are necessary to provide him with a place to work and things to work with."

—

Conductor Otto Dahl of the Clark-Wentworth line relates that friendliness to passengers may have unexpected rewards.

While at Niagara Falls Conductor Dahl was enjoying a real conductor's vacation—a ride on a street car—when a passenger asked him if he was a trainman on the Chicago Surface Lines. On Conductor Dahl's affirmative reply, the stranger then identified himself as a former passenger on Conductor Dahl's night car, recalling that on stormy nights Conductor Dahl would wait for him if he saw him running for his car. In appreciation of these kindnesses, the stranger invited Conductor Dahl to have dinner with him that day.

—

Division Superintendent Bowles and John Corbert of Archer proved their alertness recently when the theft of a street car was attempted. Since that time Mr. Bowles met with an accident in the loop and is now convalescing at his home.

—

On January 1, 1936, there were 54,204 passenger street cars and 674 trolley buses in operation in the United States. The popularity of the trolley bus is evidenced by the fact that with the orders received to-date by manufacturers, there will be a 50 per cent increase in the number by the end of this year, according to *Mass Transportation.*

The Chicago Surface Lines, with 135 trolley buses, still operates the largest fleet in the United States.

—

It is glad tidings to learn that our good friend, Ed Altemeier of Burnside depot, is recovering, although confined at present to the hospital, and we hope to see him soon as hale and hearty as in the past.

Street Car Economy Stressed

E. J. McIlraith Discusses Place of Various Types of Equipment

If the Chicago Surface Lines were charging a 10 cent fare, as its competitors do, it would have a huge amount of money to put back into improved service, E. J. McIlraith, staff engineer of the Surface Lines, told the City Club of Chicago at a recent meeting.

"Suppose present riders of the Surface Lines paid a 10 cent fare," Mr. McIlraith said. "Then the company income would be about $21,000,000 more per year than it now is. Using this added income for just one purpose, we could replace from it all our old street cars in about 2 years. Service not only would be speeded up by 20 per cent with new cars that are noiseless and meet modern standards of comfort, but standing passengers could largely be given seats in the rush hours."

All Types Have Place

Mr. McIlraith explained that in local surface transportation there is need for street railway lines, trolley bus lines, gasoline bus lines, and for a type of express buses, mostly gasoline.

"In lighter service gasoline buses may be the most economical service because of low investment," Mr. McIlraith explained. "In express service, particularly with long runs along boulevards or in parks, the gasoline bus will best serve.

"In busier service with headways perhaps closer than six or seven minutes for 40 passenger units, the trolley bus is usually most desirable.

"On the heavier lines, the exact classification of which is difficult of definition in general terms, the modern street car can provide much more competent service at much lower cost and better speeds.

"The trolley bus in city street service of the type for which it is suited has lower cost, higher average speed, greater comfort, and creates less nuisance than gasoline buses on the street, but all buses are limited in size because of difficulty of handling. This limits sizes of doors, width of aisle, size of seats, and number of seats. So on busy lines they are too easily overloaded and cause more delay in loading and unloading.

Tend to Increase Congestion

"Also, as density of traffic increases they begin to be so close together that they delay one another. This is very apparent on the Central avenue bus line where the buses are on a 40 second headway for 20 or 25 minutes in the busiest rush hour. Such close headways greatly reduce the efficiency and speed of small units such as buses must be, and decrease the comfort to the passengers.

"Further, buses, because they are steered vehicles, cannot run as fast as street cars on any but lightly-travelled, well-paved streets.

"The new street car is going to be a revelation to the public and will quickly show why the Surface Lines insists upon a predominance of street car operation.

"The new street cars will be so much superior to any now in use here that a new interest will at once develop when they appear on the street. Their quietness will convince the public that the present noise and clatter is an avoidable city nuisance. Their speed will be from 15 per cent to 20 per cent better than our best operation at present. This will increase street efficiency and attract new riders."

KEEPING 'EM ROLLING

Devon, Archer, and Sixty-ninth Win Honors for April

Devon leads the group for April with an average of 9,628 miles per pull-in due to equipment failure, which is a 71.2 per cent gain over the previous month's average for this carhouse.

Archer followed with an average of 9,212 miles per pull-in and a 101.3 per cent increase over last month's figure.

Sixty-ninth comes up to third place with a close 9,122 miles per pull-in, an increase of 135.5 per cent over the March report.

The average for the entire system was 43.8 per cent higher than for March.

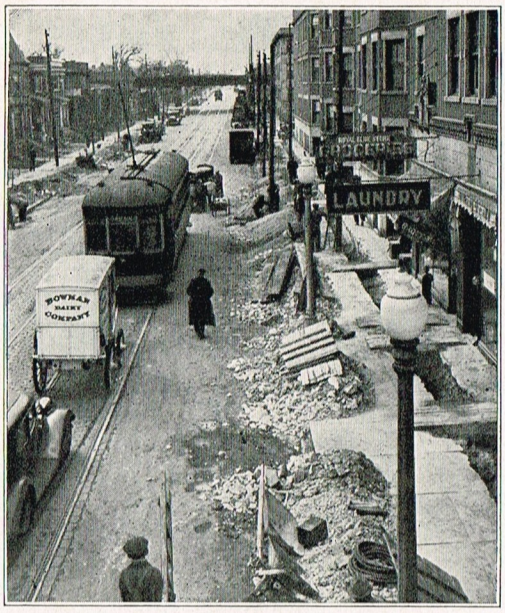
Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc.
1	Devon	....	9,628	71.2
2	Archer	....	9,212	101.3
3	69th	1	9,122	135.5
4	Noble	6	7,765	15.2*
5	Cottage Grove	....	7,433	52.5
6	Lawndale	1	6,955	32.8
7	Division	4	6,696	38.6
8	Elston	5	6,603	41.5
9	North	....	6,578	31.7
10	Armitage	1	5,699	37.4
11	Kedzie	....	4,958	49.0
12	Burnside	....	4,818	21.8*
13	Limits	5	4,649	3.6
14	77th	....	4,587	30.8
15	Lincoln	....	3,184	24.9
16	Blue Island	....	3,131	73.2
		23	5,911	43.8

*Decrease.

Carhouse records for the past six months:

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



READY FOR STREET WIDENING

Setting trolley poles back on Irving Park Boulevard west from Sheridan Road. Street widening costs the Surface Lines many thousands of dollars annually.

Departments and Divisions

Accounting

The best wishes of the department are extended to Miss Lillian Hultquist and Walter F. Lange in their new positions. Miss Hultquist was transferred to West Shops and Mr. Lange appointed cashier.

Mr. and Mrs. Chester H. Johnston, formerly of the voucher and mileage divisions respectively, are receiving congratulations on the birth of a boy weighing 7 pounds on Wednesday, April 29, at the Belmont hospital.

The month of April was the banner month for birthdays in the department and candy was distributed on each occasion by the following clerks: Miss Dorothy Fisher, Mrs. Anne Glowacki, Mrs. Anna Lowe and Mrs. Claire Koch. Many happy returns of the day.

Congratulations and much happiness is our sincere wish for Miss Virginia McNabb and Elmer Olson who were married at McHenry, Illinois, on Saturday, April 4, and also for Miss Elfreda Guembel and Eugene Collins who were married on Monday, April 13. Both brides are members of the trip sheet analysis division.

Miss Alice Mell of the voucher division was guest of honor at a miscellaneous bridal shower given by her friends on Thursday, April 30, at the home of Miss Phyllis Magnuson of the pay roll division, where she received many beautiful gifts.

T. F. Coan.

Electrical

Harry Essington, engineer of tests, has been seen driving one of those new V8's. Well, Harry, let us know when you establish any new records.

Superintendent Frank Roper made a second trip to Topeka, Kansas, for the burial of his father, who died from pneumonia. The entire department extends their heartfelt sympathy.

Billy.

Engineering

William Kearns, chauffeur in the utility department, is holding his breath awaiting the close of Leap Year in fear that some pretty little maid may change his mind about single bliss.

Harry Coutre, wreck truck chauffeur in the utility department, insists upon being addressed as "Judge," since his jury experience recently. He assures us that he tempered justice with his well-known good nature.

Everyone is glad to see Harry Abbott, street opening inspector of the track department, back on the job fully recovered from an attack of "flu."

We regret the passing of Al Haas, wreck truck chauffeur in the utility department, who had been ill for several months. Al had been employed since 1910 and had many friends throughout the system. To his widow we extend our sympathy.

Schedule-Traffic

We are happy to report that Dorothy Peacock is recovering very nicely from an appendicitis operation, after a siege of 2½ weeks at St. Joseph's hospital, and we hope to have her back with us soon.

Charles Kreiner is now at home again from Billings Memorial hospital where he underwent a second operation. We are pleased to know that he is on the road to recovery and look forward to seeing him back to work soon.

Now that Frank Irvine, Norman Johnson, John Franzen, George Bryan and Ted Cowgill observed the annual moving day by moving to new locations, we are all set for another year.

George Weidenfeller.

Shops and Equipment

South Shops: To A. H. Williams, foreman, printing department, and family we offer our heartfelt sympathy in the bereavement at the loss of a wife and mother. Mrs. Williams passed away on April 22, after a long illness.

Congratulations to Andrew (Moon Mullins) Ziegelmeier, machine department, upon his brilliant bowling record, for which he recently won a gold medal.

Our deep sympathy is extended to Peter Marszalkiewicz, car repair department, whose wife passed away on April 28.

Sincere sympathy is extended to James Cervenka, motor repair department, upon the loss of his mother who recently passed away.

Burnside: We welcome back into our midst Paul Markunas, who has been on our sick list for a long time.

77th Street: Here, under the expert care of Tony Arendt, the flowers are beginning to bud and the grass grows greener every day. Tony predicts a top spot for 77th Street carhouse in this year's race for garden honors.

John Callahan, who is still on the sick list, would appreciate a visit from the boys.

Elsie S. Frank.

West Shops: Mrs. Yvonne Randall resigned her position as stenographer on April 18 to take up housekeeping duties in a bungalow in Maywood. Mrs. Randall was well-liked by everyone, and we all hope she will be very happy in her new home.

Miss Lillian Hultquist, formerly of the Accounting Department, filled the vacancy left by Mrs. Randall's resignation.

Our sympathy is extended to the families of Paul Walentis, a laborer in the truck shop, who passed away on April 23, and Charles Raney, a car repairer at the North Avenue carhouse, who passed away on April 6.

Lillian Hultquist.

Around the Car Stations

Cottage Grove

Congratulations to Mr. and Mrs. T. Bolan on having passed the 50 year marker on the wedding road. It is glorious for a couple that can stick together through thick and thin in love and harmony. Mr. Bolan has done a good job at home and in his position as conductor.

The new men thank the rank and file for timely advice and instructions. Giving a helping hand to these men is part of our duties.

Visitors will soon be flocking in on us, so let's be ready to treat them in such a manner that they can go back to their homes with words of praise for the men of C. S. L.

As we are writing these notes a message has been received that Motorman G. P. Hanson has passed away after a lingering illness. To his family we extend our deepest sympathy.

Joe Kuhnlien is on the casualty list—mind you—a black eye from playing softball. Joe, back to the big league for you.

When picking runs next time, if it is necessary to leave run numbers to be picked for you, be sure to use the new form to put your choices on. It is believed that you will like this form as all will be in order when it is time for you to have a run picked for you, and also will be a great help to the one that has charge of the picking.

To the boys off sick we wish a speedy recovery and hope that they will be back on duty in the near future.

Seventy-seventh

Now that Clerk John S. Barnes is able to be up and around again after a severe sick spell, we hope that it won't be very long before he will be back to work. Even though his confinement has a telling effect on him, yet his illuminating smile and resonant voice are still the same as they always were.

Conductor Michael Tierney has forsaken the idea of going in training to become a jockey, because his medical advisors informed him that he would impair his health by reducing his enormous tonnage, and suggested that he go in for "razzling" instead.

Clerk Elmer Gobielle and his bride have vacated their north side residence to be nearer to his work, and also to enjoy many other comforts as well.

Best of luck to Motorman Al Knize's son Alfred, Jr., in his try out with a minor league club. Young Al is a first baseman and a product of our sandlots. He's a great big fellow who can hit the old apple high and far, and whose ambition is to be a regular player on one of our home major league teams, preferably the White Sox.

All our softball league games are scheduled to start at 7 P. M. every evening at Bessette field, beginning June 1. There will be 5 teams participating in our league this year. We hope to see a large attendance of trainmen and their friends at all these games.

For some of us, probably a birthday is just another one of those days, but Motorman John V. Goyke's birthday was one of great happiness and pleasure, as he received as one of his many gifts a lovely verse written by his 14 year old daughter Lorraine, which reads as follows:

I am penning a little rhyme,
You hardly will deem it worth your time,



CHARLEY LEVIGHN MEETS "DIAMOND CHARLEY"

Recently Charley Levighn, who has been a conductor for 43 years and is well-known on the system as "Diamond Charley," went to Hot Springs to take the baths. While he was there a photographer who must have been seeing double took this picture of him.

"Diamond Charley" spent 37 years as a conductor on Western avenue and at present has a night run on Division street. He gained his nick-name because of his hobby of buying diamonds. Two years ago a robber tried to hold him up and took a shot at him. He carries the bullet, which just missed his head, in his pocket as a souvenir.

Maybe you won't believe it so,
For it tells of someone whom perhaps you don't know.
He isn't of great fame, for such men are rare.
He won't be down in history, but I don't care.
He has many friends, among whom he is well known,
And like bees around a honey pot, they circulate near his home.
I love him very much, and so does my mother,
We could never be tempted to trade him for any other,
I know he loves me, my mother, and even our dog, Patty.
Now, can you guess who this guy is?
Of course you know he's my Daddy!

Our golf tournament will be held on June 11, at Cog Hill, tee off at 9 A. M. There will be 16 prizes awarded, and as an added attraction there will be a "Mystery Handicap." It is expected that 71 trainmen will participate in this event.

To the following trainmen we express our deep sympathy in their recent sorrow. Conductor Fred Schimmel in the loss of his mother; Conductor John E. Murphy, his father; Conductor Michael Murphy, his brother, and Motorman A. Kotz and his brother, Conductor J. A. Kotz, in the loss of their mother.

John T. Flynn.

Sixty-ninth

During the past few weeks the following trainmen have forsaken the ranks of bachelorhood and taken unto themselves brides: Conductor Herman E. James and Conductor Martin J. Reidy. Best wishes to the newlyweds.

We are looking forward to word from Motorman Daniel E. Radke who is vacationing in Los Angeles, California, visiting with his son.

The old familiar cry of "Play Ball" is again in the air. All softball players are urged to come out and play ball again any morning at the home grounds at 59th and Damen. Efforts are being made to form a few teams again this year and enjoy the game and get that much needed sunshine and exercise.

The much discussed pool table lights will very shortly become a reality.

Our depot was in fourth place in the witness contest last month. Good work! A little more effort and we will be in first place. It can be done.

A. R. Lipphardt.

Archer

Our deepest and sincere sympathy is extended to Conductor Martin F. Neylon who was called upon to part with his wife through death on April 12, after a short illness.

Motorman A. T. Rennie was married Saturday, April 18. He was attended by his brother-in-law Motorman Frank C. Klassens. The service held at Saint Theodores and Conductor S. J. Glass and his wife sang "Ave Maria." Dinner was served at the bride's home and the reception was held at 62nd and Ashland avenue. Congratulations are now in order.

Conductor J. F. Gist is now the proud father of a son born April 19. Mother and son are doing nicely.

Motorman T. J. O'Rourke, executive board member, is now sporting a new Chevrolet sedan. Here's wishing him good luck.

Here's a secret boys, Conductor W. H. Stopp was married on his birthday, April 7, and his pal, Conductor C. R. Lytle, was best man. Congratulations are extended to the adventuring young couple.

Motorman Raymond W. Prell tells us another stork story. A bouncing baby girl arrived at his home on April 4 making a happy family of 5 boys and 1 daughter.

Our sincere sympathy is extended to Conductor R. Clair on the death of his mother on April 11.

Conductor Luke P. Rogers reports the arrival of a baby girl at his home April 10, who has been named Patricia Lou.

Our sincere sympathy is extended to Motorman John Wirth who was called upon to part with his wife after a long illness. The funeral service was from Saint Maurice church.

And the wedding bells did ring out for our new clerk, Edward Van Cleave, who took upon himself a wife to honor and obey for his remaining days. He is happy nevertheless. The wedding was somewhat of a surprise to the office force as Ed did the trick on his day off. A wedding supper for 12 couples was served at the Stevens hotel. Congratulations, Van.

Dusty.

Lawndale

Conductor Herbert Almond, is spending his honeymoon in the vicinity of Miami, Florida.

Conductor Julius Jackiewicz is spending a few days at Hot Springs and reports a pleasant trip.

C. F. Karschnik.

Blue Island

Conductor Andrew J. Carson, who entered the service on September 15, 1899, passed away on March 30, after an illness which lasted a little over two months. Our sympathy is extended to his bereaved wife.

Our sympathy is extended to the following in their recent bereavements: Charles Devine, the loss of his mother; Albert O'Dowd, the loss of his mother; Gus Over, the loss of his wife; and George Washack, the loss of his daughter.

C. P. Starr.

Kedzie

Kedzie depot has entered into the softball league with Robert Naesens of the repair department as manager. While this is the first year at playing ball, there is no doubt but that with a little teamwork we will finish in first place.

Conductor C. Gustafson deserves creditable mention, for on May 1 while on his way home he saw that the cars were blocked due to an accident, and seeing the conductor busy taking care of injured persons he immediately put the passengers on the car behind and helped to pull the car into the depot, thus saving an unnecessary delay to service.

Motorman Henry LaVoy returned safely from his five months' trip to Florida. He visited all places of interest and the remainder of the time he spent fishing and swimming at Tampa, Florida. He wrote us several letters telling he was sorry for us during that cold

spell. Lots of good that did—but thanks anyway.

Conductor James O'Brien, who was off sick only a few days, died of pneumonia April 10.

Clinton Sonders.

North

Page Methuselah or someone. After 35 years as a motorman "Maggie" Jones decided to take things a bit easy so he picked a one-man car and likes it. A quaint character is "Maggie," whose Christian name is William F. However, of the thousands of friends he has made among patrons as well as fellow workers, none would know him by anything else but his nick-name.

Vacations are the main topic at present—no doubt the stories will come later. Harry Dillon says his wife picks his vacation period and he does not know when or where he is going.

Herbert Callahan reports the arrival of a daughter as does also Russell Servies. Thanks for the cigars.

Our sympathies are extended to the family of John Nelson in his sudden death.

All the boys look pretty slick with new uniforms, etc., for inspection. It is hoped that they maintain this appearance through the summer.

Armitage

Manager Joseph Kurzer of the Armitage depot softball team extends an invitation to the public, and especially to employes and their families, to attend the league's Sunday morning games.

Mrs. Marie Garness, 3214 North Keating avenue, was very thankful to Conductor Charles Ross for the return of $9. Mrs. Garness boarded his car in the loop and in her hurry handed Conductor Ross a folded $10 bill which she thought was a $1 bill. On the following trip as he passed the depot Conductor Ross stopped off and returned $9 to Mrs. Garness, who was waiting.

We extend our sympathy to Conductor Dennis Walsh on the loss of his son who was killed when the truck he was driving was in a collision with an automobile on April 29.

Our clerk, Ben Gawlik, defeated Gus Wajerski in their checker tournament.

Robert O'Connor.

Division

We extend congratulations to Motorman Dave Leahy, who is a proud father of twin girls. Also to Motorman Albert Everett who is the proud father of a baby boy. Here's wishing them the best of health and happiness in the future.

On May 3, Motorman Nigh Smith celebrated his fiftieth anniversary in street car service. He is still going strong and has a big smile for everyone. Congratulations, Mr. Smith.

The Division depot bowling team came out on top this season by winning the championship. We extend congratulations to them and hope they can repeat the record next year.

Conductor James Sweeney is back on the job and looking fine, after 30 days vacation at Hot Springs.

If any trainmen have pictures or any news of interest please give it to the clerk at the window as soon as possible.

E. B. Peterson.



Conductor Larus Gislason of Devon with Chevrolet won at Aragon Ballroom.

Devon

Conductor Larus Gislason had the good fortune to win a 1936 Master 6 Chevrolet coupe at the Aragon ballroom on April 23. His admission ticket to the Aragon carried the winning number entitling him to the automobile. Mr. Gislason was a happy, though somewhat dazed winner, and is anticipating many good times in his new car.

We are all glad to see Conductor Maurice O'Brien back at work after several weeks of illness, and express our sincerest wishes for his continued improvement in health.

We all regret the passing of Motorman C. Roy and Conductor J. Broderick, and extend our sincere sympathy to their bereaved families.

A speedy recovery is the wish for the following men on the sick list: J. Callahan, T. Mahoney, M. Madden, H. McMaster, and L. Farber.

Congratulations are in order for A. S. Hill, chief clerk at Limits depot, who took unto himself a wife. A long life of happiness is wished for the couple.

John W. Binder.

Limits

At this time it gives us a great deal of pleasure to announce the marriage of our chief clerk, Albert S. Hill, to Miss Frances Kuszner, the ceremony being performed at the Bethel Lutheran church, on Saturday, April 25, at 8 P. M. The boys all wish the newlyweds the best of good fortune, and trust their future life together will be one of complete happiness.

The Limits softball team is forming for this year, and your continued support is earnestly asked for. If you can play ball come out, if you cannot play, come out and cheer. Watch bulletin board for schedule of games and practice time.

Our scribe, Ed Davis, has been away from us for quite sometime now, due to illness. May he return soon, that the sparkling comments he could so well pen may again be enjoyed in the magazine.

Our heartfelt sympathy goes out to the family of Motorman P. McGinnis who passed away on April 23.

We still have quite a few of the boys away due to illness and look forward to the time when they will return in our midst. A visit will surely make them feel that we have not forgotten them.

Pinch-hitter.



WHERE ASHLAND AVENUE LINK WILL BE BUILT.