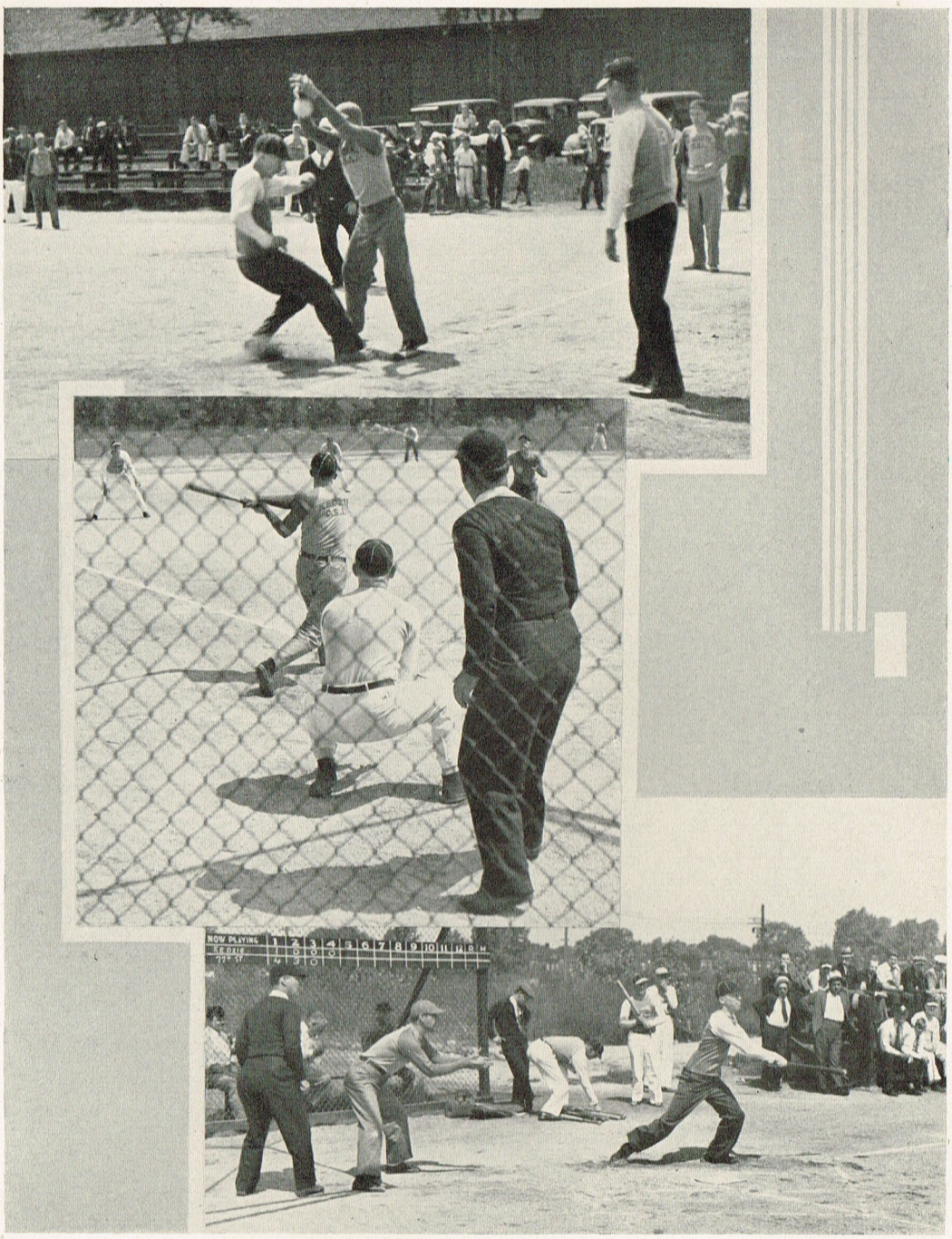
Surface Service
• MAGAZINE •

VOLUME 13 JUNE 1936 NUMBER 3





"PLAY BALL"—THE SEASON'S ON.

Tense moments in the hotly contested battle between 77th and Kedzie on May 31, won by 77th by a score of 8 to 5.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 13 JUNE, 1936 No. 3

Study CSL Welding Methods

Engineers Hear Address by Jonathan Wolfe on Improved Process

Welding of rail joints in track work on the Chicago Surface Lines by a process which obviates re-routing and delays in traffic and has resulted in failures of less than 1 per cent of the total number of welds, is attracting wide attention in the electric railway industry.

The process was described in great detail before the Western Society of Engineers recently in a technical paper prepared and presented by Jonathan Wolfe, assistant superintendent of track and roadway of the Surface Lines. The paper attracted the attention of *Mass Transportation* and a portion of it was reproduced in the May issue. The editor of the magazine highly praises the paper and the process it describes. He points out that the process covers six major uses of welding: 1—Rail joints; 2—Repairing worn special work; 3—Building up cupped joints; 4—Welding negative cables to rails; 5—Burning apart old rails and steel to facilitate removal as scrap; miscellaneous burning; and 6—Fabrication of special work by welding.

The technical aspects of the paper were of such interest to the engineers that the entire paper is to be published in the monthly *The Journal of the Western Society of Engineers* in an early issue.

As a point of pride for Chicago Surface Lines employes it is interesting to note that the Surface Lines is the first electric railway system to develop successfully the welding of manganese steel in special track work, a universal practice now.

Much Welding Done

That the various welding methods are important to the Surface Lines is apparent when one considers that an average of nearly 9,000 joints have been welded by the thermit process alone each year for the past six years. Each joint welding job utilizes a crew of 10 men and four of these crews are out constantly. Welding operations alone engage the full-time work of approximately 100 men.

Mr. Wolfe recalls the difficulties of welding in earlier days. Resistance welds were adopted when the 1907 ordinances requiring heavier rails and track construction were accepted. Steel bars were placed on either side of the rail at the joint and the weld was made under hydraulic pressure.

Equipment for making the resistance welds was cumbersome and expensive. Mr. Wolfe points out that four cars were needed and during the welding process it was necessary to re-route street cars with a temporary track cross-over or by re-routing the cars during night work.

Pay Weld Equipment

One car was necessary for the sand blasting work which cleaned the rail ends. Two more were coupled together, the first carrying the welding transformer and pressure apparatus suspended from a crane, and the second equipped with a rotary converter, inverted, which changed the direct current of the trolley wire to an alternating current for welding purposes. The last of the four cars carried grinders to bring a smooth surface to the finished welds. The total number of pay welds installed by the resistance process was nearly 183,500.

Electric seam welds were started in 1919, primarily to reclaim broken cast welds on 7-inch rail. Under this process a low carbon welding rod was laid in position along the seams, held in place by a copper defining bar and welded by the use of carbon electrode, a double welded seam being used to refine the metal. This type of weld is particularly suited for maintenance and reclamation work where only a few joints are to be welded in one locality. This work can be done in the daytime, permitting better inspection. The number of equipments for this work was increased until it reached 16 in 1927.

At the end of 1920 the use of resistance welds was discontinued, for the greater part of welding consisted of joints scattered over a wide area with only a few in each locality. Due to the use of the tracks by the welding equipment, the welding could only be done during a few hours of the night unless cross-overs were installed or the cars re-routed. Obviously, either method was costly.

Begin Thermit Welding

In 1924 the Surface Lines began thermit welding rail joints on track extensions, the welds being installed under contract. The first thermit welds—48 joints of the old "now-insert" type—were installed in 1911 for tests on Irving Park boulevard and gave satisfactory results.

Since the purchase of the first thermit welding equipment in 1925 all thermit joints have been welded by Surface Lines employes using the head insert type. Additional equipment was purchased as operations were extended until the Surface Lines now owns five complete outfits, all with various improvements to fit local conditions.

Still another change in method was made in 1931 when the welding thermit joints by the "under traffic" method was undertaken. Thus it was possible to carry on welding operations without disrupting car operations, and delays and expense were avoided.

The heat reaction in this process is chemical, based on the high affinity of aluminum for oxygen. Pulverized aluminum and iron oxide are mixed together, with a definite quantity of steel punchings of the same chemical analysis as the rails. These ingredients in the form of a "portion," are put into a crucible lined with magnesite. The mixture is leveled off and a small quantity of ignition powder placed on top.

High Degree of Heat

After the joint is pre-heated and the crucible in place, the ignition powder is ignited, usually by a heated rod, producing a short quick heat of about 2800 degrees Fahrenheit. (See illustration on front cover of this magazine.)

This heat starts the reaction which continues through the entire portion. In the incredibly short time of 20 to 24 seconds, the whole mass reaches a temperature of over 5,000 degrees Fahrenheit, producing a super-heated steel about twice the temperature of ordinary molten steel. The crucible is then tapped and the steel flows down into the mold, the slag on top being retained in the cope portion of the mold.

An interesting sidelight to the welding is that the slag formed—alumina oxide—is really an artificial corundum and, next to the diamond, the hardest substance known.

The difference between the old method and the "under traffic" method, Mr. Wolfe points out, lies in the molds used. With the old process the two halves of the molds extended some 5 inches above the top of the rails holding the slag which rose above the weld metal. With the "under traffic method," the upper part of the molds is made in a separate piece called a "cope."

Pre-heating is done without the cope, the molds extending only to the top of the rails, and an iron cover is used to retain the heat. This cover may be removed to allow cars to pass without interfering with the pre-heating. The cope can be placed and thermit poured in less than five minutes.

Is Less Hazardous

Under the Surface Lines process the welding work has also been made much less hazardous. About two and a half minutes after pouring the thermit the clamps are removed and the burnt molds and slag are knocked from the welded joint. The steel riser is cut from the rail head with a chisel and sledge. A wire screen on a long handle, held close while the riser is being cut off, prevents hot steel chips from flying off and injuring the workers.

The average cost for each of the nearly 9,000 joints welded annually is a bit over $8. A joint welding on a 9-inch rail will cost about $8.50 and will run less for a lighter rail.

Mr. Wolfe has been with the Chicago Surface Lines since 1917, with the exception of a short time spent in the Army where he was a first lieutenant with the Engineers. He has been assistant superintendent of track and roadway since 1919.

DEMAND CSL BUSES

Civic Groups on Foster and Kimball Carry Fight to City Council

As a part of their campaign to get the City Council to pass an ordinance granting the right to the Surface Lines to install buses on Foster and Kimball avenues, the civic organizations in that section of the city recently ran a sound wagon up and down those streets and to the loop. The sign on the automobile was put out by the North Mayfair Improvement Association, Greater North Park Improvement Association, Uptown-North Clark Street Business Association, Northwest Federation of Improvement Clubs, Avondale Chamber of Commerce, North Park College, and the Swedish Covenant hospital, all of which are strong advocates of Chicago Surface Lines service on these streets.



Civic Groups' Traveling Sign

The Illinois Commerce Commission on March 31 issued an order for the installation of Surface Lines buses on the two routes and later overruled the petition of the Chicago Rapid Transit Company for a rehearing. This left the matter in the hands of the City Council, which must pass an ordinance before the buses can be installed.

In the meantime the federal court approved the expenditure of $300,000 for the purchase of buses for this purpose, if and when the proper legal authority has been granted for their installation.

CONDUCTOR CRUSHED

Death Takes Conductor Gardner Following Accident

Conductor Edward H. Gardner, badge No. 8502 of Kedzie depot, died June 4 following injuries received when a truck crashed into the front platform of the car in which he was riding to work. Ladders and other painting supplies on the truck were thrown through the car window crushing Conductor Gardner, who died shortly after in the Danish-American hospital.

Conductor Gardner was born November 7, 1886, and made his home at 3323 North Neenah street. He had been a popular employe at the Kedzie station since he entered the Chicago Surface Lines on September 1, 1908.

Conductor Gardner is survived by his widow.

Burial took place Monday, June 8, at the Mt. Emblem cemetery with the Masonic rites.

Bid For CSL Properties

Making of Offer to Purchase Is Step Toward Reorganization

As a necessary step toward the reorganization of the Chicago Surface Lines, bids were received for the properties by a master in chancery in the County building on May 29.

The only bidders were Frank M. Gordon of the First National Bank and M. H. MacLean of the Harris Trust and Savings Bank, representing the security holders who have accepted the Plan of Reorganization. The bid was a formal offer made in accordance with the Reorganization Plan formulated by the Abbott Committee last October.

The bids will be up before the federal court on June 19 for consideration, and prior to that time any objections to the plan must be filed. The bids and the plan must be approved by the court before the sale can be consummated.

To Unify Properties

The plan of reorganization contemplates the consolidation of all of the underlying Surface Lines properties into one corporation, to be known as the Chicago Surface Lines, Inc. This will provide a simplification of financial structure and ownership which, the Abbott Committee points out, will be very helpful both from an operating standpoint and in the negotiations for a new franchise.

Messrs. Gordon and MacLean in an interview following the sale said:

"The bids made at the sales today for the properties of the various Surface Lines companies were made pursuant to the Reorganization Plan and Agreement of Chicago Surface Lines dated October 31, 1935, and the action taken was merely a step toward the consummation of the Reorganization Plan and Agreement. This plan has been presented to the court and at the time the court is asked to confirm the sales it will pass upon the plan.

"We confidently expect the court will approve the plan, because it offers a fair and equitable adjustment of all of the various and complicated interests in the properties and unifies the ownership of Chicago Railways Company, Chicago City Railway Company, Calumet and South Chicago Railway Company, the Southern Street Railway Company, and Chicago and Western Railway Company which comprise the Chicago Surface Lines.

Accepted by Majority

"More than 90 per cent of the first mortgage bondholders and a large majority of the other security holders have deposited their securities and accepted the Reorganization Plan. The remaining security holders still have an opportunity of participating in the plan on the same basis as the security holders who have already accepted it. The bids were made on behalf of the vast majority of the security holders who have accepted and will accept the plan.

"Upon the consummation of the plan, adequate funds will be available for expenditures for new street cars, motor buses and other improvements that will further enhance the essential value and efficiency of the surface lines system to the street car riders of the city of Chicago.

To Improve Properties

"The Chicago Surface Lines now handle approximately 80 per cent of the local transportation business of Chicago—that is, of all passengers carried by the surface lines, elevated and bus company. The new type of street cars which will be acquired through funds available upon the consummation of the plan will be noiseless, will have a fast getaway and will be more comfortably equipped than any that have ever been used, and will be similar to the 83 cars now being constructed for use on Madison street.

"The consummation of the reorganization will thus make it possible to further improve the transportation system of the city of Chicago."

NO LEG FOR TRANSFERS

Rumor Which Started Thousands Collecting Used Transfers Is Mystery

Someone started a rumor that the Chicago Surface Lines would give an artificial leg to a crippled boy if he would collect 100,000 used transfers—or 1,000,000, for those who repeated the rumor were not quite sure of the number.

The rumor spread throughout the city, as rumors have a way of doing. In the Englewood high school, the Lane Technical high school, and in several factories throughout the city, people began saving transfers and turning them in to central clearing houses.

Then telephone calls began coming in from people who had heard about it and wanted to know the facts. Some of them had been told that the recipient was to be a crippled boy. Others had the impression that it was a girl, and still others held that it was a man who had lost both legs.

The Accident Investigation Department became interested and assigned investigators to go and see what it was all about.

The investigators found several people who were collecting used transfers and brought back half a bushel basket of them to the head offices, but they could not locate anyone who really knew how the rumor started or who was to be the beneficiary.

The investigators informed all of those whom they contacted that the Surface Lines was not in the habit of giving away artificial legs and if it were, it would not ask anybody to save 100,000 or 1,000,000 or any other number of transfers.

How it all started or what it all meant will probably always remain a mystery.

CALUMET 100 YEARS OLD

South Chicago Celebration Calls Attention to Importance of Street Cars

The history of South Chicago, which celebrated its centennial anniversary with a varied program extending from June 7 to June 14, inclusive, would not be complete without the history of street car operation, which had so much to do with the growth of that section of the city.

The City of Calumet, the beginning of South Chicago, was placed on the map on June 13, 1836, when the first subdivision plat was filed under that caption, hence that date is considered as the birthday of South Chicago.

The program for the celebration included various exercises held at the open-air centennial theatre at Bessemer park, an old settlers' picnic, a baby contest and other events. One of the principal features of the celebration was a historical and industrial parade covering most of the important streets in the Calumet section on Thursday evening, June 11. The Chicago Surface Lines participated in this parade by providing a replica of an old bob-tailed horse car and one of the new-type experimental cars, to show the contrast between the old and the new transportation.



Thos. H. Moppett

The boundaries of the district celebrating the centennial run from Stony Island on the west to Lake Michigan and the state line on the east, and from 67th on the north to 138th street on the south. A glance at the map is sufficient to show how important the Surface Lines network of tracks has been in the development of this section.

Ownership of the street car properties in the Calumet district is vested in the Calumet and South Chicago Railway Company, which has had an operating agreement with the Chicago City Railway Company since 1908 and has been operated as a part of the Chicago Surface Lines since 1914. This company was formed in 1908 by a merger of the Calumet Electric Street Railway and the South Chicago City Railway companies. The first car line in the district was the Calumet Horse and Dummy Railway, formed in 1867.

Motorman Thomas H. Moppett, badge No. 507 of Burnside, was for many years secretary of the Calumet Electric Street Railway Employes' Mutual Aid Association.

"We were the first electric street car line in Chicago," Motorman Moppett recalls. "We were the only electric and the first electric line furnishing funeral services in the country at a nominal fee to all cemeteries, and also had the first electric decorated cars for all occasions—trolley parties, etc.—and the first electric line to have full vestibules and stools for the motormen, and many other improvements."

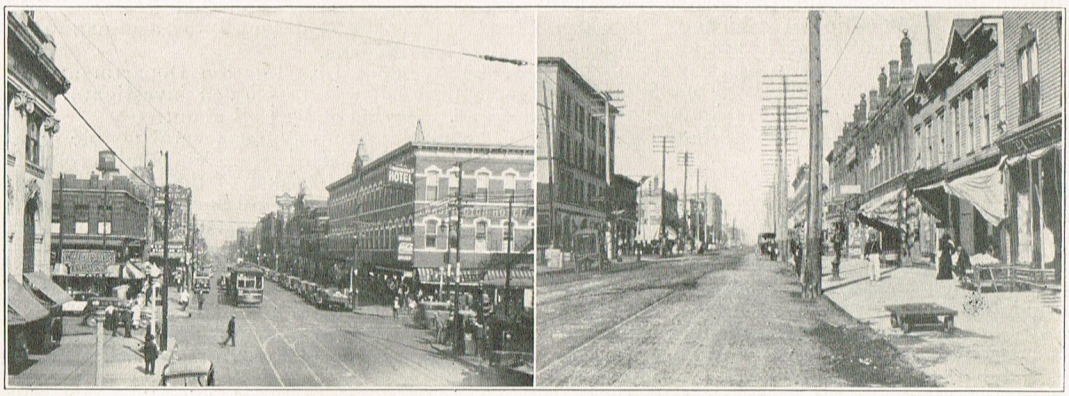
Mr. Moppett went to work for the Calumet Electric Street Railway in June, 1892.

"There were only three conductors at that time," he says. "The barn and power house were located at 94th and Stony Island avenue. The barn had a capacity for two cars. Two new cars built at about this time, numbers 9 and 11, were about 25 feet long with cross seats. They were open cars.

"The track on 93rd street from Stony Island to South Chicago was laid on wooden stringers with a stray rail spiked to them, the rail being about 12 feet long. Many times we would have to get off and place the rail on the stringer and shove the spikes into the holes with the heel of our shoes."

MANY TRANSFER POINTS

A recent check shows that the number of transfer points on the Chicago Surface Lines at present is 615. In 1932 there were 596 transfer points, and since that time 19 new points have been aded through the installation of bus lines and the extension of transfer privileges between Dearborn and Wabash. The addition of the Kimball and Foster avenue lines to the system would add 14 more transfer points.



Commercial at 92nd Street Now and in 1900.

Commend Quick Thinking

Efficient Driving Prevents Accident—Other Commendations

Resourcefulness and quick thinking on the part of a Surface Lines employe last month drew high praise from a bus load of passengers who were saved from what might have been a serious accident by the efficient driving of Francis J. Muszynski, badge No. 12020 of North Avenue.

Operator Muszynski was driving his trolley bus north on Central avenue when during the rush hour a front tire blew out just as a southbound trolley bus was passing. His skillful handling of the bus in a ticklish situation inspired several passengers to write letters of appreciation.

Typical of these letters was this from George B. Rogers, 5942 North Kostner avenue.

"We were going at full speed and immediately in front was a parked car with two passengers. The driver swung his bus to the middle of the street and missed the southbound bus, also going at full speed, by not more than six inches, and brought his car to a stop, all in the fraction of a second. It was the finest bit of quick thinking and driving it has ever been my lot to witness. I shudder to think what would have happened without this man's good judgment and skill."

Irving Thayer, 931 Sunnyside avenue, says that all the passengers on that bus were so impressed with the efficiency of the Surface Lines driver that "everyone shook hands with him."

Woman Is Grateful

Operator Muszynski also drew praise from Mrs. Anna Kraak, 5208 West Montana avenue, who considers herself lucky to have been a passenger, though not at the time of the near-accident. Mrs. Kraak lost a purse containing $16.30 which did not belong to her and was naturally overjoyed when Operator Muszynski returned it to her. Her letter also praised all Chicago Surface Lines employes indirectly when she said she knew that "your whole company of men take after him."

Commendations for the Surface Lines decreased in May, 1936 over the number received in May, 1935. This month produced 42 as against 55 for the same month last year. There were 498 complaints for the month as against 442 last year.

Passing up passengers continued to be a major division on the complaint list, there being 76 recorded objections. There were 127 complaints for discourtesy and 131 for miscellaneous causes.

Has Changed Mind

Evidence that the Surface Lines has gained another friend was contained in a letter from F. M. Arnold, 10558 Vincennes avenue. Mr. Arnold mentions that he has made complaints on other occasions but has now changed his mind regarding the courtesy and efficiency of Surface Lines men. He specifically commends Motorman John A. O'Connor, badge No. 2445 of Seventy-seventh, who stopped his car a full length beyond the usual place to enable Mr. Arnold to catch the car and keep an important engagement.

E. Weilmann, 4419 George street, was able to keep an important lecture engagement through the courtesy of Conductor Anthony Jouron, badge No. 10512 of Limits. Mr. Weilmann boarded Conductor Jouron's car on a Sunday, when change is more scarce than usual, with only a five dollar bill. Unable to change it, Conductor Jouron told him to take a seat and later canvassed the car for change and was able to protect both the interests of the Surface Lines and those of Mr. Weilmann.

Motorman Rudolph A. Nelson, badge No. 9565 of Seventy-seventh, drew praise from Walter J. Sachsel, 1903 East 74th street. Mr. Sachsel, a salesman who frequently uses the Surface Lines in making his business calls, rode on the front platform and carefully observed the motorman. He commented on the extreme care which Motorman Nelson used to prevent accidents and declares that no woman or child left the platform without a word of caution, politely phrased—"please be careful, look behind you that no autos are coming."

Trust Repaid

Most people are appreciative when trusted by Surface Lines conductors. E. G. Forester, Hickory Chair Manufacturing Company, 666 Lake Shore Drive, wrote a lengthy letter in praise of Conductor Raymond C. Wells, badge No. 13390 of Seventy-seventh who, unable to change a large bill, took Mr. Forester's five pennies and trusted him for the missing two cents, later repaid. Mr. Forester rarely uses the Surface Lines, he says, but his letter indicates that such courtesy will make him a more regular patron.

Mrs. Gregor Rolling, 7215 North Barton avenue, boarded the car of Conductor Daniel F. Joyce, badge No. 7268 of Archer, with her daughter and a friend. Mrs. Rolling paid the three fares and her daughter, not seeing they had been paid, paid for herself. Conductor Joyce courteously and willingly returned the seven cents when the overcharge was brought to his attention.

Aiding a blind man put Conductor John F. Riordan, badge No. 668 of Lawndale, in the Good Samaritan class. J. A. McGuire, 7731 South May street, wrote citing him for helping a blind man through the traffic to the sidewalk at the busy corner of 12th and Michigan.

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ANSWERING QUESTIONS

A great deal of money is being expended by the Chicago Association of Commerce, the Chicago Park District and other organizations to induce visitors to spend their vacations in Chicago during the summer months. Attractive booklets have been issued and widely distributed, describing and illustrating the many advantages Chicago possesses as a summer resort.

All of this effort, together with the impression Chicago made on visitors to the Century of Progress, is expected to result in a large increase in the number of out-of-town people in the city this summer. Many of these visitors who do not like to drive in the city will prefer to use public transportation facilities.

The extensive network of routes of the Chicago Surface Lines is confusing, however, to these visitors, and when they use street cars they will find it necessary frequently to inquire their way.

Chicago Surface Lines trainmen must recognize this fact and always be ready and willing to take sufficient time to answer courteously and clearly any questions of passengers relative to the car lines to be used and the points at which they are to transfer in going from one part of the city to the other.

That is simply good salesmanship.

RUMOR

The credulity of the scores of people who recently began collecting used transfers to exchange at the Surface Lines offices for an artificial leg for a mythical crippled boy, is another example of the readiness with which the public credits almost any rumor no matter how incredulous it may be.

The people who were collecting transfers heard the rumor from some friend who knew as little about its source or authenticity as they did, but they went to work collecting the used transfers just the same.

This rumor did not even have the advantage of being a new racket. In the last two or three decades it has bobbed up in one form or another several times. One time, several years ago, boys influenced by a similar hoax began showing up at the head offices of the Surface Lines with large bundles of used transfers which they wished to exchange for bicycles. On other occasions similar activity has resulted from rumors that the Surface Lines would give other valuable rewards for quantities of used transfers.

The facts that the Surface Lines finds it a considerable burden to destroy the millions of used transfers collected every day in the course of business, and that city ordinances require persons retaining used transfers to tear them up or otherwise destroy them before throwing them away, seem to have no effect in discouraging the circulation of these ridiculous rumors.

All of which illustrates the fact that you can't believe everything you hear.

ATTENTION VACATIONERS!

If you catch a big fish, marry a pretty girl or even grow a respectable beard, SURFACE SERVICE MAGAZINE wants to know about it. Take a camera along and send us your interesting pictures taken during summer interludes. You take the pictures and we'll do the rest!

Hear World With a Hobby!

Surface Lines Radio Enthusiasts "Travel" to Far-off Spots

In the ranks of Chicago Surface Lines employes there may be many whose work may never take them from the confines of Chicago. However, hobbies, practiced in long leisure hours, may take them to the far corners of the globe.

Such are the amateur short-wave radio enthusiasts, known as "hams," who abound in many departments of the Surface Lines.

One of the more experienced and successful of these numerous radiophone operators is Edward W. Horning, an engineer in the Traffic and Schedules Department. Mr. Horning has been interested in amateur radio since 1920 when the whole thing was very new and most crude when compared with today.

With his short-wave set Mr. Horning has been in two-way communication with all the major points on the North American continent, Greenland, Hawaii, Porto Rico, Cuba, Panama, Costa Rica, South America and Australia.

In the language of the amateurs Mr. Horning has a call letter which serves for both name and address to those who are familiar with the various amateur stations. His amateur radiophone Station W9PPL is located at 2116 South Trumbull avenue and he operates under a Class "A" amateur license on a frequency of either 14,180 or 14,210 kilocycles. The power input to the final stage is 120 for phone use, and when it is desired to change to telegraph operation, the power is increased to 200 watts.

Will Step Up Power

Although he has "met" and talked with innumerable operators in distant parts, Mr. Horning plans to step up his station's power to a point where two-way communication between "hams" will be on a more reliable basis.

The marvelous progress in the field of radio is indicated by the fact that when Mr. Horning first started in 1920, his most distant contacts were made at "an astounding distance of 25 or 30 miles."

Although the amateur work is primarily a hobby with Mr. Horning, it is often put to practical use. He has received many messages originating in various parts of the United States and has delivered them to parties in Chicago via telephone. Traffic has also originated at his station. His present license was secured in 1933.

As he points out, amateur radio has proven to be invaluable when ordinary means of communication fail. When floods and earthquakes disrupt telephone and telegraph the "hams" furnish excellent service as they did during the spring floods in the eastern states. News services and the outside world were entirely dependent on the amateurs for reports of conditions in many flooded areas.

From Australia

Mr. Horning often receives interesting letters from operators in far off countries. Most recent of these was from John J. MacDonald, 36 Sussex street, Maylands, Western Australia. Mr. MacDonald uses an amateur radio salutation term, "Dear Om:" His complete letter, addressed to "Amateur Radio W9PPL, Chicago, Illinois, U. S. A." follows:

"I was listening to your fine signals this evening at 8:15 P. M. (Westralian Time) on a 20 metre band. It would be early morning at your location on April 3rd. You were calling Australian VKS, New Zealanders, Asiatics and Japan. I was surprised at the great strength that your signals were coming in here. . . . I guess you have some station for your signals were the best coming in from America tonight.

"Maylands is a suburb of Perth, the capital of West Australia, which has a population of 250,000 people who are 99¾ white. Asiatics are barred from settling in Australia, hence the longing eyes of Japan turned toward us.

"The Goldfields water supply which runs from Mundairing Wier to Kalgoorlie, a distance of 380 miles uphill grade to 1,200 feet is reckoned to be the World's Eighth Wonder. It supplies water to the mines and people of Kalgoorie, a town which through its great gold resources sprang out of a desert.

Hoover Worked There

"Mr. Hoover, one time president of your country, used to work on the Goldfields here years ago. I lived there myself for 15 years.

"Australians are a sport loving crowd and are also good sports and make friends with everyone. An Australian (Mr. S. M. Bruce) is even trying to make friends of the European countries at the moment. He was at one time Prime Minister of Australia.

"Well, Om, I'd like your Q. S. L. (verification card) and some knowledge of yourself and your country and if there is any information regarding Australia you want, just say the word.

"Cheerio and Good Luck, Om,

Yours sincerely,

John."

You might call it living vicariously, but one taste of Mr. Horning's enthusiasm would convince you of the thrills and the pleasure he derives from his hobby.

Other "Hams"

Conductor Andrew A. Schuble, badge No. 978 of Cottage Grove depot, has been interested in amateur radio for almost as long as Mr. Horning. He started in 1921 and built 10 or 12 sets. His amateur broadcasting operator's license, Class "B," is good for 24 hours a day with a 160 meter phone. Conductor Schuble's call letters are W9WBB.



Edward W. Horning and His Amateur Radio Equipment.

For those unfamiliar with the letter designations, Conductor Schuble points out that stations beginning with "W" are in the United States; the "VK's" in Australia, "D" in Germany and "G" in England. The monitor station in Grand Island, Nebraska is a check station to enforce regulations governing the amateurs.

Motorman Elmer J. Malone, badge No. 7903 of Armitage, is also an enthusiast with his own stations whose call letters are W9LXL. Motorman Malone received his Class "B" license in 1931 and his class "A" in March of this year. He says he "was so thrilled when the first contact was made that he was speechless for moments."

Contacted All "Neighbors"

W9MVA are the call letters serving to designate the amateur station of Paul E. Murray of the Electrical Department. Mr. Murray has been active on an 80 meter code for about three years. He has contacted 40 states and all Canadian provinces. The Federal Radio Inspector for that district has advised him that he has managed to contact all his neighbors on their receiving sets. Mr. Murray only used about one-tenth of the power he is permitted.

Robert J. Adair, employed in the armature repair department in the South Shops has been active on a 160 meter phone for two years. His station letters are W9RRX. Mr. Adair has been in communication with 44 states, all Canadian provinces and one station in Bermuda. He has been using about one-third of his power allowance. This is considered a very good record.

Get a hobby! That seems to be the moral pointed out by the experience of these Chicago Surface Lines men. You might be a "stay at home" from a physical standpoint, but with amateur radio as a hobby you can "travel" wherever you will!

The police had photographed the convict in six positions and sent the pictures throughout the country, asking the authorities to apprehend him. Promptly came the reply from the marshal of Hicksville Corners, which read as follows:

"Received the pictures of criminals. Have captured five of them and am on the trail of the sixth."

SLUGGERS PILE UP BIG SCORES

Softball Games Draw Enthusiastic Crowds—Race Grows Hot

Baseball players in the Chicago Surface Lines donned their hitting togs in the games of May 31, and walloped the ball with a vengeance.

Lincoln came through with a barrage of hits that netted 24 runs and enabled them to trim Division 24-7, hardly a fair "Division." Armitage and Noble engaged in a scoring spree that totalled 25 runs and Armitage came out on top 13 to 12.

North Avenue No. 2 and Cottage Grove had no trouble counting plenty of runs, thirty in all, and the North Avenue team ended winners, 16 to 14.

Best game for those who like a pitcher's battle was that played between Archer and Blue Island. This game went 11 innings before Archer won 3 to 2.

Other scores included: North Avenue No. 1's 18 to 4 win over Devon and Seventy-seventh's victory over Kedzie, 8 to 5.

Seventy-seventh's win over Kedzie was the third straight victory for that team and enabled them to keen a clean slate for the season. Pitchers were Edward Corboy of Kedzie and George Becie of Seventy-seventh. Each gave up 13 hits, but the latter team played errorless ball while five misplays were chalked up against Kedzie.

Left-fielder John Furlanetto of Kedzie starred with some sensational fielding.

League standings of the softball league of the Chicago Surface Lines follow:

North Section	W.	L.	Pct.	South Section	W.	L.	Pct.
North No. 1	3	0	1.000	77th	4	0	1.000
Armitage	3	1	.750	Lawndale	3	0	1.000
Division	2	1	.666	Kedzie	2	1	.666
Lincoln	2	2	.500	Archer	1	2	.333
Limits	1	2	.333	Blue Island	1	2	.333
Devon	1	3	.250	North No. 2	1	3	.250
Noble	0	3	.000	Cottage Grove	0	4	.000

EMPLOYES RELIEF FUND
May 1936

The Surface Lines Employes Relief Committee held 4 sessions during the month, at which 17 applications were considered. Of this number there were 13 applications 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 292.

Checks totalling $12,746.50 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of $762,240.78 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 $882,240.78.

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 $140,844.86, which brings the grand total of relief expenditures to date to $1,023,085.64.

DEATH CLAIMS RINGSTROM

Popular Foreman Ends 27 Years Service—Other Deaths

Charles J. Ringstrom, popular foreman of the blacksmith shop, West Shops, died at the Ravenswood hospital after a short illness on May 8. He had been in the Surface Lines' employ for 27 years. He was 68 at the time of his death.

Mr. Ringstrom was born in Stockholm, Sweden, and came to this country when only 17. His first job here was with the Studebaker Wagon Company. He was particularly active in various Swedish activities and was one of the founders of the Old Peoples Home in Evanston.

Upon several occasions Mr. Ringstrom contributed articles, technical and otherwise, to SURFACE SERVICE MAGAZINE.

Burial was at the Forest Home cemetery with the Masonic rites. Shop and carhouse employes of the Chicago Surface Lines attended the funeral and sent many beautiful floral pieces.

Mr. Ringstrom is survived by his widow, a son and a daughter.

Other Deaths

Other deaths on the system during May were:

Transportation—Division 1, Cottage Grove: Gotberg P. Hansen, employed March 15, 1899, died May 4, 1936.

Division 2, Burnside: George J. Quinn, employed December 17, 1924, died May 16, 1936.

Division 3, Seventy-seventh: Anton Menke, employed May 1, 1905, died May 6, 1936.

Division 4, Sixty-ninth: Patrick J. Kelly, employed August 9, 1917, died May 17, 1936; Edgar J. Noble, employed March 20, 1911, died May 16, 1936.



Charles J. Ringstrom

Division 5, Archer: Peter Burns, employed June 15, 1910, died May 24, 1936; Leonard Wagner, employed February 6, 1908, died May 17, 1936; George Zimmerman, employed July 3, 1913, died May 25, 1936.

Division 7, Kedzie: William A. Hinz, employed June 26, 1911, died May 30, 1936; William Skinner, employed January 2, 1920, died May 21, 1936.

Division 10, Elston-Noble: William F. Kuck, employed October 21, 1891, died May 19, 1936.

Division 12, Devon-Limits: Jerry Roysdon, employed January 12, 1903, died May 4, 1936; William Charles Schultz, employed August 22, 1907, died May 21, 1936.

Shops and Equipment—Division 9, Armitage-Division: Anastasia Loomos, employed February 16, 1918, died May 12, 1936.

Division 10, Elston-Noble: Hugh J. Cunninghan, employed September 26, 1887, died May 25, 1936.

West Shops: Charles J. Ringstrom, employed March 8, 1909, died May 8, 1936.

Track—John Barnes, employed December 5, 1903, died May 21, 1936; John J. Leeden, employed August 29, 1919, died May 22, 1936.

ROUNDING UP WITNESSES

Lawndale-Blue Island Tops List—Average Drops

The Lawndale-Blue Island division jumped from third to first place in rounding up witnesses for April to regain the top ranking they held in February.

Archer jumped four places up from seventh to third thus regaining its February position. Elston-Noble dropped from second to seventh. Lincoln climbed up from eleventh to eighth place in the standings. North dropped from sixth to ninth.

Detailed figures are as follows:

	Apr.	Mar.	Feb.	Jan.
1. Lawn.-Blue Isl.	3.89	4.06 (3)	4.15 (1)	3.65 (2)
2. Burnside	3.73	4.13 (1)	3.49 (5)	4.18 (1)
3. Archer	3.70	3.56 (7)	3.72 (3)	3.61 (4)
4. 69th Street	3.60	3.53 (8)	3.67 (4)	3.60 (5)
5. Cottage Grove	3.59	3.89 (4)	3.39 (8)	3.50 (7)
6. 77th Street	3.58	3.70 (5)	3.45 (6)	3.58 (6)
7. Elston-Noble	3.49	4.09 (2)	3.95 (2)	3.65 (3)
8. Lincoln	3.47	2.99(11)	3.01(10)	3.19 (8)
9. North Avenue	3.38	3.60 (6)	3.40 (7)	3.00 (8)
10. Kedzie	3.35	3.09(10)	3.02 (9)	3.05 (9)
11. Limits-Devon	2.89	3.29 (9)	2.77(11)	2.97(11)
12. Armitage-Div.	2.67	2.89(12)	2.68(12)	2.75(12)
Aver. for System	3.43	3.54	3.38	3.35

DR. SMALL SUGGESTS THIS

Dr. A. A. Small, medical director, recently discovered the following verses in the Toronto *Globe*, which in turn had clipped them from the *Arkansas Democrat*, which borrowed them from the *Junior Red Cross*:

Mary had a little cold, but wouldn't stay at home,
And everywhere that Mary went, that cold was sure to roam;
It wandered into Molly's eyes and filled them full of tears.
It jumped from there to Bobby's nose, and thence to Jimmie's ears.
It painted Anna's throat bright red, and swelled poor Jennie's head;
Dora had a fever, and a cough put Jack to bed.
The moral of this little tale is very quickly said—
Mary could have saved a lot of pain with just one day in bed.

KEEPING 'EM ROLLING

69th, Archer, and Cottage Grove Leaders for May

The Sixty-ninth Street carhouse stepped up from third place for the month of April to leader for May, having an average of 8,151 miles per pull-in due to equipment failure, which is a 10.6 per cent decrease over its previous month's average.

Archer, second in April, again took second place for May with an average of 7,449 miles per pull-in and a 19.1 per cent decrease over last month's figure.

Cottage Grove came in third with an average of 6,893 miles per pull-in, with a decrease of 7.3 per cent over last month's number.

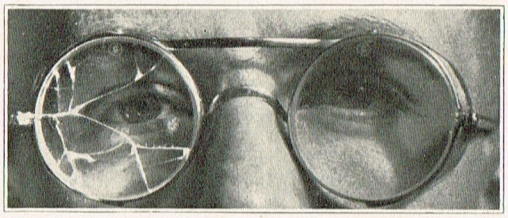
The average for the entire system was 3.2 per cent lower than for April.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-in	Pct. Inc.
1	69th	....	8,151	10.6*
2	Archer	1	7,449	19.1*
3	Cottage Grove	1	6,893	7.3*
4	Burnside	4	6,584	36.7
5	Kedzie	....	6,296	27.0
6	Elston	7	6,248	5.4*
7	Devon	....	6,189	35.7*
8	Noble	3	5,994	22.8*
9	North	....	5,869	10.8*
10	Limits	5	5,631	21.1
11	Lawndale	2	5,526	20.5*
12	Division	4	5,174	22.7*
13	77th	....	4,894	6.7
14	Armitage	....	4,366	23.4*
15	Lincoln	2	4,091	28.5
16	Blue Island	1	3,194	2.0
*Decrease				3.2*

Carhouse records for the past six months:

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



GOGGLES SAVE EYE

The pair of goggles shown above saved an eye for Charles Abbeanantic, a foreman in the Track Department. He was working at Lawrence and Laramie avenues on May 8, when a small piece of granite struck the goggle protecting his right eye, cracking the glass but leaving the eye uninjured.

Departments and Divisions

Accounting

Congratulations and much happiness is our sincere wish for Miss Hulda Youngstrom of the comptometer division and Albert Peterson who were married on Monday, June 1, at La Porte, Indiana. Miss Youngstrom was guest of honor at a luncheon given by her friends on Saturday, May 16, at the Davis store where she received a beautiful silver service set.

Saturday, May 23, was a special occasion for Miss Alice Mell of the voucher division, for on that day she became Mrs. Harold Brelig. Miss Phyllis Magnuson of the pay roll division was bridesmaid. Miss Mell was the recipient of an automatic waffle iron on Friday, May 22, from the voucher division. To the couple we wish many years of happiness.

Miss Myrtle Burklund and Howard Dahl of the voucher division were married on Saturday, May 16, at St. Matthews Lutheran church located at 80th and Aberdeen streets. The many friends of Mr. Dahl presented him with a lovely silver service set. The department takes this means of extending to the bride and groom its hearty good wishes.

We are taking this opportunity of wishing Miss Alvina Rolnik and Lester Larson, Board of Supervising Engineers department, all the luck and happiness possible on their marriage Saturday, May 2, at the Vincent Methodist Episcopal church, 91st Place and Langley avenue.

Mrs. Roy Swanson of the trip sheet analysis division spent her vacation refreshing her memory on what Chicago has to offer the vacationist, with short trips in and about Chicago.

As this item goes to press we are looking forward to the speedy recovery of Mrs. Edward J. Mark, wife of Edward J. Mark of the bookkeeping division, who is in the Presbyterian hospital convalescing from an operation.

T. F. Coan.

Electrical

Earl Essington of the meter testing division at the downtown office has taken for himself a wife. He spent his vacation honeymooning. His fellow-workers in the office presented him with a wedding gift. The cigars were enjoyed by all. To the bridal couple we wish a happy and prosperous future.

Michael Flatley of the emergency line wagon at Grand and Leavitt, died after a week's illness of pneumonia. To his relatives we extend sympathy.

We all extend our sympathy to Paul Drafz, operator at Homer and Campbell substation, in the loss of his father.

Charley Sullivan, machinist, spent the week-end and Decoration day at his home town, Belvidere, Illinois. On his return trip he was marooned a few days by an overflow of the Kishwaukee river. Charley says that one of those large fish that one sees in the river got jammed under a bridge, forming a dam which caused the overflow.

Billy.

Engineering

Congratulations and happiness is our sincere wish to Paul Anderson, clerk at Flournoy yard of the track department, and to his bride, who were married May 16.

Herb Dagenais, wreck truck chauffeur, is the proud daddy of daughter Margaret, who weighed 7½ pounds at birth.

The struggle for supremacy in the golf championship is under way. Messrs. Alexander and Gremley started the ball a-rolling recently, the game being called off on account of darkness, which was a sad blow to the gallery of spectators; score unknown.

We congratulate Ed Smith, chauffeur in the utility department, as well as Mrs. Smith, upon the arrival of a baby son, Donald Thomas, on April 30.

Our sympathy is extended to the family and friends of John J. Leeden, welding foreman of the track department, who passed away suddenly on May 22.

Shops and Equipment

South Shops: On May 23, at the Gladstone hotel, John S. Finlay, motor repair department, and Miss Agnes Duff bid adieu to the ranks of single blessedness and were joined together in the holy bonds of matrimony. Congratulations to the happy groom and best wishes to the lovely bride.

We welcome back into our midst Charles Bernd, motor repair department, who had been on the sick list for the past three years.

Congratulations to William Hansen, motor repair department, and his wife, upon the arrival of a baby girl weighing 6 pounds, on the 26th of May.

Cottage Grove: Wishes for a speedy recovery are extended to Steven Pappas, who is at present laid up with a fractured rib.

Should anyone have any puzzling predicaments, dilemmas, etc., we have been requested to refer them to Judge Al Suma who, we understand, is now well qualified to render judgment.

Well, summer is here and with the advent of summer comes many an interesting jaunt into the woodland, to the beach, or to some faraway place perhaps. It would be appreciated if you would forward to your correspondent some interesting little story, accompanied by a snapshot, if possible. Such items of interest are necessary to an entertaining column.

Elsie S. Frank.

West Shops: Einar Lovgren came back to the office with a nice tan and reports a very enjoyable vacation spent in Milwaukee and at Slocum Lake, Wisconsin.

Ed Wendt and Walter Hager are driving to Corpus Christi, Texas, in Ed's Buick. Ed says he is going to buy a chicken farm somewhere in the Lone Star state.

Our best wishes for happy days and smooth sailing to John Andrew Vani of North avenue bus department and his bride, the former Catherine Agnes Gibbons; and to Paul Labay, car wireman, and his bride, the former Anna Klapecka. Both marriages took place on Decoration day.

It is with regret that we announce that A. Loomos of Division carhouse died on May 12, and H. Cunningham of Elston carhouse died on May 25. Mr. Cunningham's employment in the company dated back to 1887, when he was a driver on one of the horse cars.

We are glad to hear that our janitor, Louis Miklovas, has been promoted to the job of night watchman. Keep a sharp lookout, Louis!

Lillian Hultquist.

Around the Car Stations

Cottage Grove

Our deepest sympathy is extended to Motorman E. E. Paice who lost his mother through death on May 18.

Motorman Fred Zweyer has been elected manager and W. T. Cavanaugh, captain of the soft ball team. Let's watch the notices for the coming games and see some lively men play ball.

Our orchestra, under the able direction of Paul Martenson, is receiving some very nice compliments from the trainmen who have heard the orchestra rehearse. Paul says there is a little more room left for those who are musically inclined and wish to participate in the rehearsals held every Tuesday evening at 8 P. M.

Motorman Tom Goode is now the proud father of a baby girl. Here is our wish for the best of luck, Tom.

On the morning of May 15, C. V. Prindle boarded a plane for Denver, Colorado, to visit a sister who is reported as being very ill.

On May 23 C. B. Million was injured while riding a motorcycle in the Joliet vicinity. No report has been received as to how the accident happened but we all hope for an early recovery.

S. P. McIntyre is the proud father of a baby boy. Our congratulations go to the McIntyre family.

Local news may be local news, but here is an item that only appears once a year and each year grows greater. Receiver Eugene W. Ahern celebrated his 49th wedding anniversary on June 1. Gene has been heard about the depot singing, "Oh 49 years is a long, long time."

Henry Lundberg received a cut over the left eye when he fell while on duty at 115th and Cottage Grove avenue. We hope that his absence will be very brief.

Charles Eitel.

Burnside

Spring is here again and once more Burnside depot invites all the employes to the garden spot on the south side. Our Barn Foreman, Rudy Nebelsek, is very proud of the work that he and his men have done. Many different varieties of flowers and plants have been added to last year's garden.

Motorman Michael Ryan is offering classes of instruction to those who are interested in bettering their checker game. Mike says there will be no charge. Don't fail to obtain this valuable information.

Operator P. J. Concannon has just completed writing three very interesting short stories. The titles are, "Lights Out," "Unexpected Company" and "Two Calls for Help." See Pat for further information.

Starter E. C. Freel has just returned from his vacation. For first class fish stories see Ernest. He has them—honest or otherwise.

Every year our old friend Bob White changes the color of his trusty old chariot. We are informed from good authority that the old speed wagon will lose its glamorous ocean blue color to a sun-tan brown.

William D. Frank.

Archer

Sympathy is extended to Conductor Ed Hurley on the death of his mother who died May 18.

Again one of our conductors becomes quite chesty. The reason given by Conductor Elvin W. Eger is a 9 pound baby boy born May 24 who answers to his dad's name.

Vacation days are here and Starter Joe Barnicle starts the thrill by taking a trip to Kansas City, his old home town.

We very much regret to announce the passing of Motorman George Zimmerman, the son of Supervisor George Zimmerman. He became ill April 17 and taken to the West Side hospital where he died on May 25. The funeral service was from Our Lady of Good Counsel church Thursday, May 28; interment at Saint John's cemetery. Sincere sympathy is extended to his wife and family and to Supervisor George Zimmerman and family.

Motorman James B. Downs reports the arrival of James B., Jr., at his home on Saturday, May 23. Congratulations are now in order.

Conductor Charles J. Powers lost his mother through death, May 16, after a short illness. The boys extend their deepest sympathy.

Motorman George L. Kersten is now the proud father of a bouncing baby boy born May 1. Father and son are doing nicely.

Motorman Peter Burns died on Sunday, May 24, and was buried from Saint Rita's church, Wednesday, May 27. Interment was in Calvary cemetery. Sympathy is extended to his wife and family.

The softball season is now under way and the boys of Archer seem mighty enthused. The opportunity is yours to join them by the loan of your lungs, and the louder you holler the more you and the players will enjoy the game.

Conductor F. S. Bielski's mother died Monday, May 25. Sincere sympathy is extended by the boys of Archer.

Dusty.

Lawndale

Our Night Clerk William Baldwin returned from his vacation with a fine coat of tan and reported a pleasant time. We wonder where he got the sunburn.

Conductor George Hildebrandt announces the birth of a 7 pound boy, and Motorman Herbert Meece announces the birth of an 8 pound boy.

Sympathy is extended to the following trainmen: Conductor Edward Hodoval in the loss of his mother and brother; Motorman Jacob Silha, his father; Conductor Wilbur Allen, his father; Motorman David Westerlund, his sister; Conductor John Ford, his sister; and Motorman John Fredrick, his father.

Conductor Patrick Hester is trying to keep a secret. (He was married last Saturday.)

Conductor John Riordan has returned from his honeymoon, with the usual smile.

Come out on these nice Sunday mornings and watch your ball team, which is still undefeated.

Conductor Walter Tokarz reports a pleasant trip to Kentucky, making the round trip with only one overhauling of his Essex.

C. F. Karschnik.

Blue Island

Sympathy is extended to the following trainmen and their families in their recent bereavements: Motorman William C. Winter in the loss of his father; Motorman James Tuohy in the loss of his brother; and Conductor John Collins in the loss of his brother.

Our combination clerk and receiver, Herbert Beyer, is on his vacation and reports having a good time.

C. P. Starr.

Kedzie

Robert Naesens, manager of our softball team, is the proud daddy of a baby boy born May 21. This makes a girl and a boy. Congratulations.

Conductors William Kennedy, Thomas P. Walsh No. 3, and Harrold Quirk are all proud daddies of baby boys, and Conductor Joseph Coombs informed us he was the daddy of a 6½ pound baby girl. Congratulations, boys.

Clerk Russell Gunderson who is now back from his vacation, says he has learned a great deal about the United States, for he spent most of his time traveling by auto. He took a southeasterly course to Florida, traveled along the Gulf to Louisiana, then to Texas, and came back by way of Oklahoma and Arkansas.

The following trainmen passed away during the month: Conductor William Skinner, Conductor William A. Hinz, and Conductor A. A. Schultz.

Conductor Edward Gardner who died in an accident on June 4, was very popular among the boys, and he certainly will be missed. Edward's main hobby was to work around his home, taking great pride in his flowers and shrubbery. He was Ed Gardner, the gardener.

Clinton Sonders.

Division

Clerk Haddon Phillipis left on his vacation for Florida on June 8, to visit his sister who lives in Miami. We wish him the best of luck on his journey and hope he comes back with some good pictures for the magazine.

Motorman Anthony P. Galizia was married to Miss Eugenia Kocol at the Holy Rosary church on May 23. We extend our congratulations to them.

We have been hearing a lot of remarks in the trainroom about the softball team since they played Lincoln depot on May 31. It seems the team could not see the ball or must have been up too late the night before. Come on, team, don't let a score like that worry you. Play hard, we are for you.

It's too bad that we haven't got Motorman Robert Judge's son, Thomas Judge, on our team. Thomas Judge is a pitcher for the Centurions.

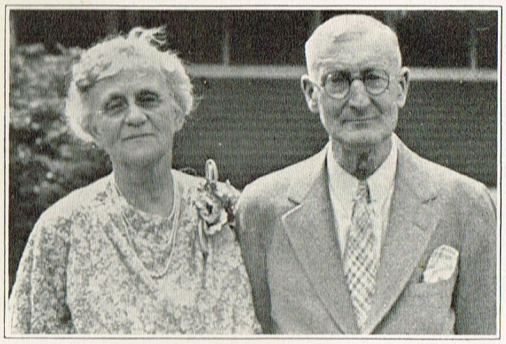
On May 26 he pitched a no-hit, no-run game and there were no errors. Thomas Judge will go down in softball history as the first pitcher to hurl a no-hit, no-run and no man reaching first base, in a slow ball pitching game. The Centurions were playing the Moreland Lutheran team, the score being 5 to 0. Thomas Judge is 18 years old. We extend our congratulations to him and hope he can repeat the record in his future games.

E. B. Peterson.

Noble

William Kuck, janitor at this depot, died suddenly on May 19 after completing his day's work. Mr. Kuck was one of the oldest employes at this depot, beginning his service in 1891 as a car placer and handy man, when horse cars were the means of transportation in this vicinity. After a short time at this position he was promoted to night caller and trainmen reporting for duty always reported by calling their badge number. In 1913 he was appointed janitor which position he held until the time of his death. The interment took place on Saturday, May 23 at Concordia cemetery and was attended by a large number of his co-workers at this depot. Sympathy is extended to his family by the employes of this depot.

Conductor Garret Galvin is confined to the Hines hospital at Hines, Illinois and would appreciate a visit from some of his old cronies as he expects to be there for some time. Any trainman wishing to visit Conductor Galvin will be given his ward number by the clerk on request.



MARRIED FIFTY YEARS

A companionship that was started many years ago was climaxed when Motorman Shiloh R. Mills, badge No. 7809 of Kedzie, and Mrs. Mills celebrated their golden wedding anniversary.

Just fifty years ago Saturday, June 6, Motorman Mills and his wife Barbara, were married in the little town of Woonsocket, South Dakota.

Friends of the happy couple gathered at the Mills' residence to fete them with a buffet supper and gifts. Shiloh R. Mills, Jr., a son, was on hand as was a grand-daughter, Mrs. Jeanette Randall.

Motorman Mills has been employed by the Chicago Surface Lines for 34 years and during all that time has been a popular member of the Kedzie depot.

Motorman John Muth died on June 3 after being on the sick list since March 16. Sympathy is extended to his wife and family in their bereavement.

We introduce our new janitor, Frank Clark, a former motorman at Kedzie depot, and wish him success in his new position.

The old left-hander, Receiver Charles Vanek, has returned from his vacation at the farm in Braidwood, Illinois, and reports having had a wonderful time. Charley states that he intended to visit Miami, Florida, to see the ski meet but changed his mind when he heard that it was called off on account of a shortage of snow.

Skipper Lee Cumber, register clerk, is enjoying his vacation in the wilds of North Dakota and sends word that both he and his wife are having a very enjoyable trip.

Edward Devine.

Lincoln

Conductor Joe Fichter was married June 1 at 4 P. M. at St. Benedict's church. Motorman William Thurnhoffer was married Saturday, May 30. Congratulations to both couples.

Assistant Superintendent Edward F. Zage is enjoying a two weeks' vacation at Atlantic City and Washington, D. C. He is making the trip by auto.

Motorman Edward Hedrick and Tom Hennessy went on a little fishing trip to Wauconda on Thursday, May 28. They took a boat and in coming to shore Hedrick stood up in the boat, lost his balance, and fell overboard in about two feet of water, scaring away all the fish, so their fishing trip turned out to be just a little auto ride, and a soaking for Motorman Hedrick.

The Lincoln ball team on May 31 won the game against Division, the score being 24 to 7. The team wants to thank the men for the collection they received for their new jerseys and other accessories. We hope they keep on winning. The boys coming out to cheer and root help a lot too, so join the rooters.

Henry Spethman.

Devon

The management of our soft ball team herewith expresses its sincere appreciation and gratitude to all the boys who made financial contributions to the team, and is especially grateful to Messrs. Leibsohn and Carlson of the L. & W. restaurant and carmen's recreation for their generosity. Although it is true that the team has our moral support, some of our players prefer physical evidence by a good attendance at the Sunday morning games.

Congratulations are in order for Conductor A. Gaertner who became the proud father of a baby boy born on May 3 at the Swedish Covenant hospital.

To the following members who have been off sick we wish a speedy recovery and early return to duties: Tom Mahoney, H. Emerson, W. Harrington, A. Peterson. A social call by any of the members would be appreciated.

We extend our sympathy to Motorman John P. McCauley and his family in the bereavement suffered through the loss of their son, Officer Jerome McCauley, who was killed by bandits on May 30 while on duty.

John W. Binder.



A FLOWER-LINED ROADWAY
ALONG MADISON STREET
THROUGH GARFIELD PARK