

Surface Service

• MAGAZINE •

VOLUME 13

JULY 1936

NUMBER 4



PROMOTING GREATER
TRAFFIC SAFETY
ONE OF THE 14 AUTOMOBILE
TESTING LANES



1



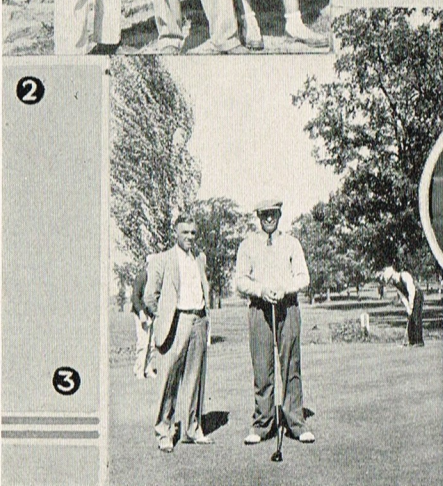
4



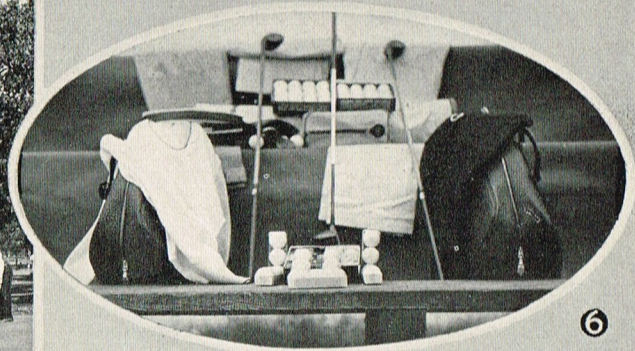
2



5



3



6

GOLFERS GATHER AT COG-HILL

Cog-Hill club served the members of the L. & A. Club of 77th depot when they held their annual outing, June 11. (1) Arthur H. Feltz and Edward J. Delaskey lead the way. (2) P. J. Sheehy, Arthur Feltz and G. P. Deal check scores. (3) Owner Marty Coghill and Professional Joseph Jemsik lent a helping hand. (4) Hungry golfers P. J. Sheehy, A. W. Clehane and G. P. Deal, head for the dining room. (5) The golfers awaiting teeing-off time. (6) The prizes that were distributed to the twenty-two winners.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 13

JULY, 1936

No. 4

Campaign For Safer Streets

Safety Testing Lanes Check Vehicle Defects—Other Precautions Taken

Chicago Surface Lines buses were among the first motor vehicles to receive the city of Chicago's sticker of approval after going through the city's testing lanes.

With fourteen testing lanes throughout the city a determined effort to make the streets safer is being waged. This movement follows recent action of the state legislature making it mandatory for every bus, truck and automobile in Illinois to pass certain tests twice each year. The new law went into effect July 1, and testing lanes were opened in Chicago on that day.

No. 509 Passes

While William Pasche, supervisor of accident prevention, Elmer Brookman, North avenue superintendent, and Albert Baker, bus repair foreman looked on, bus No. 509 on July 2 went through the lane at Sacramento and Grand avenue, the first of the C. S. L. fleet to be tested. There it was found the Surface Lines bus more than exceeded the required standards for brakes, wheel alignment, lights, horn, wind-shield wipers and steering mechanism.

One-third of the Surface Lines buses had received certificates of approval up to the time of going to press and the remainder will go through the lanes in the next few days. This applies also to all C. S. L. motor vehicles.

The official O. K., however, has not been the general rule with the majority of the private trucks and automobiles that were sent through various testing lanes. Of some 30,000 vehicles tested during the first few days of the month not even half had been able to comply and receive the sticker denoting approved conditions. A 60-40 ratio was prevailing with only about 40 per cent being able to pass the tests.

These startling figures conclusively prove that more than half the cars operating on the streets of Chicago are unsafe and in many cases unfit to be driven. They also offer a concrete reason for Chicago's lead in the massacre on the streets. This city had more deaths due to automobile accidents in the first five months of 1936, than any other city in the United States.

Must Be Alert

These figures make easily apparent the care that must be exercised by Surface Lines motormen to prevent traffic accidents.

That Surface Lines employees are doing their bit to check accidents is reflected in the monthly reports of Accident Prevention Supervisor Pasche. The monthly comparison of the total number of accident reports (not including blind cases) occurring in the Transportation Department indicates a 21.2 per cent de-

crease for the month of May, 1936, as against May, 1935.

The vehicle collision, alighting, boarding, fall in car and miscellaneous type of report have shown a decrease for the month of May while the car and person and the collision of car type of report have shown an increase.

Mr. Pasche points out that any decrease in the accident record can never mean that the work is done.

"Any progress that has been made by the Surface Lines only demonstrates what can be accomplished through co-operative, organized effort," Mr. Pasche said. "A bigger job will always lie ahead. Every trainman and every office worker has a chance to do his part to cut the accident toll."

Noteworthy Editorial

In this connection Mr. Pasche calls attention to a recent editorial in the *Peoria Transcript* which he says might well be followed by every employe of the Chicago Surface Lines:

WANT TO BE A SUPERDRIVER?

Supermen are scarce, but almost anyone can be a superdriver. Achieving this high rating is all a matter of following a few simple rules. There are ten of these rules. They are:

- 1—Always drive at a speed which will permit you to stop within the assured clear distance ahead. If you don't get in a jam you won't have to get out of one.
- 2—Never overtake a car unless you are positive there is ample space ahead; that means, of course, never on a curve or a hill.
- 3—Slow down when approaching all intersections, including private driveways, and thus have your car under complete control and prepared to stop.
- 4—Slow down when approaching any child or pedestrian and thus be prepared for any unexpected movement.
- 5—Keep your brakes and lights, in fact, your entire car, in good condition, as safe a condition as when it was new.
- 6—Stop on red traffic signals and stay stopped until the light has turned green. Rushing signals invites disaster.
- 7—Come to a dead stop at stop signs because the other fellow has the right of way.
- 8—If you have been drinking, don't drive. Of course, you believe you are sober, but the evidence is all against sober drivers who have been drinking.
- 9—Slow down to compensate for slippery streets caused by rain, snow, or ice.
- 10—Slow down when driving at night. There is no substitute for daylight when it comes to visibility.

These sound like childishly simple rules. But if all motorists had observed them 37,000 persons killed in motor accidents last year might now be alive.



Seal of Approval.

L. & A. HOLDS TOURNAMENT

Low Scores Feature Turn-out of 77th Club Members

Golfing members of 77th's L. & A. club turned out in full force for the second annual golf tournament sponsored by that group at the Cog-Hill links last month.

Remarkably fine scores were turned in by the members who competed for the 22 prizes offered.

With an ideal day some 75 responded to the early morning call and 25 cars were on the way to the golf course by 8:30 A. M. From 9:30 until noon aspiring golfers teed off. At the completion of the round the club members gathered in the club house for relaxation and alibiing.

Dinner was served all contestants in the club house and Conductor E. J. Delaskey entertained with classical and ragtime numbers between courses. Conductor Arthur Feltz acted as chairman of all arrangements and was assisted by P. J. Sheehy and G. P. Deal. President John J. O'Connor and Secretary Owen T. Duncan were in charge of the outing.

Prize winners and their scores were:

| Name | Low Gross | Handicap | Low Net |
|---------------------|-----------|----------|---------|
| E. Carpenter | 82 | --- | --- |
| J. J. McGrath | 88 | 17 | 71 |
| A. W. Clehane | 89 | --- | --- |
| L. C. Bormann | 92 | 12 | 80 |
| F. J. Lukis | 93 | --- | --- |
| L. Klein | 97 | 15 | 82 |
| D. M. Nelson | 94 | --- | --- |
| J. W. O'Shaughnessy | 101 | 18 | 83 |
| C. A. Anderson | 98 | --- | --- |
| G. P. Deal | 98 | --- | --- |
| R. M. Kauble | 102 | 19 | 83 |
| F. J. Anderson | 103 | 20 | 83 |
| W. L. Schomburg | 99 | --- | --- |
| R. F. Keebler | 100 | 14 | 86 |
| E. E. Ringberg | 104 | 18 | 86 |
| E. M. Friberg | 100 | 13 | 87 |
| R. H. Johnson | 104 | 17 | 87 |
| F. W. Schmidt | 105 | 18 | 87 |
| C. G. Schulte | 101 | 13 | 88 |
| W. C. Parks | 103 | 15 | 88 |
| R. Lepper | 103 | 15 | 88 |
| R. H. Hochleutner | 103 | 15 | 88 |

EMPLOYES RELIEF FUND

June 1936

The Surface Lines Employees Relief Committee held 5 sessions during the month, at which 36 applications were considered. Of this number there were 24 cases on which weekly relief payments were approved, making the total on this list at the present time 295.

Checks totaling \$12,709 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$774,949.78 paid to Chicago Surface Lines employes to date.

The Surface Lines Employees 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 to date \$894,949.78.

Surface Lines employes have also contributed to the Emergency Welfare and Community Funds, over and above the disbursements handled by the Surface Lines Employees Relief Committee, a total of \$151,271.41, which brings the grand total of relief expended to date to \$1,046,221.19.



NEW GUIDE ISSUED

Surface Lines Suggests Best Routes to See Chicago

Surface Lines employes know how completely the city is served by the system, but to innumerable others a new guide just issued will be of interest.

Tastefully done in two colors and in a handy pocket size, the guide to all Chicago is just off the press and is available for distribution. The inside cover of the booklet calls attention to the fact that one can go "anywhere in Chicago by Surface Lines" and the following pages direct attention to the many worthwhile sights that abound in the city. Museums, art galleries, parks, beaches and innumerable other diversion spots are listed and in each instance complete directions are given as to how each may be reached. The center spread in the booklet has an illustrated map of the Chicago Surface Lines as well as key numbers that direct one to points of interest.

"Oh, Mother!" exulted Johnny. "I caught a fish three feet long!"

"Johnny," his mother began to reprimand him for exaggerating—"there are no yard-long fish in the lake."

"Well," amended Johnny, "he was little when I caught him, but all the way home I've been feeding him."

Bonus Bonds Bring Cheer

Many Surface Lines Employees Receive Benefits— Using Money Wisely

Bonus payments that flooded the mails on June 15 were received by numerous Chicago Surface Lines war veteran employes and interviews with many of them indicate that they are making good use of these rewards of war-time service.

A partial survey to give a cross-section report on how bonus funds were used revealed that they were wisely invested for present needs or put aside for the proverbial rainy day. Those who had money and bonds coming to them were up bright and early to meet the postman, but it wasn't because they were anxious to let loose and go on a spending spree. A lot of them have no intention of cashing the bonds for some time, but they wanted to get the feel of them.

Surface Lines employes, in case you've forgotten after so long, made a most enviable record when the bugles called to war. A total of 1,505 men entered the service from the Surface Lines organization during the war. Thirteen of them were killed in action or died in service.

Subscribed to Funds

Man power, however, was not all that the Surface Lines employes contributed in doing their part during the World War. Their Liberty Loan subscriptions reached a total of \$2,200,000 and 11,281 employes subscribed for memberships in the Red Cross. The management maintained a bureau to look after dependents of men in service and 617 applicants were cared for in this way.

Ex-service men made good use of the Soldier's Bonus Bureau established in July, 1924, under the direction of the late Major W. H. Clark, which assisted veterans in making applications for adjusted compensation.

Mr. Richardson, at that time, felt that members of the Surface Lines family who saw service during the war should not be compelled to seek aid of outside organizations in making application under the provisions of the Federal Adjusted Compensation Act. At the time it was estimated that between 4,000 and 5,000 employes, many of whom entered the Surface Lines service after the war, were entitled to compensation and because of the care required in making out the forms, expert assistance was provided for all cases.

Here is a brief cross section, considered typical, gathered from a few of the stations as to what

C. S. L. veterans have done or will do with their "new money."

How They Will Use It

Conductor Frank C. Schwartz, Blue Island, formerly a lieutenant, has eight children and a sense of humor. He claims that he's going to buy eight pair of shoes for the "kids." He'll probably salt the rest of it away.

Motorman Arnold Klaesi of Kedzie wouldn't give full details as to what he will do with his bonus money. Chances are it will be put away with the various decorations he was given for gallant service. Klaesi received the Distinguished Service Cross for an "act of extraordinary heroism in action near Soissons, France." Aside from that high honor he is entitled to wear five other medals—Order of the Purple Heart, Silver Star, Victory Medal, Croix de Guerre and the Verdun medal.



Arnold Klaesi

There's a new Ford up in the north end of town and the proud owner is Motorman Olaf Lindberg of Devon. With that he'll get a bit more fun out of life and it gives him an investment in happiness.

Conductor Axel B. Johnson, also of the Devon station, is going to have a nice little bungalow for himself and his family, and the bonus money he received will go a long way on the price.

The simple life evidently appeals to Motorman William McFarland of Devon, for he plans to get a small farm for himself and amuse himself in his off hours with a garden, poultry and what-not.

College Coming Up

There's a college education in one bonus check and it's going to the daughter of Conductor Harry P. Brady of Kedzie.

Motorman Joseph Zarat, Blue Island, Commander of Surface Lines Post No. 146, recalls that there's many a rainy day that sometimes causes people a lot of bother. It will not bother him for he is saving his bonus money.

Bonus money will come in handy for Conductor Charles Neisner of Lawndale. He has a home of his own and the money will be applied to the mortgage.

Motorman William Krause, Armitage, enlisted in the Navy when only 17. Now that his bonus money has come in he will use it to remodel his home and dress it up a bit.



James Dougherty



William Krause



Joseph Zarat

Another Navy man who was on convoy duty aboard the U. S. S. Michigan, Conductor George Enger, of Armitage, says his money is going "in the sock" and then he'll be able to dig into it when he needs it.

A vacation and a boy's education will be taken out of the money that Motorman James Dougherty of Armitage received. He spent time with the Infantry overseas and then was with the 27th in Siberia.

Herb Harner, Electrical Department, will "park it away."

One of the largest amounts, not mentioning figures, went to Motorman Leroy Felton of Armitage. He'll have money left after purchasing a Plymouth and taking a good vacation.

These are just a few stories collected at random, of what some war veteran employes in the Surface Lines organization will do with their money. They are believed to be representative of the thousands of employes who received bonus payments.



Leroy Felton



Herb Harner

ON GOOD POSTURE

The following is from the Policyholders Service Bureau of the Metropolitan Life Insurance Company:

Stand straight and sit straight for good looks, for health and for self-confidence. Begin early to teach your children to carry themselves well, so that they will grow into strong, straight, well-built men and women.

Correct posture helps the organs of the body do their work properly, with less wasted effort. It is a sign of self respect and plays an important part in winning the respect of others. The sloucher is likely to be a person who looks upon himself as a failure. His posture may unconsciously reflect his own poor opinion of himself and pass this opinion on to others.

To stand correctly, stand as tall as possible without rising on the toes—head up, chin in, shoulders held erect, chest out, spine as straight as possible, arms hanging naturally at the side, abdomen in, knees straight without strain, heels two to four inches apart, and toes pointing straight ahead. Health specialists of the Metropolitan Life Insurance Company suggest this easy way to take the correct position: Stand with your back to a wall, with the head, hips and shoulders touching the wall, and the heels one to four inches away.

In sitting, bend from the hips and not from the middle of the back or shoulders. The body and head should be held in a straight line.

ROUNDING UP WITNESSES

Average Remains Constant—Burnside Regains First Place

Averages for the system in rounding up witnesses remained almost constant for May with 3.45 as against 3.43 for April.

Burnside climbed from second place to top the list, a position they held in March. Cottage Grove dropped from fifth to seventh and Lincoln slipped from eighth to eleventh in the standings.

Detailed figures follow:

| | May | Apr. | Mar. | Feb. |
|------------------------|------|----------|----------|----------|
| 1. Burnside | 4.11 | 3.73 (2) | 4.13 (1) | 3.49 (5) |
| 2. Lawn-Blue Isl. | 3.92 | 3.89 (1) | 4.06 (3) | 4.15 (1) |
| 3. 69th Street | 3.82 | 3.60 (4) | 3.53 (8) | 3.67 (4) |
| 4. Archer | 3.68 | 3.70 (3) | 3.56 (7) | 3.72 (3) |
| 5. 77th Street | 3.65 | 3.58 (6) | 3.70 (5) | 3.45 (6) |
| 6. Elston-Noble | 3.46 | 3.49 (7) | 4.09 (2) | 3.95 (2) |
| 7. Cottage Grove | 3.40 | 3.59 (5) | 3.89 (4) | 3.39 (8) |
| 8. North Avenue | 3.35 | 3.38 (9) | 3.60 (6) | 3.40 (7) |
| 9. Kedzie | 3.11 | 3.35(10) | 3.09(10) | 3.02 (9) |
| 10. Armitage-Div. | 3.01 | 2.67(12) | 2.89(12) | 2.68(12) |
| 11. Lincoln | 2.99 | 3.47 (8) | 2.99(11) | 3.01(10) |
| 12. Limits-Devon | 2.91 | 2.89(11) | 3.29 (9) | 2.77(11) |
| Aver. for System..... | 3.45 | 3.43 | 3.54 | 3.38 |

TRAP TRANSFER TRIFLER

Did Artistic Job of "Doctoring" But Is Caught

Universal transfers didn't mean anything to Albert Holly, 2426 South Ridgeway. All his transfers were the "universal" type. Holly made 'em that way, made them for several years and thereby saved himself a tidy bit of money.

Efficient co-operation on the part of an observant conductor and the investigating department of the Chicago Surface Lines finally led to Holly's undoing. He was trapped as he attempted to pass a transfer that he had doctored with his home-made kit of tools. Arraigned in court he was charged with misuse of transfers and disorderly conduct.

Neither extreme poverty or want seemed to guide Holly. When arrested he possessed \$95.68 in cash and had two uncashed checks for \$19.20 each. Along with that he had some 300 odd yards of old string and thirteen tobacco cans stuffed full of transfers which he altered when the spirit moved him.

Punches of various sizes, a small press, paste and razor blades completed his paraphernalia.

Holly's latest "transfer" was expected to transfer him to one of the city's jails as Surface Lines attorneys pressed charges.



The Transfer "Doctor's" Kit.

Train Crews Praised

Safety Measures and Courtesies Are Commended—

Major Kelker Writes

Numerous train crews drew praise during the month of June for courteous treatment of passengers and by taking precautionary measures to avoid accidents.

One of the most outstanding commendations came from Major R. F. Kelker, Jr., technical adviser to the transportation committee of the City Council and a well-known engineer, praising the crew of car number 1875, run number 415 of the Harrison street line. Motorman Maurice Roche, badge No. 1805 of Kedzie, on that run found it necessary to switch at Franklin and Van Buren and Major Kelker remarked that he had never "seen a situation handled better without interfering with heavy traffic."

C. H. Lafrentz, 5520 Broadway, wrote a letter similar to many others received. Although he mentioned no specific acts of courtesy, he praised Motorman Michael Gill, badge No. 3762, and Conductor John Bennett, badge No. 4576, both of Devon. Mr. Lafrentz said, in part, "Allow me to compliment you on the service of these employes and for the manner in which they handled the crowds getting on and off their car. They are always patient and courteous. It is a pleasure to ride on their car."

Room for Improvement

However, complaints reaching the Chicago Surface Lines indicated there is plenty of room for improvement, for complaints for June of 1936 came in greater numbers than did those of the same month a year ago, 479 being received last month as against 456 in 1935.

Discourtesy again was a prominent item on the complaint list together with improper transfer punching. Passing up was so prevalent that 68 people wrote in to complain of this fault alone.

Conductor William H. Keough, badge No. 9264 of Kedzie, promptly returned a purse he found on his car and thus drew the gratitude of Mrs. L. Kowlaski, 4544 South Albany avenue.

"I am writing this letter to express my sincere thanks and appreciation of the service of the Chicago Surface Lines and the honesty of Conductor Keough who turned in my purse containing \$19.74," she says. "May I ask that he be awarded some sort of recognition for this fine virtue?"

She enclosed a stamped envelope in order that Conductor Keough's address might be forwarded to her so that she could thank him personally.

Returns Satchel

Conductor James J. Considine, badge No. 11428 of Lawndale, also was praised for returning a valuable satchel containing \$15 in merchandise to Davis Haas, 1826 South Clifton Park.

Miss Celia Miller left her new gloves on the car and she thanks Conductor Joseph G. Klunkas, badge No. 7494 of Archer, who remem-

bered her when she again rode his car and directed her to the barn where she recovered the gloves.

That passengers are impressed by courtesy and neatness in dress is indicated in a letter from W. H. England, 4054 North Broadway.

"I boarded an Irving Park car," Mr. England says, "and I must congratulate the conductor in charge (Conductor William H. Boam, badge No. 9470 of Elston). He is not only a gentleman but a credit to the Chicago Surface Lines.

"Polite, neat, shoes shined—all backed up with a smile.

"When he calls the streets you know you are in Chicago and not China."

Trust Repaid

Conductor Otto E. Vlach, badge No. 136 of Elston, found his trust repaid after he had courteously allowed a passenger to ride when he was unable to furnish change. Cochrane Supplee, 175 West Jackson, pleased with his courtesy, repaid the 7 cents and praised Conductor Vlach.

Aiding the infirm always gives the trainmen and the Chicago Surface Lines a good name with the riding public, as the letter from Miss J. Gordon, 1020 Lawrence avenue, bears out.

Miss Gordon says, "Put a double star after the name of the motorman on the bus on Diversey line No. 76, for the courteous manner and the kindness he displayed in helping a poor blind man off his bus and helping him across the street. It's too bad you haven't more men of his type."

The man referred to is Operator Charles W. McNamara, badge No. 1654 of North avenue.

Conductor Anthony A. Scheeble, badge No. 978 of Cottage Grove, drew a similar commendation for aiding a blind man and for patience and courtesy in dealing with an unreasonable patron. V. Feltz, 7525 Cornell avenue, noted both cases.

Praises Accommodations

One commendation for which Superintendent Elmer Brookman and the entire North avenue depot can take credit is that received from Miss Sophie Theilgaard, principal of the Flower Technical high school. She thanked the Surface Lines for the excellent accommodations provided and also mentioned the invaluable assistance of Supervisor William F. Nellis.

Conductor Frederick W. Schmidt, badge No. 9250 of 77th, drew the attention of Mrs. Annie Fitzgerald, 3116 South Union avenue, by his pleasant manner, which she contrasted with that of conductors who shout orders to passengers. Conductor Schmidt also found time to help a sick man off the car and into a drug store. After noting his general courtesy, Mrs. Fitzgerald says it did not surprise her that Conductor Schmidt would call all the streets distinctly, which he did.

SURFACE SERVICE MAGAZINE

Published Monthly by
Chicago Surface Lines
231 South La Salle St.
CHICAGO

Volume 13 July, 1936 No. 4

H. O. Crews - - - - - Editor
H. F. Peck - - - Assistant Editor

REMOVING TRAFFIC HAZARDS

Requiring the testing of automobiles in city traffic lanes is a step toward reducing traffic hazards. Jail sentences for drunken drivers are strong but effective medicine.

The unenviable position of Chicago at the top of the traffic accident list of cities in the United States is sufficient evidence that something must be done to make the streets of this city safer, and it is encouraging to find that something is being done.

Compulsory inspection of cars at regular intervals without doubt will eventually result in the junking of many of the rattle-trap motor vehicles that now ply the streets menacing everyone who walks or rides in public thoroughfares. It is significant that of the cars examined since the traffic safety lanes were opened on July 1, less than half have been found in condition for safe operation. This situation will be improved as the result of the official inspection.

An automobile, however, no matter how perfect it may be from a mechanical standpoint, can be safely operated only by a driver who is mentally and physically capable. The State of Illinois should now go a step farther and require all drivers to pass a satisfactory test before they are given the right to drive a car.

Many other states have drivers' license laws and Illinois should no longer be backward in this respect.

WHY BARK?

Old sayings often contain more meat than we moderns realize. Consider the times we say, "His bark is worse than his bite."

We all know many gruff old codgers and admire them tremendously. Often we like them all the more as we continue to know them better. That is all very well, but it does not excuse their gruffness.

Maybe your "bark is worse than your bite." But why bark at all? Does it ever accomplish anything? Don't you often feel a trifle ashamed of yourself? Wouldn't a pleasant word come just as easily? Surely it would be more greatly appreciated.

Let's give it a new try. If you "bark," passengers can never be sure that you won't bite! And besides they don't like to be barked at.

Why not speak courteously? Don't bark. Don't even growl.

A bark usually is answered by a bark and a growl by a growl.

A smile and a pleasant word likewise are returned in kind.

"PAPA" HEELAN DIES

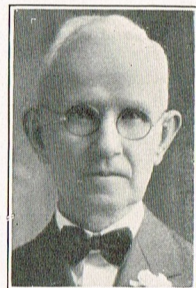
Veteran Spent 50 Years in C. S. L. Service

David ("Papa") Heelan, affectionately known by a host of friends, died June 17 at the home of his daughter, Mrs. Mary Hansen, 848 North Cuyler avenue, Oak Park.

"Papa" Heelan was the dean of conductors of the old horse car days, and saw Chicago rise from its sprawled beginning with cobblestone streets to one of the world's leading cities through development of its traction system to its present size. Fifty years ago he drove one of the first horse cars over Blue Island avenue.

His retirement from the Chicago Surface Lines service seven years ago was an occasion of sadness to his many friends. He remained in good health until about a year ago. Following a year of illness death came at the age of 77.

Surviving besides Mrs. Hansen are two other daughters, Mrs. Rose Carr and Stella, and four sons, Edmund, William, David and John.



David Heelan

Reporter Takes a Ride

Gets 40 Miles of Safe, Courteous and Interesting C. S. L.
Transportation for 7 Cents

Editor's Note: The following article appeared in the *Chicago Daily News*, June 26. For graphic description and general readability it was deemed worthy of reprinting here.

By JOHN DRURY

Whew! What a trip! I don't want to ride in a street car again for another year—well, another week, anyway. I've just come back after riding forty miles on a 7-cent fare.

The boss said "Go out and hop a car to see how far you can go on one 7-cent fare. Find out what it's like; describe the sights, people, service and the like."

The experts tell us that Chicago has the largest and best-equipped street car system in the world. I believe them—after this trip. Also, right in this town you can get the longest ride for the smallest price in the world. Imagine! Forty miles for 7 cents!

My trip lasted four hours. It began among the elm-shaded streets of Edison Park, 'way up in the northwest corner of the city, and ended among the cattails of Hegewisch, far down near the southern end of the country. I saw the contour of Chicago—its gradual rise from prairies to houses, from houses to factories, thence to the "peak" of skyscrapers in the loop, and back down again to the prairies.

Begins by Feeder Bus

At the beginning my transportation was by feeder bus. I boarded one at the Ozark avenue terminal in Edison Park, getting a transfer. Some workmen were putting up a ferris wheel and rides for a carnival in a vacant lot near by. Along the Northwest highway we rode. Norwood Park came into view. Kids were seated on the muzzle of a world war cannon in the public square, watching workmen repair the highway.

In the heart of the old Jefferson Park district I changed to a Central avenue bus, going south on Central avenue, passing the fine homes and bungalows of that section. An American-born woman struck up a conversation in the bus with two Polish-American women with kids, but it didn't get very far—the American-born woman wanted to tell how she won \$10 on the horses and the foreign-born women knew nothing whatever about race horses and evidently cared less.

At Chicago avenue I changed to an east-bound street car. Here were the new shops, stores and shady side streets of the Austin district. An older section was reached after passing Western avenue. Italian-Americans live in this vicinity. Our car was now entering the foreign sections of the northwest side—Polish, Lithuanian, Bohemian. Children crowded the streets, many stores featured wedding gowns, church spires were frequent and garlic sausages hung in grocery windows.

Gets Marvelous View

Came Halsted street and Chicago avenue, among the freight yards, roundhouses and other appurtenances of the railroad industry. Here, looking southeast, you get a marvelous view

of Chicago—a perspective of railroad tracks all coming to a point at a far silhouette of skyscrapers.

Passing the famed Montgomery Ward mail-order house on the north branch of the river, you skirt the north end of the downtown district, passing through the "Towertown" artists' colony, and change cars at State street. South on the "main drag" you ride, viewing the skyscrapers that compose the "peak" of your trip; observing also the crowds of shoppers at the "world's busiest corner."

Other sights and sections of State street move by like in a panorama—the hobo and burlesque show district, Central Police building, the great Negro section (the Blooming Light Baptist church, Addis Ababa Sandwich shop, Equal Rights Tonsorial parlor, Early Rising barber shop), the network of railroad tracks at 63d, Farmers' Market at 70th and the historic Eleven-Mile house at 92d.

Sky Is Smudged

At 95th, out on the southern prairies, I changed to an eastbound 95th-92d street. The sky in the east was smudged—smoke from the South Chicago steel mills. Along the ridge of "Stony Island"—once a real island geologic ages ago—the one-man car bounced and, after passing under a viaduct, arrived in the business district of South Chicago—92d and Commercial.

Southward again, I rode this time on a 108th and Ewing avenue car, passing railroads, gas tanks, rolling mills, ore freighters in the Calumet river, fishermen's shacks. The "gateway" to Chicago was at Humble square, where stood the modernistic Chicago Host house. At 108th I changed to a Brandon-136th car.

Lakes Within City

Soon the car was out among the tall cattails between Wolf Lake and Calumet Lake—real honest-to-goodness lakes within the municipal confines of the city.

... Workmen from the Republic Steel Company plant, with their tin lunch boxes, got on the car and rode to Hegewisch—the end of my trip.

ANGER GRADUATES

Edward William Anger, Jr., son of the assistant superintendent of buildings and drafting, was recently graduated from the University of Illinois after making a splendid record as a leader on the campus.

The *Daily Illini* gives prominent space to Anger who captained the polo team, was president of Kappa Sigma fraternity, a member of Scabbard and Blade, the Caisson Club, and the Tribe of Illini. He also was a major in the R. O. T. C. unit and now holds a commission as a reserve lieutenant. He graduated from a general engineering course.

KEEPING 'EM ROLLING

Burnside, North, and Archer Leaders for June

Burnside leads for the month of June, having an average of 8,653 miles per pull-in due to equipment failure, which is an increase of 31.4 per cent over last month's average for this carhouse.

North was second with an average of 8,312 miles per pull-in due to equipment failure, an increase of 40.9 per cent over last month's figure.

Archer was third with an average of 7,709 miles per pull-in, an increase of 3.5 per cent over their average for May.

The average for the entire system was 8.0 per cent higher than for May.

Individual records follow:

| Rank | Carhouse | Zero Days | Miles per Pull-in | Pct. Inc. |
|------|---------------|-----------|-------------------|-----------|
| 1 | Burnside | 3 | 8,653 | 31.4 |
| 2 | North | | 8,312 | 40.9 |
| 3 | Archer | | 7,709 | 3.5 |
| 4 | Noble | 6 | 7,691 | 28.3 |
| 5 | 69th | | 7,396 | 9.3* |
| 6 | Kedzie | | 7,126 | 13.2 |
| 7 | Cottage Grove | 2 | 6,338 | 8.1* |
| 8 | Limits | 4 | 6,080 | 8.0 |
| 9 | Elston | 3 | 5,815 | 6.9* |
| 10 | Devon | 1 | 5,794 | 6.4* |
| 11 | Division | 1 | 5,369 | 3.8 |
| 12 | Lawndale | | 5,357 | 3.1* |
| 13 | 77th | | 5,184 | 5.9 |
| 14 | Armitage | 1 | 5,003 | 14.6 |
| 15 | Lincoln | | 4,935 | 20.6 |
| 16 | Blue Island | 1 | 3,463 | 8.4 |

*Decrease

Car house records for the past six months:

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

OBITUARY

Deaths on the System from June 1, 1936 to July 1, 1936

Transportation—Division 3, Seventy-seventh: Raymond A. Heller, employed May 3, 1927, died June 9, 1936.

Division 6, Blue Island-Lawndale: David Heelan, employed September 4, 1881, died June 16, 1936; August C. Rahn, employed December 31, 1890, died June 24, 1936.

Division 7, Kedzie: Edward H. Gardner, employed September 1, 1908, died June 4, 1936; Adolph Schultz, employed September 21, 1918, died June 4, 1936; Elmer Watz, employed February 14, 1920, died June 27, 1936.

Division 8, North: Fred Winter, employed June 13, 1919, died June 21, 1936.

Division 10, Elston-Noble: William Baumann, employed August 10, 1904, died June 5, 1936; John William Muth, employed January 12, 1916, died June 3, 1936; Julius Prochnow, employed August 22, 1895, died June 9, 1936.

Division 12, Devon-Limits: John J. Murtagh, employed June 14, 1918, died June 6, 1936.

Electrical—Michael J. Flatley, employed November 14, 1920, died June 2, 1936.

Shops and Equipment—Division 4, Sixty-ninth: Williams Coombs, employed January 14, 1920, died June 22, 1936.

Division 10, Elston-Noble: August Dombrowski, employed August 8, 1920, died June 10, 1936.

Track—George Bolyat, employed June 23, 1927, died June 23, 1936; Martin Klackovitch, employed May 10, 1922, died June 28, 1936; Nicholis Miraich, employed August 28, 1923, died June 21, 1936; John Sullivan, employed April 6, 1919, died June 22, 1936.

DEPARTMENT CHANGES

Altemus Goes to D. A. I.—Peck and Blare in Public Relations Department

Since the last date of publication, C. L. Altemus, who for several years has been connected with the Public Relations department, to which he transferred from the paymaster's department, has assumed new duties in the Department of Accident Investigation. Mr. Altemus is one of the best-known and most popular Surface Lines employes.

Hollis Peck has been added to the staff of the Public Relations Department as publicity assistant. In this capacity he assumes the duties of assistant editor of SURFACE SERVICE MAGAZINE. Mr. Peck, prior to joining the Surface Lines organization, engaged in newspaper and trade journal editorial work, after attending the Medill School of Journalism at Northwestern University.

John Blare, for several years an employe in the Schedules department, has been transferred to the Public Relations department as public relations assistant.

MOTORMAN KILLED

Death, in the form of a hit-and-run driver, loomed up on a deserted street and snatched Motorman John Harvey, badge No. 11497 of Kedzie, from the ranks of Surface Lines employes, July 3.

Motorman Harvey, who lived at 5618 Justine street, had completed his day's run and was returning home when he was struck at Kedzie and 36th by a car that carried only one feeble headlight and sped away in the night.

Funeral services were held Monday, July 6, from St. Basil church and the interment was in the Holy Sepulchre cemetery.

Harvey had been in the service since January 28, 1920. He is survived by his wife and four children. He was 47 at the time of his death.

LIKES FLOWER BOXES

Mrs. A. Horkner, 2535 Burling street, has been so impressed by the flower boxes which adorn carstation windows that she has written to the Chicago Surface Lines to inquire as to the kind of flowers used in them.

"This information," she says, "would enable a patron to duplicate these boxes, which I am sure are admired every year by a host of people."

FLIES FOR THE FISHES!

Thompson Lures Big Fish With Fancy Flies of His Own Making

Flies may bother you, but they're the chief interest of William Thompson, Cottage Grove depot.

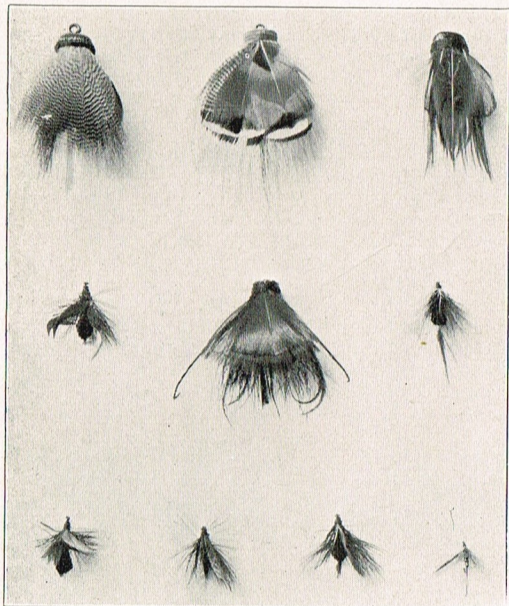
As a matter of fact, Thompson makes them!

Dainty, innocent looking flies they are too, but each and every one has a fish-hook imbedded within it to catch the trout, bass and other fish that respond to lures.

Most people lack the patience to go through the research that Mr. Thompson uses to assure the authenticity of his flies. But that's only part of the long process that is Thompson's hobby. Fine feathers and skillful hands are needed to fashion a fly that will entice the "big ones."

"Bill" has been an ardent fisher for many years, but it's not always possible to get away to places that boast of big ones. Occasionally he is able to get up to Manistee river for rainbow trout, his favorite fish. When that's impossible there's always a way for a fisherman-flymaker to test his newest creations.

In the Jackson Park Yacht Harbor "Bill" has tested his flies and found them most productive. Blue channel catfish run there and they make fine eating. They average from 4 to 6 pounds and he catches plenty. (He took a string of them to the depot recently to silence the scoffers.)



Flies Made by William Thompson.

This story is mainly concerned with his flies, but there is a "fish story" part, too. Mr. Thompson's greatest thrill came when he hooked two 7-pound channel cats at one time and on one line!

His best fish was a 9-pound rainbow trout. He's landed plenty that weighed more but he thought a lot of the 9-pounder because, as he says, it was perfect in every detail.

Mrs. Thompson is also a capable fisherman and she has a lot to do in the construction of the flies. She ferrets out all details regarding their actual make-up from various volumes, some of which she gets from London. Thus fly fishermen who use "Bill's" flies may be sure that they have actual models . . . there's no guesswork.

Mr. Thompson's skill, however, isn't confined entirely to flies. He ties his own landing net, too. He put that ability to work recently to aid the boys at the Cottage Grove depot. Now there is a fine net surrounding the ping-pong tables and the time the boys used to spend chasing those elusive balls has been cut in more than half.

So even if you don't like flies you can be sure Bill Thompson does!

SOFTBALL RACE GROWS TIGHT

North Drops From Undefeated List—77th Keeps Clean Record

Play in the Chicago Surface Lines Softball League tightened during the last month and closer scores were noticed in all games. North avenue No. 1 and 77th continued to top their respective sections, but North's unblemished record was marred when they dropped one game to Division 18 to 16; 77th continued undefeated.

Lincoln and Devon tangled in a tight game July 5, with Lincoln ending on top, 8 to 7. Lawndale nosed out North avenue No. 2 by a 10 to 9 score and Cottage Grove had trouble with Kedzie before winning 6 to 5. Archer succumbed to 77th by a 9 to 4 count.

Run scoring honors for the past month went to North avenue No. 1 who romped over Noble with 34 runs to 8. On June 14 Noble and Devon participated in a scoring spree with the latter winning 23 to 22.

On June 28 Devon squeezed out a 9 to 7 win over Division and Limits trimmed Armitage 14 to 10. In the south section on that date Archer beat Lawndale 8 to 6; 77th won over Cottage Grove 7 to 3, and Blue Island beat North No. 2, 5 to 3.

Standings in the Chicago Surface Lines Softball League follow:

| North Section | W. | L. | Pct. | South Section | W. | L. | Pct. |
|---------------|----|----|------|---------------|----|----|-------|
| North | 6 | 1 | .857 | 77th | 8 | 0 | 1.000 |
| Armitage | 5 | 3 | .625 | Archer | 5 | 3 | .625 |
| Division | 5 | 3 | .625 | Lawndale | 5 | 3 | .625 |
| Devon | 5 | 4 | .500 | Blue Island | 4 | 3 | .571 |
| Lincoln | 4 | 4 | .500 | Kedzie | 2 | 5 | .285 |
| Limits | 2 | 6 | .250 | Cottage Grove | 1 | 6 | .250 |
| Noble | 1 | 6 | .143 | North No. 2 | 1 | 7 | .125 |

HORSE BARN BURNS

An old two story brick building at 1721-27 Sedgwick street, which once housed the horse cars of an early city street railway company, was destroyed by fire June 21. So large was the blaze a 3-11 alarm was sounded to bring out extra equipment.

Damage to the burned structure was estimated at \$2,500. Built in 1881 for the old North Chicago Street Railway company, the building was abandoned by the Surface Lines about 25 years ago. It was the next oldest building owned by the company. It was vacant at the time of the fire.

Departments and Divisions

Accounting

After being away nearly two years from her parents and brothers who reside in Los Angeles, California, Miss Phyllis Magnuson of the pay roll department visited them on her vacation. She made several trips to the beaches and mountains and during her time at home she celebrated her birthday by a luncheon and dinner party.

Mrs. Helen Lowe spent her vacation at home but one of the highlights of her time was to review a neighbor's collection of souvenirs gathered from all parts of the world, such as dried sea horses, starfish, centipedes, relics of the Chicago fire of 1871, samples of various ores, and others too numerous to mention. Seeing these and listening to his narration of interesting events connected with them made her feel that she had taken a trip to far places.

Returning home after a pleasant time covering an eight day railroad tour to all the interesting points in and around Black Hills, South Dakota, and also visiting relatives in Duluth, Minnesota, Miss Marie McCabe of the filing division came back perfectly satisfied from her vacation.

Mrs. Frances Trant of the pay roll division who reports a good time while visiting various points of interest such as Brookfield Zoo, and Crystal Lake, Illinois, found Chicago and its adjacent territory a restful place to spend her vacation.

"A grand time to remember" says Miss Catherine McCormack of her vacation which was spent visiting in and around Eagle River and Milwaukee, Wisconsin.

Devils Lake, Wisconsin was selected this year by Mrs. Eleanor Carlberg of the pay roll division as her vacation spot.

Timekeeper Fred Church became a proud father on Friday, June 19, when Carole Ann arrived at the American hospital. Mrs. Church and baby are doing nicely, and Fred has a new hat one size larger than his last one. Our best wishes to the proud parents.

It seems as though this might be another kind of line Walter V. Piper of the timekeeping division is using since he returned from his

vacation spent in territory situated anywhere north of Milwaukee, Wisconsin, and has been talking wildly of blue gills, etc., that were "all this long."

Thomas F. Coan.

Electrical

The man with the biggest smile around Grand and Leavitt is none other than Ernst Anderson of the line department. Why? Well, Mrs. Anderson presented him with a pair of twins, a girl and a boy. Ernst is very proud of his family's record of having twins born to the past four generations. It is reported that Mrs. Anderson and twins are doing fine. Congratulations to the happy parents.

Our sympathy is extended to James Onions of Grand and Leavitt in the loss of his mother through death. James journeyed to Terre Haute, Indiana, to the funeral.

Albert Morf, formerly of the downtown office, is now at Grand and Leavitt with Mr. Roper in the line department. His fellow-workers extend a hearty welcome.

Roy Rogers spent part of his vacation at Turkey Run Park, Indiana, and, not satisfied with the fishing, spent the balance of his vacation at Green Bay, Wisconsin. We hope to print an enlarged copy of the fish Roy caught.

Adolph Kutv of the downtown office and Edward Keating are on their vacations. Chicago is a good place for sightseeing and getting a good coat of tan.

Ralph White, one of our electricians, had his hand seriously injured with a dynamite fire cracker on the Fourth of July. It is hoped that he will have a speedy recovery.

Joseph Bourne, an electrician, and Andrew Bourne of Grand and Leavitt, have the sympathy of the department in the loss of their father.

Billy.

Engineering

Another good man has been lost from the diminishing ranks of bachelors at Grand and Leavitt, and it is none other than Thomas P., Foley, who has taken unto himself a bride, formerly Alice Evans. The marriage ceremony took place at Our Lady of Grace church on June 13, and the couple left for a honeymoon-vacation trip around Lake Michigan. Tom was presented with an electric roaster and we hope to sample Mrs. Foley's cooking from it soon. Congratulations and lots of happiness.

Gene Bosco, chauffeur in the utility department, and Mrs. Bosco are to be congratulated



Old and new modes of transportation offer South Chicagoans a contrast of Chicago Surface Lines cars during a parade of the South Chicago Centennial Celebration.

on the birth of their first daughter, Donna Mae, 6½ pounds, on June 3.

W. H. Ostrander of the track department was married on June 6. He was presented with a wedding gift, and he passed out cigars. A belated honeymoon will be spent along the banks of the Wabash when vacation time comes. To the bridal couple we wish a happy and prosperous life.

Miss M. Klinghofer, stenographer in the track department, is vacationing at Pell Lake, Wisconsin.

O. E. Mueller, material clerk of the track department, went to Decatur, Illinois, to spend his vacation, and again the rumor persists that Dan Cupid has Oscar on the floor for a nine count. How about it, Oscar?

We extend our sympathy to David McCauley of Racine and Center and family, whose brother Jerry, a police officer, was shot and killed during a bandit chase on the evening of May 29.

Shops and Equipment

South Shops: Vacation Notes: John Riley, foreman, blacksmith shop, whiled away his vacation hours in and around dear old Chi. Joseph Seaman, clerk, toured to sunny California during his vacation. He relates many interesting facts of the scenic beauty of the West, including the wonders of the American Rockies. Inspiring, enjoyable and pleasantly educating is Joe's way of expressing it.

Our machine shop "Romeo," Jack Kennedy, has spent many a mysterious weekend up at that well-known spot, the promoter of heartbeats, Fox Lake. Don't forget the announcements, Jack.

Burnside: Doc Stork delivered a baby girl to Mr. and Mrs. A. McKechnie on Sunday, June 21, at the South Shore hospital. Mother and baby are getting along fine; daddy is strutting like a peacock and passing out some fine cigars.

Our stock clerk, Albert Rehling, has returned from his vacation, which he spent up in Hayward, Wisconsin, fishing and swimming to his heart's content.

William Filson and George King are planning to purchase a car and tour the West together this summer for about six weeks. We will be waiting to hear many interesting tales when they return.

Joseph Margetic is slowly convalescing from a sprained back, but hopes to be with us soon. "Hurry up, Joe, Billy misses you."

That persistent rumor that Pete Eckert is going to buy a new car is still current. Of course, it is possible.

77th Street: We offer our heartfelt sympathy to Assistant Day Foreman Henry Warnken, upon the loss of his mother, who passed away on the night of June 17, after a long illness.

W. Baer, one of our oldest employes, has been sick for the past month. We express a hope for a quick return to health, so that we may again enjoy his genial friendship.

Definite signs of prosperity's return: Frank Walsek sporting a new Dodge and Alvin Hooker discarding his 1922 model straw hat for a 1936 panama.

69th Street: On June 22 our good friend, William Coombs, familiarly known as "Old Bill," passed on after a long illness. The boys from 69th Street extend heartfelt sympathy to his family and relatives in their bereavement.

Jack Keane, foreman, is getting set for distant parts when the old vacation rolls around this year. Jack has just purchased a 1936 Studebaker.

Elsie S. Frank.

West Shops: Louis Pluta, Frank Norton, and John Hickey decided Chicago offered enough attractions to induce a vacationer to spend his time in the home city. Louis spent most of his time improving his golf game, and Frank wielded his tennis racket with good results.

Ted Kuta is also spending his vacation in the city, and will, no doubt, be busy playing the part of escort to his little daughter on their sightseeing jaunts.

Andy Tyson is driving to Missouri, and plans to visit the folks in the old home-town.

We extend our sincere sympathy to the friends and family of August Dombrowski, who passed away June 10.

Lillian Hultquist.

Around the Car Stations

Cottage Grove

The men of this depot would like to bring to light their king fishermen, namely Harry Hooper and M. Fitts. Much time has been spent during their experience in the fishing field. See these men for the best spots in Wisconsin for muskie and pike fishin'.

Since the boys on No. 2 soft ball team beat the Hyde Park police in a fine game of soft ball, a feller can't approach one of the players about the fine art of base ball.

John Murray is very proud of his daughter Lorraine, who was awarded first place in a posture contest conducted at Calumet high school.

Conductor A. P. Hovmoller is now at home from the hospital and would appreciate having a few visitors.

Charles Eitel.

Burnside

A "toe path" has been laid around the loop yard track. The trainmen appreciate this work and thank the track department.

Just another story of the Absent Minded Professor: The operator who brings his automobile to work and forgets to take it home and then reports the loss of same. Never mind, Blackie, we'll all get that way some day.

Ask Conductor Bayard Ashton how he celebrated the Fourth of July. Next year he says he will let the children show him how to display the fireworks.

Motorman A. Peterson has been off sick for some time. We are happy to report that he is well on the road to recovery and is expecting to return to work in the near future.

Conductor C. L. Jacobson has just returned from a very interesting and educational vacation. Jake says one of the most interesting places he ever went to was the Edison Institute in Dearborn, Michigan. If you are planning an itinerary don't fail to see Mr. Jacobson.

William D. Frank.

Seventy-seventh

Clerk John Barnes, formerly of this division, was promoted to the position of night chief clerk at the Elston avenue depot. His many friends wish him the best of luck in his new duties.

It has been rumored around the trainroom that Conductor George Kobar went to Valparaiso, Indiana, to repeat the words, "I do."

The homes of Clerk A. R. Broman and Conductor K. A. Moran were blessed with the arrival of baby boys last month. Congratulations, men, and best wishes to the babies and their mothers.

Conductor L. P. Arsnew has returned from Carlisle, Arkansas, where he spent a very enjoyable vacation.

Conductor Thomas Rennison and his wife spent their vacation touring the eastern part of good old U.S.A. One of the many important places of splendor that they visited was Niagara Falls.

Conductor and Mrs. Harry Barry sojourned last month at Delavan Lake, Wisconsin, where they enjoyed themselves very much.

We wish a very long and happy wedded life to Conductor J. J. Behen and his bride, the former Miss Alma Helmlinger, daughter of Motorman P. Helmlinger of this depot.

According to Conductor John Pierson, it would be a good idea to investigate the previous jobs or duties of animals, especially horses. The two horses that he had used to plow up his field wouldn't move for him although he entreated them in all the languages used by teamsters, and as a final attempt to get them started he began to mimic the junk dealer in his quest for rags, bottles, and old iron, and off they started. Lucky for John that he knew the ragman's lullaby of junkland.

The following trainmen are on the sick list and confined to their respective homes: M. Ferguson, Zeb Guard, Charles Unger, George Vitek, J. H. Smith, J. P. Dunn, P. J. McCann, Dennis O'Keefe, Joseph Corliss. W. L. Schomberg is convalescing at the Soldiers Home, Dwight, Illinois. A visit or phone call would be appreciated by these men.

Some of the golfers don't believe that Conductor J. W. O'Shaughnessy got a birdie on the course, because they understood that it was pre-arranged by our Chief Clerk Owen T. Duncan, that Marty Coghill and his pro, Joseph Jemsik, would have all the members of the feather family detour on the day of the tournament.

While dinner was being served after the golf tournament, Conductor Ralph Kauble was telling some of his interested listeners about his game, and mentioned the fact that he got an eagle on the 9th hole. Conductor Edward Delaskey was very anxious to see the eagle and even offered to purchase it for a friend, who is a taxidermist.

Miss Margaret Dezelick, daughter of Motorman J. T. Dezelick of this depot, was married to John Wals, on Saturday June 10, at St. Nicholas of Tolentine church. Following the nuptials there was a reception attended by two hundred guests, after which the bride and groom left for Wisconsin where they will spend their honeymoon.

Motorman H. T. Waltman is now a member of our Chicago Fire Department. Best of luck H. T. and we hope that you will like your new environment.

A vacation in the Lone Star State was enjoyed very much by Motorman Lee Crawford. While there he visited on the opening date the Texas Centennial which is being held in Dallas, Texas. Lee contends that the big thrill on his trip was riding the beautiful Abraham Lincoln streamlined Deisel powered train that operates between Chicago and St. Louis.

Sympathy is extended to the following trainmen who had to part with members of their families last month. Motormen M. J. Smillie, his wife and C. A. Anderson No. 5, his son; Conductor P. Conrath, his father.

John T. Flynn.

Lawndale

Conductor Wallace Lumpp returned from the North Woods and reports a good fishing trip.

Supervisor William Franek returned from his vacation spent in Iowa.

Starter George Harrington returned from a Canadian tour, via Niagara Falls.

Another member to the C. S. L. family—Motorman Jeremiah Keating announces the arrival of a 9-pound boy.

Sympathy is extended to the following trainmen: Conductor Harry Krug, in the loss of his sister; Motorman August Rahn, Jr., and Conductor Paul Richter, in the loss of father and



NORTONS CELEBRATE

During his vacation at Dayton, Ohio, James Norton of the paymaster's department and his wife celebrated their silver wedding anniversary on June 21. Relations and old friends of the couple gathered at the home of Mrs. Norton's parents in Dayton to extend their congratulations anew and wish them many more years of joy and prosperity. A silver service set, given by the bride's family, was among the many beautiful presents received.

father-in-law respectively; Conductor Thomas Smith, a brother; Motorman Carlyle Daugherty, his sister; Conductor Harry Weise, his brother.

Come out Sunday mornings and see our soft ball team, although they've been having tough luck lately. All would be well if the little man with the big lungs, McFadden, would come out and root.

C. F. Karschnik.

Blue Island

Sympathy is extended to the family of Conductor David Heelan, who passed away on June 16. Pallbearers at the funeral were John Kennedy, John Mencl, John Lloyd, Patrick Coleman, August Williamson and Patrick Durr. Board Member M. C. O'Brien was in charge.

Our sympathy is extended to the family of Motorman William Muelling in the loss of his mother.

Operator George Washack was presented with an 8½ pound granddaughter on June 18. Congratulations, Grandpa.

C. P. Starr.

Division

We extend our sympathy to Motorman Frank O'Day and family who lost their father through death on June 16.

Congratulations are extended to Motorman John Kelly and Miss Helen Weber who were married June 13. Also to Motorman Norman Kierland who was married to Miss Nattie Langlands on May 16.

Motorman Henry Leppin is a proud father of an 8-pound baby boy born June 15, who will be known as Henry Paul Leppin, Jr.

The Division street ball team won over the North avenue team on June 14, the score being 18 to 16. Now that the team has won over North avenue they are going to play the Centurions team. When they play this team they'll have to face Motorman Robert Judge's son, Thomas Judge, who recently pitched a no-hit no-run game.

E. B. Peterson.

Noble

Motorman Michael Lenihan is confined to his home where he is slowly recuperating from injuries received when struck by an automobile at Elston and Lawrence on June 11.

Motorman Henry Purvis and family motored to Stratton, Nebraska, to visit with relatives of his wife and to do a little fishing in the Black Hills of South Dakota.

Operator R. Robertsen, one of our noted fishermen, made a ten day fishing trip and reports good fishing at Chippewa Falls, Hayward, and Crivetts, Wisconsin.

Motorman Elmer Mader and Conductors Thomas Blaige, Walter Moews and George Johnson motored to Mikana, Wisconsin, in Blaige's new Ford for a week's fishing trip and report having had a very good time.

Operator John Kotowicz has taken a ninety day furlough during which time he will be visiting in Poland.

Motorman Alfred Gustafson and family are vacationing at Miami, Florida, and report having a wonderful trip.

Introducing our new clerk, E. W. Van Cleve, transferred from Archer depot to succeed Skipper Lee Cumber, who has been transferred to North avenue depot. Both boys are wished success in their new positions.

Receiver Herman Suhr and wife motored to Indiana on his vacation to visit relatives throughout the state and report having a very enjoyable trip.

Edward Devine.

Lincoln

Operator and Mrs. Louis Seeman were given a pleasant surprise on their fifteenth wedding anniversary June 21, in their home at 4135 Greenview avenue. A great many friends greeted them and they received many beautiful gifts. A sister of Mrs. Seeman's arranged the celebration and also planned the turkey dinner with all the trimmings. Congratulations.

With all the boys donating freely, we expect to be enjoying our new radio soon. A radio in the train room is a great enjoyment for the men and this one is said to be the best on the market.

Conductor Robert Hawk and wife are parents of a baby boy, weighing 5 pounds 12 ounces, born June 1 at the Swedish Covenant hospital. Best wishes to mother and son.

Vacation time is here, some of the boys are back and others on their way. Among those returning are Robert Kent, clerk No. 3 who took a trip to Ottumwa, Iowa, to visit his home folks, and Robert McClintock, receiver, who went by auto to Louisville, Kentucky, where he visited friends. He enjoyed the scenery and liked the trip by car very much. Conductor Justin Evert with his wife and family took a trip to his old home town where they were given a royal reception, a band meeting them on their arrival and the whole town (90) turning out. Whether a fattened calf was killed is not known, but the trip proved to be an enjoyable one.

Among those who are on the sick list and would like having some of the boys drop in and visit them are O. Boelke, L. Brookhauzen, Harry Goodinson, George Reedy and Albert Sage.

Sympathy is extended to Motorman Robert Woodburn, who lost his brother by death.

Henry Spethman.

Devon

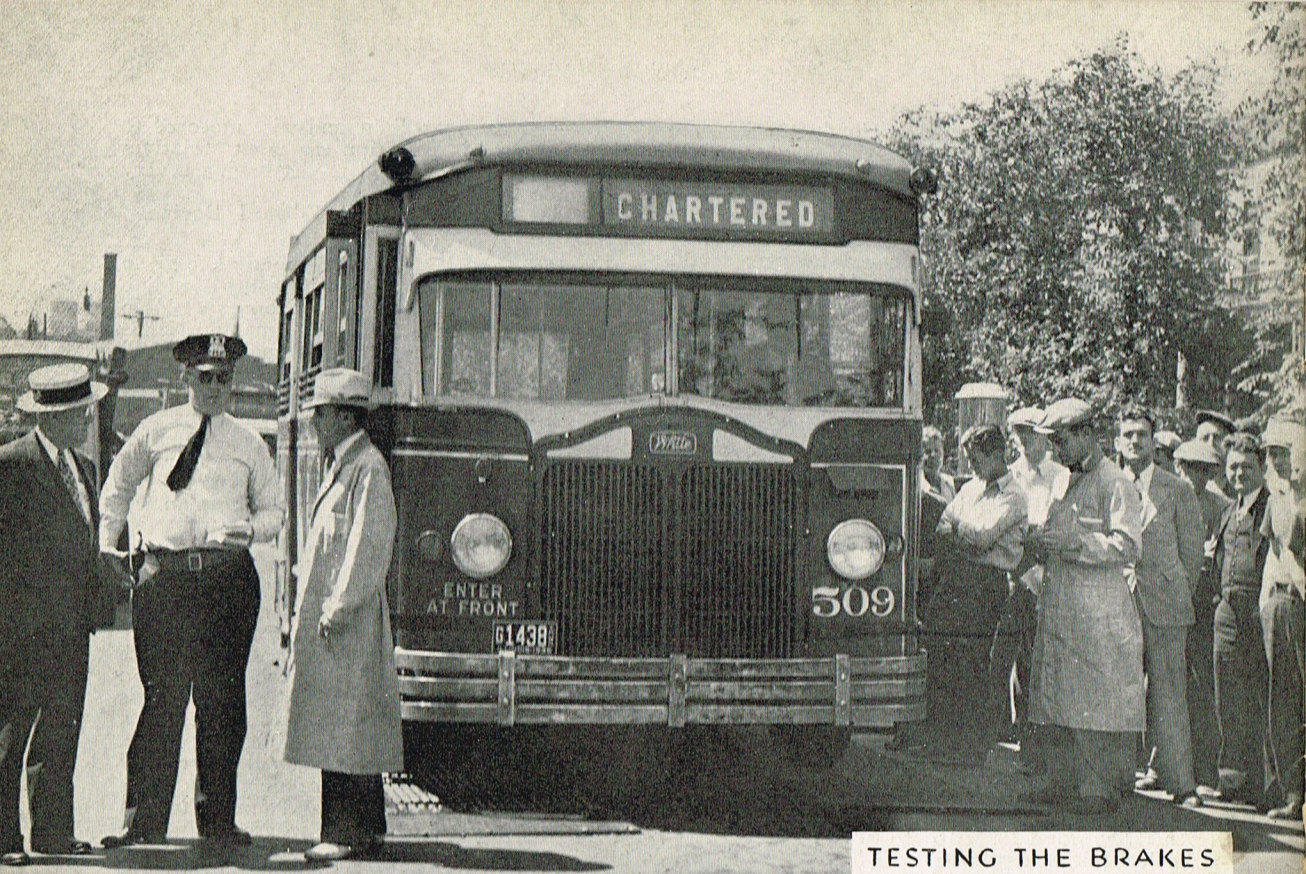
Our ball team to date can be justly proud of its standing, having won five games out of nine. Perhaps this can be attributed to the feeling George Prokop and A. Langer put into their playing, the former boasting a sprained toe, while the latter only had a sore thumb to his credit. The paths to glory are arduous, but they have their compensations. Keep up the good work, boys.

Congratulations are in order for Conductor W. McArthur who became the proud father of a 7-pound baby girl, born at Grant hospital, June 9.

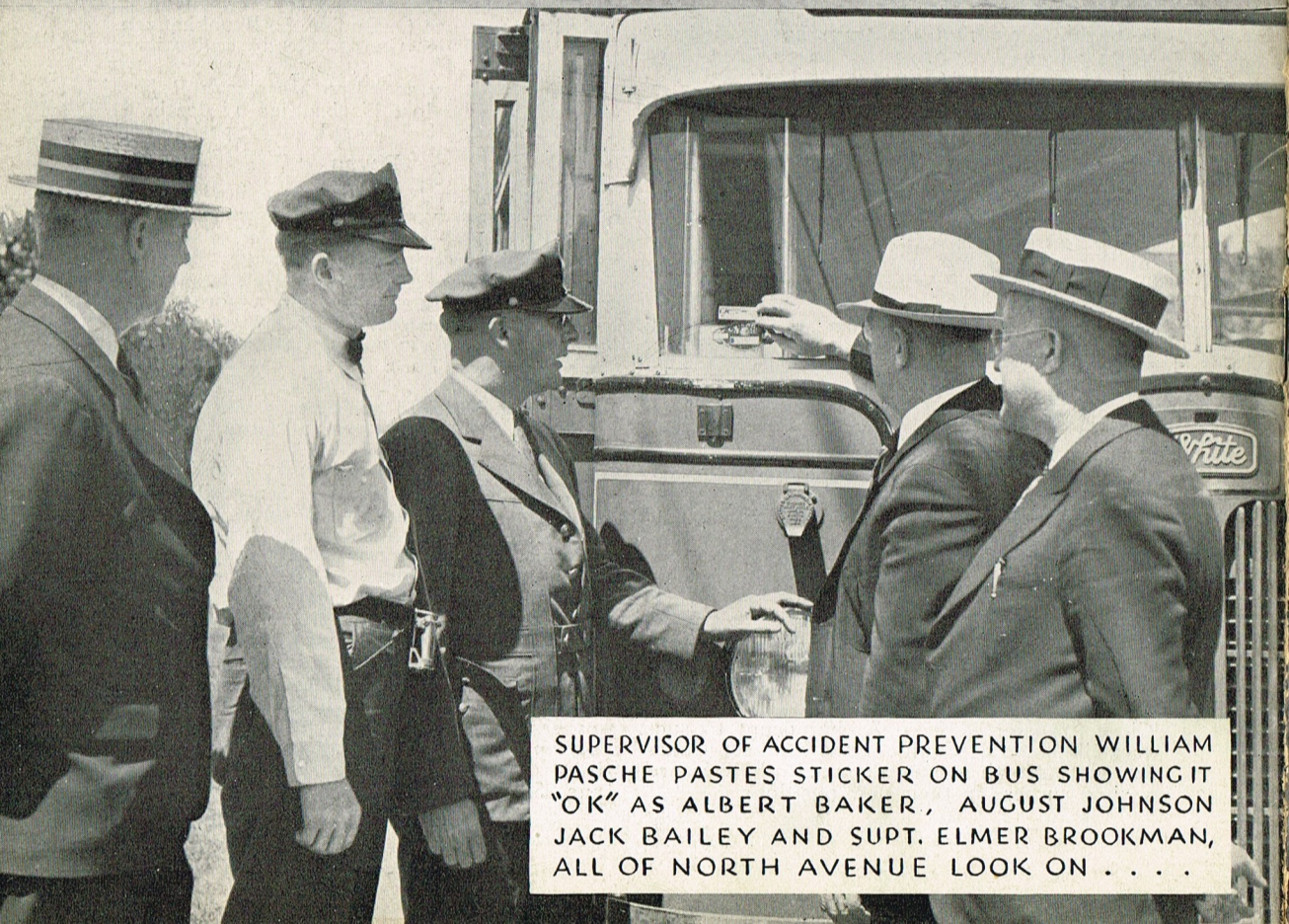
The following trainmen who are off sick and who would be appreciative of a visit during their convalescence are: Motormen Micel Gordon, Matt Collins, and Frank Carlson; Conductors W. Harrington, Clarence Brasmer, John Shaw, and Arthur Peterson. We wish them all a speedy recovery.

We regretfully announce the death of Conductor John Murtagh who passed away on June 6, after eighteen years of service. We extend our heartfelt condolence to the family in their bereavement, which his many co-workers share.

Sympathy is also extended to Conductor P. Hagstrom whose mother passed away on June 25.



TESTING THE BRAKES
OF A C.S.L. BUS
THEY WERE "OK"



SUPERVISOR OF ACCIDENT PREVENTION WILLIAM PASCHE PASTES STICKER ON BUS SHOWING IT "OK" AS ALBERT BAKER, AUGUST JOHNSON JACK BAILEY AND SUPT. ELMER BROOKMAN, ALL OF NORTH AVENUE LOOK ON . . .