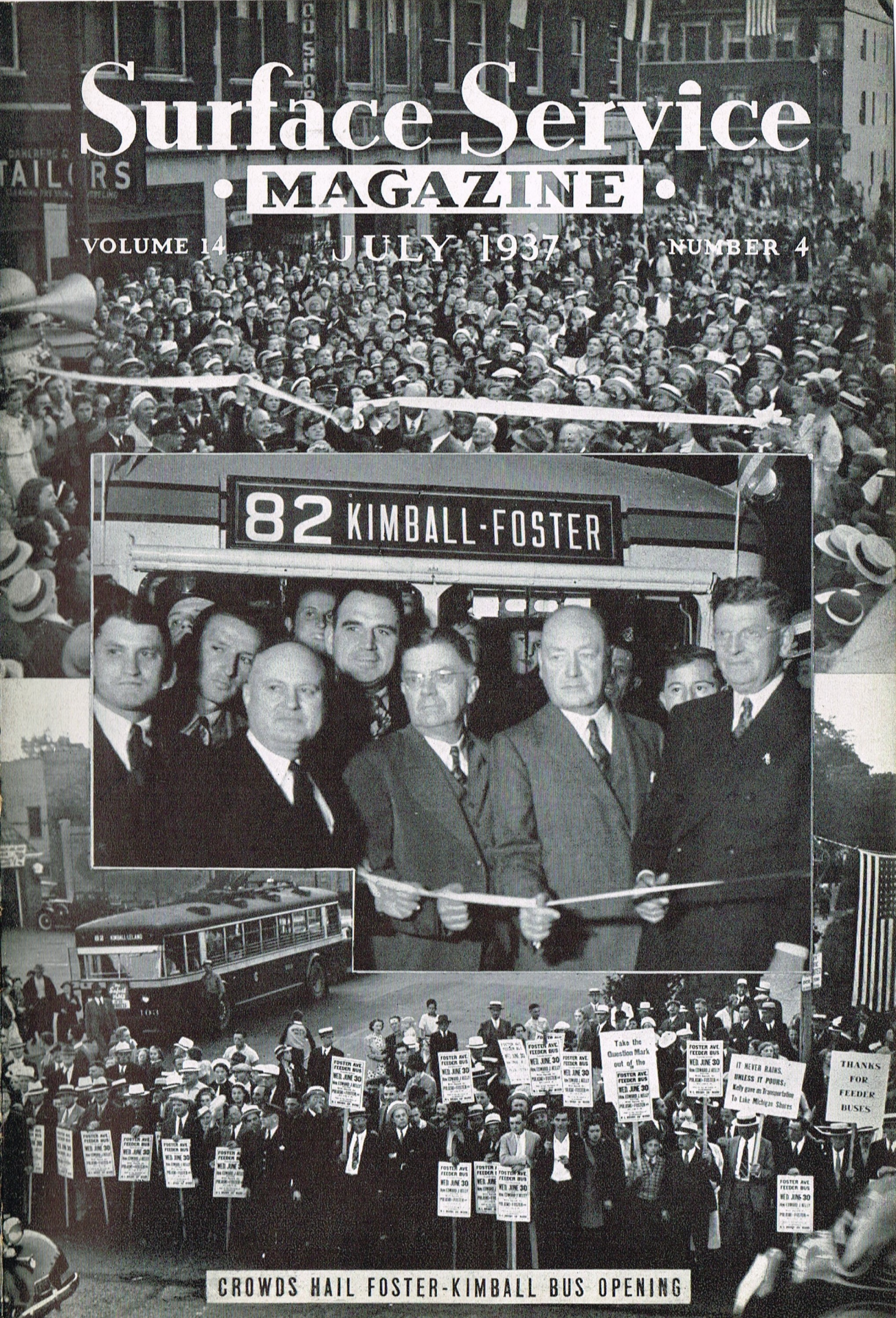
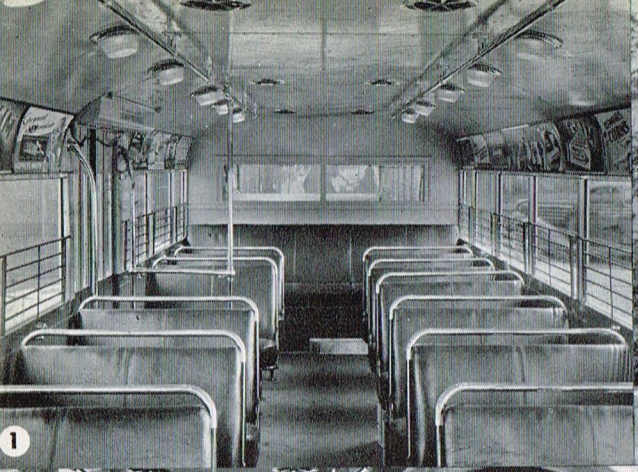
Surface Service
• MAGAZINE •

VOLUME 14 JULY 1937 NUMBER 4



CROWDS HAIL FOSTER-KIMBALL BUS OPENING



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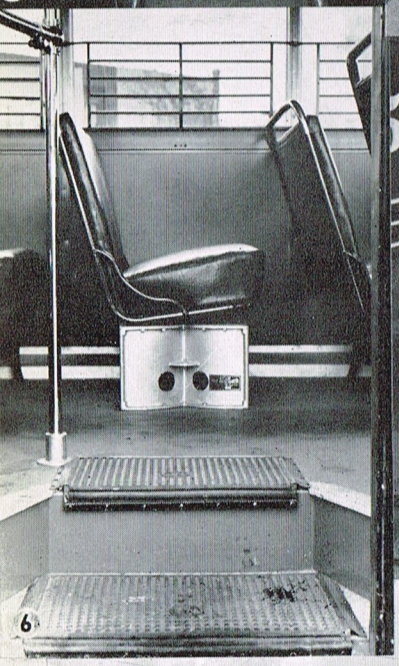
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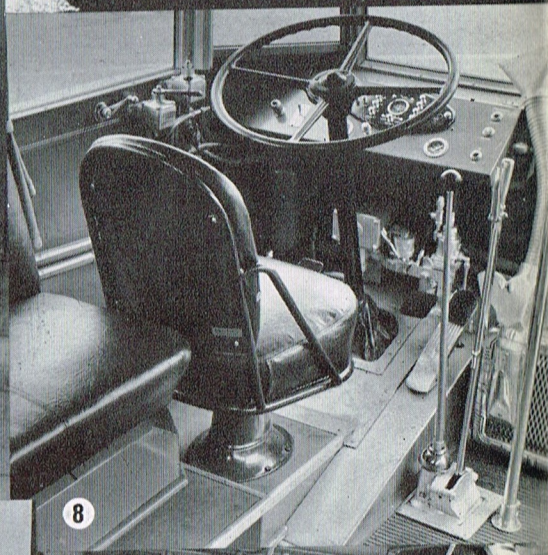
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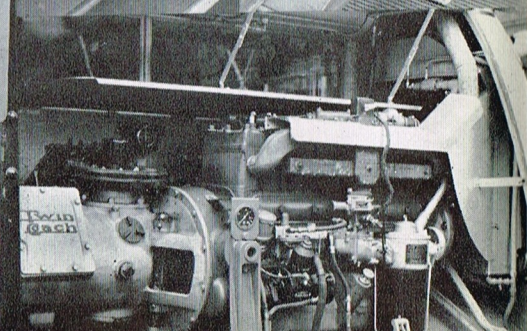
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KEY TO PHOTOGRAPHS CAN BE FOUND ON PAGE 4

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 14 JULY, 1937 No. 4

Open Foster-Kimball Routes

Thousands Celebrate End of Long Fight for Surface Lines Buses

Victorious after a three-year fight for feeder bus service on Foster and Kimball avenues, the Foster-Kimball Transportation Association and several thousand residents of that vicinity hailed their achievement at a mass celebration at the intersection of the two lines, Wednesday, June 30, just before the beginning of service on July 1.

There, after a short program, the crowd was given additional reason to cheer as Mayor Edward J. Kelly cut a ribbon signalizing the opening of two major Surface Lines bus routes.

Early in the evening the 33 gleaming new buses converged at the Foster-Kimball corners bearing representatives of civic and improvement groups from every section of the territory to be served where they heard public officials headed by Alderman James R. Quinn, Chairman of the Local Transportation Committee, and Chairman James M. Slattery of the Illinois Commerce Commission, hail the dispatch with which the Surface Lines installed the service after passage of an ordinance by the City Council.

Other speakers who termed the new routes "another epoch in the growth of the great northwest side" included Alderman W. J. Orlikoski, Thomas J. Bowler, chief clerk of the criminal court, and State Representative Ray O'Keefe.

Carry Many Passengers

Early revenue figures for the two new routes give an indication of their importance. Foster avenue buses attracted some 5,700 passengers on the first day of service. Before they had run a full week almost another 1,000 had been added to that figure. Transportation officials estimate that the Foster avenue line will serve approximately 7,500 revenue passengers daily when vacationists return and schools open. This estimate does not include numerous transfer passengers that will undoubtedly be attracted to the new bus route.

Kimball avenue revenue passengers exceeded those of Foster avenue at first but held the lead for only one day. That route is now attracting about 5,700 daily. This figure is expected to show a decided increase later.

Petition Filed Early

Installation of the feeder bus service by the Chicago Surface Lines marked the end of a long fight waged by the residents for Surface Lines service. The first petition for the buses was filed with the Illinois Commerce Commission in September, 1934. The Elevated and Motor Coach companies later intervened and offered to provide the service.

All the principal civic and community organizations in that section of the city appeared before the commission by petition or as witnesses urging the necessity for service, and an overwhelming majority demanded Surface Lines buses because they would provide service at 7 cents with free transfer privileges to all intersecting surface lines.

On March 31, 1936, the commission handed down an order directing the Surface Lines to install the service as soon as the necessary authority could be obtained from the city and the federal court. The court permission was obtained on April 20, 1936, when Judge James H. Wilkerson granted authority for the purchase of 33 buses at an estimated cost of $300,000, contingent upon city authority. The matter dragged until May 5 of this year when Mayor Kelly addressing the transportation committee of the city council said, "Rather than keep transportation from the people, it is my recommendation that you pass an ordinance granting permission . . . , so that the 100,000 persons who are inconvenienced by the lack of transportation can be accommodated." The Mayor's recommendation received favorable action by the committee and passed the full council unanimously the same day.

Engines in Rear

The 33 buses that inaugurated the service on July 1 were delivered by the Twin Coach Company and cost in the neighborhood of $8,500 each. They have the engine in the rear, the first of this type to be installed by the Chicago Surface Lines. Stainless steel supports will hold leather upholstered seats for 31 passengers. Entrance to the buses is from the front, with a side exit. Heaters, de-frosters and all other modern improvements are standard on all buses. The buses are expected to operate on an average headway of 3½ minutes, with allowances made for rush hour and off-peak operations.

Residents of the Foster-Kimball area give a major portion of praise to the Foster-Kimball Transportation Association for winning the fight for Chicago Surface Lines feeder bus service. This group was composed of numerous civic and improvement groups banded together with a common interest.

KEY TO COVER PICTURES

The following is the key to the Foster-Kimball bus pictures shown on the inside cover: 1. Interior view looking to the rear. 2. A side view of a new bus. 3. What the passenger sees from mid-center looking forward. 4. Sturdy wheel construction is topped by rubber fenders. 5. Front view of bus. 6. Side exit steps and a secondary heater. 7. Access to batteries is easy. 8. A close-up of the driver's seat and control board. A heater may be seen as well as the de-froster which snuggles close to the windshield. 9. Here are 17 of the new buses lined up in front of the 77th Street depot. 10. Odometer for registering wheel revolutions. 11. A closeup of the motor construction which is at the rear of the buses.

Front Cover

Mayor Kelly, at extreme right, cut the ribbon. Next to him, in order, are: Chairman Slattery, Superintendent of Transportation W. A. Hall and Alderman William J. Cowhey.

Fahey Recovering

Division Superintendent Thomas Fahey is back at his desk in the Kedzie depot after a nearly fatal accident.

While clearing a track in the back of a streamlined car Tom was run down by the very car he was clearing for. He incurred a broken collar bone but escaped more serious injuries when he was pushed into a repair pit by the car.

OBITUARY

Deaths on the System from June 1, 1937 to June 30, 1937

Transportation—Division 1, Cottage Grove: Edward C. Schlick, employed January 8, 1920, died June 17, 1937.

Division 3, Seventy-seventh: James A. Madigan, employed November 23, 1936, died June 6, 1937; Raymond Merritt, employed November 8, 1899, died June 3, 1937.

Division 5, Archer: Frank M. Marciniak, employed April 29, 1908, died June 22, 1937; Arthur Joseph O'Brien, employed February 8, 1909, died June 27, 1937.

Division 7, Kedzie: Edward Birmingham, employed April 26, 1902, died June 7, 1937.

Division 12, Devon-Limits: Charles H. Kastner, employed July 8, 1895, died June 24, 1937; Albert O. Peterson, employed March 29, 1904, died June 15, 1937.

Shops and Equipment—Division 6, Blue Island-Lawndale: James Solas, employed April 28, 1908, died June 11, 1937.

Division 11, Lincoln: Charles Johnson, employed April 14, 1925, died June 11, 1937.

South Shops: Louis Norway, employed August 19, 1913, died June 6, 1937.

West Shops: Edward A. Boegen, employed July 30, 1923, died June 4, 1937; Charles M. Duncan, employed September 8, 1905, died June 21, 1937.

Track—Morris O'Connor, employed June 23, 1928, died June 19, 1937.



THEIR FIGHT CLIMAXED BY VICTORY

Officers and directors of the Foster-Kimball Transportation Association who led the fight for Chicago Surface Lines buses. From left to right in the front row: F. J. Ruehlmann, W. G. Dode, Mrs. W. R. Gross, Mrs. Karl Sauer, Edward Barr, J. W. Bier, and R. J. Wuerst.

From left to right in rear: Irving Felskamp, W. R. Gross, A. R. Lasdon, Karl Sauer, A. C. Rochow, F. J. Burgh, C. L. Benson, Carl Johnson, E. D. Jackson, and O. B. Stunkel.

"We Carried the Mail"

Street Railway Post Office Once Delivered U. S. Mail Over Surface Lines Routes

If it weren't for changing conditions numerous Chicago Surface Lines trainmen would now be referring to Postmaster General James A. Farley as "the boss."

That is just another way of reminding the old timers of the days when the street railway systems were used to carry the United States mail. For the younger men on the system the story affords a historical "way back when" of the Surface Lines of an earlier day.

As all employes know, the street car service in Chicago formerly consisted of a number of independent systems. The Post Office Department contracted with six of them to build, equip and operate two street car Railway Post Offices for each line and to furnish a motorman and a boy to re-set the trolley. Each car was in charge of a chief postal clerk and under his orders. The cost of the service was based on mileage and the return to the companies was about $64,000 a year in return for the 319,940 miles traveled.



Harry Krygsman

The mail cars or R. P. O.'s, were painted white with the gold seal of the United States on each side and much gold striping. The first two were named "Washington Hessing" and "John N. Hubbard" after the then postmaster and assistant postmaster, respectively. Operation of the cars was either by electric motors or by cable, depending upon the line used.

First Service in 1895

Research has established the fact that the first R. P. O. cars were run on November 11, 1895 on North Clark street, Milwaukee avenue and West Madison street. Dates when the last cars ran and the service discontinued are at variance. W. A. Goldberg, to whom we are indebted for much of this information, wrote in *Stamps* that the system was abolished in 1911. Other data gathered chiefly by Norman Johnson of the Schedule Department establishes the last date as November 22, 1915, just 20 years and 11 days from the start. Mr. Goldberg notes that Post Office officials decided the automobile was here to stay as early as 1911 "when the government believed the automobile to be sufficiently developed for reliable use in the transportation of mail."

Krygsman Still Serves

Several of the old mail cars are now stored at Lawndale depot and they still look capable of carrying the mail if the need should arise. At the same depot is Motorman Harry Krygsman who pilots his car through Chicago's traffic of 1937 just as he did when he was a motorman on the mail cars of other days. As far as is known at this writing, Motorman Krygsman is the only one of the old mail car motormen now in active service.

The Railway Post Offices offered a unique service to firms who had a heavy mail flow by stopping in front of their places of business to deliver and receive mail. If time permitted, the clerks of each R. P. O. were supposed to cancel 3rd and 4th class mail carried by them. Each car also had a letter drop in its side and thus served as a mail box.

A collector at that time would make a round of the corner letter boxes on his route and this mail would be delivered to the mail cars at designated times and places. If the collector had time he was under instructions to face this mail up to expedite handling. He would then receive mail which had been sorted and canceled on the street cars and would deliver that to the various route carriers.

Was Efficient System

Since all cars met in the center of the city it was easy to transfer the mail from one car to another. Oldtimers who worked the lines still consider it to be as expeditious handling as has yet been devised and, in some respects, much faster than is now possible.

The service, according to Mr. Goldberg's information, was originally assigned to the Railway Mail Service but as it comprised distribution and handling of mail within the city limits it was held to be a local function and was transferred to the local postmaster's jurisdiction. The earlier lines mentioned covered the north, northwest and west portions of the city. On May 7, 1896 the Cottage Grove avenue line was installed. Wentworth avenue followed on April 10, 1900 and Millard avenue on February 1, 1902.

In addition to these routes a "Circuit R. P. O." operated late at night over the combined lines on Cottage Grove and Wentworth avenue to service 10 stations in a trip of 18 miles.

Gave Hourly Service

Service, as it does today, differed on the various lines. On four lines service began at 5:30 A. M. and continued until 12:15 A. M. Between 7 A. M. and 7 P. M. hourly service was given for a total of 15 round trips daily. Three round trips were made on Sundays and holidays.

WHERE CREDIT IS DUE

The Editor wishes to acknowledge the valuable assistance and cooperation of W. A. Goldberg, the publishers of *Stamps* magazine, and Norman Johnson of the Schedule Department in compiling much of the information contained in the accompanying story.



Remember? Motorman Krygsman is on your right.

The cars were manned by a total of 30 clerks under a Chief Clerk for each car. The crews worked eight hours daily and served 27 stations in the course of their 15 daily trips. Each line carried an average of 600 sacks of mail each day and the Circuit R. P. O. more than 100 sacks. During the Christmas season of 1909 all the R. P. O.'s carried over 36,000 sacks of mail. The high mark was reached by one consignment on December 25, 1908 when 420 sacks were carried.

ROUNDING UP WITNESSES

Same Old Story—Burnside Retains Honors

You can mark up No. 8 in favor of Superintendent Robert T. Duffy's men of Burnside depot. That "8" will signify the eighth successive month in which trainmen of Burnside have rounded up more witnesses than their friendly competitors in other depots.

And to give added luster to the Burnside record it is only necessary to mention the fine average compiled. Figures for May stand at 4.10, far above that of the runner-up station.

In second place, Lawndale-Blue Island stood with an average of 3.71. Improvement over April's record moved the Lawndale-Blue Island group up from fifth place in the previous figures.

Lincoln was another station that showed great improvement in climbing from eleventh place to fifth with a 3.61 average as against 2.83 registered earlier. Cottage Grove suffered the greatest drop when they tumbled from fourth to eighth place.

Detailed standings follow:

	May	Apr.	Mar.	Feb.
1. Burnside	4.10	4.50(1)	4.41(1)	4.52(1)
2. Lawndale-Blue Isl.	3.71	3.60(5)	3.55(4)	3.80(2)
3. Archer	3.70	3.84(2)	3.57(2)	3.58(7)
4. Kedzie	3.66	3.59(6)	3.56(3)	3.69(3)
5. Lincoln	3.61	2.83(11)	3.16(8)	2.90(10)
6. 77th Street	3.55	3.71(3)	3.40(6)	3.59(6)
7. 69th Street	3.40	3.34(7)	3.42(5)	3.62(4)
8. Cottage Grove	3.38	3.61(4)	3.26(7)	3.60(5)
9. Elston-Noble	3.20	3.15(8)	3.04(10)	3.56(8)
10. Limits-Devon	3.19	3.07(9)	2.85(11)	2.47(12)
11. North Avenue	3.00	2.97(10)	3.05(9)	2.93(9)
12. Armitage-Division	2.72	2.78(12)	2.46(11)	2.49(11)
Aver. for System	3.30	3.40	3.39	3.35

"What would your father say if he saw you out at this time of night?"

"He'd say, 'Don't tell Ma'!"

SCALLIONS FOR YOU—

If You're Among Those Nominated for Oblivion

Now this complaint—like those before
Is just the type that we abhor.
But if our judgment be quite right
You can't ignore—nor call it spite
So we will print it as it came—
And if it fits you—then YOU'RE to blame!

"We nominate for the Hall of Oblivion:

"The driver who lectures the passenger, long and loudly, for his unforgivable ignorance in not knowing the exact corner at which a transfer should be made,

"The conductor who calls every stop as, 'Whanh-whanh street',

"The motorman who considers a start or a stop to be a complete failure unless he has seated a few passengers in the laps of other passengers or on the floor. (Not that we lack appreciation for romance and comedy.)

"The driver who bangs a door in a passenger's face and leaves him standing in the rain while the bus gets through on a green light,

"And, finally and most assuredly, the employe who seems unaware of the existence of such things as razors, soap, barbers and cleaners."

And now you men have heard the plea
Should not this type convicted be?
You've heard the charges—know them true
The answer, men, lies right with you.

EMPLOYES RELIEF FUND

June, 1937

The Surface Lines Employes Relief Committee held five sessions during the month, at which there were 22 applications considered. Of this number there were 16 approved for weekly relief.

Checks totalling $19,144.00 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of $969,767.08 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 to date $1,089,767.08.

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 $217,445.73, which brings the grand total relief expended to date, to $1,307,212.81.

Lots of Work

Would you like to be a medical examiner? There is more work than you'd suspect. During 1936 there were 17,628 physical examinations including employes examined, applicants for positions, and those who underwent eye re-examinations.

Trainmen Start Paid Vacations

Agreement Reached on New Contract—Union Ratifies 9,459 to 653; Now Highest Paid

The first of an estimated 10,000 trainmen set out early this month on one week paid vacations. Their exodus marks the first time in the history of the Lines that trainmen have been granted vacations with pay. The privilege was accorded members of Division 241 in the new agreement part of which became effective July 1.

Transportation officials report that the characteristics of each of the 16 depots were carefully studied in an effort to provide the best possible vacation periods for the vast number of men who rate vacations on the basis of one or more years of service.

Based on Seniority

Allotted upon a seniority basis the ratio of vacation periods granted will be approximately the same for every depot in the system until the fall timetables are released sometime during September. The task confronting transportation men can be realized when one considers the thousands of men who were entitled to vacation periods and the enormity of the task of putting the vacation system into effect upon comparatively short notice.

As one transportation official expressed it, "The management tried to arrange the majority of the vacation periods during the best seasons of the year insofar as is consistent with the general welfare of the business as a whole. The vacation periods allotted during the winter months have been kept to a bare minimum."

Other Benefits Granted

The agreement negotiated by the Surface Lines management and the Agreement Committee, which included increased compensation, time and a half for all over eight hours and other benefits, was ratified by a vote of 9,459 to 653 by members of Division 241.

The wage increases bring the pay of motormen and conductors on two-man cars up to 80 cents an hour and one-man operators on cars and buses to 88 cents an hour.

The new wage is the highest ever paid by the Chicago Surface Lines properties. In 1922 when an 8-cent fare was in effect, the platform rate was 80 cents, but at that time there were no life and disability insurance benefits, which are equivalent to 1½ cents an hour in wages.

In Recent Years

In this connection, the recent wage history of Surface Lines trainmen is interesting.

After the rate of fare was reduced to 7 cents in 1922, there was a reduction of 10 cents in the hourly pay of trainmen, bringing the rate to 70 cents. This rate was gradually increased from time to time as volume grew until, on June 1, 1929, the peak year of Surface Lines business, it reached 77 cents. Notwithstanding the loss of business in the depression, this rate continued until May, 1932, when there was a reduction to 70 cents. Three cents of this 7 cent reduction was restored in 1934 and the balance was restored effective June 1, 1936 and January 1 of this year.

KEEPING 'EM ROLLING

Sixty-ninth Spurts from Fourth to Lead June List

Spurting from fourth place in the keep 'em rolling figures, 69th Street depot took over the lead for June by traveling 10,454 miles per pull-in, an increase of 33.6 per cent over their May record.

In a general shuffle that saw most of the top rankers moved about, Lawndale moved from fifth to second as Devon dropped a notch to third place. Division, in third place in the May figures, wound up a lowly tenth place station.

Kedzie showed most improvement by increasing 52.2 per cent but even so notable a rise moved that station only from fourteenth to eleventh.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Dec.
1	69th	—	10,454	33.6
2	Lawndale	6	9,663	26.1
3	Devon	2	8,573	10.6
4	Elston	8	8,417	14.7*
5	77th	—	7,618	8.8
6	Burnside	4	7,371	14.8
7	Cottage Grove	1	7,336	12.6
8	Archer	—	7,274	1.8*
9	Limits	7	7,208	23.9
10	Division	5	7,066	10.9*
11	Kedzie	—	7,056	52.2
12	North	—	6,847	7.0
13	Lincoln	1	4,598	.7
14	Noble	2	4,597	4.6*
15	Armitage	2	4,530	12.4*
16	Blue Island	2	3,780	15.1*

*Denotes Decrease.

Carhouse records for the past six months:

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

James Gordon Bennett, finding a line reading: "Just another play from Chicago," fired the editor, and told his *New York Herald* staff: "Learn from Chicago; don't deride it!"

SURFACE SERVICE MAGAZINE

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

HITTING THE MARK

A customer writes:

"If your company is interested in making trolley riding more popular, the answer does not lie in advertising. It lies in the actual service rendered, the degree of comfort offered the passenger, and in the appearance and manners of your employes."

The author of that pungent paragraph wrote an editorial that could well be run every month in the employe magazine of any street railway system. If ever a passenger hit the mark this man has done it.

There are innumerable departments and countless duties that must be performed to facilitate the workings of a system as large as the Chicago Surface Lines. But when all that is granted, the backbone of any street railway system is to be found in the train force.

Service to the passengers who "pay the freight" is paramount. Capable men will give good service and build good will.

The degree of comfort afforded the passenger is another essential that is within the province of every motorman and conductor. Comfort implies smooth starts and stops. It suggests that conductors extend a helping hand to boarding and alighting patrons.

Neat appearance and courteous manners are necessities without which the requirements of service and comfort cannot be met.

No trained transportation man could express it better—". . . the answer lies in the actual service rendered, the degree of comfort offered the passengers and in the appearance and manner of your employes."

ARE THEY NITWITS?

That man who cut out in front of you from a side street as you were rolling along. . . .

That woman downtown who stopped suddenly and without warning in front of you, nearly causing a crash. . . .

That truck driver who cut you off when he saw the other car coming. . . .

What sort of people are these? Nitwits? Drunks? Beginners?

Perhaps—although more likely they are just common, ordinary folks who forgot their reputations as good drivers for just a split second. Just a momentary lapse, just a brief disregard of the rules of the road, and they laid themselves open to suspicion as chronic halfwits or worse. And, in the bargain, they put you and your car in a dangerous situation.

Surface Lines trainmen may be among the best. They may pride themselves on their ability to anticipate the probable actions of others and maintain a margin of safety—sure indications of skill.

But just let them neglect to observe the laws of skillful driving . . . let attention slacken for a split moment . . . let them turn too long toward a bit of scenery . . . and they may be inviting a serious accident.

It isn't always the nitwits who cause accidents. Often it is the skillful driver who "takes a chance" or whose attention is momentarily diverted.

Motormen should never be tricked into an accident by wandering attention. Chicago Surface Lines motormen should always be conscious of a responsibility they owe themselves, their families, other drivers, passengers and the system which employs them.

Mike: "So you're a salesman, are you? What do you sell?"
Ike: "Salt."
Mike: "I'm a salt seller, too."
Ike: "Shake!"

Reject "L" Proposals

Rapid Transit Consolidation Plan Called Unsatisfactory by Surface Lines Interests

Following a number of conferences between representatives of the Surface Lines and Elevated Company Reorganization Committees, held at the request of Mayor Kelly, the Mayor was definitely informed on June 30, that the proposed consolidation plan is unsatisfactory to Surface Lines interests.

The statement to the Mayor was contained in a letter signed by John E. Blunt, Frank M. Gordon, and Albert W. Harris for the Surface Lines Reorganization Committee, and by Mr. Richardson, their duly authorized representative. It sets forth in detail the reasons for the inability of Surface Lines interests to agree to the plan and suggests that instead the City at once proceed to draft a franchise ordinance for the Surface Lines.

Following the receipt of this letter and a letter from the Elevated Reorganization Committee, the Mayor called a meeting of the operating heads of the Surface Lines, Elevated and Motor Coach Company in his office on July 7, to discuss some possible plan of unified operation without consolidation. The meeting reached no conclusions but other meetings will be held in the near future to discuss the matter further.

Difficulties Cited

Discussion in the conferences between the representatives of the Reorganization Committees of the two properties developed the fact, the Mayor was informed in the letter of June 30, that the Elevated Plan merely proposes a merger by exchange of securities and ignores many issues which are considered basic in any attempt at consolidation.

"Candid analysis of the Abbott Plan, to which an overwhelming majority of Surface Lines security holders are committed by the deposit of their securities, and of the Rapid Transit Committee Plan, discloses the fact that the two plans are in irreconcilable conflict on fundamentals," the letter to the Mayor states.

"These conflicting fundamentals include:

"1.—The failure of the Rapid Transit Plan to make provision for contribution by the Rapid Transit properties or security holders of any cash or funds with which to begin a modernization program for Elevated plant and equipment similar to the modernization program contemplated by the Abbott Plan through the use of the $30,000,000 cash funds belonging to Surface Lines security holders.

"2.—The Rapid Transit Plan assumes, erroneously in our opinion, that new money can be attracted immediately to the proposed consolidated company, while the Abbott Plan proceeds upon the assumption that new capital can be obtained only after modernization and enlargement of the surface system by the expenditure of $30,000,000 and after it has been demonstrated by earnings that new money may be prudently invested.

"3.—The Rapid Transit Plan further assumes, erroneously we believe, that holders of Surface Lines securities on which interest has been fully earned, though not paid since the maturity of prior liens, could be persuaded to accord a position of priority to Rapid Transit securities on which no interest is now earned.

Rapid Transit Experience

"Of at least equal persuasiveness with the above considerations is the fact that, so far as we are informed, no local rapid transit system in the United States, either elevated or subway, is earning a return on the money invested in it. In all cities with rapid transit facilities, other than Chicago, financial assistance in some form is contributed to the enterprise by the taxpaying districts served by such facilities.

"This is the condition confronting us. Under these circumstances, we believe it would be a mistake to spend months and perhaps years in discussing the possibilities of a merger, while the riding public is denied needed improvements and extensions which the Surface Lines are able and willing to provide as soon as adequate authority is granted.

"The better policy, in our opinion, is to proceed along the line on which we have been working.

"The Plan for the Reorganization of the Chicago Surface Lines has been tentatively approved by the Federal Court. The proponents of the Plan last December began negotiations with the City Council for a new franchise to be issued to the reorganized company, the Chicago Surface Lines, Inc.



Traction heads gather at request of Mayor Edward J. Kelly (seated) to discuss possible unified operation without consolidation. From left to right, Alderman B. A. Cronson, John A. Ritchie, Walter A. Shaw, Philip Harrington, W. J. Lynch, B. J. Fallon, President Richardson of the Chicago Surface Lines, and Major R. F. Kelker.

Offer Improvements Now

"On May 27, 1937, there was submitted to you and to the City Council an outline of suggested terms and conditions to be incorporated in this ordinance. These terms include provisions for a program of immediate extensions, additions and improvements to the Surface Lines properties for which funds are now available. They suggest the early establishment of a comprehensive unified surface system comprising all street railway and Chicago Motor Coach properties.

"This program is sound and feasible. We are ready to devote every effort to its fulfillment.

"We submit that pursuance of this policy will result in immediate improvement and extension of properties now serving 85 per cent of the riding public of Chicago and that such provision can be made concerning the elevated railways and subways as will fit into whatever may become the policy or program of the City relating to transportation above or below the surface of the streets."

HORNING PROMOTED

Named Chief Clerk of Purchasing Department

Edward W. Horning has just been named chief clerk of the Purchasing Department, effective July 1, in a recently issued order by V. E. Thelin, purchasing agent.

In assuming the position vacated by Howard B. Storm, now superintendent of the Insurance Department, Mr. Horning adds his name to the list of student engineers now in responsible positions.



E. W. Horning

Mr. Horning has been a Chicago Surface Lines employe since September 14, 1931, following his graduation with honors from the University of Illinois where he received a Bachelor of Science degree in Railway Electrical Engineering.

Horning was briefly employed as a traffic checker for the Schedule Department before serving as a clerk at Armitage depot. That experience was followed by employment as a motorman out of the Devon avenue station before he was sent back to the Schedule Department. There Horning helped in the preparation of data for the Illinois Commerce Commission exhibits and participated in the development of the multi-fare register during a three year period.

In March, 1935 Horning was transferred to the Transportation Department where he served until his recent promotion.

Mr. Horning is an experienced radio man, having made a hobby of radio work almost since its inception. Of late he has been particularly interested in short wave radio and has contacted numerous operators throughout this country and abroad. A detailed story of his experiences appeared in the June, 1936 issue of SURFACE SERVICE MAGAZINE. Mr. Horning is married and lives at 2116 South Trumbull avenue.

GOLFERS SHOW PROWESS

Link Battles Rage as 77th Club Members Turn Out

The U. S. Open and Amateur, the P.G.A. and the Western may be all right for some folks, but the Third Annual Golf Tournament of 77th's L & A Club at Westgate on June 29, created a new high in enthusiasm as far as trainmen were concerned.

By a catchy handicap arrangement, more than 80 of the Club's golf enthusiasts were induced to compete in the tournament. The mystery handicap seemed to hold out a chance for everyone to win one of the 25 enviable prizes which included golf bags, clubs, balls, golf shoes, sweaters and jackets.

The foursomes teed off in a perfect setting of an ideal day and on a well-groomed course. Cameraman Ed Dalaskey cranked away at his motion picture machine recording the auspicious take-off of each group and then roamed promiscuously about the links taking many odd shots. Club members say there will be no mystery about who did and who did not have the proper form.



Four golfers and a scorekeeper make up this happy group. From left to right, George Pass, J. J. O'Shaughnessy, L. B. Heath, Lester Klein and Elmer Klein.

Chief Clerk Owen Duncan picked the handicap holes at the depot long before the tournament ended, and when the scores finally came in the following men were among the prize winners:

	Low Gross	Handicap	Low Net
E. D. Carpenter	81	—	—
E. M. Friberg	93	14	79
A. W. Clehane	82	—	—
T. E. Rennison	92	12	80
F. J. Anderson	92	12	80
J. J. McGrath	86	—	—
F. J. Lucas	87	—	—
R. A. Kauble	99	18	81
C. G. Schulte	91	9	81
George Pass	94	12	82
G. P. Deal	94	12	82
Art Feltz	94	12	82
J. J. Nugent	103	21	82
C. A. Anderson	92	9	83
W. Berggren	95	12	83
J. McKiernan	95	12	83
W. L. Schomberg	95	12	83

Courtesy Figures Slump

Big Increase in Complaint List as Commendations Drop— Heat to Blame?

Chicago Surface Lines trainmen were evidently the first to feel the effect of the summer doldrums. The assumption is made from a study of the complaint list which compares June, 1936 with June, 1937.

In almost every classification of the complaint list the record for June, 1937 shows a considerable gain over the figures recorded for the same month last year.

Of particular concern to all was the startling increase in the number of complaints made against quick starting by motormen and operators. There were 28 complaints for this unforgivable practice as against only two in June, 1936.

The month saw 536 complaints enter the records as compared with 479 last year. Of these, 141 were directed at trainmen for various discourtesies and 82 for the inexcusable practice of passing up passengers.

The record was very similar in the commendation branch of the records. Trainmen were commended in 30 commendations, 8 less than were praised during the same month a year ago.

Good and Bad Noted

The good and bad practices of the trainmen were noted in a letter from Margaret B. Pickard, 1322 East 47th street. After listing several flagrant abuses she said, "The difference in the treatment I received was remarkable. The conductor helped me inside and when I alighted at Kenwood he got off and helped me safely to the ground. I told him how much I appreciated his help. He replied it was his duty."

Miss Pickard's praise was directed to Conductor Edward Boothby, badge No. 2864 of Cottage Grove.

Motorman Robert R. Woodrick, badge No. 217 of Division, now has a letter of praise in his files and an extra dollar in his jeans. Both were received from Edward G. Tremblay, 217 South Main street, Lombard, Illinois, to show his appreciation for the return of a wrist watch lost on a street car.

William Martorelli, 834 North California avenue, wrote that he is always observant of conductors. As a result he commended Conductor John J. Janisch, badge No. 3984 of Noble, for courtesy displayed to numerous passengers throughout a rather lengthy trip. Conductor Janisch was especially praised for the helping hand he extended to boarding and alighting passengers.

Calls Streets Well

The "courtesy and wide-awakeness" of Conductor John M. Ballard, badge No. 7806 of 77th, brought an approving word from A. H. Decker, 129 South Water Market, who commented on the way Conductor Ballard called streets and "put himself out to help riders on and off."

Finding himself confronted with a bill he was unable to cash Conductor Theodore A. Stortz, badge No. 7734 of Archer, paid the fare for Miss E. Kuss, 6048 North Washtenaw avenue, and later received a letter enclosing the amount of the fare.

"A very courteous act" of Motorman Charles R. Bayne, badge No. 6329 of Kedzie, was appreciated by Ray O. Evans, 447 West 60th street, and noted in his letter.

Conductor Richard H. Smith, badge No. 8374 of 77th street, trusted a passenger for her fare and Mrs. D. A. Fraser, 140 West 70th street, was quick to praise him and repay the amount advanced.

Waiting Earned Praise

Nothing is more disconcerting to passengers than to watch an owl car pull away from them. Similarly, when cars wait momentarily for passengers to board the patrons are invariably pleased at such consideration. Both points were made clear in the letter of R. Lyon, 1817 South Trumbull, who wrote in praise of Conductor John W. McIntyre, badge No. 9942 of Archer.

Aiding a blind colored man brought praise to Conductor Zyge F. Kwiatkowski, badge No. 12988 of Archer, from Mrs. E. Wetzler, 4710 Ellis avenue.

"I was saved a great deal of inconvenience," said Mary Malloy, 7550 Harvard avenue, in reporting courtesies extended by Conductor Louis J. Christensen, badge No. 14566 of Devon.

One conductor found the actions of another admirable. For that reason A. Christensen, 3978 Ellis avenue, dropped in to praise the all-around good work of Conductor William Jensen, badge No. 486 of Cottage Grove. Mr. Christensen is a conductor for the Santa Fe railroad.

"There is a lot of man there." That comment with Conductor Joseph English, badge No. 4222 of Archer, as the subject, summed up a lot of praise directed to him by C. E. Richardson, 1101 Le Claire avenue.

Consideration Appreciated

Evidence is always forthcoming to prove that the public appreciates consideration when conductors are unable to cash large bills. Conductor Janisch received an additional commendation on this score and was repaid by B. E. Campbell.

Conductor Daniel F. Sullivan, badge No. 4574 of North avenue, was highly praised by Dr. Herman Muller, 726 North Austin boulevard, Oak Park, Illinois, for the particularly courteous attention he gave a patient of the doctor's during a period of several months.

A patron who once found cause for complaint now finds reasons to praise Conductor Joseph A. Pearlstein, badge No. 4666 of Lincoln. William F. Daley, 1633 North Tolman avenue, commended Conductor Pearlstein.

W. F. Sullivan, 1408 Mohawk street, credits the honesty of Conductor James J. Walsh, badge No. 12894 of North avenue, for saving him from what might have been a very long walk by returning change from an over-paid fare.

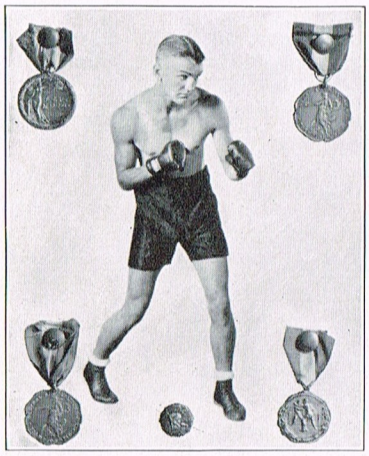
Miss Natalie Jacobs, 1139 Sheridan Road, wrote "the Surface Lines should be proud to have so courteous and obliging an employe" as she commended Conductor John F. Nisson, badge No. 5916 of Devon, who advanced her fare when unable to cash a large bill.

Similar acts on the part of Conductors Gale Hruska, badge No. 6364 of Cottage Grove, Thomas P. Walsh, badge No. 5936 of Kedzie and Edward T. Quinlan, badge No. 3200 of 77th, brought words of praise from several patrons who did not sign their names.

MEET A SCRAPPER

Electrical Department Employe Had Good Fight Record

"And in this corner, ladeez and gen'l'men, Gawge Kerwin, at 147 pounds!"



George Unwin

That introduces you to George Unwin who fought as "Kerwin" before he joined the Electrical Department forces of the Chicago Surface Lines little more than a year ago after retiring from the fight game in 1933.

Now Unwin is putting all the "fight" into his trolley stringing job. And if he keeps to the record he set up as a boxer you're likely to hear more about him.

Unwin was born in London, moved to Canada when three and has been a Chicagoan since 1923. He started boxing early and left Canada with the A. A. U. flyweight title of the province of Manitoba. As a featherweight he took the A. A. U. Central States title in 1926 and repeated as a lightweight in 1927.

After winning 21 straight fights as an amateur Unwin turned professional in 1928 and when he retired the records showed him with 60 wins far overshadowing 10 losses.

One of George's biggest thrills, he'll tell you, was when he was selected to fight on the all-star card that fought opening night at the Chicago Stadium. You fight fans will remember that he beat Jackie London of Chicago that night while Tommy Loughran was trimming Mickey Walker for the light-heavyweight title.

"Did you hear that Bill Getz was held up the other night?"

"What happened, Louie?"

"Well, a couple of guys went into his house, stuck a gun in his ribs, tied him up, and put a towel in his mouth."

"Why did they put the towel in his mouth?"

"Oh, just for a gag."

PALS—TOGETHER

Big Business Halts While Fans Follow Cubs

We like this homey little tale that seems so particularly appropriate during the baseball season. We aren't too happy about the implications that might be made of the street car service. However, as the story has hit the daily gazettes it will bear repeating as proof that Chicago is nothing more than a small town growing up.

A certain Jim Rogers was driving on the south side recently with his automobile radio tuned in on the baseball game. He was motoring alongside a street car when the motorman, attracted by the broadcast, leaned out and called, "How's it going?"

"Giants ahead—8 to 0," Mr. Rogers called back. "Second half of the 8th. Augie Galan's at bat. . . ."

"Say, do you mind stopping so I can hear it a minute?" said the motorman.

Mr. Rogers obligingly pulled up and turned the radio louder. After Galan struck out, the motorman called his thanks and started up his car. Mr. Rogers stepped on his gas, too.

We couldn't find out how closely the motorman kept to his schedule.



HAPPY BRIDEGROOMS

Two D. A. I. Sleuths Choose Married Life

The picture herewith shows the smiling countenances of Ora J. Gilbert on the left and Michael J. McDermott on the right, with the presents given them by the boys of the Legal and Accident Investigation Department. Michael J. McDermott was united in marriage to Miss Irene Cavanaugh on June 19, at St. Patrick's church in East Chicago by the Reverend Father Ignatius McDermott, his brother, after which Michael and his bride drove to Yellowstone on their honeymoon and upon his return he ran into the above situation.

Ora J. Gilbert was married to Mrs. Edna R. Marshall, widow of a former legal investigator.

The bridegrooms appear to have absorbed the felicitous spirit of the occasion. This picture was taken just after the applause from the gang subsided.



This pretty little miss is glad that vacation days are here. She is Dolores Reimer, daughter of Conductor Herbert Reimer of Devon.

Know This Man?

They say Robert ("Believe It Or Not") Ripley never goes wrong. If that be true this might introduce some trainmen to a good customer, if a sleepy passenger. If your car carries a daily rider with an alarm clock tucked away in his lunch box it is probably Harry Lambert. We can't locate the gentleman but here is what Ripley said of him recently:

"Harry Lambert of Chicago can't stay awake on his long street car ride to work so he carries an alarm clock set to wake him at his destination. He shuts off the alarm without opening his lunch box by pulling a string."

If you meet him engage him in conversation. He ought to be ripe for a testimonial regarding the comforts of the street cars.

Departments and Divisions

Accounting

We are taking this opportunity of wishing Miss Dorothy Utes of this department, daughter of Mrs. G. Bailey Roach, 149 Park Drive, River Forest, and Frank J. Sasgen, son of Mr. and Mrs. M. T. Sasgen also of River Forest, all the luck and happiness possible on their marriage Saturday, June 12, at the beautiful new Church of St. Luke in River Forest.

Best wishes for a happy birthday were extended to Miss Phyllis Magnuson of the pay roll division from her many friends on Tuesday, June 8.

Niagara Falls, New York City, Philadelphia and Washington, D. C., were visted by Mrs. Roberta Danforth on the bus trip which she enjoyed during her vacation.

Congratulations and much happiness is our sincere wish for Miss Frances Trant, formerly of the pay roll division, and Thomas Madigan of the West Shops, who were married on Saturday, June 26, at St. Matthew's church, at Walnut street and Albany avenue.

Mrs. Helen Lowe writes in reference to her vacation: "I just stayed home and enjoyed the beautiful scenery of my home town—Lombard, Illinois—and rested."

Hazel Eunice Weir is the name of the new baby born on Sunday, June 13, weighing 4 pounds, 6 ounces, at Lewis Memorial Maternity hospital, 3001 Michigan avenue, to Mr. and Mrs. Stanley Weir (formerly Lillian Matecki of the pay roll division). To the proud parents we extend our best wishes.

Mr. Walter Cotter of the timekeeping division spent quite a bit of his vacation playing 36 holes of golf, and claims that his game has improved considerably. Mr. Cotter spent his full time concentrating on curing his slice and he now has succeeded. The slice is gone—it is now a hook.

Timekeeper William Burns spent his vacation lamenting the fact that the White Sox could not play a double header every day. However, they did win 10 straight ball games during the time, but according to Mr. Burns, what good is a vacation unless your favorite team wins every day?

Thomas F. Coan

Electrical

"Herr Krauzmeyer" better known as Fred Shucke, maintenance electrician, spent several days vacationing at Eagle River, Wisconsin. Fishing was a secondary pastime to meeting all the "Herr's and Von's" from all over Wisconsin, who were there also. Some rating for Herr Krauzmeyer.

Edward Wilkie of "Lotions of Love" fame has now taken up bicyle riding to improve his figure. Some of his fellow workers believe he is training for the next six-day bicycle race. Edward is well known throughout the north and west side substations.

Ray Callahan, assistant superintendent, spent two week-ends at Elkhart, Indiana, the home of his wife. Ray claims the best five-and-ten-cent stores are located there. Ray brings some tools back with him every time he visits Elkhart.

Edward Sheridan, chief operator at Crawford substation, lost his wife during a recent operation. Our deepest sympathy is extended to Edward and his family.

Billy

Engineering

Andrew Flood of the track department surprised everyone with his new 1937 Oldsmobile eight sedan. Andy is contemplating an extensive tour during his vacation. William Wasick, the "Gay Lothario" of the track department, not to be outdone by Andy, has been going around town evenings driving a 1929 Ford roadster, collegiate model, and making many a feminine heart flutter as he whizzes by in a proud and important manner.

Bob Gilmore of the utility department, walks around these days with a kink in his neck. Wonder if it is due to his golf?

We heartily congratulate Mr. and Mrs. John P. Boesen, parents of John J. Boesen,

material clerk in the track department, who celebrated their golden wedding anniversary on June 16.

William Harrison, trolley tender, who was suffering from a severe attack of blood poisoning, is recovering but is still confined at St. Joseph's hospital. Keep it up, Bill; we are all pulling for you.

Con Oechel, chauffeur in the utility department, spent a very restful vacation in Oxford, Wisconsin.

Legal and Accident Investigation

James W. Moore, former legal investigator who retired in 1934 after 22 years of service in the legal department, passed away on June 29 at the age of 78. Mr. Moore was highly esteemed by his fellow employes, six of whom acted as pallbearers. Funeral services were held at Our Lady of Sorrows church on July 2.

The "C. S. L. 600" baseball team is now in the quarter-finals of the Evening American softball baseball tournament. Their record of wins and losses to date is as follows: defeated American Auto Insurance, 5 to 4, Post Office Annex, 5 to 3, American Steel Foundry, 19 to 6. Their first game with the well known Mandel Brothers team was called off in the 11th inning with a 6 to 6 tie, and on the playoff Mandel Brothers won 5 to 2, the only league game lost. Unfortunately, the team had to accept four games by forfeit, probably because the other teams heard about their prowess and felt it would be unnecessary to play the games. Challenges were received from West Shops and Lawndale depot teams as a result of our challenge printed in this magazine. We are sorry to state that West Shops "took us" by a score of 4 to 2. However, the boys think that results may be different the next time they meet West Shops. As will be seen by the scores, no team has been able to get many runs against us; our hitting has been weak, but we have held the others down so well that the team is a steady winner.

Material and Supplies

May we announce the arrival of a baby girl, Marylyn June by name, in the home of Stanley Thompson and his wife, Dorothy. Lots of luck to the three of them.

Another important event in the life of Matt Basso took place June 22. His wife presented him with an heir—a 7½-pound son. Congratulations, Matt.

Our congratulations go to the boys at the West Shops stores department for the exciting indoor baseball game against the South Shops stores department. Some very fine plays were exhibited. We are looking forward to another game.

R. E. Buckley

Schedule and Traffic

Joseph Gaskey, one of the traffic checkers, has transferred to the Transportation Department, as a clerk at Archer depot.

David M. Flynn returned from his vacation trip through the eastern and southern part of the United States; some of the interesting points visited were Mammoth Cave, and the Cumberland and Smoky mountains. During the trip he ran into a flood at Sandusky, Ohio.

Mrs. Esther O'Brien went to Florence, Wisconsin, for the Fourth of July holiday weekend.

We are pleased to see Fred Excell back again after a week spent at Elmhurst hospital, due to a serious infection in his left arm caused by the sting of an insect. Now that Fred is back to normal again he will be able to wear those two new suits that have been lying idle during his illness. P. S.—Fred will wear one suit at a time.

Walter Prentice is spending his vacation in northern Wisconsin at Manotowish Waters and Evergreen Lodge; sounds like a good place to go fishing.

Gus Lohse spent the Fourth of July weekend visiting in the Ozark mountains and other points of interest in old Missouri.

Three fishermen at 3 A. M. caught three fish. C. J. Kreiner, G. R. Bryan and W. P. Devereux were the fishermen; the place, the Kankakee river. Bait for this expedition was oversized worms furnished by Max Kipping. The bait looked like small snakes, and possibly that was the reason the fish did not bite better.

George Weidenfeller

Shops and Equipment

South Shops: Deep sympathy is extended to Mrs. Catherine Drummer, printing department, upon the recent loss of her sister.

To the family and relatives of Louis Norway, blacksmith department, we offer sincere sympathy upon his sudden death. Mr. Norway was working at his home on June 6, when he fell from a ladder and died shortly afterward at the Burnside hospital.

Anyone wishing some "authoritative" information regarding the "definite" outcome of the next World Series need merely tune in on W9RRX, Midlothian—"Irish", motor repair department. It seems that this prognosticator will save time and money for one and all.

Burnside: Stock Clerk A. J. Rehling is spending his vacation visiting friends and relatives in Miami, Florida. If possible, he also plans a bit of deep sea fishing—so, he should have plenty of fish stories available when he returns.

'Tis said that bachelor James Fitzgerald is contemplating marriage and a honeymoon to Tucson, Arizona. We all wish you luck, Jimmy.

Elsie S. Frank

West Shops: Ted Kuta spent his vacation getting acquainted with his son, Donald Theodore, born June 13, weight 8 pounds. Ted looks pretty pleased about his vacation present. Thanks for the cigars and the candy.

E. Wendt, E. Coates, and H. Rowlett spent enjoyable vacations in Corpus Christi and Galveston, Texas.

W. W. Werth drove his mother to Michigan on his vacation, enabling her to renew old friendships.

The West Shops Baseball Team defeated the 600's of 600 Washington at Union Park, Thursday evening, July 1. It was a hard fought game with both teams playing fine ball. The game concluded at a score of 4 to 2 in favor of the West Shops. We are looking for more games from other Departments. Call Ted Kuta at West Shops.

We are sorry to report that the following deaths occurred in our Department during the month of June: E. Boegen of the West Shops, J. Solas of Blue Island, C. Johnson of Lincoln, and C. Duncan of the West Shops. We offer our sympathy to the bereaved families and friends.

Around the Car Stations

Seventy-seventh

Last month a baby girl was born to the family of Conductor W. R. Steinsultz, and a baby boy to the family of Motorman R. A. Nelson.

Sudden death, as the result of an automobile accident, cut short the very promising softball career of Conductor J. A. Madigan. The sympathy of all the team members who knew him well and liked him is sincerely extended to his family.

There will be no undefeated softball team in the south section this year. Archer went down under a hitting blast of the Kedzie team on June 27, and it looks right now like the season might end in a three corner tie with Blue Island, Kedzie and Archer.

Condolence is extended to the following men on death in their families: Motorman R. A. Nelson, his father; Conductor E. J. Welty, his brother; and Conductor J. F. O'Connor No. 1, his mother. Sympathy also is extended to the family of Conductor Raymond Merritt.

Walter F. Story

Lawndale

Congratulations to Mr. and Mrs. J. J. Doyle, who celebrated their golden wedding anniversary on June 15. Here's hoping for many more anniversaries for the couple.

Have you seen the new streamlined straw hat? If not, watch for Supervisor Janda on his off days.

Our softball team is finally progressing, having won a game. This win was attributed to the excellent playing of Slugger O'Keefe, who made two triples and two doubles. Bids are also being taken for the services of "Dr." Gash. About all the team needs is their own "Doc." Come out Sunday mornings and help Chief Rooter (Leather-lung) McFadden and his megaphone.

Only one new arrival has been reported—Conductor Albert Smith announces the birth of a 9-pound boy.

Sympathy is extended to the following trainmen: Conductor Charles Rennie, in the loss of his brother; Conductor Dave Shanley, the loss of his wife; Conductor Charles Mullen, the loss of his brother; Conductor James Prindiville, the loss of his mother; and Motorman Walter Sylvester, the loss of his mother.

Conductor Patrick Hester returned from Clinton, Massachusetts, reporting a pleasant trip.

Motorman John Simek returned from Danville a bit sun-burned.

Motorman Fred Regge returned from Scranton, Pennsylvania, reporting a wonderful trip with the exception of a $12 donation to the Pennsylvania troopers for new uniforms. (Note:—Cars with foreign license plates caught speeding contribute to the fund.—Donation, $12.) Every little bit helps.

At present your correspondent is at home nursing an abundant supply of mosquito bites. There's nothing like a fishing trip on your vacation, with 600 bites and 6 fish. An urgent request is being made for some kind of a contraption to scratch two places at one time.

Charles F. Karschnik

Lincoln

Mr. and Mrs. John Klein, parents of Conductor Joe Klein, celebrated their golden wedding in St. Constance church, Sunday, June 13, at 9 A. M. A reception was held in their home later which was attended by a large number of friends and relatives who helped celebrate the enjoyable occasion. We extend our congratulations to the couple and best wishes for many more years of good health and happiness together. Mr. and Mrs. Klein are parents of seven children and eight grand children, who also attended the fiftieth anniversary of their wedding.

Although we are a bit late in making this announcement, Mr. Stork was right on the job when on April 18, he delivered to Motorman and Mrs. Ed Dietz an 8-pound baby boy at the Grand hospital. Congratulations and best wishes to the mother and baby, who will be known as Edward Allen Dietz, Jr.

Henry Spethman



ON DRESS PARADE!

Motorman George Foster (left) and Conductor William Kennedy take active parts in their Legion drum and bugle corps when they aren't working out of Kedzie depot.


One of the 33 New
SURFACE LINES BUSES
for FOSTER-KIMBALL SERVICE
Celebration at
Foster and Kimball Ave. To-Night
SERVICE STARTS TO-MORROW
KIMBALL
FOSTER-KIMBALL
BUS OPENING CELEBRATION
WED. JUNE 30 - 8 P.M.


MORTGAGES
INSURANCE
REFINANCING




LAUNDRY
CHARTERED
330
CLARK STREET
MERCHANTS' DAY


82 KIMBALL-FOSTER


66