

Surface Service

• MAGAZINE •

VOLUME 15

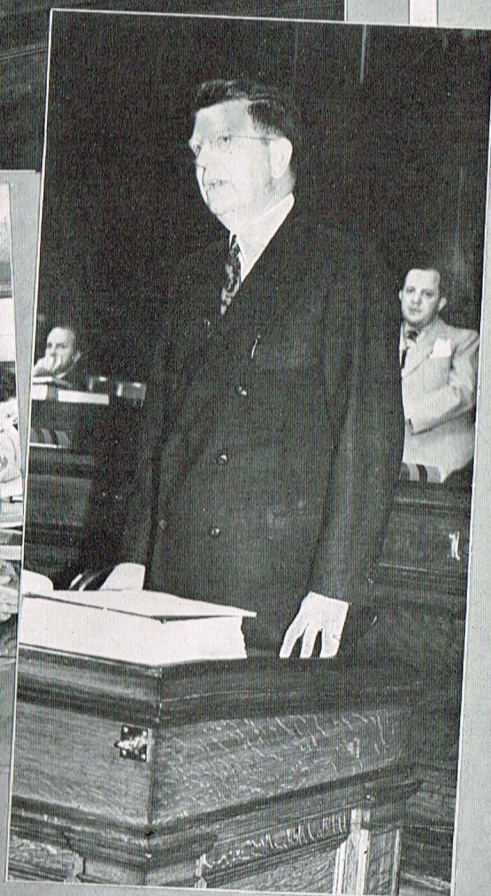
JULY

1938

NUMBER 4



SERVING ALL CHICAGO



DISCUSS ORDINANCE CRISIS

Scenes at meeting of City Council Local Transportation Committee when proposed permit to take place of 1907 ordinances was being discussed. Top—H. B. Fleming, co-receiver for Chicago City Railway Company; President Richardson, and Edward E. Brown, co-receiver for Chicago City Railway Company. Lower left—Chairman Quinn and other members of the committee with receivers and attorneys in background. Lower right—Mayor Kelly explaining his stand.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 15

JULY, 1938

No. 4

Ordinances Not Extended

Last Extension Expired July 15—Discuss

New 90-Day Permit

The ordinance relationship which has existed between the Surface Lines companies and the City of Chicago since February 1, 1927, was abruptly terminated on July 15. On that date the last temporary permit extending the 1907 ordinances expired and the City Council failed to pass a new one.

In the meantime, the Council Committee on

Local Transportation is working on a new ordinance for a temporary permit for 90 days. This permit as drafted includes some provisions of the 1907 and 1930 ordinances and some new matter. The section relating to the city purchase price and establishing the method of determining the value of the properties, if purchased by the City or its licensee, is eliminated. The draft also eliminates the provision for the payment of



Attorney J. M. Sheehan

55 per cent of the net earnings and requires payment to the City of compensation amounting to 3 per cent of the gross receipts.

The permit, if adopted, is to be issued to the receivers and not to the companies. The receivers could not accept it unless ordered to do so by the Federal Court which is in charge of the properties, and the whole matter therefore becomes a question for court determination.

Many Extensions Granted

A total of 51 extensions of the ordinances have been adopted by the City Council since 1927, when the 20-year period of the old ordinances expired. The sudden decision of the council to issue no more permits came at a time when the Federal Court seemed to be in a fair way toward producing a plan for settlement.

At a recent hearing before Judge Wilkerson, Walter A. Shaw, co-ordinator appointed by the court, stated that he expected to have a plan for the unification of all of the transportation properties ready by the latter part of September. Many of the essentials of that plan have been agreed upon by representatives of the Surface Lines, Rapid Transit Company, Chicago Motor Coach Company and Mayor Kelly.

The great difficulty in working out a unifica-

tion plan has been to find some way to produce the necessary funds to bring the Rapid Transit Company out of bankruptcy proceedings and rehabilitate those properties for unified operation. A financial plan to accomplish this, through the use of the traction fund as the basis for a loan, has been suggested by the Surface Lines. The court has been asked to amend the Abbott Plan so as to remove any doubt as to the power of the Reorganization Committee to agree to any suitable plan for consolidation.

Way Being Cleared

In other words, the way seemed to be opening up for a comprehensive local transportation settlement, bringing all three systems into unification.

Just at this time, when everything looked so favorable, Alderman Jacob Arvey on June 10 proposed to the City Council Local Transportation Committee that no further extensions of the ordinance be granted. On June 20, Mayor Kelly appeared before the committee and advised that the ordinance be dropped and a new permit drafted. The committee passed a resolution instructing its attorney to draw up a new permit for 90 days, requiring the companies to pay 3 per cent of their gross receipts to the City as compensation. It also decided to extend the old ordinances from June 30, the then date of expiration, to July 15, because of the shortness of time to work out a new ordinance.

Offers New Ordinance

The new 90-day permit was drafted by Attorney Sexton and presented to the committee at its meeting on July 7.

Mayor Kelly was present at this meeting, as were also the receivers of the properties, their attorneys, and attorneys for the Surface Lines Reorganization Committee. The Mayor again stated that in his opinion no harm would come to the City by refusing a new permit to extend the 1907 ordinances and that if the new ordinance were not passed and accepted before July 15, the Federal Court doubtless would continue operation of the properties as usual.



Attorney H. P. Weber

There was no further discussion of the advisability of refusing another extension and this question was not presented to the City Council as a whole.

The Local Transportation Committee resumed its hearings on the proposed new temporary permit on July 11 and 12. The receivers and their attorneys, James M. Sheehan and Harry P. Weber, and the attorneys for the Abbott Committee were present at these hearings and there was an extensive discussion of the proposed new permit, but it was evident that it could not be put in proper form for presentation to the council at its meeting on July 13, and it was decided to continue the discussions indefinitely.

It was pointed out in the discussions that refusing to extend the 1907 ordinances and the questions involved in the proposed new temporary permit might lead to interminable court procedure and interrupt or annul the efforts being made by Mr. Shaw, official coordinator appointed by the court, to work out a plan by September 26. Many objections were offered to the phraseology and provisions of the proposed new permit. Especially was there objection to paying 3 per cent of the gross receipts on top of other burdens now borne by the companies.

Answers No Compensation Charge

To the oft-repeated assertion that the Chicago Surface Lines has not paid any compensation to the City since 1931, because of its failure to earn a sufficient amount under the 55 per cent provision of the ordinances, President Richardson of the Surface Lines made a very complete answer.

"It may be that I do not understand what compensation to the City is," Mr. Richardson said, "but this ordinance under which we have been operating for the last 30 years places many burdens on the car rider that he has had to pay out of his fare.

"We have been endeavoring on the Surface Lines to keep the fare as low as possible with adequate service, and we are operating today on a fare lower than any other service in the community, paying higher wages and paying high taxes and all of the things that go with trying to run a good system.

"The obligations that the 1907 ordinances carry, other than the 55 per cent, are very great and run into a great deal of money—a lot more than the 3 per cent which we are discussing.

"Incidentally, the amount of money paid into the traction fund by the companies from the time the 1907 ordinance took effect up to now is in excess of 3 per cent—roughly, I think, about 3.4 per cent. But that is only one of the burdens.

Paving \$11,000,000

"The largest of these other compensation items is paving. The car rider is supporting over 500 miles of paving 16 feet wide, on every street where there is a double track. This paving has been constructed, has been maintained and renewed under the ordinance provisions. Since 1931, when the last payment under the 55 per cent provision was made, over \$11,000,000 has been expended by the Surface Lines for this one purpose alone.

"There is also the payment of \$1,000 a day that the companies make continuously for cleaning the streets, removal of snow, sprink-

ling, etc. That, over this same period, amounts to \$2,533,000.

"We have carried the U. S. letter carriers under an obligation of the ordinances at just a fraction of what the government pays everywhere else for that service. This has cost around \$250,000 a year.

"We have had to move, under the provisions of the ordinance, some thousands of poles in the last few years due to street widenings, which does not contribute one iota to the benefit of the car rider. This has cost a total of \$1,066,000.

"All told, these items which properly are compensation sum up to over \$22,000,000 during the period since 1931.

"This is 6.5 per cent of the gross. And now you are talking of adding 3 per cent more.

"I am not discussing taxes. Our taxes are mounting.

Car Riders Must Pay

"It is all fine, but it has to be met and the only way it can be met is from the fares collected from those who ride our cars. It all comes back to that.

"I think these things should be borne definitely in mind when you are giving consideration to putting on additional burdens and when you are making statements that the Surface Lines has not paid any compensation since 1931. That, very definitely, is an erroneous statement."

In answer to a question from Mayor Kelly as to whether Mr. Richardson meant to say that the Surface Lines cannot pay any compensation to the City other than what they are now paying, Mr. Richardson replied:

"On the present fare I think that is so, under all of the working conditions and all of the obligations you are putting in this new ordinance that were not in the old."

AS SURFACE SERVICE MAGAZINE went to press, the Local Transportation Committee planned to continue discussions of the proposed temporary permit before bringing it up for passage.



Receivers for the various companies were interested spectators at the hearings. From left to right, Harvey B. Fleming, a co-receiver for the South Side lines, G. A. Richardson and Walter J. Cummings, co-receivers for the Chicago Railways Company.

"Worth The Fight!"

Citizens Hail Foster-Kimball Routes—Find CSL Service Best For Them—Observe First Anniversary

The first anniversary of the Foster-Kimball bus routes was celebrated July 1 by north side civic groups through formal resolutions of praise and informal congratulatory messages.

The actual installation of the lines on July 1, 1937, marked the end of a three year fight waged by residents of that area for Surface Lines service. During the course of the many hearings on the bus routes the principal civic and community organizations of that section repeatedly scorned offers of the Chicago Rapid Transit company and the Chicago Motor Coach company to provide the service. Among the many facts to which residents pointed in expressing their preference for Surface Lines service was the universal coverage offered by the street car lines together with free transfer privileges obtainable at the city's lowest local transportation fare—7 cents.

With their victory won, the lines installed and in operation for more than a year, north side leaders recently looked back and surveyed their gain in the light of present day conditions. Satisfied with what they saw, the Uptown Chicago Lions Club passed the following resolution at their last meeting:

Appreciative Resolution

"Resolved:

"That the Foster Avenue Feeder Bus has been in operation for a period of a year. During this year the bus line has been of immeasurable service to thousands of people in this, and adjacent communities. It has brought business into the neighborhood, thereby helping merchants in this community. It has made it possible for those living to the west of us to obtain quick transportation to the loop and north suburbs. In short the Foster Avenue Bus Line has proved a boon to all of the territory which it serves.

"Therefore:

"The Uptown Chicago Lions Club wishes to thank those responsible for their aid in securing this bus line on this, the first anniversary of its operation."

(signed) Joe Malloy, President
Carl J. Johnson, Committee Chairman.

The resolution obviously indicates north side appreciation for the modern transportation facilities and the transfer privileges offered by the Chicago Surface Lines. And figures compiled by Superintendent F. A. Forty of the schedule and traffic department offer more than a little support to that conclusion. Mr. Forty made the original estimates on the benefits residents of that area would derive, charted the probable traffic loads and estimated the schedule times at which the buses would have to operate to best serve the needs of the thousands who demanded Surface Lines feeder buses. A comparison between Mr. Forty's first estimates and the actual conditions of today indicate that he did a top-notch job and that his figures at which some scoffed during the hearings before the Illinois Commerce Commission came within a hair's breadth

of hitting the nail squarely on the head.

Transfer Privileges Attractive

The volume and character of the traffic carried on the two bus lines is important to the Surface Lines and to the residents. Only 11 per cent, a comparatively negligible figure, are carried either to or out of that section by transportation companies other than the Surface Lines system. Only about three-quarters of the latter group are loop-bound workers or shoppers. The much greater number, some 13,000 riders per day, are those who are brought into the territory through transfers from other street car lines or who originate in that territory and choose the Surface Lines with its liberal transfer privileges when they wish to travel to points removed from the Foster-Kimball area.

A. C. Rochow, a leader in the fight to get feeder buses installed by the Chicago Surface Lines, chuckles now as he reviews some of the claims advanced earlier by other transportation systems.

"Wouldn't we have been foolish?" he asked. "We could have accepted a system which had an OK from the city some months before the present service was installed. Had that other system come into this territory they would be serving approximately 1,600 riders. They couldn't give the frequency of service which we now get and on top of that 13,000 riders per day would be no better off than without any line. Our people wouldn't have such liberal transfer privileges and our merchants would see their patrons carried to a system which specializes in transportation to the Loop.

"Have CSL—Glad of It!"

"Glad we won? Listen, the proof of the pudding is in the eating. We have Surface Lines service and we're glad of it. Our people around here don't pass resolutions praising public utilities just to be doing something. We really mean it!"

Mr. Rochow's appraisal of the situation is further borne out by Mr. Forty's survey. As stated, only an approximate 11 per cent of the total number of riders using the Foster or Kimball avenue buses either come from another system or find reason for going to another system. The value of the Surface Lines buses to the territory is even more apparent when the riding habits of the feeder bus patrons are analyzed.

Taking Foster avenue as an example, Mr. Forty established the fact that transfer patrons to that line come from 61 of the 92 routes of the Chicago Surface Lines. Of 61 zones of the Surface Lines system all but 10 or 15 contribute transfer passengers to the bus lines.

In the case of the Kimball avenue line approximately the same ratio is maintained. It is interesting to note that there is no appreciably greater number of transfer passengers from the Elevated to the Kimball avenue buses

even though that line taps two terminals of that system.

You might be interested to know a little more about the accuracy of the man who is responsible for mapping Chicago Surface Lines schedules. The following summary is most convincing and is taken from Mr. Forty's report:

Predictions Fulfilled

"The character and volume of riding on Foster avenue is substantially the same as predicted. Transfer riders who board this line start on 61 other Surface Lines routes in 51 Surface Lines zones. The estimated number of weekday total rides, which was placed at 13,800 is now 14,878 (as of the date of the survey). The ratio of total to revenue rides was placed at 2.15 in order to estimate probable revenue. The ratio is now actually 2.07 (for intra-C.S.L. riding). Present headways for weekday operation, 3.75 minutes in the A. M. rush, 7.25 in the midday period and 4.50 minutes in the P. M. rush do not differ greatly with the predicted frequencies."

In general, the same figures tell the story of the importance of the Kimball avenue line. and they make a strong testimonial to the value of Surface Lines service.

They do a lot toward explaining why the Foster-Kimball Transportation Association, comprised of leading civic and community organizations, is happy the fight was won. And once you know the whole story you can understand why they find occasion to rejoice a year after the installation of the Foster-Kimball routes.

BALL TEAMS IN TIGHT RACE

Last Year's Champs Now In Cellar

If there is anything to the old baseball adage that the team leading the league on the Fourth of July is the team that will go on to triumph, then the two sections of the Chicago Surface Lines Softball league will have new title-holders when the season's standings are complete.

As the half way mark in the annual competition was reached, Lawndale was out in front in the south section with five wins and two losses. In the north section Devon and North Avenue were tied for the lead, also with five wins and two defeats. The race in both sections is close enough for almost any team to take title honors.

By coincidence the sectional title-holders of 1937, Blue Island and Armitage, were both deep in the cellar. Blue Island, champions of last year, has only two wins to balance against four losses. Armitage team members gloomily surveyed a record which showed six games lost against two won.

Complete standings follow:

South Section			North Section		
Won	Lost		Won	Lost	
Lawndale	5	2	Devon	5	2
Sixty-ninth	3	3	North	5	2
Seventy-seventh	3	3	Kedzie	4	3
Archer	3	3	Division	3	4
Cottage Grove	3	4	Noble	3	5
Blue Island	2	4	Armitage	2	6

And then there was the condemned golfer who asked the hangman, "Mind if I take a couple of practice swings?"

TWO WEDDINGS

Skelton-Johnson and Orr-Peck Nuptials Solemnized

Wedding bells rang twice in the Public Relations department recently.

Miss Ruth E. Skelton, daughter of Mr. and Mrs. Charles Skelton, was married May 21 to Richard T. Johnson, son of Mr. and Mrs. Ernest E. Johnson, at the Englewood Baptist church. Following the honeymoon at Turkey Run, Indiana, the young couple are now at home at 8303 South Sangamon street.

Mrs. Johnson is the secretary to the Supervisor of Public Relations.

The second member of the same department was married June 18 at the Seabury-Episcopal chapel in Evanston, Illinois. The ceremony united Miss Jane I. Orr, daughter of Mrs. George E. Orr, to Hollis F. Peck, son of Mrs. Harry C. Peck of Sioux Falls, South Dakota. Their wedding trip was taken in northern Minnesota.

Mr. Peck is Associate Editor of SURFACE SERVICE MAGAZINE.

Dollars Are Hard To Get But This One—Whew!

The chances are that Mrs. Paul C. Dougherty is very glad to have her dollar bill. But Operator P. F. Walsh would certainly like to know what happened to the one he had and lost and had again before giving it to Mrs. Dougherty. It is rather a complicated story, so hang on.

Operator Walsh of 69th, westbound at 61st and Drexel, was shifting a dollar bill from one hand to another when a gust of wind whirled it away. He stopped his car and located the bill in the center of the tracks but under the rear truck. Returning to the controls he moved the car far enough ahead to clear the bill, and out he hopped to grab the erring dollar. You guessed it! It wasn't there.

But there was a dollar nearby. It was clutched in the hand of a small boy who stood at the curb. Walsh did just what you'd have done—asked the lad for the dollar, pocketed it and moved along his run.

That is when Mrs. Dougherty called. Seems her son, 10, had been given a dollar and sent to the store for groceries. He paused when he saw the stalled street car (your boys probably do that, too, when they are on an errand). And, said Mrs. Dougherty, a street car man took that bill right out of her son's hand. And the lad had been too flabbergasted to move!

That's about all the story. Of course, Gilbert Andrews handled a lot of details in the general office and Stationmaster Quinn had a hand in solving the mystery of where the bills (both of them) had gone. Then Supervisor H. E. Harris made several trips here and there before he located Mrs. Dougherty and returned the money.

Walsh gave it up gladly when the situation was explained to him. It all reads like a fairy tale, but there were two dollar bills at 61st and Drexel that day.

Operator Walsh would surely like to find out where the one that was under the rear trucks went. You know how it is.

Vacation Time Again!

Wage Agreement Reached and Paid Vacations Get Under Way

The wage-vacation proposals offered by the Chicago Surface Lines management met the approval of Division 241 members who endorsed them by a vote of 6,958 to 459 on June 29.

In general the agreement maintains the wage schedule at the levels set during the prosperous months of 1937 and includes vacations with pay for the second year in succession. The wage agreement continues in force until December 1, 1938, at the earliest. Prior to or after that date either side can open negotiations to revise the contract providing 30 days written notice is given.

The distinctions between bus and train service were abolished in the new agreement. All trainmen are allowed to pick according to seniority rights in any branch of the service, providing they qualify. In effect this opens both bus and train service ranks to all men who formerly hesitated to make any shifts which would affect their seniority. Under the new agreement bus drivers operating vehicles of less than 40-passenger seat capacity are to be paid at the same rate of wages as men in 2-man service. One-man car operators and bus drivers of 40-seat capacity buses or more, will continue to receive the 8-cent differential.

Following the vote by Division 241 the wage-vacation agreements with other crafts were similarly extended.

Hail Paid Vacations

Although the employees were relieved by the renewal of the wage rate in the face of decreased business, paid vacations were obviously uppermost in the minds of the men. That fact was established in conversations with numerous trainmen throughout the system.

And on July 1 the first of a vast army that will cover much of the United States during the summer months set out on paid vacations. Approximately 550 trainmen will leave each week during the period from July 1 to October 1. Assistant Superintendent of Transportation J. B. O'Connell estimated early in the month that about 7,000 trainmen will have enjoyed their 1938 vacations by October 1. This number is much greater than those who received summer vacations last year and is largely attributable to poor business conditions. Summer vacations are greatly preferred by most employees

Will Cover Country

In an informal survey of the system it was fairly

well established that Surface Lines men will cover every section of the country and most of the 48 states during the vacation period. Touring and fishing seem uppermost in the plans of those questioned. Miniature motor caravans will set out for both coasts and numerous others will head north to escape the heat and cast their pet lures out for the northern fish.

The vacation survey also indicated that many trainmen would remain in the city to putter around their own homes and make minor repairs that have been put off until just such a vacation period as now confronts them. Others plan to spend at least one week-end at the nearby lakes which feature fishing, swimming, boating, golfing and similar resort pleasures.

Cash for Fish!

Some of the more ardent fishermen will drop their lines in nearby lakes in hopes of landing some of the tagged fish placed there as a promotional stunt. The nearby lakes make a happy hunting ground for all fishermen who plan either vacations or week-ends within a short radius of Chicago.

An evening newspaper has tagged 500 fish which will return cash money to those who are lucky enough to catch them. A total of \$3,000 is offered in the fishing contest, with "Oscar," the first prize, being worth \$1,000. "Fanny," his wife, is good for second place and \$500 when caught. Other cash-bearing fish will net lucky fishermen \$100, \$50, \$25, \$10, \$5, \$2 and \$1.

In the Fox Lake district the newspaper has stocked Fox and Pistakee lakes as well as Pistakee Bay, Nippersink and Meyers Bay. Near the town of Antioch fish have been dumped in the following lakes and bays: Grass, Killarney, Petite, Bluff, Spring, Catherine, Channel and Marie.

The Paw Paw lakes in Michigan have cash bearing fish as have those at Lake Wawasee, Indiana. In Wisconsin anglers can try their luck at Lake Geneva and William's Bay, Rock Lake, Devil's Lake, near Baraboo, and Catfish Lake, near Eagle River.

Have a Good Time

There is no telling where all the vacationers are headed or to do, but if everything that they plan turns out all right Surface Lines employees will enjoy themselves and return "rarin' to go" from their second paid vacation.



This 9-pound pickerel has a cash bearing tag.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 15 July, 1938 No. 4

H. O. Crews Editor

H. F. Peck Associate Editor

NO COMPENSATION?

In the City Council and elsewhere, the statement has been made frequently that the Chicago Surface Lines has paid no compensation to the City for the use of the streets since 1931. This assertion was very emphatically answered by Mr. Richardson at a recent meeting of the Local Transportation Committee.

He showed by actual figures that since the last payment was made in 1931 under the 55 per cent provision of the 1907 ordinances, public benefits imposed by the ordinances have cost the companies approximately \$22,000,000. For paving and maintenance of paving alone, \$11,000,000 has been expended, and for street cleaning the City has been paid \$2,533,000.

In a recent decision of the state supreme court, it is held that paving and other money expended in complying with ordinance provisions in a franchise is as much compensation to the City as though the actual money were paid into the city treasury.

This money comes out of the fares of the car riders. In other words, the car rider is being taxed for the privilege of riding over the streets to a much greater extent than any others who use the streets.

He not only is required, through his fares, to provide the tracks and equipment which he uses, but he must also pay the City for the privilege of using them.

In contrast with this is the expenditure of huge sums by the City to provide roadways and other facilities for those who ride in automobiles.

COURTESY WEEK

Officials of the "Keep Chicago Safe Committee" have designated the period from July 24 to 30 inclusive as "Courtesy Week."

It may be an unfortunate commentary on our present day life that we have to pick out one week from all the 52 and specifically label it as the one week in the year to be courteous.

"Courtesy Week", however, doesn't mean just what the label might imply. It marks a period when a spotlight of publicity is to be thrown upon the massacre on the streets—the needless, preventable slaughter which unthinking drivers commit each day.

"Courtesy Week" will suggest that even though you may have the right-of-way you will relinquish it without a fight so that you won't add another name to the accident toll lists. It is a period when you, as an automobile driver, will pause before a green light long enough to let a pedestrian reach the curb in safety; and, when you are walking, that you don't attempt to thread your way across an intersection in the face of a stop light.

We don't try to crowd into doorways ahead of everyone, but once in an automobile or at the controls of a street car too many of us are inclined to beat the stop light, to cut in ahead of others and to race for the privilege of being the first across an intersection.

It might be a good thing for all of us if we'd bear down and concentrate during "Courtesy Week." If we observe its principles earnestly enough they might stay with us for the whole year.

EMPLOYEES RELIEF FUND

June, 1938

The Surface Lines Employees Relief Committee received 17 applications for relief during the month of June. After investigations were made 10 of these were approved for weekly assistance, and one for temporary assistance. There were 316 active cases on the relief rolls at the end of the month, nine having been removed by death or other causes.

Including the \$16,912 spent during the month of June, a total of \$1,164,300 has been paid out of the Surface Lines Employees Relief Fund for assistance of employees since the organization of the committee.

Patrons Pleased By Politeness

Complaint List Continues On Downgrade—More Passengers Praise Train Force

More courteous treatment to passengers during the last few months has resulted in a notable decline in the number of complaints received by the Chicago Surface Lines. At the same time, and in spite of the fact that fewer passengers have been carried, there has been a praiseworthy increase in the number of commendations sent in.

In keeping with that trend, the figures for June, 1938, show a decline of 133 complaints over the same month a year ago. The totals listed 536 complaints for June, 1937, as against 403 for June of this year. The decrease can be traced to the "discourtesy" classification, to "passing up," and to "quick starting."

The commendation list for June, 1938, has 53 letters of praise for trainmen as against 30 for June, 1937.

Operator Arthur E. Peterson, badge No. 372 of Noble, was praised by Mrs. Lyman Colburn, 2032 North Clifton avenue, for aiding her in several ways and assisting her four small children.

Neatness Commended

The neatness of Conductor Joseph E. Birmingham, badge No. 550 of 77th, and his courtesy to all passengers was noted and praised by John D. Martin, Suite 2063, 175 West Jackson boulevard.

Thanks were expressed by Nancy Masciore, 943 West Taylor street, for aid given her and also a blind passenger by Conductor Reginald A. Sherry, badge No. 1196 of Cottage Grove.

A similar commendation was received from Mrs. Mina M. Campbell, 4300 Ellis avenue, who praised Conductor Morris Hirsch, badge No. 1280 of Cottage Grove, for the assistance he gave passengers.

"He was genial, happy and pleasant. . . . His car was orderly, for he actually saw to it that the shades were in order and papers removed from the floor. . . . Not one stop went by unheralded by his pleasant voice." Those words were contained in the commendation sent Conductor Carl R. Dessecker, badge No. 1614 of 77th, by Helen Holter, 1537 West Schreiber avenue.

"I like to ride on a street car when the con-

ductor is so thoughtful of your safety," said Mrs. Elizabeth Baier, 5520 North Broadway, in thanking Conductor William Stenzel, badge No. 1634 of Cottage Grove, for his many courtesies.

Mr. and Mrs. John Hart, 4250 West North avenue, wrote in praise of Operator Edward L. Kemp, badge No. 1944 of North avenue, whom they saw aid three blind persons, two to a curb and the third to a Belmont avenue street car.

TROLLEY SPARKS



"Yeah, sure, I'm supposed to be on 18th street. But look how much more business I can do on Clark street!"

Averts Accident

Operator Marion R. Buckingham, badge No. 2460 of 69th, was commended by a Mrs. Bodin, 2354 East 70th street, for averting an accident when an automobile ran through a red light in front of the street car he was piloting.

Motorman Thomas McGourty, badge No. 2723 of 69th, was termed "thoughtful and observant of not only his passengers but of other traffic on the streets" in a commendation from C. W. Kirkham, 57 East 21st street.

"An old S. S. car Rider" gave "orchids" to Motorman Fred H. I. Johnson, badge No. 4215 of 77th, for the "smoothest starts and stops ever experienced."

James R. Wiggins, 7052 Yale avenue, praised Conductor Martin D. Kelly, badge No. 5712 of Devon, for the courtesy he showed a blind man.

In another instance Conductor Edward H. Crumberland, badge No. 6062 of Elston, was observed to extend a helping hand to a badly crippled man and escort him to a curb. Such courtesy was praised by S. D. Gookins, Room 207, City Hall.

Little Rosemary Easterly of Trumbull School wrote to thank Operator John A. Harte, badge No. 6558 of Devon, for the courtesies he showed a group of 45 school children.

The "unusual efficiency and splendid courtesy" of Conductor David Sax, badge No. 7478 of Kedzie, was noted by Herbert Kellner, 106 South Lotus avenue.

Crew Prevents Blockade

The Lawndale crew of Conductor Walter J. Lewerenz, badge No. 106, and Motorman Charles Thomas, badge No. 9335, was com-

mended by Supervisor George Janda for the aid they gave him in preventing a blockade.

Conductor James Kenny, badge No. 10186 of Devon, trusted E. P. Hamilton, 127 North Dearborn, for four cents of a full fare and was later repaid and commended by Mr. Hamilton.

A Real Conductor!

Conductor Walter C. Vesperman, badge No. 13654 of Noble, merits ranking high on the list of men who have tact and an agreeable personality. That deduction is made after reading the commendation of E. S. Fredell, 3900 North Janssen avenue. Mr. Fredell boarded Vesperman's car with an invalid transfer and no money. Conductor Vesperman spurned the transfer and yet loaned a fare in such a manner as to be repaid for the money advanced and also praised by Fredell.

WE'RE ON THE AIR!

New Radio Program Features Chicago Surface Lines

If there are things you don't know about the Chicago Surface Lines, you can learn them—of all places—from a newly popular radio program! And while you are learning some of the little known facts about your system, you'll be treated to an engaging 15 minutes of popular songs and melodies through the courtesy of the Barron Collier Company.

The program, "The Car Card Carnival," is aired every Sunday evening at 9:15 P. M. over station WENR and affiliated stations and stars "Betty and the Escorts."

Differing in many respects from many radio programs, the Car Card Show dresses up the commercial announcements by telling many interesting and little known facts about the Surface Lines and its operation. For such treatment it has received much favorable mention. The program, designed to bring more business to the Surface Lines, is expected to run indefinitely throughout the summer months.

OBITUARY

Deaths on the System from June 1, 1938 to June 30, 1938

Transportation—Archer: Harry D. Kuhn, employed November 24, 1920, died June 10, 1938.

Blue Island: Sylvester W. Durnin, employed May 14, 1892, died June 12, 1938; John Kane, employed July 24, 1906, died June 28, 1938.

Burnside: Anton Peterson, employed June 27, 1911, died June 21, 1938.

Elston: Robert Harrison, employed October 4, 1900, died June 25, 1938.

Lawndale: Paul A. Boschan, employed June 12, 1908, died June 10, 1938; Joseph Hermanoski, employed August 24, 1918, died June 24, 1938; August A. Stolp, employed July 20, 1906, died June 13, 1938.

North: Jeffery Fleming, employed April 8, 1889, died June 5, 1938.

Seventy-seventh: Joseph Mirabella, employed December 5, 1912, died June 21, 1938.

General Office—William C. Pearce, employed April 10, 1905, died June 2, 1938.

Shops and Equipment—Burnside: John P. Zallys, employed July 19, 1909, died June 29, 1938.

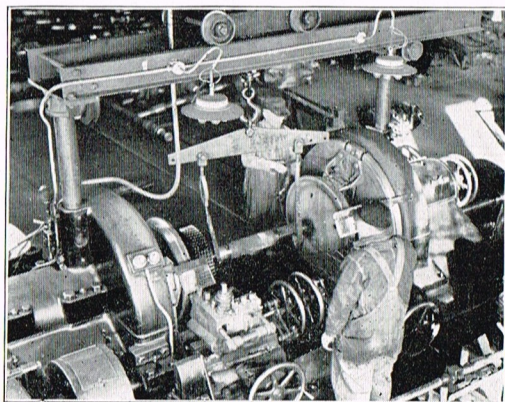
Sixty-ninth: Joseph J. Kasmauskis, employed September 7, 1911, died June 13, 1938.

MACHINE SHOP MAGIC

Meet the Men Who Make Flat Wheels Round

In the little magazine "tours" of the West Shops we haven't yet told you of the very important men who make flat wheels round. And if your car ever ran with a really flat wheel, you have an idea of how important these men can be on a system the size of the Chicago Surface Lines.

To be technical about it all we should use the correct name and tell you that the reference above is to the wheel lathes of the West and South Shops. If anyone ever tells you the Surface Lines don't maintain their equipment, you have at least one good talking point in calling their attention to the 21,563 pairs of wheels which were turned in the two shops over the last three years. In the accompanying illustration Joe Galek has his back to you and Peter Stegwell, both of the West Shops, faces you. They are one of the crews which keep the lathes of the two shops operating night and day.



Roughly, the total weight of the axle, the two wheels and the gear you see in the picture is something around 1,700 pounds. Wheels, during their lifetime, may go into the shops three or four times before being worn down too far for further paring.

Shaving wheels until they meet requirements is termed "one of the hardest steel jobs in the United States" by Foreman Art Bowes of the machine shop. He, however, has done more than his bit to make things easier. Under his direction a new type clamping jaw was developed to hold the wheels in place and drive them around. This development speeded work immeasurably, made it a safer operation and resulted in an estimated saving of some \$2,000 per year.

The cutting tool formerly used was of the highest grade steel and in one piece, $1\frac{1}{2} \times 2\frac{1}{2} \times 17$ inches. The cutting job is so difficult that these tools were most expensive. Bowes solved that problem by welding steel cutting tips on old armature shafts and saved the Surface Lines a lot of money. The only expense now is for the cutting tips and it makes a lot of difference at the year's end.

"Sir, the enemy are upon us as thick as peas."
"All right, shell them."



If a Surface Lines work car held an uncommon amount of allure for Chicagoans on July 1, these young ladies were responsible. They are beauty queens chosen from all sections of the city by the American Legion. All of the girls were prominent in the Legion celebration held at Soldier Field July 3.

REWARD FOR JULES

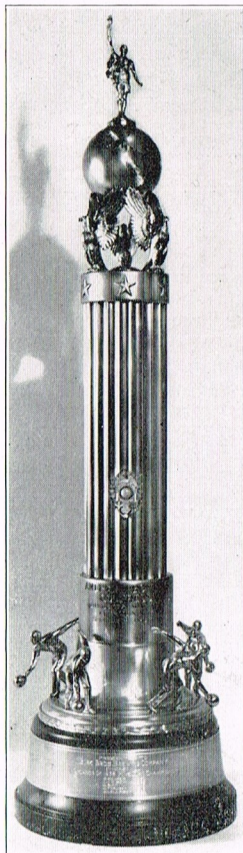
Trophy Sent for Record Bowling Scores

Jules Lellinger of the Accident Investigation Department has recently received his trophy won during the recent American Bowling Congress.

Lellinger, captain and anchor man of the Birk Brothers team, was one of the group who set a new American Bowling Congress record by toppling 3,234 pins. That score was 35 pins more than the previous record which had stood for 11 years.

Captain Lellinger carried his full share of the big scoring barrage by compiling a three game score of 668. His new medals will bring his total to 34 which he has won in his 40 years of bowling. Title honors are not new to him, for he was a member of the winning team of 1917 when the tournament was held at Grand Rapids, Michigan.

1938 marked the 27th appearance Lellinger has made in the American Bowling Congress tournaments.



Some Trophy!

"Does your husband talk in his sleep?"

"No and it's terribly exasperating. He just grins."

COG HILL ATTRACTS GOLFERS

77th L & A Club Stages Fourth Annual Links Battle

(Pictures on back cover)

The fourth annual golf tournament sponsored by the L & A Club of Seventy-seventh depot at the Cog Hill golf course on June 28 attracted a record group of contestants and this year crowned a new champion in the person of Conductor W. F. Reardon, whose gross score of 84 led the field by a wide margin.

A. C. Clehane followed in the runner-up position with a 94. The 1937 champion, E. D. Carpenter, No. 1, slumped to wind up in third place.

Advices from Seventy-seventh report that George Pass, F. J. Anderson and J. J. Nugent were among the notables missing from the select group of prize winners and the suggestion was advanced that they might have taken a short loop back to the starting tees before the tournament was completed.

Listed in the prize winning columns were such familiar names as J. J. McGrath, R. A. Kauble, George Deal, Art Feltz, Carl Anderson and F. J. McKiernan.

In order that those who wished to take a few other swings now and again for exercise would not be disappointed, the committee in charge arranged for two consolation prizes. J. Wallace Maloney was charged with 146 swings, which is exercise in any language. Another prize consoled Walter Nordstrom, who breezed around with 141 blows.

The following were among the prize winners who were rewarded with various bits of golfing equipment:

	Low Gross	Handicap	Net
W. F. Reardon	84	....	....
A. C. Clehane	91	14	77
E. T. O'Connor	87	....	....
J. J. McGrath	88	8	80
E. D. Carpenter, No. 1	90	10	80
J. C. Grobel	94	12	82
J. R. Carr	90	8	82
R. A. Kauble	96	14	82
George Deal	96	14	82
Art Feltz	96	14	82
F. J. McKiernan	92	9	83
F. J. Lucas	95	10	85
L. E. Borman	97	12	85
E. W. Francis	99	14	85
Carl Anderson, No. 5	101	16	85
W. A. Berggren	101	16	85
D. C. Con	103	18	85
H. W. Melaniphy	102	16	86
W. H. Nordstrom	141	....	....
J. W. Maloney	146	....	....

SURFACE LINES HONORED

Advertisement and Employee's Magazine Win Awards

The Chicago Surface Lines was given an "Award of Excellence" by the Public Utilities Advertising Association at its annual convention at Detroit, Michigan, June 14, for its advertisement entitled "Many Types of Service Are Required." "Each type," said the advertisement, "has its special function in local transportation" and went on to explain the functions of street cars, trolley coaches and gasoline buses. The competition was open to all transportation companies and the awards were made by independent advertising critics.

In the employee magazine classification, open to all public utilities and not confined specifically to the transportation field, SURFACE SERVICE MAGAZINE was given honorable mention.

THE BACK COVER

The golfers who had the most fun at the fourth annual golf tournament of 77th's L & A Club were probably those you see at the top. John Maloney is on the ground and the others from left to right are James Pieroth, James Behan and Edward Neilly.

Billed as "The Fattest Fat Man" was good natured Motorman J. J. Nugent. Opposite him is Conductor W. F. Reardon, who was crowned champion for 1938. The group picture at the bottom was taken before the golfers set out for Cog Hill on June 28.

KEEPING 'EM ROLLING

Division Takes Lead When 77th Slumps To Eighth

Seventy-seventh depot, leader in the keep 'em rolling figures for May, slumped badly during June to drop to eighth place, off 27.9 per cent from their earlier pace. Division, after being forced from the leadership for one month, climbed from fourth to first with an average of 15,252 miles per pull-in, an increase of 61.3 per cent. Division has led the list for every month of 1938 with the exception of May.

Lawndale remained in second place with an average of 10,976 miles per pull-in, an increase of 9.5 per cent. Blue Island had the largest percentage decrease, 32 per cent, but could drop no further than last place. Elston decreased 19.1 per cent to tumble from seventh to fourteenth. North Avenue and Cottage Grove were other stations whose records showed decreases.

Individual records follow:

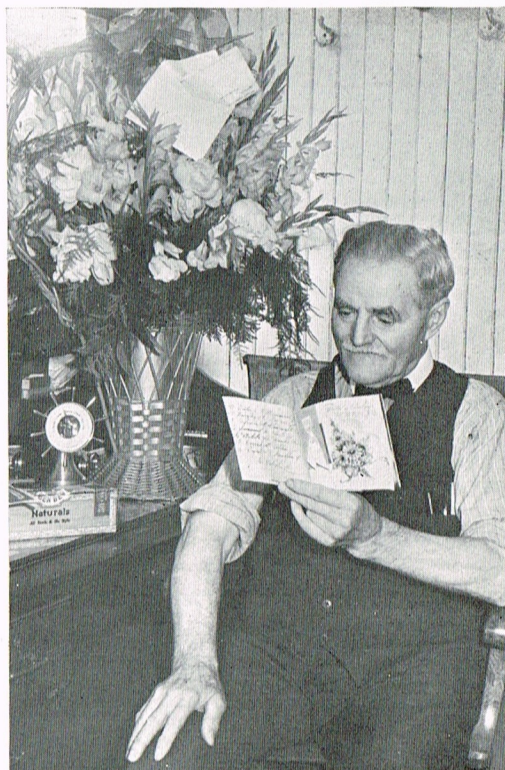
Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Division	10	15,252	61.3
2	Lawndale	6	10,976	9.5
3	Devon	4	10,777	12.8
4	Burnside	5	9,086	20.9
5	69th	1	8,176	17.0
6	Cottage Grove.....	2	7,949	13.8*
7	Archer	1	7,687	14.0
8	77th .....	...	7,414	27.9*
9	Noble	5	7,152	26.0
10	Kedzie .....	...	6,061	12.7*
11	North .....	...	5,989	14.1*
12	Armitage	1	5,974	.6
13	Lincoln	3	5,925	8.7
14	Elston	5	5,892	19.1*
15	Limits	3	4,711	37.4
16	Blue Island	2	3,841	32.0*

Carhouse records for the past six months:

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

Sambo: "Do you want me to shoo the flies in here for you?"

Jumbo: "No, let them run around in their bare feet."



CELEBRATE JONES' BIRTHDAY

Substation Superintendent Reaches 75 Years

John William Jones, better known as Bill, superintendent of substations of the Chicago Surface Lines, was the center of a celebration June 8, when fellow workers gathered to congratulate him on his 75th birthday. He was presented with a desk set which included a barometer to remind him of his early seafaring days.

Bill Jones first came to the street cars on August 12, 1892, when he was employed in the machinists' gang under the late J. Z. Murphy.

In 1913 Mr. Jones was promoted to the position of Superintendent of Power Houses and Substations. Later, when the power houses were abandoned and the power brought over high tension wires to the substations where it is stepped down for service, Mr. Jones assumed his present title. As superintendent of substations he is responsible for the maintenance of all substation machinery in the 17 substations.

One of the jobs which Mr. Jones recalls with fond memories was in connection with the moving of the Western avenue substation in 1931. He was on the job from the start and his knowledge of his machines and machinery did much to aid the successful completion of the project which moved the station 17 feet eastward.

Mr. Jones is married and has raised a family of six boys and three girls. His home is at 1227 North Springfield avenue. An illness of several years standing prevented Mrs. Jones from attending the celebration tendered her husband.

TO ALL EMPLOYEES**Executive Order No. 2-38**

Effective July 1, 1938, every employee of the Chicago Surface Lines is prohibited from using any privately owned automobile, motor truck or motorcycle (not company owned) while engaged in the performance of any services for the Chicago Surface Lines, except where written consent from the head of his department has been secured.

(signed) **G. A. RICHARDSON,**
President.

Departments and Divisions

Accounting

Miss Margaret Duber of the pay roll division is on the list of prospective brides after receiving a beautiful diamond from George Molentin. We wish to offer hearty congratulations.

Stopping at Round Lake in Hayward, Wisconsin, where activities consist mainly of swimming, fishing and hiking along the pine-laden trails, Miss Eugenia Ziembra of the pay roll division spent a very enjoyable vacation.

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."

Sympathy is extended to Harold Kirkman of the timekeeping division, whose daughter, Elsie Mae, passed away on Friday, June 3.

William Dean Brelig is the name of the new baby boy born on Sunday, June 26, at the West Suburban hospital, to Mr. and Mrs. Harold Brelig (Alice Mell, formerly of the voucher division) and Barbara Ethel is the name of the new baby girl born on Friday, June 17, at St. Anne's hospital, to Mr. and Mrs. David Erickson (Ethel Swanson, formerly of the comptometer division). To the proud parents we extend best wishes.

Thomas F. Coan.

Electrical

Fred Schurke, maintenance electrician, has again changed his name to George Washington, his reason being that he didn't like the result in the last champion prize-fight which affected his countryman. But why pick on our George Washington?

Bruce Dinter, clerk of the line department, and Ernst Anderson, carpenter of the line department, will in the near future stage an egg-and-pancake-eating contest. Ernst claims a record of 18 pancakes and 12 eggs at one meal. Who wants to board either of these men? Tickets for the contest will soon be on sale.

Frank Dorsch was on fire duty on the 4th of July at Grand and Leavitt, dressed up in a new red fireman's helmet. Frank, being first on duty for the day, considered himself chief. When Park Ridge hears of this there will be a new recruit on the town fire department.

Billy.

Engineering

Vacation time has arrived and the boys in the track department have spent their leisure time in diversified ways.

R. G. Battles of the southern division helped his wife do a good job of interior decorating in their homestead.

Robert Albrecht of Clark and Division took his recent bride to the Black Hills of South Dakota, where they enjoyed a belated honeymoon.

James Nash of Burnside is a very fortunate gentleman. Several days before going on his vacation he attended a barbecue party and walked off with the door prize of \$100, so Jimmy in very happy frame of mind is driving to New York City, where he intends to do Broadway around 42nd street. We hope the city slickers don't get him too soon.

Our deepest sympathy is extended to Robert Gilmore of the utility department in the loss of his father.

Schedule—Traffic

William Devereaux decided that a vacation at Bangs Lake trying to lure the fish out of the water will help his broken rib. You can ask Bill what caused the rib to break.

First Lieutenant Clayton S. Steele will be at the Officers Reserve Corps training camp at Camp Custer, Michigan, for the first two weeks of July.

Walter Prentice wants a big muskie to stuff and hang in his living room. He is trying to make the catch in the Manitowish chain of lakes in Wisconsin.

John S. Franzen, Robert Boal and Norman Johnson have decided that Chicago will be the best place for vacationing this year.

Frank O. Irvine will split his vacation between Wheaton, Illinois, and his old home in Weston, Ontario.

Max O. Kipping says he is staying at home in Lombard, but we did see him putting the fish hooks in his pocket along with a reel and fish line a couple of days ago. Good luck to you, Kipping.

Esther O'Brien spent the 4th of July week-end at her old home-town, Commonwealth, Wisconsin.

William R. Marston spent the 4th of July week-end at Dana, Illinois.

George Weidenfeller.

Shops and Equipment

South Shops: Mildred Koncel, printing department, and Thomas Coates, motor repair department, were married on June 18. The happy couple honeymooned in Kentucky. To the new Mr. and Mrs. Coates we extend our congratulations and best wishes.

Mathias Hansen, blacksmith department, who has been on the sick list for some time, visited here recently. The boys wish him a speedy recovery.

Doc Stork delivered a fine baby boy at the home of Frank Abramic, machine department, on June 25. Congratulations!

The following enjoyed recent vacations: E. A. Colson, foundry, remained in Chicago; Mrs. Stoffle, office, motored to Michigan; and Jules Graiser, woodmill, took to the farm up in Wisconsin.

Burnside: A postcard from Foreman R. F. Nebelsiek tells us that he and his family have

just motored through Missouri, Kansas and Oklahoma. Undoubtedly his destination is a national park out west.

John Zallys, repairman, passed away on June 29 after a long illness. Sincere sympathy is offered to his bereaved wife and daughter.

Well, it looks like wedding bells for Clerk Albert Rehling. According to a reliable source, he plans to make his coming vacation his honeymoon. Friends and neighbors say he and his girl friend were looking at furniture at 63rd and Halsted streets.

77th Street: We extend wishes for the speedy recovery of John Adint, bus garage, who is on our sick list. A visit from the boys would be appreciated.

On June 5 Albert Suma was married to Miss Stella Mazeika. The newlyweds spent their honeymoon in Michigan. Best wishes for a happy and successful married life.

Leo Keane has given up deep lake fishing and is now concentrating on the calmer river carp and bullheads.

69th Street: John Dempster, who has been on the sick list for some time, is back with us again. Glad to have you back, John.

To the bereaved family and relatives of Joseph Kasmauskis, repairman, who passed away on June 13, we extend our deep and sincere sympathy.

Elsie S. Frank.

West Shops: Vacation time is here again, and without doubt all of us look forward happily to a period of leisure when we may laze around in our city or take to the forever beckoning highway and try to get a glimpse of some of this beautiful country. Whichever you do, we hope you have a most enjoyable time.

A good number of men from the shops and carhouses took their vacations the first weeks in July.

Walter C. Krull and family just returned after a vacation spent motoring to Duluth and staying at his summer home in Somers, Wisconsin.

Miss Caroline Johnson and Miss Mildred Habeger stayed in Chicago on their vacation and both of them had an interesting time.

John Landeck attended the fiftieth anniversary of the '88 class of Concordia Teachers College, River Forest, Illinois, held in Danville this year. Of his original class of forty-three, only twenty-one are left, and Mr. Landeck says it was a joyful experience to greet his former classmates and swap yarns.

Lillian Hultquist.

Around the Car Stations

Blue Island

Now that vacations are in order, we hope that everyone will have an enjoyable one.

The first group who left Sunday, July 3, spent their vacations in and around Chicago.

Conductor Adolph (Doc) Gach after assisting the Blue Island softball team to defeat

Cottage Grove, Sunday, July 3, by a score of 14 to 9, left for Sawyer, Michigan, where he had a wonderful time.

Stationmaster E. L. Maguire spent his vacation in Benton Harbor and St. Joseph, Michigan. He enjoyed very much the fireworks celebration on July 4 at his summer home in Somerleyton.

Conductor James Cervenka was presented with an 8 pound baby daughter on June 30. Congratulations to the mother and father.

C. P. Starr.

Burnside

Motorman Louis Nelson (alias Fisherman Nelson) is planning on an extensive fishing trip. Don't come back with the old story about the big one getting away. The boys are all planning on a fish dinner when he returns and don't want to be let down.

We are informed that Operator E. L. Frank pulled out of the depot with a litter of passengers snugly tucked away under the front platform seat. The barn cat, Flossie, had made a comfortable bed for her young ones.

Operator A. J. Neutout bought stocks in the kerosene market. Be careful, Anthony. Kerosene makes the works operate faster.

William D. Frank.

Cottage Grove

The June issue of this magazine printed a picture of a ball team from Blue Island which lays claim to the Surface Lines Championship of 1911. This statement caused a lot of comment among the old-time ball players of Cottage Grove. Motorman J. H. Walker states that he has records to prove that Cottage Grove depot won 17 games and lost 3 in 1911 and that Cottage Grove, and not Blue Island, had the championship team.

Boys of this depot extend sympathy to Conductor M. A. Brennan and Mrs. Brennan on the death of their 7-year-old son, who was a victim of an automobile accident.

Motorman Otto Tork has a fox-terrier puppy and has purchased all known books on how to raise dogs and calls up Bob Becker two or three times every day. He expects to teach the hound a lot of tricks, but to do this one has to know more than the dog.

Extra Motorman E. J. Pelletier spent a few days on the farm of an aunt of Motorman M. J. Schneider and the boys took up horseback riding. After being thrown off by a bucking broncho a few times, he decided that it was better to ride around in an auto, but found it very uncomfortable to sit too long at one time.

Atkinson.

Devon

George Suthers has had a remarkably successful experiment on his chicken farms at Palatine. His discovery may revolutionize the hatchery industry. If we are to believe the rumor circulated, it appears George fed his chickens sawdust with the net result of acquiring 12 chicks with wooden legs and 1 woodpecker out of 13 eggs.

Conductor Fred Kundert of Devon and Operator Joseph Dovat of Noble relate a seasonable tale. We've heard it many times (with variations). According to Fred, Crivitz, Wisconsin, is a fisherman's Utopia; he contends they caught 70 pounds of wall-eyed pike and pickerel in less than 2 hours, despite "Uncle

Louie's" query of "How much did you pay per pound?"

Sympathy is extended to Motorman Hamilton on the loss of his wife, who passed away June 29.

John W. Binder.

Elston

Vacation time in the past has meant little to trainmen, but here is what it meant this year to a couple of our Elston men: James Priebe visited the Florida Keys; Harold Fisher made a general Southern tour, visiting Chattanooga, Tennessee; Montgomery, Alabama; Pensacola, Florida, and Miami; and Bill Schmidt is away now on a trip to as near Hudson Bay, Canada, as roads will take him. But Bob Miloyovich is the head man of the globe trotters. During the World War Bob was within several hundred miles of his mother, who lived in Austria, but military regulations prevented his visiting her. Now she is dead, but Bob is making a pilgrimage to her grave in that country.

Harold Erickson and Bob Versema are the fathers of the month. Both have baby girls, and the babies' names are Barbara Erickson and Marilyn Versema.

We regret to report that Carl Engenfeldt died July 5 at the Edward Hines hospital; the funeral services were held on July 8.

Ed.

Kedzie

Our congenial and handsome clerk, George Singer, was married on May 30. Here is wishing the couple success and happiness in their married life.

Motorman James Reinhart reports the arrival of a baby boy, born May 5, and Conductor William Brennan reports a baby girl, born June 2. This makes William the proud daddy of two girls. Last, but not least, your correspondent is patting himself on the back on the arrival of a 7 pound baby boy, born May 5, and is now proud daddy of a daughter and a son.

Our sympathy is extended to our board member, Garrett Pierce, on the loss of his wife, who died May 3.

Conductor Mathew J. Kerigan, an old-timer, died May 11 after an illness of several years.

The Kedzie softball team is under the able management of Robert Naessens. As a team they look very good and should be up with the leaders at the end of the season. Here's hoping. Come out and root for the boys.

Our softball team, after a rather bad start, is rounding into shape and is now in second place, one game out of first. They have won 4 games and lost 3.

Conductor Dan Moore sailed for Scotland July 2 to visit his mother and sister, whom he has not seen for a good many years.

Clinton Sonders.

Lincoln

Conductor E. R. Anderson and Mrs. Anderson left June 17 for a trip to Ireland. He has taken a 90-day furlough, so they will have time for a nice visit in the country where Mrs. Anderson was born.

Conductor Martin Weber, who has been laid up for some time with a foot ailment, has been

seen out and about again. It is hoped that he will continue to improve.

Hearty congratulations to Motorman Charley McCaffrey and his wife, who celebrated their silver wedding anniversary on Saturday, June 4. Many friends and relatives were on hand to enjoy the festivities of the evening. May they enjoy good health and continue on in their happiness to celebrate their golden wedding day.

Henry Spethman.

Seventy-Seventh

All credit for the success of the interesting golf tournament goes to Conductor Art Feltz, whose unceasing enthusiasm makes the event possible each year, and to the committee that assists him—not to forget the never-ending moral support always given by Chief Clerk Owen Duncan.

And, don't forget, there's a little matter of a softball pennant that Mr. Duncan is counting on, too. We know the boys are planning on doing something about it.

The grandparents of Motorman J. W. Clayton recently celebrated their fifty-fifth wedding anniversary and congratulations are extended to them.

That's something to shoot at for a young fellow like Conductor E. M. Friberg, who is thinking about getting started in the matrimonial marathon.

Condolence is extended to the family of Motorman Joseph Mirabella.

Walter F. Story.



MEET MISS CINDERELLA!

Here's Mary Elizabeth O'Connell, better known as Mitzi, as a *Chicago Tribune* photographer snapped her in her role as Cinderella at the Cinderella Ball at the Stevens hotel. Mitzi, age 6, is the daughter of Mr. and Mrs. J. B. O'Connell. Mr. O'Connell is assistant superintendent of transportation.



77th
ANNUAL
GOLF
TOURNAMENT
COG HILL

JUNE 28-1938

