

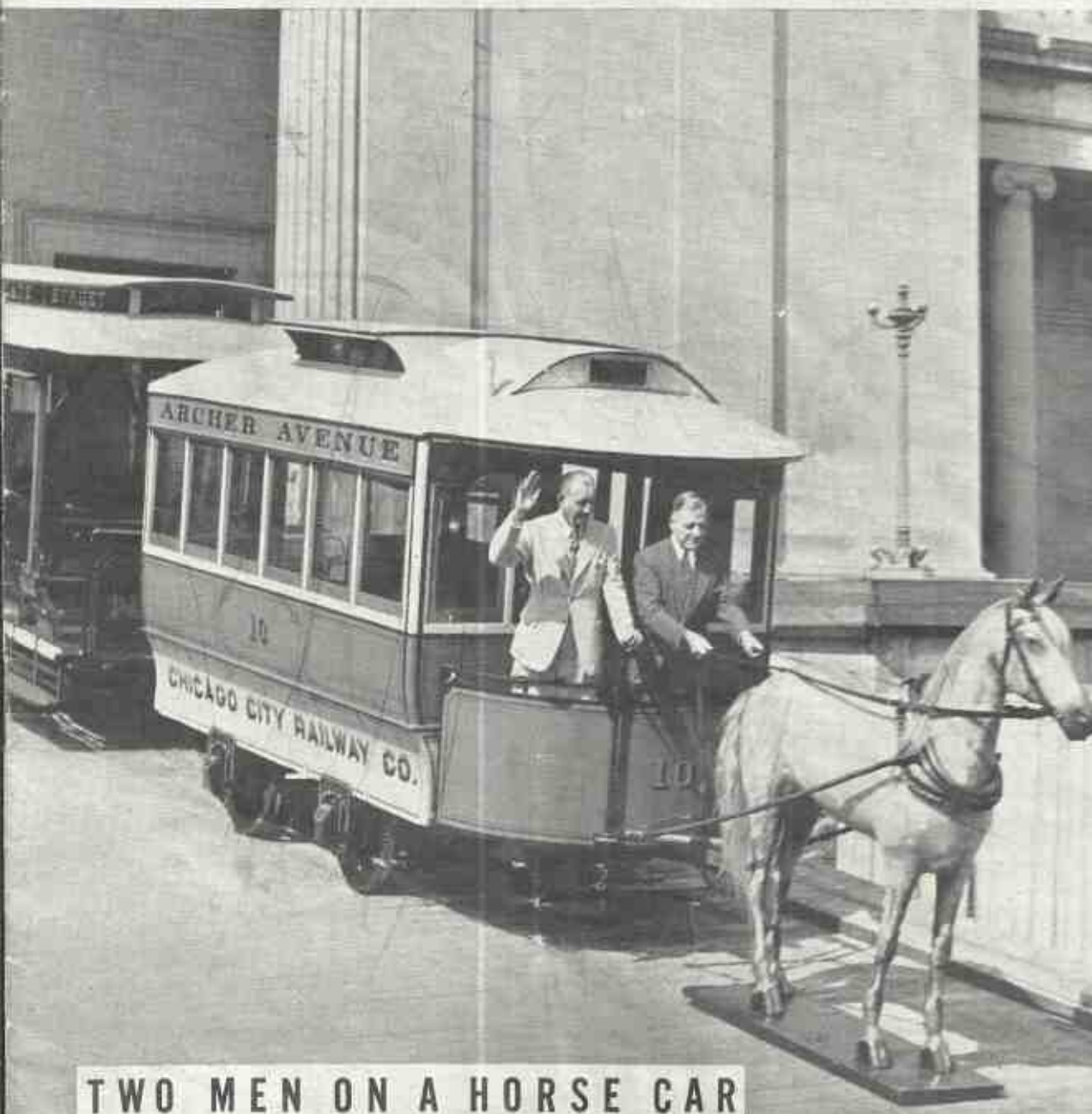
Surface Service

• MAGAZINE •

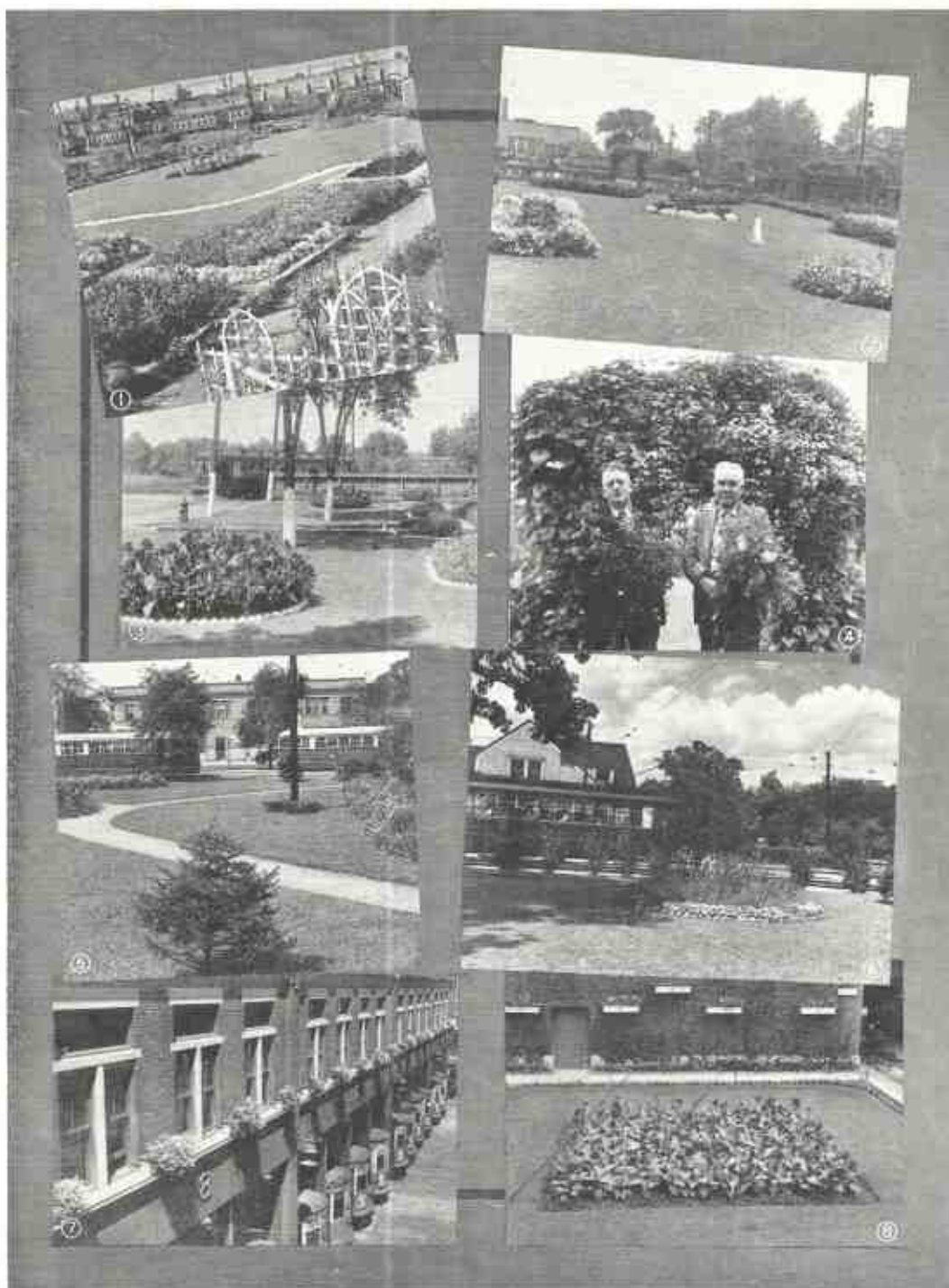
VOLUME 15

OCTOBER 1938

NUMBER 7



TWO MEN ON A HORSE CAR



GARDENERS IN SPOTLIGHT AGAIN

These views show many of the attractive flowers and gardens developed on Surface Lines properties. (1) Burnside. (2) The prize winning garden at Noble depot. (3) Seventy-seventh. (4) David Striker and Stilianos Krifos of Noble. (5) Madison-Austin loop, a winner. (6) Milwaukee-Imlay loop. (7) The prize winning window boxes at Cottage Grove. (8) Winning cannas at North Avenue depot. A complete story of gardening activities and prize winners appears in this issue.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 15

OCTOBER, 1938

No. 7

PWA Money for Subway

Traction Settlement Pledged

by Mayor Kelly

The traction question came to life with a bang in a series of events beginning on September 24, and culminating on October 12 with the announcement that the Federal Government will give \$18,000,000 of PWA funds as a contribution toward the construction of subways in the central business district.

The long-awaited announcement came in the form of a recommendation by Secretary of the Interior Ickes to the President, after he had made a thorough investigation of the entire situation here and had received commitments from Mayor Kelly that the City will move speedily to terminate the traction proceedings now pending before Judge Wilkerson in order to provide a tenant for the subways.

State and Dearborn Tubes

The subway plan approved is known as Plan No. 2, which was suggested by engineers appointed by Mr. Ickes. It is a modification of the original plan drawn by the City and provides for subways in State and Dearborn streets, to be used by rapid transit trains in conjunction with the elevated system. In recommending it to the President for final approval, Mr. Ickes stated that Mayor Kelly had assured him that he believed it would be possible to reorganize the traction systems within a short period and that the City Council will pass a satisfactory unification ordinance.

The events preceding this action on the part of Secretary Ickes may be summarized as follows:

On September 24 the board of special engineers appointed by Secretary Ickes to study the subway question in Chicago reported in favor of the grant of PWA money for this purpose but recommended the elimination of the proposed Surface Lines subways in the Mayor's plan and suggested instead the building of a subway in Dearborn street and the lengthening of the proposed State street subway. They also suggested a deep-bore instead of the proposed open-cut plan of construction.

Shaw Plan Presented

On September 26, at a hearing in Judge Wilkerson's court, Walter A. Shaw, court adviser, presented his plan for a comprehensive reorganization of Chicago's local transportation facilities.

On October 10, representatives of the owners of the Surface Lines and Elevated properties asked for an opportunity to sit down with Mr. Shaw and discuss differences of opinion on various points in his plan. This was agreed to

by Judge Wilkerson, who set the next hearing on the plan for October 31.

This court action takes added significance from the fact that Mayor Kelly has agreed to proceed with all diligence in bringing about unification of the traction properties and a settlement of the entire question.

Ickes States Terms

Before agreeing to recommend to the President the granting of PWA funds for use in constructing the subway, Secretary Ickes sent a telegram to Mayor Kelly outlining the conditions on which the grant was to be made. To this telegram the Mayor replied: "The terms and conditions set forth in your telegram have my approval and I shall be glad to co-operate with you to the end that the contract in connection with the grant may be speedily executed."

Secretary Ickes' statement of the terms is in part as follows:

"From our talk over the telephone last Friday, I understand that you concur in the suggestions that I made to the citizens' committee that had come to Washington from Chicago, which suggestions I believe had been transmitted to you by Frank Hecht, with the exception that you did not think it would be possible for Chicago, without a 45 per cent grant from PWA, to finance the additional \$7,000,000 that would be required to carry out Plan No. 2, submitted by my board of engineers.

Traction Trust Fund

"My suggestions, as outlined to the citizens' committee, were, first, that the share of the city, in the receipts of the traction companies, to be provided for in the proposed unification ordinance, would go into an inviolable trust fund, to be used first for the extension of the subway, and after a comprehensive subway had been built, to be used for extensions, improvements and rehabilitation generally of the traction system, including the subway.

"Second, in order that the investment of the government in the subway might be protected, PWA is to have the right to approve the unification ordinance in advance of its passage.

"Third, Plan No. 2, as presented by my board of engineers is to be adopted whether or not all of the plan, as submitted, can be undertaken at this time.

"Fourth, all plans, drawings and specifications are to have the approval of my board of engineers from time to time, before they are adopted as final.

"In addition to the foregoing special condi-

tions, which are to be made a part of the contract between the city and the federal government, if PWA makes a grant, PWA will, of course, exercise all the rights and powers that customarily it has exercised in the past with respect to PWA projects generally. As these are well understood, I will not enumerate any of them.

Speedy Traction Settlement

"My understanding is that the city will move speedily to terminate traction proceedings now pending before Judge Wilkerson, and will press without delay for a unification ordinance which will include surface, rapid transit and bus lines.

"My further understanding is that the city will hold a referendum on the unification ordinance, or on any other ordinances, just as soon as possible under the law.

"If you will give me a definite answer on this subject, and also confirm by telegraph our understanding with reference to the special rights and powers to be reserved to PWA in the event that we enter into a grant contract, I will be prepared forthwith to make a definite recommendation to the President."

A \$40,000,000 Plan

The original subway plans of the city were based on obtaining something over \$14,000,000 as a grant from the PWA and the use of the traction fund for raising the balance of the \$32,000,000. Plan No. 2, finally adopted by Secretary Ickes and agreed to by the Mayor, involves an expenditure of \$38,000,000 to \$40,000,000, which accounts for the increase in the PWA appropriation to \$18,000,000.

The Shaw plan is the result of several months' work by Mr. Shaw and a group of engineers, under instructions from Judge Wilkerson to formulate a plan after conferring with all of the parties at interest, including the city.

Based on Mayor's Plan

In general, Mr. Shaw took as a basis for his proposals the physical plan suggested by Mayor Kelly and the city engineers. He incorporated the city plan for subways, which now has been abandoned for Plan No. 2 of the PWA engineers appointed by Secretary Ickes.

He proposes the organization of a new company which would take over the properties of the Surface Lines, Rapid Transit Company and Chicago Motor Coach Company, and operate the proposed subways, thus bringing all local transportation under one management.

His plan makes detailed provisions for the rehabilitation of the properties and the purchase of new equipment, and sets up a financial structure. He suggests that to take care of the financial needs of the properties an 8-cent street car fare should be charged.

TRANSIT HEADS WELCOMED

President Guy A. Richardson delivered the address of welcome to the Transit Section of the National Safety Congress meeting at the Stevens hotel, October 10, and cited figures to show that the local transit industry has the best safety record of any surface transportation.

In recently checking figures for the Chicago Surface Lines, Mr. Richardson found that for the last six months of the year over a five-year period there has been a reduction of nearly 14 per cent in the number of vehicle collisions, in spite of an increase of 37 per cent in the number of licensed vehicles on the street.

GEORGE W. DUNLAP RETIRES

Will Conserve Health in New Eastern Home

George W. Dunlap, assistant superintendent of the insurance department of the Chicago Surface Lines for the last 15 years, tendered his resignation recently to take effect October 1. Mr. Dunlap has been in poor health for several

years and chose to retire at this time to conserve his health. He and Mrs. Dunlap moved from their Chicago residence to make their home at 80 Burroughs avenue, Snyder, N. Y., a suburb of Buffalo. Two daughters live in the vicinity of Mr. Dunlap's new home.



George W. Dunlap

Mr. Dunlap was born October 8, 1869, at North Berwick, Maine. His career in railway circles started with mechanical training at the Portland Locomotive Works. At the age of 25 he was an engineer on the fast trains operating between Boston and New York. When an eye injury forced him to other fields, he chose power house work and from 1901 to 1910 he was superintendent of power houses for the Worcester (Mass.) Consolidated Street Railways. In 1910 he was appointed electrical engineer for the Public Service Commission of the 1st District of the State of New York.

From 1912 until 1923 Mr. Dunlap was Superintendent of Shops, Equipment and Power for the International Railway Company of Buffalo, N. Y. His service with the Chicago Surface Lines began on September 24, 1923, and continued until his retirement.

Mr. Dunlap, during his career with the Surface Lines, was credited with some remarkable savings. When he first came with the companies the annual coal bill was running in the neighborhood of \$90,000. Through various ways of correcting the firing practices then in use Mr. Dunlap was able to cut that bill down over a period of years until it reached an approximate level of around \$32,000. It is estimated that over a period of years he saved the companies in the neighborhood of half a million dollars.

Employees of the Insurance Department presented Mr. Dunlap with several gifts at the time of his retirement.

A report of the Market Street Railway in San Francisco states that since a 2 cent charge for transfers went into effect, transfer passengers have fallen off 45 per cent.

Lucky Chicagoans! They can cover all Chicago via the Chicago Surface Lines and there is no charge for transfers.

"No. 1" Has Interesting History

Old Hospital Car, Built By Surface Lines,
Carries Mental Patients For County

Vagrant rumors to the effect that the Dunning hospital car was soon to be replaced by a gasoline bus have served to recall some of the interesting history of "Cook County No. 1," the hospital car which has carried its unusual load of passengers over Chicago Surface Lines tracks since 1918.

"Cook County No. 1" is but a shabby reminder of the spick and span car that was built at the West Shops of the Chicago Surface Lines in that year. The headlight is dim, the water tanks have rusted through and even the name "Cook County No. 1" which stood out so prominently in 1918 has faded to a point where only the sharpest eyes can detect the faint outlines of the letters.

In the twenty years that the car has served the county it has carried perhaps the strangest, yet happiest, passengers that ever rode street cars in this area. For during its entire life the bulk of the passengers have been mental patients destined for the hospitals at Elgin, Kankakee or Dunning. And behind the barred windows of that hospital car many weird scenes have been enacted.

As the name implies, the car is owned and maintained by Cook County and is therefore under the jurisdiction of the County Commissioners. Only they can say what will eventually become of this strange interurban car which is now used only for urban service. If it is to go in favor of a gasoline bus the decision will be made by the Commissioners and an interesting relic of transportation will fade into oblivion.

But if the car is old and shabby now it was "some punkin's" when it was turned out at the



The Present Crew

West Shops at a cost of \$13,539.25 back in 1918 and it bore every ounce of its 60,000 pounds with dignity that no longer befits its shabby cloak.

As one talks to some of the men who "knew it when" one gets a better picture of the car than is now available. It must have been a rather pert job 20 years ago. There were four General Electric No. 210 motors of 70 horse-power each so there were 280 horse-power available. The car also contained six bunks that were every bit as modern as Mr. Pullman's were on or around that date. Mattresses and fresh linen for each trip served the patients who traveled in the car. Running water and toilets for both men and women were standard equipment in the car at that time. The water tanks have long since rusted away so the last items named are no longer as important as they once were.

The 28 windows of the car are barred inside and out to prevent untoward accidents. Along on each trip for the same reason were six deputy bailiffs, a doctor and a nurse, in addition to the conductor and motorman who made up the crew.

Motorman Daniel O'Brien of Kedzie depot probably knows the hospital car's history as well as anyone. He used to pilot the car to Kankakee before that trip was discontinued. When the car was making the Kankakee trips it used to go over the lines of the old Chicago and Interurban Traction company, which had its general offices at 88th and Vincennes avenue before that company passed out of existence.



"Cook County No. 1"—1938



An Interior View

Motorman William McGill and Conductor Sherwood Jackson, both dead now, were the first crew from the Chicago Surface Lines who operated the car for the County. When Jackson passed away Conductor John Shanahan was placed on the car and he continued until replaced by the present crew-member, Conductor Nathan Euphrate, badge No. 6242 of Kedzie.

Motorman Andrew Casey took over the controls when McGill died, and Casey, in turn was supplanted by William Mangan, and then came O'Brien who was on the car for about three years before being succeeded by the present Motorman Patrick Gibbons, badge No. 4593 of Kedzie.

Although the hospital car formerly traveled to the State Hospital at Elgin, that service has long since been discontinued. O'Brien says that the last Elgin run was made some time in 1924. While O'Brien was still at the controls the car made three trips a week in contrast to the one trip now made. Dunning was scheduled for every Thursday—and still is—but two trips were made; one for women and one for men. The Kankakee run was made every Friday, and O'Brien places the last run as being on or about June 3, 1927.

Maybe it's an uneventful life for the old car. It no longer travels far away as it did in its youth. Now there is only the hum-drum monotony of the same old route on the same old day of every year for the old car. It leaves Kedzie station every Thursday and makes its way to the Cook County Hospital where it loiters for an hour or so. Then nurses change the linens on the bunks and the patients are brought out. Then a young interne comes aboard and a nurse and six deputy bailiffs station themselves at either end of the car and Pat Gibbons turns on the power and the whole crew roll north to Dunning.

Old No. 1 might be likened to any Civil War veteran. Old now, so he doesn't get around like he used to. There's one brief stroll each week and then home to rest up for the next trip.

That's about all old No. 1 has. Just memories, no relatives even, for there never was another one like it. They built No. 1 and then broke the model so the end of the line is near.

POLICE SERVICE CALLS TEN

Trainmen Take Furloughs To Test a Policeman's Life

The Chicago Police Department has been reinforced by 10 stalwarts of the Chicago Surface Lines recently following the posting of the first police list in several years.

Second on the list was Maurice O'Connor, a North Avenue conductor. The police call also was answered by Conductor Philip Carolin and Motorman Harold Behman of the North Avenue trainmen.

Others who were granted a 90-day furlough during which time they will decide whether the force appeals more to them than the cars are: Conductor Irving C. Johnson and Motorman Claude S. Harris of Cottage Grove; Conductor Willard E. Donnellan and Motorman John T. Allman of 77th, Conductor Ray J. Durkin, 69th, Motorman Albert M. Flatley, Lawndale and Motorman Herman G. Glomp of Devon.

OLD CARS TO MUSEUM

Grip Car and Horse Units Enrich Transportation Section

Transportation vehicles of a bygone day took the spotlight briefly on September 22 when a horse car and the grip car unit of a cable car were formally presented to the Museum of Science and Industry in Jackson Park.

The equipment was a gift of the Chicago City Railways and H. C. Kelly, superintendent of track and roadways, made the presentation in behalf of President Harvey B. Fleming of the Chicago City Railways. The pieces were accepted by R. B. May, curator of transportation at the museum.

Mr. May revealed that the transportation equipment was the first gift to be officially accepted by the museum officials and their acceptance was indicated long before ground was even broken for the buildings now commonly known as the Rosenwald Museum.

As the story runs, Julius Rosenwald, the founder of the museum, was unfolding his dream of a marvelous museum of science and industry to his friend, Leonard A. Busby, then president of the company. Mr. Busby immediately offered Mr. Rosenwald a grip car and a horse car of great historical value.

Mr. Busby died in 1930; Mr. Rosenwald in 1932. The delivery of the units was held up pending the time when the museum officials had the proper space to show the equipment with the best effect. The museum has recently been enlarged and remodeled so the two vehicles are now permanently installed on their old strap rail in the southwest corner of the east court of the museum, in the transportation section.

The horse car is modeled after the type which started operating in 1859. It is completed by a dapple grey wooden horse of the sort that were formerly seen in every harness shop in the country and which gives authenticity to the exhibit.

The grip car unit of the cable car is of the type which began operating in 1880. Along the side ceiling in the portion where advertising cards are now carried there are oil paintings such as dressed up the original models.

The horse car and the grip car are now set up and the old timers in Chicago will have an opportunity to board them and imagine they are riding up town on State street as they did in the gay and festive '90's.

RAILFANS PLAN TRIP

The first of a proposed series of trips over the country's largest street car system will be taken Sunday, October 23, when the Central Electric Railfan's Association tours the properties of the Chicago Surface Lines.

The trip is scheduled to start from the Kedzie avenue depot at 12 noon. Railfans arriving before that time will have an opportunity to study unusual car types at that station and camera fans are expected to shoot many of the interesting models. The group will also make a conducted tour through the South Shops and the 77th Street carhouse.

There is a charge of 75 cents. Reservations should be made in advance through the Surface Lines Public Relations Department, Dearborn 8800.

Beauty Creators Honored

Gardeners Praised At Eleventh Annual Dinner— Trophies Given Prize Winners

Gardeners who beautified Chicago Surface Lines properties throughout the city were honored guests at the eleventh annual dinner tendered them at the Palmer House, Thursday, October 13. There, recreated for them by the magic of color photography, they saw their own gardens in colorful bloom as well as the beauties created by their friendly competitors of the other stations. At the end of the evening trophies were awarded the prize winners in each of five classifications.

Purchasing Agent V. E. Thelin, chairman of the Garden Committee which includes Executive Assistant J. V. Sullivan and Supervisor of Public Relations H. O. Crews, opened the program following the dinner with an address of welcome in which he praised the gardeners for the fine work accomplished during the gardening season. In every instance, he said, the men had done much to add to the attractiveness of the neighborhoods and were entitled to take a civic and personal pride in jobs well done.

Motion Pictures Shown

In a more general vein Mr. Thelin relayed some of the suggestions of the Garden Committee for next year's contest. At that time a special effort will be made to make the gardens more accessible to the public view as well as more attractive, if possible.

Of particular interest to the men were the color-motion pictures of the Surface Lines gardens which were taken and shown by Mr. Crews. These pictures, all taken during the months when the individual gardens were at their best, were made even more interesting by the inclusion of motion pictures of the men who were responsible for making the various gardens.

One short comedy picture and a most interesting travel picture were also shown and accorded an enthusiastic reception by the men.

Prize Winners Listed

The prizes were awarded by J. V. Sullivan and were distributed as follows:

Group One (Carhouses whose enclosed area permits extensive planting of flower beds, borders and grass plots)—First prize, Noble; second prize, Burnside.

Group Two (Carhouses whose enclosed area permits only limited planting of flower beds, borders and grass plots)—First prize, Seventy-seventh; second prize, Kedzie.

Group Three (Carhouses whose possibilities are restricted to window boxes and beautifying parking strips)—First prize, Cottage Grove; second prize, Lincoln. Blue Island, Limits and Broadway were listed as tied for the next honors. The two winners are new to the honors, Blue Island and Archer having been the previous winners in this classification.

Improvement Noted

Group Four (Loop and station plantings)—First prize, Madison and Austin loop; second prize, Milwaukee-Imlay loop. Archer and Cicero, 39th and Halsted, and 80th and Vincennes

ranked next in order and received credit for showing great improvement over previous years.

Group Five (particular excellence in growing any certain variety of flowers). This special prize was awarded to North Avenue depot for an excellent bed of cannas at the west end of the carhouse at North and Cicero avenues. Burnside depot was mentioned for giant marigolds and excellent petunias. Marigolds, cannas and red morning glories were outstanding at Seventy-seventh street depot.

In the same classification, Kedzie won mention for 23 boxes of petunias and Devon was praised for the excellence of the cannas at that station.

Guests of honor invited from the Shops and Equipment Department gardeners included Ben Phillips, general foreman; Fred W. Meyers and Felix Wenslow, Cottage Grove; Rudolph Nebelsiek and Thomas Cannon, Burnside; Joseph H. Gamen and Anton Arendt, Seventy-seventh; John Keane and Thomas Cusack, Sixty-ninth; Ralph W. Short and Joseph Emmett Caulfield, Archer; Harry H. Keller and James Guy, Lawndale; Emil P. Kuehfuss and Sigurd Brath, Blue Island; Charles W. Simpson and Michael Cahill, Kedzie; John F. Gillen and William Hoey, North Avenue; William H. Krueger and Emil Berecek, Armitage; John S. Schwartz and Frank Stoll, Division.

List Continued

Walter W. Goddard and Ignatz Kajpust, Elston; David Striker and Stilianos Krifos, Noble; Allan C. M. Bollinger and Daniel Shea, Lincoln; George Chamberlin and Joseph Ziata, Limits; Ernest H. Phillips and William John Gothan, Devon, and Lawrence P. Reilly of the Ardmore garage.

Engineering department gardeners included H. W. Busch, Building Department; Thomas Blakely, David Ferguson and Joseph P. Denchey, Utility Department, and F. J. Koza, Charles Ruzich, Antonio Criscione, Herman Menconi and John Leahy of the Track Department.

THE FRONT COVER

The "Two Men on a Horse Car" are, from left to right, Superintendent of Track and Roadway H. C. Kelly and R. B. May, curator of transportation at the Museum of Science and Industry.

Mr. Kelly represented President Harvey B. Fleming of the Chicago City Railway company which presented the museum with the horse car, horse and grip car unit of the cable car days on September 22. The units were the first gift ever accepted by museum officials, but were not delivered earlier because officials wished to wait until new quarters were available in the East Court of the museum.

SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 15 October, 1938 No. 7

H. O. Crews Editor

H. F. Peck Associate Editor

JOBS WELL DONE

A mild summer sensation was created recently by one of the afternoon newspapers which blatantly declared "Chicago Has a Dirty Neck."

The thought behind that headline was given additional emphasis by numerous photographs which showed Chicago at its worst. There were dirty alleys and refuse piles tucked just out of sight behind imposing boulevards and fine buildings. Everywhere there was the contrast between the city's outward beauty and its hidden grime.

There were those who protested such a series. There are certain places, they claimed, which are dirty and untidy by nature. "And," they would point out as a clinching point, "you can't make a silk purse from a sow's ear."

But it can be done. Chicago Surface Lines gardeners have proved that on many different points of the system. Plots that were unsightly eye-sores a few years back are now luxuriant with blooming flowers. Unkempt sod has been transformed into smooth lawns of grassy green.

It was never easy. Beautiful grounds aren't created overnight. But in spite of all difficulties—difficulties which included a lack of money, poor soil and poor locations—the Surface Lines gardeners won out. In the midst of the most squalid areas if you are near a Surface Lines station you will see some beauty cultivated in the surroundings.

As the official representative of the employees SURFACE SERVICE MAGAZINE can do

no less than doff its figurative hat to the men who have made the properties beautiful. Theirs has been a job well done.

PLEASANT WORDS

Sometimes Edgar A. Guest puts a lot of meat in a very small poem. Witness this recent message from his busy pen:

"The reason people pass one door
To patronize another store
Is not always because the busier place
Has better drugs or silk or lace
Or cheaper prices; it largely lies
In pleasant words and smiling eyes;
The true magnet, I believe,
Is just the treatment folks receive."

That's worth thinking about, isn't it?

Everybody warms to the sound of a pleasant word and we've always known that even though maybe we've been too tired or too lazy or just too disinterested to care. But in every instance we've known that a pleasant word would have been the thing if we'd just exerted ourselves a bit.

It is the same way with a smile. It is easier to smile than it is to frown but we forget that, too, and lose a friend thereby.

If "pleasant words and smiling eyes" could somehow be inbred in every member of the Chicago Surface Lines train force there would be an organization that no other form of transportation could buck. A personnel of that sort would win the whole town's support and the sledding would be that much easier.

Try a few pleasant words; try your luck with some smiles. Go out and win yourself some friends!

FARE DIVISION AGREEMENT

**Lines Send "L" Check For
\$1,219,807**

Federal Judge James H. Wilkerson entered an order September 30, settling a lengthy dispute regarding the division of 10-cent combination ride fares between the Chicago Surface Lines and the Chicago Rapid Transit Company.

Under his decision a check for \$1,219,807 was sent to the trustees for the "L" on October 3 to cover the period from September 22, 1935, to June 30, 1938. The check was sent after a division giving 56.1 per cent to the Rapid Transit Company and 43.9 per cent to the Surface Lines had been agreed upon between the two companies. The "L" will get a larger split, 58.6 per cent, until March 31, 1939, the expiration date of the temporary combination ride privileges.

Fine Courtesy Record

Complaint Listings Continue to Decline—Drop Noted In Commendations Received For September

The complaint listing for September showed another drop in the comparison between that month and the same month of 1937. Complaints dropped from 518 to 363 and thus made a gratifying showing for September's courtesy record. The commendatory letters reversed a trend of the last few months and wound up a bit short of the number received during September, 1937. Forty-three commendations of a year ago slightly outrank the 37 received in September, 1938.

Courteous treatment accorded passengers continues to be the chief reason for a declining number of complaints. The 77 complaints against discourteous treatment during the past month compare most favorably with the 127 complaints received for the same month a year ago. Another praise-worthy decrease is found in the "passing up" classification.

Courtesy Praised

Walter C. Healy of the law firm of Litsinger, Healy, Read and Bye, was one of the first to commend Surface Lines trainmen in the month just past. His letter of praise was sent to Conductor Joseph H. Kelly, badge No. 6212 of Cottage Grove, who had advanced him five cents of a fare when unable to cash a large bill of Mr. Healy's. Mr. Healy noted that the action of Conductor Kelly was "outstanding in my experience with your employes in like position."

A Kedzie crew composed of Motorman Patrick Murphy, badge No. 495, and Conductor Max Naftilan, badge No. 12218, earned the praise of William E. Williams, 5450 Congress street, for "their courtesy and consideration."

Conductor Jeunius Nielsen, badge No. 3456 of Lincoln, is "the kind of a person a cripple is so thankful to meet," according to Mrs. T. J. Bearfield, 7512 North Greenview avenue, who also credited Conductor Nielsen with being most helpful to all his passengers.

Calls Streets Well

The practice of calling all streets well is always appreciated by passengers. That statement is backed up by the commendatory letter of Mrs. H. Emerson, 1663 Orchard street, who praised Conductor Edward E. Schlack, badge No. 4104 of North Avenue, for the manner in which he called the street names.

"If all the employes of the Chicago Surface Lines were as thoughtful and courteous I think it would help a lot toward the popularity of this method of transportation." That statement in the letter of Paul L. Barrett, 4401 West North Avenue, referred to Conductor Frank J. Zick, badge No. 4260 of Noble, who advanced a fare to Mr. Barrett and who, in turn, was repaid.

A brief letter from E. O'Rourke, 2057 North LeClaire avenue, indicated that Mr. O'Rourke "appreciated the service and wished there were more conductors like him" in a note referring to Conductor Gust P. Sonnenberg, badge No. 4800 of North Avenue.

A helping hand extended to two passengers during the course of a brief trip brought praise for Conductor Mossie E. Peterson, badge No. 6632 of Devon. He was credited with helping both a blind man and a crippled passenger to the safety of a sidewalk. The commendation was sent by Mrs. Charles E. Meredith, Plaza hotel, who witnessed both courteous acts.

"High Standards"— CSL

There was a welcome bit of encouragement to be found in the letter of Marshall L. McClanahan,

5306 Winona street, who said, "The Chicago Surface Lines is to be congratulated upon the high standard of courtesy maintained by the employes who deal with the general public." Mr. McClanahan's specific commendation was directed to Conductor John Cunningham, badge No. 6712 of Devon, whom he termed outstanding in many respects.

E. E. Stone, 2037 North Campbell avenue, praised Conductor William T. Rhind, badge No. 7284 of Devon, for helping a blind man on the car and to a seat.

The smiles "that make 'em happy" were said to be the stock in trade of Conductor Norman J. Edwards, badge No. 7744 of 77th street, in a commendation received from Mrs. M. J. Beskin, 1330 Winnemac avenue.

"Dan," one of the best Surface Lines boosters, commended Motorman Harry J. Stephens, badge No. 10787 of Cottage Grove, for helping an infirm lady from the car to the curb.

Motorman Henry B. Ehrich, badge No. 11719 of Lawndale, was thanked by Mrs. Marie

TROLLEY SPARKS



"Hello!—Mr. Blakely?—Guess what!"

Denk, 4036 50th street, Cicero, for the return of her purse which had been left in a street car.

The courtesy and neatness of Operator Frank P. Allen, badge No. 12684, was praised by E. J. Suhrbier, 3124 76th Court, Elmwood Park.

In a commendation of similar nature Conductor Charles R. Gurschke, badge No. 12742 of Blue Island, was praised for his "extreme graciousness and fine service" by George McEwen, 111 West Washington street.

Valuables Returned

Cash and other valuables returned to Miss Maybelle Charpie, 6444 Blackstone avenue, won a reward and praise for Motorman Patrick F. McCartan, badge No. 13149 of Burnside.

Doris M. Johnson, 536 East 89th Place, praised Conductor Lester C. Denby, badge No. 12357 of Burnside, and enclosed her fare.

EMPLOYEES RELIEF FUND

September, 1938

The Surface Lines Employees Relief Committee received 21 applications for relief during the month of September. After investigations were made 8 of these were approved for weekly assistance. There were 301 active cases on the relief rolls at the end of the month, 10 having been removed by death or other causes.

Including the \$12,941 spent during the month of September, a total of \$1,207,237 has been paid out of the Surface Lines Employees Relief Fund for assistance of employees since the organization of the committee.

The Back Cover

The gardeners appearing on the back cover of this issue are grouped into a north and south division. The north side group taken at Noble depot is at the top.

Front row, left to right: Walter Goddard, Elston; John Nuisl, Armitage; Allan Bollinger, Lincoln; George Chamberlin, Limits; C. W. Simpson, Kedzie; Jack Gillen, North Avenue; Ben Phillips, General Foreman; David Striker, Noble; Ernest Phillips, Devon; John Schwartz, Division; William Hoey, North Avenue.

Back row: William Krueger, Armitage; Michael Carney, Lincoln; Joseph Zinaja, Limits; Michael Cahill, Kedzie; Steve Krifos, Noble; William Gothan, Devon; Frank Stoll, Division; Lawrence Reilly, Ardmore.

The south side gardeners (bottom picture) were photographed as they stood on a portion of Seventy-seventh's prize winning garden.

Front row, left to right: R. W. Short, Archer; Felix Wenslow, Cottage Grove; Tony Arendt, 77th; James Byrne, Burnside; Michael Lane, 69th; Emil Kueh-fuss, Blue Island; James Guy, Lawndale.

Back row: Joseph Caulfield, Archer; F. W. Meyers, Cottage Grove; J. H. Gamen, 77th; Rudolph Nebelsiek, Burnside; John Keane, 69th; Sigurd Brath, Blue Island; Harry Keller, Lawndale; John Murray, car house inspector.

WIRE—DON'T WRITE!

We Recount An Incident Which May Explain a Postal Deficit

What with everyone else poking fun of some sort at Jim Farley, esteemed Postmaster-General, this may appear to be harrying a fellow who has enough to worry about with things being what they are.

Anyway, we can't resist telling you about the letter Jim and his boys returned to us the other day—September 30, to be exact. It wasn't very interesting, really. Just a form letter the Surface Lines mailed out telling about the new streamlined cars on Madison street.

Remember? That was back in 1936. Anyway, this was just a nice letter in which President G. A. Richardson thanked another man for his appreciative comments regarding the new service. It even included a calendar for 1937 which had a fancy color picture of the Madison street cars.

The man it was sent to never did get it. Jim evidently had it all the time—we don't know where. All we know is that his men post-marked the letter on December 14, 1936, when we sent it out. His own mailmen brought it back on September 30, 1938.

We aren't going to say anything more about it except that it seems even a busy Postmaster-General could do better. The letter was directed to the 100 block on South Sacramento. That's about 30 blocks west of the mailing point. Even the round trip shouldn't take two years. And now even that calendar we sent is outdated!

OBITUARY

Deaths on the System From September 1, 1938, to September 30, 1938

Transportation—Archer: Justan Doran, employed April 27, 1907, died September 15, 1938.

Blue Island: Joseph Gielt, employed March 26, 1900, died September 26, 1938.

Burnside: John F. Smith, employed August 7, 1909, died September 13, 1938.

Cottage Grove: John F. Costello, employed July 10, 1913, died September 26, 1938.

Devon: William H. Cody, employed March 10, 1892, died September 12, 1938.

Kedzie: William C. Larsen, employed August 31, 1918, died September 5, 1938; John Joseph Ryan, employed September 12, 1922, died September 13, 1938.

Lincoln: Charles K. Pearson, employed August 11, 1891, died September 2, 1938.

North: James A. Reed, employed April 9, 1913, died September 20, 1938; Thomas A. Thornton, employed June 16, 1908, died September 18, 1938.

Seventy-seventh: Maurie Seaberg, employed February 26, 1906, died September 7, 1938.

Building—John E. Hatch, employed September 25, 1922, died September 6, 1938.

Electrical—Harold F. Prange, employed August 12, 1929, died September 14, 1938.

Shops and Equipment—Division: Coleman Costello, employed October 16, 1935, died September 7, 1938.

Track—William O. Adams, employed August 1, 1907, died September 22, 1938; Fred Brinker, employed March 1, 1883, died September 30, 1938.

PENNIES TO LINCOLN

Borucki Collection Given to Historical Museums

Conductor T. J. Borucki of North Avenue depot is an Abraham Lincoln admirer. A year ago he and his family visited the New Salem State Park near Springfield, Illinois. In the historical museum there Borucki was moved to do something to add his bit to the Lincoln memorial.

He recently surprised the director of the Department of Public Works and Buildings of the State of Illinois by offering a complete set of Lincoln pennies—numbering 84 from 1909 through 1938—as his contribution to the Lincoln historical museum.

"The first thing I did was to get a pocket magnifying glass," said Borucki. "Then I got a list of the different kinds of Lincoln pennies and started studying the mint marks at night. The 1931-S, the 1914-D, the 1909-S with the V. B. D. and the 1922 plain were the hardest to get."

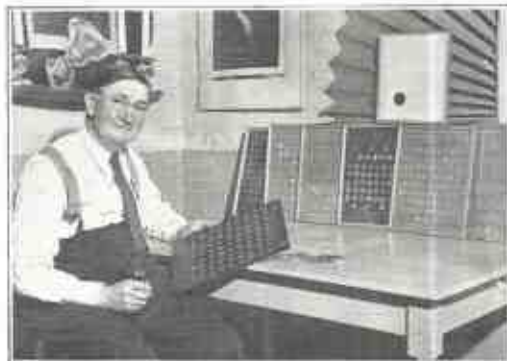
He explained the "S" and "D" denote the mints at San Francisco and Denver. "V. B. D." appeared on the backs of two types of Lincoln pennies in 1909, the initials of the designer, Victor D. Brenner. The complete set of pennies, Borucki said, is valued at \$93 by collectors.

The rarest Lincoln penny is the 1914-D. It is said to be worth \$7.50.

Conductor Borucki shatters that old story about a 1913 Liberty nickel being worth \$500. They didn't even make them. That is the year they started making buffalo nickels.

"It's a fascinating hobby," he said. "What's a few hours of sleep compared to finding a rare coin. People are spending more pennies nowadays than they used to, which is a break for me. I can always tell when the old penny bank or the prized collection has been broken into. The other day a woman gave me seven Indian pennies for her fare. I had to look twice because we see about one Indian penny a month."

During the last year Conductor Borucki has gathered three complete sets of Lincoln pennies. One he presented to the Lincoln museum, another to the Chicago Historical Society and a third to Father Coughlin, Royal Oaks, Michigan. He has also made collections of Indian pennies and Liberty nickels.



Borucki With His Coin Collection.

The Borucki family is planning a trip to New Salem State Park soon.

"We want to see how that collection looks under glass," Borucki said.

Departments and Divisions

Accounting

Congratulations and much happiness is our sincere wish for Miss Lois Murray of the payroll division and Winfield W. Cunningham, who were married on Saturday, September 24, at the Augsburg Evangelical Lutheran church. Miss Murray, who was presented with a useful gift by her co-workers, was guest of honor at a noon hour luncheon, September 22, at "The Cliff" restaurant.

Miss Ann Kerruish of the comptometer division, who left service Thursday, September 15, was guest of honor at a noon hour farewell luncheon at the Italian Village restaurant. Miss Kerruish was presented with a chest of silver as a wedding gift by her many friends.

As this item goes to press we are looking forward to the speedy recovery of Mrs. Ratner, wife of B. O. Ratner of the voucher division, who is at the Passavant Hospital convalescing from an operation.

Miss Edith Bennett of the trip sheet analysis division returned to work satisfied with her vacation which took her through Mammoth Cave, Kentucky, the Great Smoky mountains and parts of North Carolina.

Thomas F. Coan.

Electrical

Our deepest sympathy is extended to Michael Fitzgerald in the recent loss of his beloved wife.

To the family of Harold Prange who met with an accidental death September 14 we extended our heartfelt sympathy. Harold was employed as a line man.

Wedding bells rang out for Arthur McDermott on September 17 after which he spent his vacation time honeymooning. Arthur is a son of the late James McDermott who was also an employe of this department. Congratulations are extended to the newly-weds.

Ernst Sayers, maintenance electrician, is mourning the loss of his brother, who was buried recently from Our Lady of Sorrows Church. Our sympathy is tendered to the entire Sayers family.

John Dalton, working on the No. 1 emergency line wagon at Van Buren and Jefferson, finds much pleasure in managing "the greatest girl softball team in the city," known as the Alderman Upton's team. The team won many honors including the *Evening American* 1938 girls softball trophy. John Dalton is an employe for the past twenty-two years in this department. He is looking forward to a bigger and better year, by winning the 1939 City-wide Championship.

Gilbert Vachet of the Illinois substation was married recently and has the best wishes of the department.

Billy.

Engineering

Our congratulations are extended to Martin Nolan of the Track Department office at Clark and Division upon his marriage to Miss Lottie McCaffrey on September 9. To the happy couple we wish a long and successful married life.

Bill Kearns, one of the eligible chauffeurs at Grand and Leavitt, is walking around with a dreamy look in his eyes. We expect to be introduced to the new Mrs. one of these days. How about it, Bill?

We welcome into our midst Miss Violet McFarland, recently employed as a stenographer in the Track Department office at Clark and Division, and extend our best wishes.

Howard Paulson, chauffeur at Grand and Leavitt, had his vacation plans go slightly amiss when his wife came down with a bad cold, but "Howie" showed his versatility by nursing her back to health, and although he had to postpone his vacation trip, he enjoyed it doubly well because of Mrs. Paulson's speedy recovery.

Mr. and Mrs. V. G. Walling spent their vacation on a dude ranch in Wyoming, making the round trip on two of the popular streamliners. "Vic" became such an ardent horseman that Mrs. Walling has promised him a pony for Christmas.

Fair warning is hereby given to ducks, geese, etc., migrating to the south, for chauffeurs Harry Hitchins and Vaughn McAllister are cleaning and oiling their shotguns for the coming hunting season.

James Nash, the courteous and smiling Track Department clerk at Burnside, was recently appointed to the city police department. Although we regret losing "Jim," we wish him the best of luck in his new field of endeavor.

David Ferguson, trolley tender in the utility department, attended the American Legion convention in California.

It is with sincere regret we announce the passing of William Ora Adams, who died September 22. Employed in 1907, he held various positions in the track and roadway department, the last as a street opening inspector. "Bill," as he was affectionately known, will be missed by his fellow workers. To his relatives and friends we extend our deepest sympathy. Funeral services were held Saturday, September 24, and the burial was at Bristol, Indiana.

Schedule and Traffic

Leroy Dutton is the proud daddy of a fine bouncing baby girl. Kathryn Therese was born on September 27, at 12:58 A. M. at the Englewood Hospital. Mother and baby are doing well, and Leroy himself is doing as well as can be expected.

Some four or five years ago John Franzen bought a "Play Pen" for his baby girl; having served his purpose at that time he sold it to George Bryan; when George needed it no more he sold it to Leroy Dutton; after Dutton needed it no more it was found that John Franzen needed it again, so Franzen bought it from Dutton; now Franzen says he needs it no more, so he sold it back to Dutton; after a time Dutton says he will not need it, so he will be looking for a customer. Now, boys, stand in line and take your turn next.

Fred Jauman announced the birth of a baby

girl, Patricia Grace, born September 12, at the Lutheran Memorial hospital. Mother and Patricia Grace are doing fine, and it is hoped Fred will survive the ordeal, for this is Fred's first born.

Glenn Crump, Walter Thomas, James Cunningham and Jack Ocken went to Slocum Lake several days ago and painted Jack Ocken's cottage. They did this all in one day and arrived home safely and in good condition as far as we know.

Arthur Stahl spent his vacation traveling by auto through Yellowstone Park, Salt Lake City, Denver and other interesting points through the west, covering a distance of 4,227 miles.

Fred Excell drove by car to Portland, Oregon, attended the Spanish American Veterans' Reunion, then to San Francisco, attended the American Legion Convention at Los Angeles, and visited Hollywood, where they wanted him to take the "star" part in a picture, but Fred did not have time to stay. He then visited the Redwoods of California, returning via Denver and Omaha.

Harry Jennison spent his vacation at Port Huron, Michigan.

Theodore Cowgill visited his parents' home on the range at Jordan Valley, Oregon. Ted made his trip by bus and said it was more interesting than the previous trips, one of which was made on the Streamliner and the other by aeroplane.

George Weidenfeller.

Shops and Equipment

South Shops—Vacation Notes: E. H. Torluemke, woodmill, whiled away vacation hours up in Wisconsin; J. F. Biehl, office, was, we understand, applying his vacation time to the scientific study of the World Series.

Burnside: Paul DiMalta, our bachelor "De Luxe," has been inveigled into Cupid's clutches. He and Miss Catherine Ferrara were married on September 24, at the Little Flower Church, with a reception following at the Southmoor hotel. Congratulations and best wishes to the happy bride and groom.

69th Street: Owing to the increased number of electrical storms of late, George Ditchie's broadcasts haven't been coming in so well.

Anyone desiring free information as to the best method of heating a home will receive the best of attention and get the best of information by consulting John Yaeger and James Donaldson.

Archer: R. W. Short, foreman, is now enjoying the fresh air of the country.

The latest to join the ranks of benedicts is William Ryan, who was married to Miss Mary Breen on September 24 at St. Anselm's church. The reception was held at the Wedgewood hotel, the bride and groom leaving immediately afterward by airplane to Houston, Texas. Congratulations and best wishes to the new Mr. and Mrs. Ryan.

Elsie S. Frank.

West Shops—Late vacationists: Bob Beal spent his vacation in Chicago, and is now adept at dodging raindrops. He acquired the art after having been able to practice thirteen days out of fourteen!

Earl Larson motorcycled around Chicago and vicinity. Probably "tore through Chicago and vicinity" more aptly describes motorcycle drivers.

Ed Sturm had fun at Elmwood, Wisconsin, fishing and summer romancing.

Mel Tepper spent several days at Fox River and Iowa, probably thinking up clever come-backs for the benefit of the office back home.
Lillian Hultquist.

Transportation

Flash! James (Jimmie) Tucker reports that the St. Louis Railway Company, during the war employed several trainwomen: five (5) of these "Conductorettes" are still employed. James motored to Nashville, Tennessee, and St. Louis, Missouri, and indulged in his pet hobby of studying various traction systems.

John Hart, supervisor in the Central Division supervisory force, has just returned from an enjoyable ten days at Fox Lake. He reports that fishing was not so good. In all probability the fish heard of John's prowess as an angler, and when they saw him coming they decided to remain underwater for the duration of his sojourn.

John Krause, also of the Central Division supervisory force, spent his vacation at Cedar Lake, Indiana. We regret to say that while there, John fell on a slippery pier and fractured his ankle in several places. We all wish him a speedy recovery.

Andy.

Around the Car Stations

Archer

Conductor Ernest Paul Kocher reports the arrival of a baby girl at his home on Wednesday, September 14. Congratulations are now in order.

Our sincere sympathy is extended to Conductors Joseph and Rudy Staska on the death of their father who died September 13.

Conductor Thomas J. Forkin made an extended trip to Boston to visit his sister whom he had not seen for several years. He reported a very pleasant trip.

Conductor Lester J. Winters, who has always been gifted with a most pleasant smile, now has a sunbeam sparkle in his eyes when reporting the arrival of a baby boy in his home, born September 10.

Conductor Michael J. Rogers sends in a postal from Atlanta, Georgia, where he and his family spent their vacation days. He reports a wonderful trip.

Conductor John Maher was elected to the office of Second Vice Commander of the Surface Line American Legion Post No. 146, while Motorman Joseph Klima was elected a delegate to represent the Post in Cook County Council.

Motorman James B. Haydon is the proud father of a son born September 20. He will answer to the name of Joseph Edward Haydon.

Motorman Larry Kearns who made a trip to Washington, D. C., reports a wonderful time, and while he was unable to have a chat with

the President, he did see the White House and visited the Capitol Building.

Conductor Leo T. Soch reports a new boarder at his home. His son was born August 18.

Operator Jack Heavy, who took to the trails of Yellowstone Park, sent in many postals reporting his trip and returned with many reminiscences of his vacation days.

Motorman Justan Doran, who has been on the sick list since November 28, 1937, died at his home September 15. Mr. Doran had a seniority dating April 27, 1907. Hosts of friends among his co-workers will miss him. Funeral services were from Saint Sabian's church, with interment at Holy Sepulchre cemetery. To his bereaved ones we extend sincere sympathy.

Our sincere sympathy is extended to Motorman A. J. Bourke on the death of his son, September 14.

Motorman Frank Ellis and family made an auto trip to Albert Lea, Minnesota, on his vacation, reporting by postal card that he had no rubber trouble and no flats.

Our sincere sympathy is extended to Conductor W. J. Fahey on the death of his son October 4.

Dusty.

Blue Island

Motorman Michael Wisniewski and Mrs. Mary Wisniewski celebrated their fiftieth wedding anniversary on Sunday, September 25, with a jubilee mass at the St. Adalbert's Church, 17th and South Paulina street (the same church in which they were married fifty years ago). The ceremony was attended by 2000 people. A reception was held in the church hall following the mass and was attended by 175 guests, relatives and friends. State Representative John A. Pelka acted as toastmaster. Motorman Wisniewski has been a motorman at this depot since December 21, 1894.

Conductor Chris McCarthy spent his vacation at Los Angeles, California, Victoria, British Columbia, and Portland, Oregon, where he enjoyed a wonderful time.

Conductor Robert Talbot and Mrs. Talbot spent their vacation with Mrs. Talbot's parents, who are Conductor and Mrs. Divan of Lawndale depot, at Asheville, North Carolina, where they enjoyed southern fried chicken, hot biscuits and mountain honey.

Motorman John Hillinger spent his vacation at Neillsville, Wisconsin, and Duluth, Minnesota. John says this is the place for a vacation in the fall of the year.

Our sympathy is extended to Mrs. Joseph Geitl in the loss of her husband, Motorman Joseph Geitl of this depot, who passed away Monday, September 26, after an illness of only five days.

C. P. Starr.

Devon

On September 10, Motorman George Gundlach celebrated his silver wedding anniversary. The event was attended by scores of relatives and friends. We extend our sincere wishes for many more years of happiness for Mr. and Mrs. Gundlach.

Conductor John Scuffy enjoyed an extended vacation, attending the Legion convention in Los Angeles, and visiting such interesting points, as Texas, Arizona and Mexico. We

presume John wanted to get a good rest before starting work on his bus run.

We regretfully announce the death of Conductor William Cody, who passed away on September 12. To the members of his family we extend our sincerest condolences.

Aspirants for the Devon bowling team, should see Motorman Andy Jensen. How about getting Devon on top this time, boys?
John W. Binder.

Division

Since Conductor Thomas Hughes received his new store teeth all invitations to steak dinners have stopped abruptly. He wonders why!

Conductor Edward Schulzke proudly announced the arrival of their first baby on September 10, weighing 4 pounds 7 ounces. The youngster had to spend some time in an incubator, but Mr. Schulzke reports that Mrs. Schulzke and the baby are doing nicely.

Another first arrival was proudly reported by Conductor Robert Warnstedt. A girl arrived on September 26, weighing 7 pounds 13 ounces. Hereafter she will be known as Ruth Ann Warnstedt.

Sincere sympathy is extended to Relief Receiver Earl Nelson whose father passed away September 17.

Conductor Bernard Kaplan was struck by a truck in front of the depot on September 26. Fortunately his injuries were not very serious, but three fractured ribs and a badly bruised leg will keep him in bed for some time.

A carelessly punched transfer may result in an inconvenience to some passenger which will cause him to seek other modes of transportation.

Chet Johnston.

Elston

When bigger fish are caught, Herman Ballersteadt will catch them. Last month he pulled two drunken fishermen out of Lake Michigan near the Government Pier. Wallie Cubycheck offered to mount them for him but Herman said that they were already too well plastered.

Conductor Toby Dever did not wear that smile all last month for nothing. Reason: He was about to say "I do" to Miss Marie McGiff. Congratulations, Toby, and the best of luck.

Perhaps the boys better keep an eye on Motorman Charlie Burns until this matrimonial epidemic among the old timers blows over.

Motorman Louis Quetschke signed sick on account of heart trouble. We all knew that he was a Cub baseball fan but did not think that he took it that seriously. Clerk Bill Dobson is on the sick list, too. He expects to be back in a few days.

Familiar sayings: "How about one of you extra guys running across the street for a pot of coffee?"

Ed.

Seventy-Seventh

Believe it or not, odd things happen to street car men every day. Conductor M. J. Quinn, who travels the State Street high line, thought just about everything had happened to him that any one man could expect. Last thunderstorm he had a rude awakening, however. In fact, it was a terrible shock! He was struck by lightning. Curiously his "no accident" button side-tracked the bolt down his

pocket. Quinn says now, "Anything can happen here."

Worrying about the Mississippi levees in flood time had nothing on our worries during last month's deluge. Splitting up the service on 79th Street into three sections almost every day for a week because of flooded viaducts was no small size headache. Supervisor John Volkhart saw a lot of water that week, but it just seemed to whet his appetite. He went fishing in Antioch soon afterward to forget it all and came back with an armload of evidence proving his skill.



Some catch, Volkhart

We don't know whether the flood here caused the Motormen Demar-Jones fishing exodus or not, but the result was disastrous. More rain, wet feet, cold weather and definitely no fish. The boys are sure it wasn't worth traveling so far. Next time there's a flood here they're going to drop their line in the nearest viaduct, where they'll get the same results.

"Them that has, gets" is an axiom often affirmed in fact. Motorman Andy Redican was not one to quibble about axioms, but when he bought one of St. Killian's chances on a Hudson motor car raffle, he had no idea he would be fulfilling this one. Andy won the car. Now he's wondering what to do about the other two cars in his family.

In these days of rapid improvement in modes of travel, we were curious to find out the trainman's reaction. Our streamliners were an improvement, true, but what was the ultimate in city transportation we wondered. So, we asked, "What would be the height of a motorman's ecstasy. Motorman Leo Heath furnished the answer when he remarked, "To take the Burlington Zephyr down Halsted Street!"

After sixteen years Ireland didn't seem the same to Conductor Danny Heffernan. For one thing prosperity had struck the country. Everybody and his brother had a radio or an automobile. They had modernized local transportation, too. But all this was something Danny expected to see in a progressive place like Ireland. There was still something wrong, however, and before he left he solved it. They weren't fighting over there any more. Everything was just painfully peaceful.

Condolence is extended to the following men on death in their families: Conductor J. H. Summerford, his wife; Conductor E. H. Buchmeir, his mother and Conductor R. Reiss, his father.

Walter F. Story.

Kedzie

Well! Well! Well! Meet the new champs of the Chicago Surface Lines Softball League—a more worthy bunch of champions never represented any station. Our boys defeated Lawndale depot October 2, at Normal Park by a score of 10 to 1. The game was played in ideal weather before a fine crowd of approximately 300 softball fans. Every member of the team scintillated, the pitching of Craney qualifying him for a berth with the all time greats. Howlett at short and Furlanetto in the outfield outdid themselves and were an integral part in the victory. The boys at Kedzie report that they never played against a better bunch of sportsmen than that gang at Lawndale. The members of the team would like to take this opportunity of thanking the loyal boosters who have followed them in every game and have given them much needed moral support. This is the first trophy ever won by Kedzie depot in any athletic achievement and we are mighty proud of the team, although the boys did win a cup last year for finishing near the top. This year it is not near the top, but our fellows are tops.

Motorman James Reinhart took it upon himself to represent Kedzie depot at the recent American Legion convention at Los Angeles, California. He reports that he had a wonderful time and certainly enjoyed the trip to the land of sunshine.

Motorman Charles Kreiger went to Mexico for his vacation. Being of hot blood, he naturally went to the hot spots and said he enjoyed every minute of the trip. He had plenty of

chile con carne, Mexican style, and reports that his mouth still burns from the effects.

Motorman Michael Pierce, one of our staunchest bachelors, finally succumbed to the wiles of the weaker sex and took himself a life-partner. Here's wishing him and the "Missus" all the happiness that wedded life may hold.

Conductor Joseph McGlynn is all smiles these days. The reason, a baby girl arrived at his home September 14. Keep smiling, Joe, and here's congratulations and best wishes for mother and the baby.

Motorman Michael O'Connor also reports the arrival of a baby girl, born September 19. Congratulations to the proud daddy and mother.

Conductor John Ryan passed away on September 13. John was taken sick while performing his duties, was rushed to the hospital and died. We shall miss him around the depot.

Clinton Sonders.

Lincoln

A bouncing baby boy weighing 7 pounds 12 ounces was born on Saturday, September 17, at the West Side hospital to Receiver Ray McClintock and wife. The baby was given the name of Leonard David. Best wishes to the new mother and baby and thanks to the happy and proud father who is a real sport and passed around the cigars.

Another old timer has answered the last roll call. Conductor Charles Pearson passed away and was buried on Tuesday, September 6, from Linn Chapel, 3419 North Clark street. Interment was at Mt. Emblem cemetery. Sincere sympathy is extended to the family.

Henry Spethman.

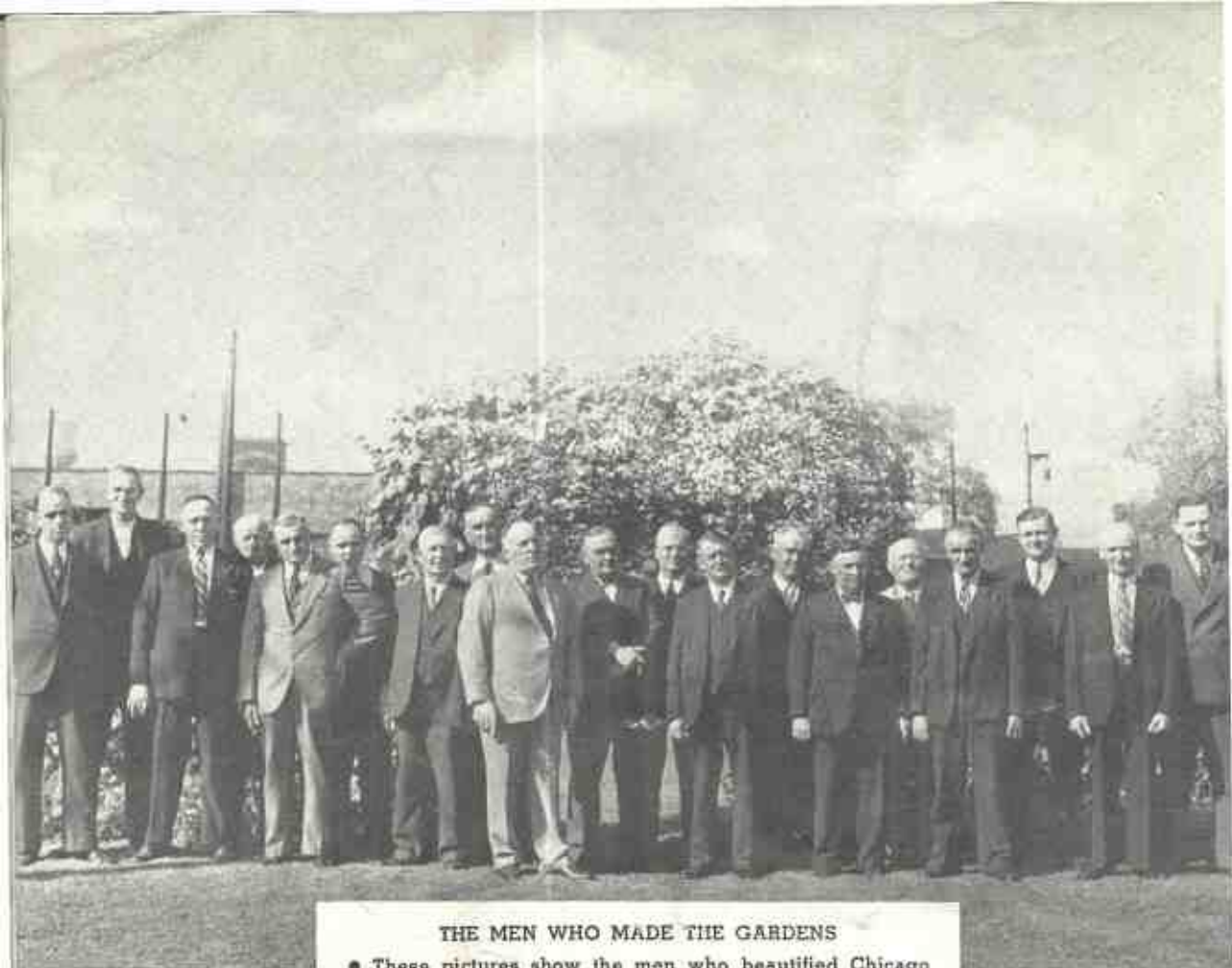


MEET THE CHICAGO SURFACE LINES SOFTBALL CHAMPIONS OF 1938!

Kedzie's softball team, the "dark horse" of the 1938 race, came out on top in the closely contested fight for softball honors. Kedzie won the north section title and then came from behind to trim Lawndale for the system title.

The champs, from left to right in the front row, are: Herman Mazza, John Griffin, James Craney, Manager Robert Naessens, Martin Huska and James O'Shaughnessy.

In the back row, from left to right, are: Edward Wardell, Walter Koebel, Stanley Kajpust, Edward Lange, John Furlanetto, George Howlett and Arthur Lucas.



THE MEN WHO MADE THE GARDENS

● These pictures show the men who beautified Chicago Surface Lines properties during the year. They are identified on page 10.

