

Surface Service

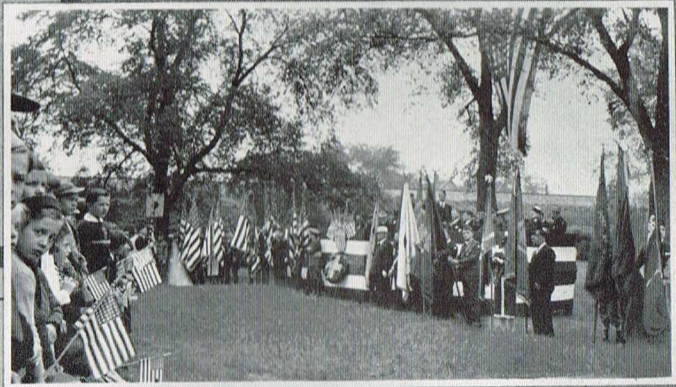
• MAGAZINE •

VOLUME 15

JUNE 1938

NUMBER 3





THE SURFACE LINES LEGION POST HONORS ITS DEAD

Graves of deceased Surface Lines war veterans were visited in all sections of the city on Memorial Day. Shown here in the center pictures are Joseph Van Derhaegen, West Shops, and Robert Quill, Blue Island, as they honored comrades of Surface Lines Post No. 146, at Rosehill cemetery.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 15

JUNE, 1938

No. 3

Suggest Accident Curb

Accidents Decrease In May—Pasche Points Way To Better Record

By WILLIAM PASCHE
Supervisor of Accident Prevention

Despite a decrease of approximately 9 per cent in the total number of collisions with other vehicles during May, there are several types of accidents which show a great increase over the comparable figures for the same month of 1937.

Roughly speaking, there are two classifications of accidents which show such gains that they tend to prevent the total decrease in collisions from attaining a more praiseworthy figure. Collisions with standing vehicles and collisions during turning movements are two types which show increases for May, 1938.

Collisions with standing vehicles were almost twice as many as they were during the month in 1937. These accidents, the majority of which took place on Halsted, Archer, North Damen, 51st, 63rd and 79th streets, are, in the main, avoidable. Most of them have been caused by a rear step which sticks out further than the front step. Actual measurements on the Halsted street cars show that the rear step extends out more than four inches farther than the front step. Motormen can check their clearances more carefully and practically eliminate this type of accident. Similarly, conductors who are "on their toes" can do their bit to cut the number of accidents of this type. In checking such clearances it is important to remember that moving cars will require a greater clearance due to their sway.

The majority of the modern trucks have a side rear view mirror and bodies which extend out beyond the fenders and running board. These clearances should be checked as carefully as step clearances.

Watch Turning Movements

Turning movements always include potential accident hazards which must be guarded against. Many motorists are not familiar with the routes of our cars and consequently turning movements are unexpected and do not give them time to accurately estimate the overhang of the rear step and the speed of a street car making a left hand turn. This makes it necessary for conductors to warn automobile drivers and to signal the motorman for a stop if any accident danger is apparent.

Before making any right hand turns Surface Lines motormen should give attention to automobiles on their right. If these motorists are kept in mind as the street car is started later trouble may be avoided. The curves should be traveled slowly in order that conductors may have more time to judge the clearance and signal for stops before a collision results. A

slower speed also gives conductors more time to see automobiles approaching within the overhang of the street car.

Danger on the Right!

Collisions with vehicles at intersections usually occur on streets which have a heavy flow of traffic. Such streets invariably extend for a considerable distance and because of the volume of traffic they have had the right-of-way over traffic on intersecting streets. As a result when automobile drivers come to a car line street they also expect the right-of-way. Studies of the Accident Prevention Department show that more collisions occur with automobiles approaching the street car from the right side than from the left side. Cross lines intersecting with South Park have been found to be especially hazardous.

Inasmuch as our street cars must stop at intersecting car line streets or boulevards, it is necessary that all motormen check traffic approaching the intersection in both directions before starting.

It is important that motormen should give their first attention to the left for that is the first lane of traffic they will cut across. Such crossings should be made at a speed which will permit a view to the right before entering that lane of traffic.

Check Clearances

An increase in collisions with construction materials, fences and barricades which has been apparent recently may be traced to motormen who are taking too great chances on clearances. It is a simple matter for conductors to check such clearances if given a chance by motormen.

Too much stress cannot be placed upon the necessity for guarding against accidents at curves. For the benefit of trainmen who are anxious to build a good accident prevention record our files show accidents are most prevalent at the following turns:

Pulaski and Belden
State and Van Buren
Halsted and 79th
Clark and Cermak
Clark and Division
Wentworth and Cermak

It will be a fortunate day when all of our men make up their minds that accidents on curves are among the most easily avoided if proper precautions are taken by both motormen and conductors.

CARTOONIST OF THE CARS

Presenting Bud Walker As We See Him —Plus His Own View

You've probably never seen any Surface Lines motorman seated atop his street car as he directed it over the system. But in his more fanciful moments Melvin (Bud) Walker likes to picture himself as doing just that as he goes "balling the jack" over Western avenue. And that accounts for the self portrait which accompanies this brief sketch of Motorman Bud Walker, badge No. 2659 of Archer depot.



Bud Walker—Self Portrait

Walker is a cartoonist whom a previous issue of SURFACE SERVICE MAGAZINE promised to unveil for you. His weekly comic strip, "Two Bells Bozo," is known to everyone who reads the *Union Leader*. Other drawings he has made have appeared in numerous newspapers and some of the more serious studies have gone into homes of well-known men. Governor Horner, for example, has the original drawing of Lincoln titled "The Wood-chopper," for which Walker was praised.

Bud was graduated from Frances Willard school here and while attending Wendell Phillips high school he had his first drawings published in the year book of that school. During 1910 and 1911 he studied at the Art Institute.

Walker's first experience with a street railway system came near being his last. While with the Springfield (Ill.) Street Railway system in 1922 he was shot and so seriously wounded that hope was abandoned for him. He managed to pull through that episode and lived to see the two assailants sentenced to a term of from 14 to 25 years in the Chester penitentiary. Walker then worked for the street railways in Denver, Colorado, for four years before he joined the Chicago Surface Lines in 1928.

Bud is a cheery worker and he'll go the limit for you. If you like his cartoons you might write the editor and he'll prevail upon Walker to draw more often for these columns. Bud will tell you that next to street railroading there's nothing more fun than drawing.

Now 44 years old, Bud has two grandchildren who mean a lot to him. They are Dolly, 5, and Louise, 3. They are the children of Walker's daughters, Mrs. Warren Underwood and Mrs. Alphonse Le Comte, respectively.

SCHMIDT EXTRACTS A TRANSFER —AND EXTRACTS ANOTHER FARE

We like the little story that Conductor F. J. Schmidt of 69th tells—and we know it is authentic because Ted Cowgill of the Schedule Department was right on hand to witness it all.

The story starts when an unidentified man boarded Schmidt's Wallace-Racine car heavily burdened with packages and holding a transfer in his mouth. With several vigorous shakes of his head he called attention to the transfer which protruded.

"Well, there's always something new," Schmidt says. "I didn't like to grab the transfer but he made no effort to put his bundles down so finally I took it from his mouth. When I pulled it away I saw I had only half a transfer—and the dated portion was still in the man's mouth."

"You can't do that," I said, "I'll have to have the whole transfer."

"But it's all wet," the man said. "You don't want a wet transfer."

"Well," Schmidt said, "you can't ride then because I have to have a whole transfer. So he gave it to me and I'm darned if it wasn't more'n a week old. It's the dangdest trick that's been played on me in the 37 years I've been on the cars."

"I told him so, too. Said 'By gosh, if you aren't a smart one. Mister, if I could do it I'd see that you got a riding pass that would be good for the whole year!' So then I made him shell out 7 cents and we parted friends. But don't that beat everything?"

HEART ATTACK FATAL

William Pearce Dies Suddenly in Federal Building

William Clark Pearce, 69, for 33 years an employe of the Chicago Surface Lines and predecessor companies, died suddenly June 2 in the Federal Building where he had gone to testify in the behalf of a discharged employe.

A veteran transportation man, Mr. Pearce was formerly Superintendent of Schedules and Timetables for the Chicago Railways Company. In recent years he has taken charge of all complaints in the Transportation Department.

Mr. Pearce was born on October 3, 1869, and spent his boyhood in Joliet, graduating from high school there and continuing his education at Harvard. He was a past master of Ravenswood Masonic Lodge No. 777.

Mr. Pearce is survived by his widow, Mrs. Alice Paxton Pearce, 3404 Elaine Place, a cousin of Mrs. Henry A. Blair whose late husband was president of the Surface Lines; a daughter, Mrs. Ruth Pearce McEldowney, and two sons, Lt.-Comdr. Edward S. Pearce, U. S. N. of Washington, D. C., and Charles A. Pearce, editor-in-chief of Harcourt, Brace & Co., publishers, of New York.

Funeral services were held at Smith & Maginot chapel, 1732 West Wilson avenue, Sunday, June 5, at 2:30 P. M. Private burial services were held the following day at Joliet, Illinois.

Surprising Contemporaries!

They Write Us Often So We Let You In On Some of Our Queer Correspondence

"For one word a man is often deemed to be wise, and for one word he is often deemed to be foolish. We ought to be careful, indeed, what we say."—CONFUCIUS.

There is probably a lot of truth in what the wise old Chinese philosopher said. And one beauty of the quotation above lies in the fact that it can be interpreted in any way you choose. This gives us a chance to relate the words of numerous correspondents who have written the Chicago Surface Lines of late.

Probably there is no lasting significance in most of the missives but there is a good chance that, together, they will make a good story—and an interesting one. For through them all there are many elements of real drama. There'll be a touch of pathos in some, more than a hint of religion in others, and what might be termed real comedy. With that preface of what's to come let's look over the list of the real letters which have come to the Surface Lines.



Flood Warning!

For its timeliness you ought to give thought to the well-wisher who wrote his views on the proposed subways. He obviously has the welfare of the Surface Lines at heart for he writes as follows:

"If the city builds a subway and puts the street cars in that subway, and if it ever comes a flood and fills it up with water then the companies will have to pump it out at their own cost. To dig subways now days is a dangerous thing to do, we don't know when we will be visited with such a thing, they are going in all directions now days. You should leave the car tracks down on the streets in case of an immensity."

You see, that correspondent wishes the company well and who is there to say whether he be right or wrong? Subways have been flooded and the expense of repairing them has hit high figures. If you'll check back to the early histories of the LaSalle and Washington street tunnels you find water caused plenty of trouble.

Let's turn to the next letter and see what that will bring. This one, it turns out, comes from Bellefontaine, Ohio, and has a request to make. Seems a farmer there once lived in Chicago and had a transfer punched with a "V" punch mark. Now, years later, he wants to get a punch of that sort and asks for the manufacturer's name. It's the postscript we like for it explains why he wants the punch.

Pity for the Pigs

"I might just say I want this 'V' cutting

punch to cut identification notches in the edge of the ears of small pigs. I might use the punch on the right ear or left or in a different location."

Just goes to show there is always something to learn. There is a new use for a transfer punch. The Surface Lines was able to aid the farmer in only an indirect fashion. His letter was carefully hidden away from the Society for the Prevention of Cruelty to Animals.

When the next letter turned up we really opened our eyes. Maybe somebody was "pulling our leg" but we checked with the gentleman and he seemed most sincere. His letter enclosed a stamped addressed envelope for an early reply and read as follows:

"Twenty-two years ago I was born on a Chicago street car. Does that entitle me to become a privileged rider, or am I just stuck with the cold I caught at the time?"

That's all he said, but we think he wants a riding pass. He thinks the birth took place on Harrison street. They cleared out the car and some unidentified internes took charge. He thought the Surface Lines might give him a pass because he said his sister was born in a steerage passage while coming to this country and she was given a free ticket from the steamship company. This is all straight good—you can see the letter if you're a disbeliever.

A Faithful Friend

Then there is a faithful correspondent we have in North Bergen, New Jersey. He writes every year for a Surface Lines guide and embellishes his letter with homely little notes which somehow appeal to us—talks about the weather and everything. It was still a trifle cool in New Jersey when he wrote.

"Do send me the Chicago Surface lines this year of 1938 if it did not come in by April are may send it to me wish the weather get nice and warm then come up to see Chicago, ills. fore a 2 months with a friend he as a car to come, yurs truley."

Read it carefully and you'll get a general idea.

The Surface Lines gets quite a few letters from various disciples of Father Divine, the Harlem religious leader. You can always spot them because they advocate "Peace" and they usually send money which goes into the Conscience Fund.

"Peace," says the letter at hand. "Between the years of 1917 and 1936 I found \$3.10 on one of your cars. I also used an overdue



transfer in the wrong direction two nights which amounts to .14 cents.

"God is here in a Body and His Teachings are owe no man pay all just debts. So I do."

OUR Conductors?

It's hard to turn down any money these days so the \$3.24 was credited to a redeemed sinner of New Rochelle, New York. And wasn't it embarrassing to find that our conductors would allow an overdue transfer to be passed—and particularly to be used in the wrong direction!

The next letter didn't have any identifying marks but it was obviously from an honest man and enclosed a worn buffalo nickel.

Brief and to the point, the letter said, "Enclosed is 4c that I cheated you out of & 1c interest."

Someplace in the bank account of the Chicago Surface Lines there is seven cents which came from Gladys. Gladys lives in Chicago but didn't tell us where. She wrote like this:

"In the year of Our Lord, Father Divine, peace! I thank father; this is seven cents I owe the company. This debt was incurred by me two years ago. Through the name of Father Divine and his spirit I pay this small sum, Peace, I thank you father. Gladys."

There is another 21 cent item you'd probably like to know about. It came in an envelope addressed to "Street Car office (street cars which run in the loop)."

Charity H. Is Sorry

"I appologize," said 'Charity H.' with her remittance of seven three-cent stamps.

An earlier issue of SURFACE SERVICE MAGAZINE also told you of a check sent the Conscience

Fund by Monsignor Peter F. Shrewbridge, of St. Leo's rectory. It has been entrusted to Monsignor Shrewbridge and was the largest ever sent, totalling \$1,000.

There was a small jingle that came, too. For a moment we were quite upset thinking things just couldn't be so. Finally we decided a Mr. Graham, who composed it, had been a trifle upset at the time.

"Here's a jingle," he said, "which should take first prize, but I know it will not.

"Why pay an osteopath to crack

Your neck, your knees and back?

Just ride the street cars and you'll get

All for the price of seven cents net."

You can see how upsetting a thing of that sort would be.

Where Danger Lies

There are lots more letters which we'll tell you about sometime. We picked what we think is a corker to wind up with. If you don't think there is real danger in passing up passengers just read this:

"The other day I did something I have wanted to do ever since I started to use the street cars. It always seemed when I really needed a street car they would go right by leaving me to stand in the bitter cold or burning sun. The other day one of your new street cars pulled up, slowed down and then lurched away leaving me standing there. For a moment I forget I was a Christian and I gave a kick at the door and I kicked out the window. I am enclosing my check for one dollar."

We work for the Surface Lines, Mister, but don't let that bother you. We know just how you felt.

HALL WARNS CONDUCTORS

Flagrant transfer abuses by conductors uncovered recently have caused Superintendent W. A. Hall to warn violators that they are subjecting themselves to severe discipline if not summary dismissal from the service.

Cases have arisen recently in which conductors have been found to punch up transfers which would enable members of his family, visitors, and in some cases whole parties, to ride free on the Surface Lines system. In some cases conductors, while at home, would punch transfers for the approximate hour at which the party was to break up and then the guests would merely present the transfers at the nearest transfer point.

"Such transfer violations," said Mr. Hall, "are as serious as the failure to ring up fares. In such cases the men are taking far greater chances than are warranted by the small amount of money they may save themselves. Future violators will face severe discipline if not immediate dismissal."

JOHN P. MURRAY

Survey Engineer Dies After Short Illness

John P. Murray, engineer in charge of survey work on track and building construction, died on May 17, at St. Anne's Hospital after a brief illness. Funeral services were held on May 20, and interment at Calvary cemetery.

Mr. Murray was born in Chicago on June 23, 1877. He graduated as a civil engineer from Catholic University, Washington, D. C., in 1899. In the same year he took his first position with the Sanitary District of Chicago as a field engineer and continued in that capacity until 1908 when he entered the service of the Chicago Railways Company as an engineer on the reconstruction of the LaSalle street and Washington street tunnels. In 1912 he resigned to take a position as Bridge Engineer with the Sanitary District. He came back to the Chicago Surface Lines in 1918 and was put in charge of surveys and continued in this position until his untimely death. His line of work necessarily required extensive training and accuracy, and he always proved very reliable and dependable.

Mr. Murray was well liked by all who came in contact with him, and will be missed by his many friends in the organization. He is survived by two sisters.

Announce New Appointments

Meyer and Malmquist in New Posts—

R. E. Eddy Resigns

Executive Order No. 1-38 issued by President G. A. Richardson announced the appointment of Charles W. Meyer to the position of assistant auditor to replace R. E. Eddy, resigned. Arthur W. Malmquist, formerly assistant chief clerk of the accounting division of the Financial Department, was made chief clerk coincident with Mr. Meyer's promotion. The appointments were effective June 1.

Charles W. Meyer entered the street railway field directly from the C. & E. I. Railroad in 1908, when the stores accounting department of the auditor's office of the Chicago City Railway needed a man to install and supervise a system for handling and accounting for materials and supplies.

Mr. Meyer was later transferred to the downtown office as general bookkeeper of the Chicago City Railway Company and Calumet and South Chicago Railway Company books. When the Chicago Surface Lines came into existence upon unification of the properties on February 1, 1914, he was appointed general bookkeeper for the Surface Lines and certain underlying companies' joint and non-partnership books.

In November, 1919, Mr. Meyer was advanced to the position of chief clerk, auditor of disbursements department. When the auditor of disbursements and the auditor of receipts departments were consolidated, he was appointed chief clerk of the accounting division of the financial department.

Mr. Meyer lives at 5123 Potomac avenue with his wife and two daughters, Arlene and Lois.

R. E. Eddy

The resignation of former assistant auditor R. E. Eddy was forwarded to President Richardson as a result of ill health which has beset Mr. Eddy for some time.

Mr. Eddy first joined the Surface Lines in 1919 as a general clerk under the auditor of disbursements. In April, 1920, he was promoted to chief clerk of the auditor of receipts department. In July of the same year he was made auditor of receipts, a position he held until 1925 when he was named special accountant for the comptroller.

Mr. Eddy became assistant auditor in 1926. He is of an experimental frame of mind and developed a keen interest in modern devices for mass accounting. Many of the machines now in use in the accounting department were installed under his supervision.

Mr. Eddy has retired to his farm near Kalamazoo, Michigan, where it is hoped his health will materially improve.

A. W. Malmquist

Arthur W. Malmquist started his street railway career as a clerk in the stores department



C. W. Meyer



A. W. Malmquist

of the Chicago City Railway Company on May 27, 1909. His next step was timekeeper of track and roadway for the Calumet and South Chicago Street Railways and he was then made payroll clerk of the stable and work car department of the Chicago City Railway Company.

Mr. Malmquist's next major promotion came in September, 1922, when he was appointed chief clerk over 52 clerks of the accounting department at Clark and Division. When the north side branch was merged with the main office he was appointed assistant chief clerk of the accounting division of the Financial Department.

Always a man of diversified interests, Arthur Malmquist has been in the fore of many Surface Lines activities. He served as president of the Surface Lines Club during two terms in 1923 and 1924. He has also been a prominent member of the Surface Lines Speakers' Bureau since its inception.

The new chief clerk of the accounting division of the Financial Department lives at 8541 South Laflin street with his wife and two sons. The boys, Arthur, Jr., 20, and Robert, 17, are students at Armour Institute of Technology and Wilson Junior college respectively.



R. E. Eddy

IF YOU'RE TOURING

When you get into the family automobile to see the country this summer these facts might interest you . . . The cost of gasoline has been cut almost in half since 1920—but increases in state and federal taxes have substantially offset this possible saving to the consumer . . . More than 1,500,000 automobiles run out of gas along the nation's highways every year . . . More than 45,000 communities in the United States rely upon the common carrier motor bus as their sole means of public transportation . . . Street cars greatly outnumber buses—34,000 to 19,000—according to a study of 982 cities.

SURFACE SERVICE MAGAZINE

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H. O. Crews Editor

H. F. Peck Associate Editor

TRANSFER ABUSES

There are two types of transfer abuses which directly or indirectly act against the best interests of every employe of the Chicago Surface Lines.

In the first instance careless conductors accept invalid transfers innumerable times during the day. There is no doubt but what the Surface Lines loses a great amount of money which is justly due it.

In another instance it has been proved that the members of trainmen's families, friends and, in some cases, whole parties have profited when given transfers for which no fares were paid. Such a practice is closely akin to stealing from the receiver's window.

Money is difficult enough to get these days when riding is down as far as it now is. To hand out transfers indiscriminately under the guise of friendship is foolish in the extreme. To allow passengers to travel on invalid transfers is equally harmful. It so decreases revenue as to work a hardship on all.

In the final analysis of any transfer discussion there is one truism that should be borne in mind by every trainman in the force. It is a statement that is "curt, clear, complete":

"What Helps Business Helps You—
What Harms Business Harms You."

THEY LIKE THE CSL

There has never been any real doubt of the popularity or the utility of the Chicago Surface Lines. Should there be, during a difficult period such as this, it is dispelled by the knowledge that 54 separate proceedings are pending asking for approximately 250 single-way miles of routes in all sections of the city.

In these days of extensive travel 250 miles may seem a small figure. It hardly compares with the approximate 1,250 single-way miles now operated by the Surface Lines. It is a notable figure, however, when placed alongside the 195.2 single-way miles of the Chicago Motor Coach company and the 232 miles of the Rapid Transit Company.

The Chicago Surface Lines is a transportation system for all Chicago. It does not seek to tap rich sections to the disregard of less-populous and less-prosperous areas. By far the greatest number of its customers ride on routes far removed from the thickly populated Central District.

When these factors are considered the petitions of Surface Lines patrons who ask for an additional 250 miles of routes offer the best possible testimonial to the popularity of Surface Lines service.

PRESIDENT'S FATHER DIES

President Guy A. Richardson was called east June 7 by the death of his father, Charles E. Richardson, 81, at Stoneham, Massachusetts, that morning.

Funeral services were held at Portland, Maine, June 10.

The elder Mr. Richardson is also survived by President Richardson's mother and a sister, Mrs. Helen M. Barnes of Stoneham.

EMPLOYEES RELIEF FUND

May, 1938

The Surface Lines Employees Relief Committee received 22 applications for relief during the month of May. After investigations were made 15 of these were approved for weekly assistance, and 1 for temporary assistance. There were 315 active cases on the relief rolls at the end of the month, 20 having been removed by death or other causes.

Including the \$13,703 spent during the month of May, a total of \$1,147,388 has been paid out of the Surface Lines Employees Relief Fund for assistance of employes since the organization of the committee.

Patrons Appreciate Courtesy

Praise Trainmen For Politeness—Complaint List Continues Decline

Further evidence that passengers appreciate courtesy is to be found in the complaint-commendation records assembled for May. Complaints received during May, 1938, totaled 377, a sharp drop from the 524 complaints turned in during May, 1937. For the same period there was a slight increase in the number of commendations received, 44 arriving as against 40 in the same month last year.

The biggest drop in the complaint listing was found in the passing-up classification which was cut almost in half. Nearly as commendable a decrease was recorded for the discourtesy classification.

Appreciate Help

Conductor Harold B. Clemons, badge No. 584 of Burnside, was one of the first to be commended during May. He was praised by Mrs. M. M. Campbell, 4300 Ellis avenue, for assisting her from the car to the sidewalk.

Tactfully handling a transfer dispute, Conductor David Russell, badge No. 984 of North Avenue, won the praise of Thomas J. Noonan, 333 North Central avenue.

The honesty of Conductor Le Roy L. Anderson, badge No. 1214 of Elston, was commended by Mrs. Eleanor Holmgren, 5737 Leland avenue, when her purse was returned to her shortly after she had lost it on Anderson's car.

Bruce McNair, 1315 South Wabash avenue, praised Conductor Arthur Piper, badge No. 2208 of Kedzie, for advancing a fare which Mr. McNair later repaid.

An observant passenger, Margaret Griswold, 4656 Lake Park avenue, noted numerous courteous acts performed by Conductor Roy F. Horne, badge No. 2332 of Cottage Grove, and wrote to praise his actions.

Kedzie Crew Praised

A Kedzie crew, Motorman Thomas J. Pierce, badge No. 2735, and Conductor Joseph A. McGlynn, badge No. 2974, were highly praised by Mrs. R. La Coste, 2911 Washington boulevard, for the helping hands they extended to a crippled gentleman who was attempting to board one of the new Madison street cars.

A momentary wait for intending passengers is always appreciated. William I. Hanson, 6617 Oshkosh avenue, made that clear in his letter praising Operator Alfred A. Paradies, badge No. 3398 of North Avenue.

A cheery "thank you" for every fare was given by Conductor Harry C. Gregory, badge No. 4382 of 69th. He was commended for this by C. O'Malley, 6620 Woodlawn avenue.

Motorman Patrick Walsh, badge No. 4625 of Devon, was praised for his alertness in avoiding what might have been a fatal accident. M. E. Kelsey, 830 Oakwood boulevard, delivered the commendation.

A mother and her daughter united in their praise of the many courtesies extended them by Conductor Jesse A. Laskey, badge No. 5054 of Devon. The commendation came from Mrs. Agnes Richards and her daughter, Bernice, 4447 North Malden street.

Called Streets Well

Conductor Joseph N. Coury, badge No. 6170 of Kedzie, was praised for the manner in which he called all streets and was also highly commended on his immaculate appearance. Such praise came from Mr. and Mrs. William C. Fink, 4729 West Huron street.

Frances L. Meyers, 2645 North Newcastle avenue, praised Operator Samuel T. Kelley, badge No. 8240 of North Avenue, for returning gloves which she lost on the Diversey bus line.

Conductor George A. Leicht, badge No. 8746 of Limits, was praised for his courteous assistance to an elderly passenger, Mrs. Carrie Miller, 11406 South St. Louis

street.

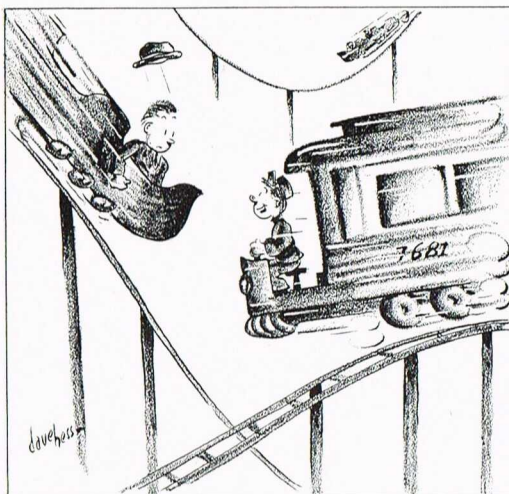
After escorting a blind man to safety Conductor Herbert M. Buehring, badge No. 11632 of Blue Island, returned to his car and was later commended for his kindness by Lydia Rathgeber, 2307 North Austin avenue.

"Faith Rewarded"

Mrs. Pauline Silver, 4821 Belmont avenue, found her "faith in your service and courtesy was rewarded" when Conductor Peter A. Keane, badge No. 11674 of Limits, held his car momentarily to allow her to board.

Motorman Louis R. Lesko, badge No. 12151 of Devon, was commended for the assistance he gave Mrs. L. A. Gannon, 6314 North Fairfield avenue, when her daughter became ill on a Broadway car recently.

A word of caution to alighting passengers earned praise for Motorman Jesse T. Zimmerman, badge No. 13585 of Devon, from N. M. Cohn, 3159 West Roosevelt road.



"Main Street was never like this!"

—Courtesy HOME LIFE

Praise for the courtesies of numerous conductors and specific commendation for Conductor Frank Potempa, badge No. 6108 of Elston, was contained in the letter received from George Sagen of Gallipolis, Ohio.

The kindness and the smooth operation of Motorman John J. O'Donnell, badge No. 6515 of Cottage Grove, were praised by M. M. Campbell, 4300 Ellis avenue.

"I want to take this opportunity to express my appreciation for the splendid courtesy shown me by two of your employees while I was in your city recently," said A. J. Montgomery, 1366 State street, Salem, Oregon, in a letter commending Conductor William E. Egan, badge No. 4216 of North, and Conductor John J. Kelly, badge No. 8566 of 69th.

A grateful letter enclosing a five dollar money order was sent Conductor Harold S. Jorgenson, badge No. 8718 of Cottage Grove, as a reward for finding and returning a purse belonging to Signe Bystrom, 7909 Crandon avenue.

TRAP SHOOTERS SCORE

That Noise Came From the Big Guns of 77th

A party of 24 trainmen and their wives participated in a trap shooting contest sponsored



E. D. Carpenter, No. 2

by the L. & A. Club of Seventy-seventh street depot at the Shabonna Gun Club, Morris, Illinois, on May 18.

Carpenter was a magic name with E. D. No. 2 taking first honors and E. D. No. 1 pulling up in second place when all the shooting was over. J. J. O'Neil won a combination knife and hatchet for third place honors.

The two Carpenters won hunting coats for their efforts. W. J. Smith, who scored three hits out of a possible 50, was consoled with a knife.

Scores of the participants follow, 50 being the perfect score:

E. D. Carpenter, No. 2.....	34
E. D. Carpenter, No. 1.....	32
J. J. O'Neil.....	30
H. J. Humphrey.....	28
J. J. Houlihan.....	28
J. Shaw.....	26
A. C. Hedberg.....	25
R. Kauble.....	24
E. Statzle.....	22
C. H. Dahmer.....	19
R. Dolan.....	18
J. P. Murphy.....	18
G. Payton.....	16
E. Corcoran.....	15
C. R. Hill.....	8
W. J. Smith.....	3

TOMMY TAKES A RIDE

And Our Half-Mad Poet Tells the Story With a Jingle

News Note: "Tommy Turner, aged 2, 5440 Barry avenue, was returned safely to his mother by Charles W. McNamara, North avenue depot bus driver, after he had boarded a bus with other passengers at Belmont and Central and ridden to the end of the line. Surface Lines officials said Tommy paid no fare for his unscheduled ride."

Little Tommy Turner
Was an old gas burner
When he stole a ride on our bus.

And Tommy's mother Turner,
Boy, it sure did burn 'er
When she heard all about the little cuss

For Tommy's only two,
Doesn't know just what to do
And the bus looked good so he took it.

Now that ride young Tommy rues
For it gave his ma the blues
When he clambered up the steps without a ticket.

But that driver good and true
A man who knew just what to do,
Saw Tommy back to his mother's arms
And now Tommy Turner—the old gas burner—
Is again in the spell of her charms.

OBITUARY

Deaths on the System from May 1, 1938 to May 31, 1938

Transportation—Archer: Domick Connolly, employed March 28, 1912, died May 11, 1938; Bartholomew Madigan, employed December 13, 1899, died May 8, 1938.

Blue Island: Thomas J. Gleason, employed September 24, 1900, died May 26, 1938; Michael McLaughlin, employed October 13, 1881, died May 8, 1938.

Division: Theodore Kauwling, employed April 22, 1922, died May 21, 1938.

Elston: Thomas Gibbon, employed June 22, 1908, died May 9, 1938.

Kedzie: Mathew J. Kerigan, employed August 6, 1885, died May 11, 1938.

Lincoln: Edward A. Dersenske, employed February 1, 1923, died May 28, 1938; Alfred Gus. Roos, employed June 13, 1903, died May 1, 1938; Herman C. Weber, employed August 19, 1902, died May 7, 1938.

Building and Engineering: John P. Murray, employed August 24, 1918, died May 17, 1938.

General Office: Thomas L. Corbett, employed May 24, 1927, died May 3, 1938; Christine M. Lucenti, employed January 24, 1929, died May 23, 1938.

Shops and Equipment—Armitage: Fred Minter, employed February 1, 1891, died May 27, 1938.

South Shops: Charles F. Hellman, employed July 1, 1925, died May 28, 1938; Charles Peterson, employed July 15, 1903, died May 22, 1938.

West Shops: Frank Malinowski, employed November 2, 1927, died May 30, 1938.

Utility—Charles H. Thomas, employed March 1, 1913, died May 28, 1938.

KEEPING 'EM ROLLING

Seventy-seventh Spurts to Take First Place

In a mighty drive that brought them from twelfth place, Seventy-seventh street depot moved into first place in the keep 'em rolling figures for May. Division, leader the previous month, dropped to fourth in a general shuffle.

Seventy-seventh showed an average of 10,276 miles per pull-in, an increase of 45.4 per cent over the previous month. Lawndale, in second place had an average of 10,021 miles per pull-in, an increase of 4.2 per cent.

The only other station to better its record over the previous month was Cottage Grove which had an average of 9,219 miles per pull-in, an increase of 12.6 per cent over the previous month.

Individual records follow:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	77th.....	5	10,276	45.4
2	Lawndale.....	5	10,021	4.2
3	Devon.....	4	9,551	1.3*
4	Division.....	9	9,455	44.6*
5	Cottage Grove.....	3	9,219	12.6
6	Burnside.....	2	7,516	26.2*
7	Elston.....	6	7,280	9.2*
8	69th.....	6	6,990	5.4*
9	North.....	6	6,975	3.7*
10	Kedzie.....	1	6,945	8.1*
11	Archer.....	1	6,743	20.5*
12	Armitage.....	4	5,940	13.7*
13	Noble.....	4	5,675	25.3*
14	Blue Island.....	6	5,649	51.2*
15	Lincoln.....	3	5,452	8.3*
16	Limits.....	2	3,429	32.6*

*Denotes Decrease.

Carhouse records for the past six months:

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

NEW GUIDE ISSUED

Surface Lines Suggests Best Routes to See Chicago

The 80 per cent of local transportation users who patronize the Chicago Surface Lines will be interested in the newly published guide to Chicago now available for distribution.

Tastefully bound with a bright four-color cover and in handy pocket size, the booklet is a comprehensive guide to all Chicago, issued free to local transportation users.

The inside cover of the booklet calls attention to the fact that one can go "anywhere in Chicago by Surface Lines" and the following pages direct attention to the many worthwhile sights that abound in the city. Museums, art galleries, parks, beaches and innumerable other diversion spots are listed and in each instance complete directions are given as to how they may be reached.

The center spread of the booklet has an illustrated map of the Chicago Surface Lines

system as well as keyed numbers that direct one to points of interest.

Copies of the booklet are available at all car stations or, in quantities, at the Public Relations Department, Room 1424, 231 South La-Salle street.

D. A. I. DRESSES UP!

New Files Speed Work in Vault

The Department of Accident Investigation and the Legal Department have completed a rehabilitation program insofar as their indexing and filing systems are concerned.

In the "Vault" where all accident files for about two years are kept, in addition to the legal files, a complete renovation has been made. The old file drawers which had been in use for about thirty years were completely worn out. The new style cabinets shown in the photograph have more capacity than the old steel cabinets, although in actual number there is slightly more than one-half as many drawers. This additional capacity has been accomplished through improvements in drawer design but in part is due to the fact that the new drawer is a longer drawer and can readily accommodate 200 claim files without crowding as compared to somewhat less than 150 in the old drawer under very crowded conditions.



The operation of the new cabinets is so much more efficient and so much easier that a comparison with the old is not practical. The drawers are suspended on a set of rollers which operate on ball bearings and are so well designed that oiling even once a year is not considered necessary. The increased capacity per unit made possible a rearrangement so that much floor space was gained, eliminating the confusion and friction that necessarily existed under the old crowded conditions. The steel shelving which formerly held the older claim files and which reached to the ceiling on all sides was eliminated entirely, thus affording much more light and air.

The Building Department came in with its painters and when they finished the "Vault" was the best looking room in the building. The Electrical Department rearranged the lights and Bill Brown, who is in charge of the "Vault," will tell you that the "Vault" boys are doing better work, will live longer, and be much happier as the result of the whole job.

REWIND 11,000 ARMATURES

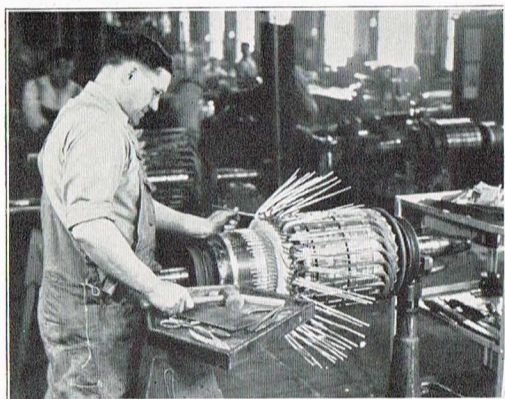
South and West Shops Keep Armatures in Trim

Maybe you've never given much thought to armatures but they are a very vital part of every street car that rolls the street. And if you haven't given them any thought you may be sure that the Shops and Equipment Department has. As a matter of fact the South and the West shops maintain over 11,000 armatures and rewinding them is an important phase of their maintenance.

In the accompanying illustration Adolph Naessens, West Shops, is shown as he connects up coils to the commutator over which the brushes slide. During 1936 that same operation was performed on 5,179 armatures in both shops. At the same time there were 454 armature shafts renewed.

If those figures don't mean much to you it might impress you to know that 158,068 copper armature coils were used in 1936 and the cost totaled a neat \$220,220.60.

After being wound and before being banded, armatures are placed in electrically heated ovens and baked at 230 degrees Fahrenheit for 24 hours. The baking makes the bindings more pliable so that the bonds can be more tightly wound. The armatures are then given two dips in black insulating varnish. The average armature lasts between four and five years between rewindings though they may be brought in for varnish dips which re-insulate them and solidify the winding.



Adolph Naessens at an Armature

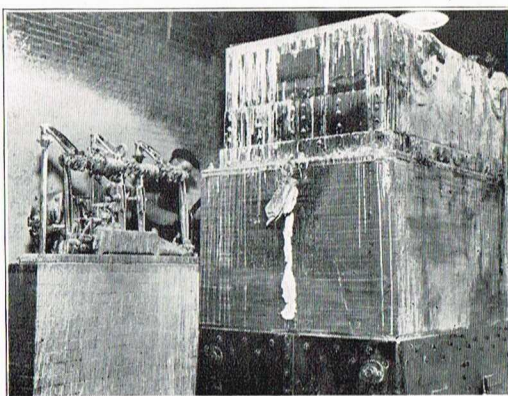
CREDIT OFFICIALS NAMED

New Group Have Charter at South Shops

Latest of the Federal Credit Unions to be formed in the Chicago Surface Lines is that started by Shops, Stores and Utility department employees at the South Shops.

A. C. Lindquist was named president; John Buza, vice president; O. L. Hoger, treasurer, and Mrs. Matilda Jung, clerk.

The Board of Directors is composed of Joseph Birmingham, Robert Prosser, C. Belasick, A. C. Lindquist, Mrs. Jung, John Buza, O. L. Hoger, William Cameron and James Grimes.



Fire vs. Transformer=Wreck

FIRE WRECKS TRANSFORMER

First Substation Blaze Causes \$30,000 Damage

Fire which broke out in the substation at Washington and Western on the evening of May 16, caused damages estimated at \$30,000. It marked the first substation fire in history in which the fire department has been called.

The fire broke out in a transformer shortly after 7 P. M. and was caused by a defective oil switch which failed to stay open. After closing several times out of phase a short circuit developed which was the immediate cause of the blaze. The transformer was completely destroyed while a rotary converter also suffered severe damage.

Substation operator Roy Walsh narrowly escaped serious injury in the explosion. Helper Aiden Kenny, on duty at the time, turned in the alarm that brought the fire department.

Breaking out as it did at that period of the day the loss of power did not cripple the service and by the time the next peak period arrived arrangements had been made to spread the power load among the other substations on the system.

Officials of the Electrical Department as well as others were on hand during the more than three hours in which the fire department battled the blaze.

The Seven Dwarfs would have a cinch in Philadelphia. The street car company there has installed bars 35 inches high in all the street cars and anyone being able to walk under the bar will not be charged.

Departments and Divisions

Accident Investigation

On April 21 at 3:23 A. M. at the Little Company of Mary hospital, there was born to Alice Margaret and Thomas Patrick Foley a girl, 7 pounds and 6 ounces. This new addition to the Foley family, Alice Margaret, arrived with rosy cheeks out in the country at 95th street and California avenue. Mr. Foley of this

department now has a decidedly larger chest expansion, developed through his display of fatherly pride during the past month.

On May 30 at 6:15 P. M. Harry Edward Arthur Boness, Jr., made his appearance on this mundane scene. He weighed in at 8 pounds 3 ounces at St. Joseph's hospital, 2103 Burling street. Mrs. Anne Boness is doing well and H. E. A. Boness, Sr., is gradually recovering.

Accounting

The employees of the accounting division extend to the members of the Lucenti family their deepest sympathy in the loss of their daughter, Christine Catherine, who passed away on Monday, May 23.

Miss Mildred Hedstrom of the comptometer division was guest of honor at a farewell luncheon given by her friends on Saturday afternoon, May 21, at The Fair. Miss Hedstrom received a wardrobe case.

Congratulations and much happiness is our sincere wish for the former Miss Ione Melbye of the pay roll division and Walter Hanson, who were married on Saturday, May 21, at the Elston Avenue Methodist Episcopal church at Ardmore and Miltmore avenues. Miss Eugenia Ziembra, also of the pay roll division, was bridesmaid. Miss Melbye, who was presented with a useful gift by her co-workers, was guest of honor at a noon-hour luncheon on Wednesday, May 18, at "The Cliff."

Elk Creek, Nebraska, was selected this year by Miss Ann Kerruish of the comptometer division as her vacation spot. It so happens this is the home town of James Robinson, fiance of Miss Kerruish.

Dennis Daniel Fitzgerald is the name of the new baby born on Sunday, May 15, at the Augustana hospital, 2043 Cleveland avenue, to Mr. and Mrs. John Fitzgerald. We extend our best wishes to the proud parents.

Despite the very wet weather, Miss Ethel Anderson of the trip sheet analysis division had a very pleasant time visiting relatives and friends in northern Wisconsin on her vacation.

In a recent examination held for girls at Alvernia high school, in which 435 graduates representing 45 parochial schools competed for 15 scholarship awards, your correspondent's daughter, Eileen Frances, a student of St. Pascal's school, was awarded one of the coveted scholarships.

Thomas F. Coan.

Electrical

Edward Swanson while performing his duties at 44th and Kedzie substation met with an accident in which he was severely burned. After several days at the hospital he recovered, as we all hoped that he would.

Charles Schwertfeger, our estimator, spent a vacation that will be long remembered—leaving Chicago on a Saturday afternoon he made a trip by way of the southern route to Los Angeles, visited with his son and returned two Saturdays later by way of the northern route, covering about 5300 miles in two weeks. Some going, Charley. Maybe next year you will be able to make it in one week.

Stanley Jackson of the downtown office, is another speed demon. Even the Decoration Day auto race wasn't fast enough for him, so he flew by plane to the auto races.

William Kopke of the electrolysis division is

the proud daddy of a 5 pound 14 ounce baby boy. Congratulations. Thanks for the cigars, Bill.

All the members of this department join in extending our sympathy to Harold Kirkman. Billy.

Shops and Equipment

South Shops: To the bereaved family and relatives of Charles Peterson, car repair department, who passed away on May 22 after a long illness, we extend sincere condolences.

James Canavan and John Buza, car repair department, chose to take their vacations early and spent them seeing "Chi's" places of interest.

Deep sympathy is offered to the family and relatives of Charles Hellmann, blacksmith department, who passed away on May 28.

Thomas Callaghan, blacksmith department, is now among those stricken with "Isaac Walton" fever. Well, good luck, Tom.

We extend wishes for the speedy recovery of William Linefeleser, tin shop, who is on our sick list. A visit from the boys would be appreciated.

77th Street: Leo Keane and Dick Myers are going in for fishing in a big way. They spent all day at Lake Michigan and hired a truck to take home their catch—which was one minnow.

Jim Brennan has been visiting furniture stores around 63rd and Halsted streets. Don't forget the cigars, Jim.

The boys at Seventy-seventh wish to express their hope for the speedy recovery of Frank Martinkus, who has been ill for some time.

Leo Keane would like to find out the source that is relaying information concerning the result of his fishing trips to the boys before he had even returned. He would rather not have the news so generally known because, according to the gossip-mongers, the sum total of three excursions netted two perch, one sun fish and a bull-head.

Paddy Murphy's "Repairs" team defeated Oak Forest recently by a score of 19-18. Charley Walsek hit a home run to win the game in the last inning.

69th Street: Congratulations are extended to Dick Ryan, who is now on his honeymoon.

Sam VonHuben has invented something. He claims his Chevrolet runs 100 per cent without oil.

Elsie S. Frank.

West Shops: Ed Wendt, West Shops office, spent a pleasant vacation at Clearwater, Florida.

Joe Jankauskis, clerk in the paint shop, had planned to spend his vacation boosting the famous Sox and spurring them on to victory by his loyal attendance at all the games—but it rained and rained! We sympathize; it is tough luck to be rained out of a vacation.

We offer our sympathy to the families of Frank Malinowski, helper in the armature room, and Fred Minter, watchman at Armitage, who passed away last month. Mr. Minter had been with our company since February, 1891, a period of 47 years' service, and it is with regret that we lose another one of the old-time employes of the Surface Lines.

Lillian Hultquist.

Around the Car Stations

Archer

Conductor Patrick J. Casey, who has been promenading at Hot Springs National Park, Arkansas, and took a course of baths, is now back on the job feeling better from his vacation.

Motorman August Voegel, one of Archer's veterans who was on the retired list for several years, died at his home April 13. August was well known among the old-timers. To his family we extend our sympathy.

Motorman Joseph W. Taylor reports the arrival of a baby girl who was named Carol Jean Taylor. Congratulations are now in order.

Conductor Peter Corridon, who had recently made a trip to Ireland to see his aged mother, received word May 4 that she had passed away April 14. Our sincere sympathy is extended to him on this sad occasion.

Motorman Domick Connolly, who has been on the sick list since March 4, died May 11. The funeral was held on May 14 from Saint Rita's church. The boys of Archer extend their deepest and sincere sympathy to the bereaved family.

Conductor Edward Bodnicki exchanged congratulations with his "Sweetie" on Saturday, May 21, when he took upon himself a bride. After a very elaborate dinner at the Del Prado hotel, they took to the pines of northern Wisconsin for their honeymoon.

Motorman Christ Weyhmuller, another of Archer's old-timers, died suddenly at his home April 18. Christ had a seniority dating to December 26, 1906. His many friends among the trainmen will miss his cheery smile. Sympathy is extended to his family.

Clerk Patrick J. Flynn has purchased a new Ford with red wheels. Clear the way, fellows, when you see the red wheels coming.

Conductor William Herman, one of the newer members of the Archer family, ventured out in the bonds of nuptial life. The wedding ceremonial took place at St. Joseph church. Congratulations, Bill.

The many friends among the trainmen of Archer depot extend sincere sympathy to Motorman Barkley Miller in the loss of his wife, who died April 1 after a short illness.

Father Stork made his appearance at the home of Motorman James Richardson on March 31 and left a bouncing baby girl. This makes James the proud father of two daughters.

Motorman Bartholomew Madigan, another of Archer's veterans, died May 8 after several years of illness. Mr. Madigan was well liked by his fellow workers.

Sadness has come to the home of Motorman John Sullivan, who was called upon May 28 to part with his wife.

Dusty.

Blue Island

Relatives and friends joined Motorman Jerry Knopf and Mrs. Knopf in celebrating their 25th wedding anniversary on May 21.

Conductor Carl Cheever and Mrs. Cheever toured the east last month, visiting Syracuse,

New York, Niagara Falls, and other points of interest. They reported a very enjoyable trip.

Motorman John Olinski and Mrs. Olinski spent their vacation in Pittsburg, Kansas, the town which boasts of the largest steam shovel in the world.

C. P. Starr.

Burnside

Along with the entrance of the garden season comes Burnside's welcome invitation to visit our display of nature. Our Barn Foreman, Rudy Nebelsick, and his assistant gardeners are very proud of their work and expect to make a better showing this year than ever before.

Operator W. B. Harvey and family have just completed a 3,500 mile trip south, enjoying the scenery of 13 states. W. B. is a veteran tourist and wishes to assure everyone that it is the best way to spend your spare money.

On April 28 Motorman R. C. Keefer was married to Miss Mary Isaac. After an elaborate wedding ceremony in the Christ church, the newlyweds spent their honeymoon in Youngstown, Ohio. Our best wishes are offered to the new Mr. and Mrs. R. C. Keefer for a long, happy and prosperous life.

Conductor H. O. Kelly would like to know how to rid his lawn of Irish lilies. He says the more he takes out the more come back. We wonder if our friend knows his flowers.

William D. Frank.

Cottage Grove

Congratulations to Motorman Fred Loyce, who celebrated his seventy-fifth birthday on June 4. Fred's relations gave a big party to commemorate the occasion. Fred has been with the company nearly 42 years and has an enviable record.

George Riley, genial extra motorman, and Mrs. Riley spent their vacation in the Bad Lands in the Dakotas. They devoted considerable time tracing the good name Riley and are now devoting a lot of time in an effort to keep quiet what they found out.

Conductor Phil Cadman is sporting a new Plymouth car and his many friends are being called upon to clean the car after every rain storm.

It is up to us to keep ourselves neat and tidy so that we will harmonize with the depot, which has been cleaned and painted. We are now able to see and enjoy the beauty of the pictures hanging in the club room since they have been cleaned. Don't forget your club dues.

Our softball team got off to a poor start, but they promise to be in the running for first place before the season is over. Come out on Sundays and root for them.

Atkinson.

Devon

Devon's phenomenal record of four consecutive victories since the advent of the baseball season exceeded our wildest expectations of their acknowledged prowess. Such performance is truly worthy of our support. The least we can do to express our appreciation to the men who make us proud of our depot is to lend them our moral support by a good attendance at their future conquests, thereby inspiring them to future victories.

Motorman William Droesser, who generally runs on schedule while operating a street car, recently deviated from his regular routine and

while off duty he successfully apprehended a fleeing ex-convict at the scene of his last exploit. Not content with his superiority in the meter dash, Bill sought further laurels by engaging in fistic combat. It is needless to say Bill, being a Devon man, emerged victoriously. After the incarceration of Mr. Felon, Bill considered it a day's work.

John W. Binder.

Division

Due to the untiring efforts of President Charles Ness, Vice President Robert Judge, Treasurer George Schelkopf, Assistant Treasurer Fred Shippy, and the men who serve as board members, the Credit Union at Division depot has become an efficient and highly organized institution, claiming 271 members. These men have given generously of their time and abilities to bring this Credit Union and its advantages to the men of Division depot and they sincerely hope that those of you who have not become members will do so in the near future.

Motorman Theodore Kauwling, who was injured severely by a hit and run motorist on April 14, passed away May 21. Sincere sympathy is extended to his family.

Sincere sympathy is extended to Conductor Mathias Brost and his family on the loss of his mother on May 15.

On May 27 Conductor Andrew Lowery proudly announced the arrival of a 7-pound boy, Robert Andrew Lowery. Mrs. Lowery and Robert are doing nicely and so did Mr. Lowery when he passed out the cigars.

From confidential sources we found that Motorman Jack Morris is diligently taking lessons and practicing on the piano.

The baseball team looms as a possible contender for the title. They beat Noble and North avenues and lost a close one to Devon. Keep an eye on them.

Chet Johnston.

Lincoln

Two weddings took place during the merry month of May. Conductor Earl Becker, who was manager of the Lincoln ball team last year, was married on Wednesday, May 11, and Conductor William Lee took a wife on Saturday, May 21. May good health and good luck follow both happy couples through many years.

Friday the 13th may be a hoodoo day for some people, but Friday, May 13, proved to be a very lucky one for Motorman C. Resch. At St. Mary's hospital on that day a baby boy weighing 7½ pounds was born, which made Mr. Resch a proud and happy grandpa.

The wife of Motorman Eugene Coash, who has been ill for several weeks at the Deaconess hospital, has returned home and we are glad to say she is well on the road to a speedy recovery.

Motorman Herman C. Weber, who had been with the company many years, passed away after being sick for some time. The funeral was held from Greins chapel on Wednesday, May 11, to Memorial Park cemetery.

Motorman Ed Dersenske, who was manager of the Lincoln ball team two years ago, passed away Saturday, May 28, after being in the hospital with a stomach ailment. The funeral was held Wednesday, June 1, from his home at 2541 Carmen to St. Andrew's church, thence to St. Joseph's cemetery.

Sincere sympathy is extended to these families.
Henry Spethman.

Seventy-Seventh

It was a thoughtful gesture on the part of the Chicago Surface Lines Post of the American Legion when they arranged for each of the softball teams in our league to play one game at Hines Veteran hospital. On July 3 Seventy-seventh will play the Lawndale team there, and if it is anything like the 4 to 3 thriller they played on May 29 at Bessette field, it will surely prove topnotch entertainment for the veterans.



"Guess I'm going to the dogs," said Conductor B. D. Miller in submitting this shot taken on his Michigan farm.

pose in that case they'd just ring in another Carpenter on us.

Shooting honors are not all confined to the male members of our depot. Motorman H. J. Humphrey's wife is a crackerjack shot with a rifle and has placed in many state events.

Cog Hill has been selected this year as the scene of our fourth annual tournament of golf, and the date is June 28. This event has been gathering momentum each succeeding year, and it is expected that it will be supported again this year with even more enthusiasm. Those who played in previous tournaments know that Cog Hill is an ideal spot, so make your reservations early and come all tuned up for a great day.

Walter F. Story.

THE BACK COVER

Old timers who comprised the championship baseball team of 1911 are, from left to right, standing: Robert Millay, John Hayes, Mike Boyle, George Harris, manager; Conductor Jerry Brazil of Lawndale, Juel Steffen, Conductor James Powers of Blue Island and George Pierson.

Seated: Joseph Dusek, James Hayes, Conductor Joseph Szarat and Motorman Otto Klima, both of Blue Island. Those not identified as conductors or motormen have left the Chicago Surface Lines.



BLUE ISLAND — PAST AND PRESENT

Can the champions of 1937 repeat their victory? They have the best wishes of the 1911 team identified on page 15.



BLUE ISLAND
1911