

Surface Service

• MAGAZINE •

VOLUME 16

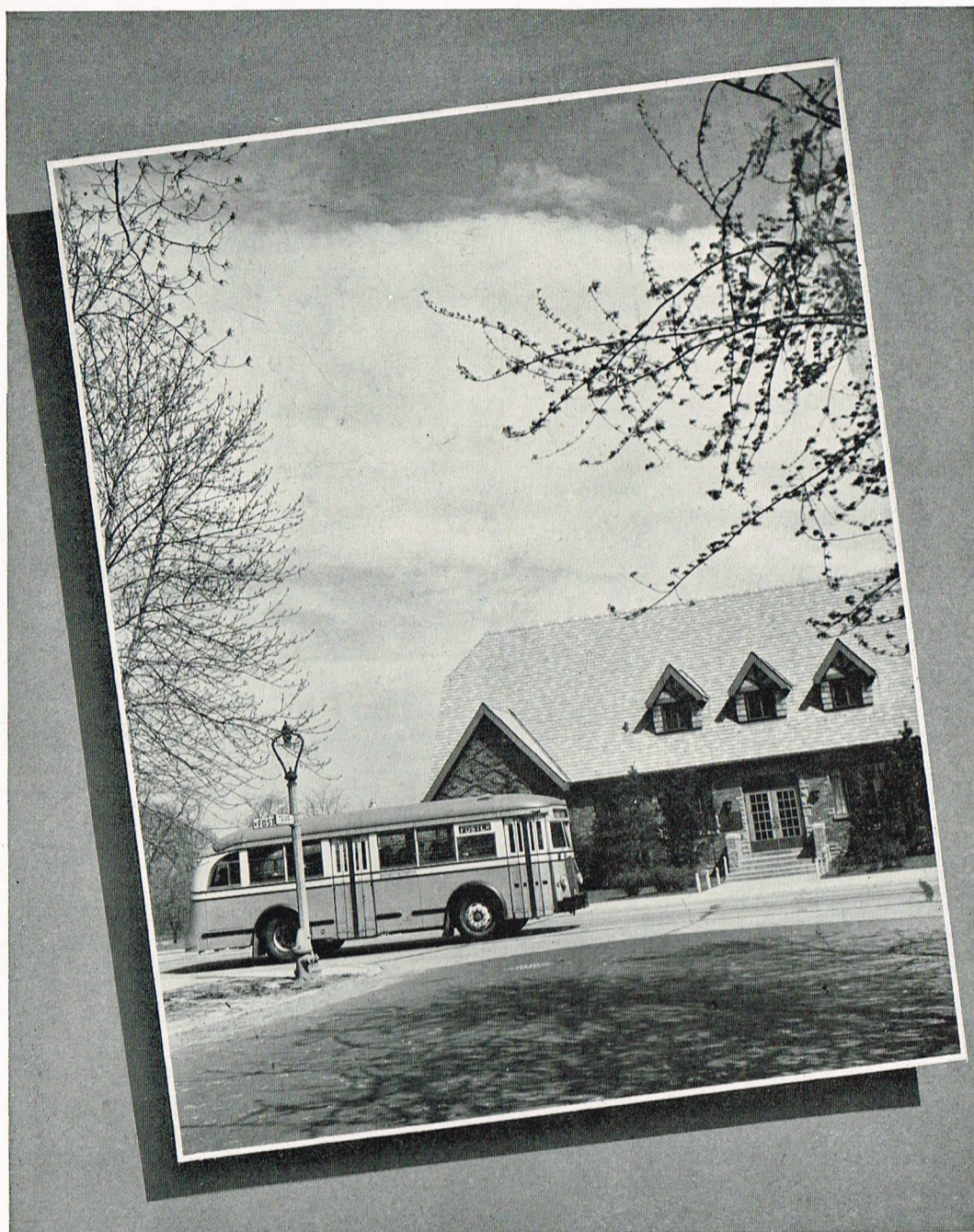
MAY

1939

NUMBER 2



ONE BRIDGE WILL COME DOWN
—THE OTHER'S GOING OUT



SPRING-TIME STREET SCENE

Just as the first buds of spring popped out, Photographer A. R. Chouinard snapped this symbolic picture at Foster and Tripp. The gasoline bus is one of the A. C. F.'s purchased last year. The forest preserve in the background is but one of the many beauty spots served by the Surface Lines.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 16

MAY, 1939

No. 2

Traction Negotiators Named

Court Order Enhances Prospects For Unified Transit System

Prospects for a final settlement of Chicago's perennial traction problem were enhanced early this month when Federal Judge James H. Wilkerson issued an order making it possible for the companies to resume negotiations with the City Council for a unified traction ordinance. The order named three negotiators who are authorized to work with city representatives in preparing a franchise for a new consolidated transit system.

The negotiators will be Walter A. Shaw, Judge Wilkerson's traction adviser; Guy A. Richardson, president of the Chicago Surface Lines, and Col. A. A. Sprague, trustee for the Chicago Rapid Transit Company. Mr. Shaw will act as chairman of the committee.

New Name for System

Judge Wilkerson's order designated the Chicago Transit Company as the name for the unified transportation system and clarified the principles under which the ordinance is to be negotiated.

"The negotiators, in their proposals to the city, shall be governed by the fundamental principles stated in the interim report of Walter A. Shaw dated May 5, 1938," the order read.

There are 16 points contained in Mr. Shaw's report of that date. These points are:

"1. Unified operation of all local transportation utilities under one management with universal transfer privileges. Consolidation preferable if attainable.

"2. Complete local regulation under a Chicago Transit Commission.

Modernization Ordered

"3. Modernization and extension of both rapid transit and surface facilities.

"4. Necessity for subways in the central business area and the eventual elimination of the Union Loop.

"5. Coordination of public utility mass transportation operations with private automobile use of city streets.

"6. Coordination of local transit facilities with the suburban railroads.

"7. Economical, efficient operation.

"8. Accounting system to be established by the Transit Commission.

"9. A reasonable valuation.

"10. Reasonable rates of fare.

"11. The right of investors to earn a reasonable return upon the fair value of property used and useful for operation and property considered necessary or desirable for corporate purposes.

"12. The right of employees to enjoy attractive working conditions and to be protected by disability and retirement pensions, in conjunction with Federal and State laws.

"13. The right of the City to adequate compensation and rental for franchise privileges and the use of public property, said compensation to be placed in a 'Traction Fund.'

"14. The 'Traction Fund' to be used for the benefit of the car riders.

Terminable Permit Necessary

"15. A terminable permit is necessary to maintain adequate credit for continued efficient operation, and for improvement and expansion of the service.

"16. The right of the City to purchase the properties at its option and at a reasonable and fair price."

Judge Wilkerson's order said that in order to make further progress toward consummating reorganization plans for the Surface Lines and Rapid Transit Company, it is now necessary to negotiate an ordinance for a new consolidated company.

"The said three negotiators," said Judge Wilkerson's order, "shall forthwith resume negotiations with the City Council of the City of Chicago for the new ordinance to be granted to said Chicago Transit Company, and shall report to the court from time to time respecting the progress and status of said negotiations, and in any event on May 26, 1939."

The reorganization plans contemplate the merger of the companies comprising the Surface Lines and Rapid Transit systems. The program further provides for the acquisition by the new company of the Chicago Motor Coach Company so that all local transportation facilities in Chicago would be under a single management.

(Both the Surface Lines and the Rapid Transit company are under the jurisdiction of the Federal Court.)

The judge empowered the negotiators to invite the Chicago Motor Coach Company to name a representative to cooperate with them.

Ald. James R. Quinn (50th), chairman of the council's transportation committee, said that his group was ready and willing to proceed with the important negotiations.

Twenty On Committee

The Local Transportation Committee, in addition to Chairman Quinn, is composed of Vice-chairman William V. Pacelli (20th), Thomas J. Daley (7th), William A. Rowan

(10th), Hugh B. Connelly (11th), James J. McDermott (14th), James F. Kovarik (15th), John J. Duffy (19th), Harry L. Sain (27th), George D. Kells (28th), Thomas P. Keane (31st), Matt Porten (34th), Walter J. Orlikoski (35th), P. J. Cullerton (38th), H. L. Brody (39th), Dorsey R. Crowe (42nd), Mathias Bauler (43rd), James F. Young (46th), Frank O. Hilburn (47th) and Robert C. Quirk (48th). Alderman James B. Bowler (25th), as president pro tem of the council, is an ex-officio member of the committee.

The committee has authorized Chairman Quinn to appoint a sub-committee which, it is expected, will do the bulk of the franchise work for the city. When an acceptable franchise is drafted it must be approved by the Transportation Committee, by the City Council and finally by a referendum.

KEEPING 'EM ROLLING

Division Jumps to First Place— Lawndale Takes Second

Division depot jumped to first place in the keep 'em rolling figures for April with an average of 13,171 miles per pull-in, an increase of 29.3 per cent over the previous month. Lawndale moved from fifth place to second with an average of 10,592 miles per pull-in, an increase of 9.6 per cent.

Archer depot, the leader during February and March, slumped to wind up in fourth place in the April figures after suffering a 19.1 per cent decrease. Burnside, in second place in the March compilations, dropped to fifth place with a decrease of 16.6 per cent.

Nine stations showed an increase as against decreases recorded for the other seven stations on the system.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Dec.
1.	Division	11	13,171	29.3
2.	Lawndale	7	10,592	9.6
3.	Devon	2	10,488	7.3
4.	Archer	—	10,079	19.1*
5.	Burnside	8	9,328	16.6*
6.	Seventh-Seventh	—	8,600	50.0
7.	Cottage Grove	1	8,351	19.9
8.	Sixty-Ninth	1	6,977	2.1*
9.	Armitage	5	6,618	6.5
10.	Kedzie	—	6,011	7.6*
11.	Noble	2	5,367	24.3
12.	Lincoln	4	5,267	24.8
13.	Elston	6	5,139	11.1*
14.	North	—	3,933	10.6
15.	Blue Island	—	3,696	6.6*
16.	Limits	2	3,605	14.6*

*Denotes decrease

Carhouse records for the past six months:

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

BRIDGES—DOWN AND OUT!

Route Changes Necessary as State Street Bridge Goes Out

(See Front Cover Picture)

With one bridge down and another bridge out, Surface Lines street cars will be rerouted in several instances. The changes are made necessary by the removal of the State street bridge, scheduled for May 15. That bridge is being torn down and will be out for some time while a subway section is placed under the river at that point and while a new bridge is being constructed. The work will be done with some \$3,440,000 which was appropriated by the city for the job. The money was voted in a bond issue of 1930.

The Dearborn street bridge, rehabilitated with an appropriation of \$100,000, 45 per cent of which is a PWA grant, will be opened for traffic shortly before the State street bridge is taken out.

With the opening of the Dearborn street bridge the Riverview-Larrabee line, which has been operating via Kinzie street to Clark street to Randolph street, will be put back over its regular route, which is Kinzie to Dearborn to Randolph.

While the State street bridge is out of service it will be necessary to route the Division-State-Van Buren Through Route No. 6 cars out of Kedzie and Division stations over the Dearborn street bridge via Lake, Dearborn and Kinzie streets.

During the same period Broadway-State cars out of Devon and 77th will be routed over the Wabash avenue bridge via Lake street and Grand avenue.

Until the State street bridge is again ready for traffic, Through Routes No. 1 and No. 3 and Broadway-Wabash cars operating out of Devon, Cottage Grove and Lincoln avenue stations will be routed over Wabash avenue between Grand avenue and Lake street.

PICK POOR PLACE FOR SNOOZE

Here's the Low-Down on a Couple of Cut-Ups

They say liquor makes one do funny things. In the case of two men recently it did plenty.

Two men were lying in the street car tracks. A crowd had gathered. So, when Policeman Victor Eck arrived at Fullerton and Greenview avenues he was sure there had been a terrible accident.

He arranged to have the two men, Samuel Disso, owner of a tavern at 3701 North Ashland avenue, and Paul Tresco, 6259 Peterson avenue, picked up and taken away. That, in itself, was no small job, for Disso weighs 250 pounds.

The two explained their actions in the Racine avenue court last month. Policeman Eck said he discovered Disso merely was suffering from too many drinks and attendant stubbornness. Disso explained he wanted to see how long he could tie up street car service.

Tresco's reason didn't even seem that good. He said he'd never seen Disso before, but it seemed a good idea to join him at the time. Both got off with a warning to watch out for street cars.

Department Head Chosen

New Supervisor of Public Relations Appointed By
President Richardson May 1

By HOLLIS F. PECK
Associate Editor

William H. Bromage was named supervisor of public relations for the Chicago Surface Lines, effective May 1, in an executive order by President Guy A. Richardson. The appointment filled an Operating Staff vacancy that had existed since the death of Halbert O. Crews on February 20.

Though a newcomer to the Surface Lines staff, Mr. Bromage has a thorough knowledge of the local transportation problems and a wide acquaintance among transportation executives by virtue of contacts arising from his newspaper stories on local transportation in Chicago during the last three years.

Mr. Bromage assumes his new position at the age of 39 after twelve years as a newspaper man and four years as a statistician. He resigned from the editorial staff of the *Chicago Tribune* to join the Surface Lines.

During his years with the *Tribune* Mr. Bromage's major assignments were on traction planning and local government taxation and finances. During the last few years the by-line "William Bromage" has headed the most authoritative reports on local transportation problems. A year and a half ago he wrote a series of stories on transit operations in New York, Philadelphia and Boston in which he discussed their financial setups and the manner in which all other cities subsidize rapid transit systems. The series aroused such interest that the articles were reprinted in booklet form and widely distributed.

Educated in East

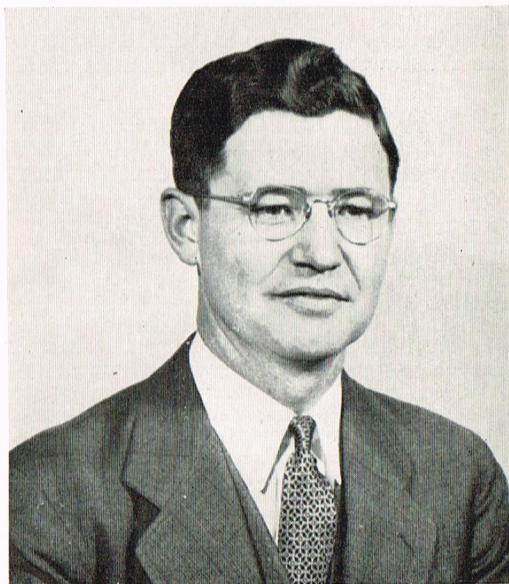
Mr. Bromage began his newspaper career while in his last year at Brown University, where he concentrated on accounting and economic studies. Following his graduation in 1923 he continued his newspaper work with the *Providence* (R. I.) *Journal*. He was financial editor of that paper when he resigned to accept a similar position with the *Detroit Free Press* in 1927.

After a year and a half he left that position to act as a statistician for the Harris, Small & Co. investment house. Aside from his work as a securities analyst for that firm, Mr. Bromage directed all display and direct mail advertising activities. He left Harris, Small & Co. to be financial editor of the *Chicago Journal of Commerce* in 1932 and was in that post during the trying days prior to and during the bank moratorium. In those momentous days he helped cover the almost unending series of conferences between Federal Reserve bank officials and Chicago bankers. He recalls with pleasure that the Chicago newspapers "broke" the story of the bank moratorium before the newspapers in any other city, even though simultaneous conferences were held in Washington and New York.

Knows Equipment Problems

In 1935 Mr. Bromage joined the *Chicago Tribune* and soon began a study of local transportation that continued during the time he spent with that paper. His was the first detailed story of the Madison street cars and his account was the lead story in the September, 1936, issue of SURFACE SERVICE MAGAZINE. The story was written after Mr. Bromage made a trip to the St. Louis Car company with Frank H. Shepard, consulting engineer.

Shortly before the first cars were placed on



William H. Bromage

Madison street Mr. Bromage wrote copy for the 8-page special section of the *Tribune* which was published November 12, 1936, the day the cars were first shown the public. He was one of the first newspaper men to inspect and publicize the latest type of rapid transit car developed by the Clark Equipment company of Battle Creek, Michigan. The new type car was well received when first shown on the Brooklyn-Manhattan Transit system recently.

While with the *Tribune* Mr. Bromage also wrote a series of stories on Chicago and its place in the world. The series dealt with the diversification of industries that characterize Chicago, manufacturing, local government taxes and finances, labor, banking and two specific stories concerning the corn refining and meat packing industries. The series was reprinted and widely distributed by the *Tribune*.

Succeeds H. O. Crews

In his new position Mr. Bromage will carry on the public relations activities inaugurated by the late H. O. Crews. As supervisor of public relations he will direct all advertising and publicity for the Surface Lines. The motion pictures and the sound-slide films frequently shown trainmen

will also be directed by Mr. Bromage, as will the publishing of SURFACE SERVICE MAGAZINE.

William H. Bromage was born December 4, 1899, in Thompsonville, Connecticut. He is of a large family—an even dozen—ten of whom are still living. Three brothers and four sisters still live in Thompsonville and two other brothers in Providence, Rhode Island.

He received his grade and high school education in the public schools in Thompsonville. In the fall of 1918 he entered Brown University. Under the special war draft rules of that year he was inducted into the army on entering college. Three months' service in the Student Army Training Corps furnishes what he calls the "dubious justification" for his membership in the American Legion. Mr. Bromage is a member of the Kappa Sigma fraternity.

He was married in 1925 to Florence H. Devine of Suffield, Connecticut. He lives with his wife and three daughters, Janet, 13, Mary, 8, and Betty, 4, in Western Springs.

OBITUARY

Deaths on the System from April 1, 1939, to April 30, 1939

Transportation—Archer: Buckley Daniel, employed January 22, 1908, died April 17, 1939; John Gleason, employed January 4, 1908, died April 13, 1939.

Armitage: Max R. Norkus, employed January 27, 1902, died April 23, 1939; Robert F. Walls, employed September 16, 1910, died April 7, 1939.

Blue Island: Thomas Fitzpatrick, employed July 15, 1913, died April 18, 1939; James Kehoe, employed September 30, 1895, died April 2, 1939.

Burnside: John Boone, employed June 21, 1909, died April 23, 1939; Herman A. Schneider, employed December 8, 1909, died April 28, 1939.

Devon: Conrad Groh, employed October 19, 1899, died April 6, 1939; Albert J. Lacek, employed December 4, 1925, died April 12, 1939.

Kedzie: Patrick Browne, employed June 20, 1903, died April 7, 1939; John M. White, employed November 8, 1909, died April 14, 1939.

Lincoln: Charles McDowell, employed November 5, 1890, died April 22, 1939.

Noble: Jacob Frankel, employed August 1, 1907, died April 21, 1939.

North: Henry W. Blume, employed August 15, 1899, died April 8, 1939; Frank H. Salisbury, employed November 2, 1906, died April 13, 1939.

Seventy-seventh: Arthur E. Brown, employed January 18, 1883, died April 23, 1939; Joseph Hannon, employed February 23, 1923, died April 12, 1939; Albert J. Potzel, employed March 14, 1903, died April 13, 1939.

Sixty-ninth: James P. Hennessey, employed November 7, 1922, died April 10, 1939.

General Office—Olga M. Wagner, employed March 7, 1920, died April 14, 1939.

Shops and Equipment—North: Peter Stanekus, employed January 19, 1921, died April 20, 1939.

Seventy-seventh: Thomas Cunningham, employed December 12, 1908, died April 17, 1939.

Track—Anthony Cosentino, employed April 5, 1929, died April 22, 1939; Michael Murray, employed April 9, 1934, died April 20, 1939; James Nigrelli, employed August 28, 1929, died April 17, 1939.

MR. LOVE JOY WANTS PEACE— ADDS \$1 TO CONSCIENCE FUND

The cash funds of the Surface Lines are \$1 greater as of May 2 and the thanks are all due to Father Divine and Mr. Love Joy. The \$1 has been deposited in the Conscience Fund for reasons best described in Mr. Love Joy's own letter:

"Dear Sir and Brother:

"Being a follower of Father Divine's teachings in whom forty to fifty odd million people have identified as the reincarnated Christ come back to earth again. It gives me great pleasure in making a confession to you.

"I have been a resident of Chicago for the past thirty years.

"I regret to say that I have from time to time defrauded the street car company of seven cents, it used to be a nickel at one time.

"Nevertheless, I figured it all out and it amounts to about a dollar.

"I live near the transfer corner at 69th and Ashland.

"There are times when the passengers are asked to change cars on this corner. Sometimes I would take advantage of this opportunity.

"I would walk in with the rest of the passengers. The conductor did not come for my fare, so I kept silent. So I am mailing you the dollar money order.

"I do hope you will forgive me. The only compensation I ask for this act is to mail the receipt to the Rev. M. J. Divine Headquarters, New York City.

"I remain,

"MR. LOVE JOY."

"P. S. I am also mailing you a copy of one of Father's loving messages to the world in which I am a subscriber to the magazine. On page 83 you will read hundreds of cases like mine. I thank you, Father."

VACATIONS START EARLY

Exodus Marks Third Year of Paid Vacations

Starting one month earlier than ever before, Chicago Surface Lines trainmen will begin the third year of paid vacations during the first week in June. In other years the summer vacation exodus never started before the first weeks of July.

Transportation Department officials estimate that approximately 5,000 trainmen will have had their "week-off-with-pay" during the summer months when the calendar marks October 1.

The balance of the train force have either had vacations in 1939 or prefer to take them after October 1.

Generally speaking, Transportation Department officials say that "some men are away on vacations at one time or another throughout the year." The summer period, however, claims the majority of the men, for their absence causes less inconvenience during the usual business recession of the warmer months. It is estimated that approximately 300 trainmen will be away on vacations during each week between June and October.

Sports in Spotlight

Athletic Activities Get Big Play From Surface Lines Employees

Sports are in the spotlight and competition is rife throughout the Surface Lines as the last wet days of spring give way in the face of warmer weather.

A cursory survey finds that Cottage Grove men are flinging golf challenges indiscriminately to all within range, the sportsmen of Seventy-seventh are polishing the sights for their annual shooting match at Shabbona Gun Club, softball teams are getting in their daily workouts and the bowling enthusiasts are winding up their most successful season on record.

The thrill of competition has even brought less popular sports into the spotlight as billiard players of Seventy-seventh issued their defies to other depots and Cottage Grove lays claim to having the best checker players.

Athletically, the summer season promises to be a busy one on golf links, tennis courts, baseball diamonds and elsewhere. And that mention by no means includes the hundreds who will get their exercise somewhat less energetically at the working end of a fishing pole.

As this issue of the magazine comes out some 50 or 60 men from Seventy-seventh will be participating in the annual shooting match staged by members of that station.

Softballers Work Out

And in 16 strategically located sections of the city at least 16 softball teams are taking their first workouts on the baseball diamonds. Through the long summer months these teams will battle, eight to a section, for the title honors in a North and South division.

Once the friendly feuds of the softball fields are settled in each division it will be another civil war with the North section winners arrayed against those of the South section in the battles for the Surface Lines system championship and the trophy annually donated by Superintendent of Transportation W. A. Hall.

In the hard fought title race of 1938, Kedzie and Lawndale stations triumphed to take honors in the North and South sections respectively. Kedzie, victorious in the play-off for the system title, will leave the barrier as the defending champions.

Kedzie Hoodooed?

That very fact may act as a hoodoo for the Kedzie clouters, for no team has ever captured the title for two successive years. Manager Robert Naessens professes to be undisturbed

by such superstition and predicts his Kedzie team will be the one to break precedent by grabbing title honors for the second year in a row. The Lawndale aggregation is equally confident their team can repeat their wins in the South section race.

In the North half of the league both Lincoln avenue and North avenue loom as dangerous dark horses. Both teams have acquitted themselves well in previous races.

Blue Island, Seventy-seventh and Archer teams seem to pack the power to make them dangerous in the south side battle. Cottage Grove also looms strong in the eyes of many observers.

The largest and one of the most popular events of the spring sport season is the annual golf tournament sponsored by L & A club members of Seventy-seventh depot, scheduled for June 27 at the Lincolnshire golf club. For the first time this attraction has been thrown open to all Surface Lines employees, wherever or however employed. During the last four years in which this event has been staged, from 60 to 90 golfers have battled for the numerous prizes offered in the blind handicap tournament

Golfers Invited

Conductor A. H. Feltz, president of the L & A club, will be in charge of the tournament, assisted by a golf committee of three members, Motorman G. P. Deal and Conductors G. M. King and G. J. Kobar. They have selected prizes ranging from golf clubs and golf bags down to shoes and socks. Some 20 or more prizes will reward the best golfers. Further information regarding the tournament can be obtained from Chief Clerk Owen Duncan at Seventy-seventh depot, who will also accept reservations.

On another sporting front the bowlers of the Surface Lines are winding up the most successful season in years. Twenty-four teams, 12 in a North division and 12 in a South division, have battled through the winter months with scores averaging generally higher than in any other season.

North Avenue No. 1 went into the last weeks of the season with a three-game lead over the pin toppers who roll for Limits depot. Lincoln brought up in third place, three games back of Limits, and the Division street hardwood artists were in fourth place.

The South section winner was a toss-up as

(Continued on page 12)



SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 16

May, 1939

No. 2

William H. Bromage Editor

Hollis F. Peck Associate Editor

SEASONAL SUGGESTION

You no longer have to check up on the calendars to be sure that spring is here. Even if pleasant weather doesn't make it apparent that summer is just around the corner, there are plenty of signs about the Surface Lines.

On varied fronts the Track Department men are laying new rail, patching up worn spots and improving many roadways. When they are out in force on the 1,111 miles of Surface Lines track it's a sure sign that spring is here.

There is additional evidence of a seasonal change in the garb of the Transportation Department employees. New uniforms and new type caps are seen on many men, and even old uniforms seem the better for recent cleanings. More men seem to realize that appearance is important.

Surest sign of all perhaps can be found around the 16 car stations of the system where earnest gardeners are again brightening Surface Lines properties with flowers of many hues. Each year the lawns and gardens of the system improve under the careful, painstaking work of men attached to the Shops and Equipment and the Track Departments. It is another way the Surface Lines has of being a good neighbor to all Chicagoans.

The properties are all in order. We wonder if all the men can say as much. Judging from the complaint listings, they can't.

These are cheerier days. Let's give

people cheerier service. Flash them a smile on occasions. Don't be too hesitant to apologize for the things that may irk them. Give them a smoother ride and a bit more courtesy all along the way. Make the people realize that spring is here and you're happy. Courteous service will make them happy, too.

PROPER POWER USE

Throughout the Surface Lines system a trained crew of instructors are re-educating motormen in the proper use of power. If it seems strange that so elementary a lesson in the training of a motorman should be emphasized at this time, a partial explanation may be found in the power costs for the system.

Strange though it may seem, the rate of energy consumption today is greater than during the busiest year in the system's history—1929. Electrical Engineer S. D. Forsythe illustrated that fact recently with the statement:

"The motormen of the Surface Lines use millions of dollars worth of electrical power in operating cars. If the 1929 rate of energy consumption by car motors had been maintained through the years, the Surface Lines would be some \$600,000 ahead! With that amount almost 40 streamlined street cars could be purchased. Obviously, power saving is of vital importance to us all."

Proper use of power is important to the people who ride street cars, too. Nothing is more apt to drive patrons away than improper use which results in jerky stops, sudden starts and the "dragging" sensation of which passengers are aware when brakes and power are applied simultaneously.

The remedy, from the standpoint of the riding public and the Surface Lines, is comparatively simple:

Don't apply brakes and power together.

Don't run on resistance points.

Don't "fan" the air.

If these principles are observed passengers will get a more comfortable ride and waste can be cut down.

Courtesy Records Slump

Month Shows Increase in Complaints and Decrease in Commendations

April brought a shower of complaints from Surface Lines patrons. The record shows 448 complaints for April this year, compared with 422 for the same month last year. Complaints involving transfers totaled 144, compared with 97 last year, and passing up intending passengers and carrying passengers past their destination brought 75 complaints as compared with 48 for April, 1938.

The one bright note in the report is the substantial decrease in discourtesy complaints. There were 74 complaints in this classification compared with 113 last year.

Forty-two commendations were received in April, compared with 65 for the same month in 1938.

Some commendatory letters indicate that good service is the exception, while others find that it is very general. "I have been riding the street cars for a good many years, but I was never so lucky as to get such courteous treatment before."

"Because most public servants are gruff and short-tempered, I simply had to take time to write you about this very courteous conductor."

"In each instance I have been treated with the utmost courtesy"—these comments reveal individual reactions to Surface Lines service.

Conductor Stephen J. Heskin, badge No. 4568 of Sixty-ninth, assisted a passenger and her small child to board his car and won the commendation of Lee N. Merz, 2921 Lincoln avenue.

Assisted Blind Man

Assistance to a blind man won the praise of T. J. Collins, 7959 South Ada street, for Motorman Stanley J. Zmich, badge No. 7359 of Noble.

Miss Mina Ulrich, 3431 North Marshfield avenue, speaks a good word for Conductor William J. O'Neill, badge No. 5802 of North, who answered her questions very clearly when he observed that she was handicapped by poor hearing.

Charles Walker, 2816 North Kostner avenue, is grateful to Conductor Edward J. Meyer, badge No. 7702 of Armitage, for holding his car to permit him to board and for advising him when he reached his destination.

Mrs. Norman T. Bennett, 3030 South Lock street, says Conductor Joseph D. Honings, badge No. 6428 of Sixty-ninth, is a "courteous public servant" and is polite to all passengers.

Mrs. R. Nordstrom, 5611 Drexel avenue, was handicapped with many bundles and appreciated the assistance given her by Motorman John J. Dolan, badge No. 713 of Burnside.

Dr. Philip J. Stein, Cook County Hospital, returned the fare forwarded by Conductor Carl E. Cheever, badge No. 4486 of Blue Island, with a complimentary word for Conductor Cheever's kindness.

Conductor William H. Lynam, badge No. 1988 of North, helped a crippled passenger and earned the praise of Mrs. Lester W. Ayres, 4322 North Tripp avenue.

"He is by far the most pleasant, considerate and courteous man that I have ever known," says Claude Roberts, 5821 South Union avenue,

of Operator George A. Grams, badge No. 12439 of Sixty-ninth, with whom Mr. Roberts rides frequently.

F. Hutchinson, 1360 Cleveland avenue, relates the courtesy extended him by Conductor Henry Ketter, badge No. 7356 of Devon, who assisted him in boarding the car.

Fare Advanced

Miss Irene Randa, 5842 North Clark street, was stranded without car fare when she lost her purse. She told Conductor William A. Berggren, badge No. 4798 of Seventy-seventh, of her plight and he advanced her fare, which she gratefully repaid.

A moment's wait for intending passengers won a commendation for Operator James J. Burchanek, badge No. 2348 of Sixty-ninth, from Mrs. John J. Collins, 5923 South Honore street.

Mrs. Edgar Lynch, 1036 North Dearborn street, recovered her purse through the honesty of Conductor Louie D. Filan, badge No. 2346 of Cottage Grove.

George W. O'Neil, 1652 West 69th street, noted that Conductor William H. Thompson, badge No. 1846, and Conductor Albert R. White, badge No. 1172, both of Sixty-ninth, gave particularly good service to him and also to other passengers.

Gets Polite Answers

Miss Martina A. Rager, 404 North Broadway, Joliet, frequently must ask conductors for information and finds them willing to assist her. She especially commends Conductor Harold G. Johnson, badge No. 12470 of Devon, for the obliging manner in which he gave her directions for reaching her destination.

TROLLEY SPARKS



"Tick-tock—tick-tock . . . I tell you, Joe, it's driving me nuts with that tick-tock—tick-tock!"

Charles S. Wolff, 4935 Fulton street, writes in appreciation of the courteous service given by Conductor Matthew Wall, badge No. 4782 of Elston, who found a valuable bag which Mr. Wolff left on his car.

Conductor Luke P. Rogers, badge No. 1190 of Archer, won the praise of Mrs. John T. O'Brien and Miss Margaret M. Long, 4428 South Sawyer avenue, for assisting a passenger with an injured ankle to board and alight.

Mr. and Mrs. Jack Reed, 9017 Commercial avenue, returned the fare advanced by Operator Theodore C. Appel, badge No. 9539 of Burnside, with their thanks for this kindness.

H. S. Samson, 120 East Cermak road, thanks Conductor Walter J. Regan, badge No. 8484 of Cottage Grove, for returning the dollar bill which was folded in with the one he presented for his fare.

Waited for Passenger

Mrs. J. Coutis, 7944 South Throop street, compliments Motorman Henry A. Kiesling, badge No. 4795 of Sixty-ninth, for holding his car when he saw her running to board it.

Conductor James Kinahan, badge No. 8176 of North Avenue, was given a \$2 reward for returning an envelope containing \$28. It was found that the envelope belonged to S. Campana, 2450 Chicago avenue.

Conductor Walter J. Kuta, badge No. 5152 of Division, was commended for returning some lost articles to Miss H. Nelson, 6610 North Artesian avenue.

The Cottage Grove crew of Motorman James Rhind, badge No. 1145, and Conductor James Lane, badge No. 2212, was praised for holding a car momentarily to allow transfer passengers to board. The commendation was sent by Mrs. Catherine McSherry, 10325 Indiana avenue.

A fare advanced by Conductor Harry J. Bennett, badge No. 8052 of Kedzie, was repaid by William S. Tovington, 1409 North Parkside avenue, with a commendatory note.

The courtesies of Motorman Einar Johnson, badge No. 3991 of Devon, were praised by Arthur Flint, Lawson Y. M. C. A.

After helping a blind man to alight and reach the sidewalk, Conductor Anthony Golden, badge No. 10582 of Lincoln, was commended by Lillian Bates, 5012 Prairie avenue.

Conductor Bernard E. Ekstrom, badge No. 6116 of Archer, was commended by Wilbur C. Wolcott, 3441 Calumet avenue.

EMPLOYEES RELIEF FUND

April, 1939

The Surface Lines Employees Relief Committee received nine applications for relief during the month of April. After investigations were made five of these were approved for weekly assistance. There were 282 active cases on the relief rolls at the end of the month, 18 having been removed by death or other causes.

Including the \$12,194 spent during the month of April, a total of \$1,300,419 has been paid out of the Surface Lines Employee Relief Fund for assistance of employees since the organization of the committee.



HOLD DINNER DANCE

D. A. I. Members Stage Successful Party

Employees of the Accident Investigation Department were reminded of the "good old days" of the Surface Lines club recently when they gathered for a dinner dance sponsored by the Federal Credit Union. Almost 100 employees with their wives and friends joined in the community singing and other hilarity that marked the evening.

Philip Comiano was chairman of the committee which organized and staged the party. James Mahoney, president of the D. A. I. branch of the Credit Union, acted as toastmaster during the evening and introduced such performers as Charles Gash, Nick Deutsch, Bill Eger and Otto See.

Margaret Hart sang during the evening, Bill Mathews put on his specialty dance act and Pat Hayes wound up the evening with a number of amusing remarks.

Why Worry?

We often wonder why folks worry. There are only two reasons for worry: either you are successful or you are not successful. If you are successful there is nothing to worry about; if you are not successful there are only two things to worry about. Your health is either good or you're sick; if your health is good there is nothing to worry about; if you are sick there are only two things to worry about. You are either going to get well or you are going to die. If you are going to get well there is nothing to worry about; if you are going to die there are only two things to worry about. You are either going to heaven or you are not going to heaven; and if you are going to heaven there is nothing to worry about; if you are going to the other place you'll be so d— busy shaking hands with old friends you won't have time to worry—so why worry?

—Anonymous.

TRANSPORTATION CHANGES

Hall Shifts Eight Supervisors In Organization

Eight men of the Transportation Department supervisory forces have been shifted to new locations in a general order issued by Superintendent of Transportation W. A. Hall, effective May 1.

Regional Supervisor Joseph C. Mathley, who formerly operated between Lincoln, Limits and Devon stations, has been transferred to a swing between Armitage, Division, Elston and Noble stations. Regional Supervisor Willis Goodall will leave the latter station group and operate between Lincoln, Limits and Devon stations.

In the other changes three supervisors attached to the Central Division have been transferred to Limits-Devon station while three others leave those stations and report to Central Division posts.

Supervisors William Calderwood, Joseph M. Hamm and John Hart left the Central Division May 1. Their places were filled when Supervisors Joseph J. Hubberts, Leonard Penny and David M. Flynn left Limits-Devon stations.

A CUSTOMER WRITES— WITH WORDS OF ADVICE

"Some of your Milwaukee avenue motormen have the cutest tricks to play on people who wish to board. After 8 A. M. a fellow going northwest has less than an even chance of getting on, especially on a rainy morning. You wait for a long time until a Milwaukee car comes along; you let down your umbrella and get ready to board. Then the motorman decides he doesn't like your looks and zips by.

"We poor old timers have the naive idea that the Surface Lines, like some other businesses, want customers—but in this new era of economics, there is probably good reason for such goings on as this, even though there might be four to six people waiting for a car.

"While on the subject, maybe some day we poor guys who only want to pay our fares and ride will know why we get about ten Campbell cars then two Central or Devon cars right back of each other. Then we get a repeat of the 'bananas in bunches' business.

"Finally, why can't conductors use a little of their stored energy to lean out and see whether some one is coming alongside the car, before giving the starting signal? Yesterday I saw a poor devil nearly killed because he was too short to be seen through the windows and the car started before he reached the boarding step. You are just plain lucky not to have bushels of claims for negligence against you.

"Yours for an occasional ride without apoplexy at some of your methods.

"WATT RIDER."

Son: "Say, dad, what does it mean when the paper says some man went to a convention as delegate-at-large?"

Dad: "It means his wife didn't go with him, son."

STREET CARS ARE BEST! POLL SHOWS PREFERENCE

Local transportation users in Cleveland have voted overwhelmingly in favor of street cars in a recent poll taken in that city.

"Modern street cars are the people's number one transportation choice," according to an announcement of T. H. Nicholl, vice-president of the Cleveland Railway company. The company polled public opinion prior to launching a modernization program.

A landslide vote for the Madison street type street car in preference to all other urban transit vehicles was disclosed. A total of 97.4 per cent of 3,840 voters preferred the P. C. C. type to the street cars now operating in Cleveland, and 93.3 per cent said they preferred the modern street car to buses.

Only 2.1 per cent named buses as their first transportation choice, and 13 persons indicated that the old-type street car was their favorite vehicle.

DEATH TAKES FOREMAN

Ralph W. Short Succumbs To Heart Attack

Ralph W. Short, Shops and Equipment foreman at Archer station, died suddenly from a heart attack while at work Saturday, May 6.

Mr. Short started with the Surface Lines in the South Shops on October 25, 1920. On March 1, 1926, he was appointed day foreman at Archer and retained that position until his untimely death at the age of 44.

Mr. Short is survived by his widow, a son, Ralph, Jr., and a daughter, Mrs. Betty Mann. Mrs. Short and Ralph reside at 7742 South Melvina.

The funeral services were held at the Englewood Presbyterian church at 2 P. M. Tuesday, May 9. Interment was at Cedar Park cemetery.



Phillip C. Kuby of the Accident Investigation Department is the proud man in this picture of four generations. The oldest generation is represented by Mr. and Mrs. Kuby, center, great grand-parents of Master George James Gibbs. Mrs. M. G. James, his grandmother, is at the left and Mrs. George I. Gibbs, his mother, is at the right

Sports in Spotlight—*(Continued from page 7)*

this issue went to press. Blue Island and Cottage Grove perched at the top of the list with 59 wins against 34 defeats. Archer, only one game behind, looked like a hot tip for title honors as they faced a "crooshial" three-game series with the Cottage Grove bowlers. The number one team from Sixty-ninth, two games back of the leaders, seemed out of the race unless last-minute events upset the dope bucket.

Lincoln Topples 'Em

Lincoln bowlers looked as though they would romp off with honors for the high team (three games) with 2,892 pins registered. The same team knocked over 1,035 pins for the high single game honors.

In the South section Cottage Grove was high team (three games) with 2,918 pins. High single game (team) honors were slated for Archer, which knocked over 1,051 pins.

In the individual listings Joseph Schmoeller of Lincoln led the North section bowlers with a 667 score for three games. Julian Panfil, bowling for North Avenue No. 3, had a high single game of 269, which led Schmoeller's best by three pins.

South sections bowlers were topped for a three-game high by Sixty-ninth's Domreser, who toppled 665 pins. Art Poklenkowski of Blue Island and Cottage Grove's Cavanaugh shared high single game honors with 268.

CHAMPS SHOW SKILL**Surface Lines Billiardists Plan Title Match**

An all-star three cushion billiard match was staged at 77th's L & A Clubroom on Monday, May 1. A large gathering of carmen attended to watch the cream of the crop go through their fanciest tricks with the cue. Smooth, suave Champion Joe Chamaco, fresh from the New York world competition where he won the crown, pitted his skill against the redoubtable Jay Bozeman, runner-up in the same tournament.

As it turned out, Jay ruffled the champ a little by taking the match 50 to 38. After the game the two masters of three cushion billiards demonstrated intricate shots to the eager audience. It was by far one of the most interesting exhibitions promoted by the club, and all who attended felt well pleased.

A continuation of the billiard activities was likewise assured for the very near future when Cottage Grove carmen, guests of the L & A Club at the exhibition, vowed their champion could beat Seventy-seventh's best. The challenge was accepted and the date set for Tuesday, May 16, at Cottage Grove and Friday, May 19, at Seventy-seventh. Conductor John Duncker will represent Cottage Grove and Conductor H. S. Midkiff will wear Seventy-seventh's colors.

"When I was a boy of 14, my father was so ignorant I could hardly stand to have him around. But when I got to be 21, I was astonished at how much the old man had learned in seven years."—Mark Twain

DO YOU REMEMBER?**Mr. Sullivan Unearths Lore of Old Stations**

Executive Assistant J. V. Sullivan has recently turned back the pages of history and established the fact that only two of the 16 division superintendents remain out of the original list of those in charge when the North, West and South Side lines were unified as the Chicago Surface Lines in 1914. These two are E. I. Maguire at Blue Island depot and D. F. Bowles at Archer.

According to Mr. Sullivan, discussions frequently arise as to the identity of the men formerly in charge of the stations. His research establishes the fact that upon unification in 1914 the following men were in charge at these depots:

Cottage Grove	John Coe
Burnside	D. F. Van Antwerp
Seventy-seventh	C. E. Jones
Sixty-ninth	S. G. Irvine
Archer	D. F. Bowles
Lawndale	F. P. Edinger
Blue Island	E. I. Maguire
Kedzie	Michael Harrington
North	Charles Harrington
Armitage	J. H. Larkin
Division	J. J. Murray
Elston	W. M. Kroll
Noble	W. Meyer
Lincoln	J. J. Linden
Limits	W. B. Aitken
Devon	P. D. Mollohan

Mr. Sullivan is always interested in any historical information about the earlier days on the properties. He suggests that it would be interesting to know the names of the men who were in charge of such car stations as Larrabee, Sedgwick, Madison-Springfield and others.

Departments and Divisions**Accounting**

The employees of the accounting division extend to the members of the Wagner family their deepest sympathy in the loss of their daughter and our fellow worker, Olga Marie, who passed away on Friday, April 14.

Best wishes for "April 1939" happy birthdays are extended to Mrs. Ione Hanson, Helen Lowe, Claire Koch and Lorraine Murphy.

An enjoyable motor trip was had by Miss Mildred Montgomery of the pay roll division and her party which toured Canada, New York, and Cincinnati, Ohio, where they rode the in-line cable street car.

On Tuesday, April 11, Miss Ruth Busse of the pay roll division had the misfortune of having an accident in her home. Although at this writing she is still at home, we hope for a speedy recovery from her injury.

Our sympathy is extended to Miss Evelyn

Schlau of the comptometer division whose brother passed away on Monday, April 17.

Miss Alberta Bapst of the ledger room was guest of honor at a luncheon given by her friends on Saturday, April 29, at the Club Monte Cristo. Miss Bapst was presented with a chest of silverware as a wedding gift.

Congratulations and our best wishes for much happiness are extended Miss Margaret Duber of the pay roll division and George Molentin who were married on Saturday, April 22, in the rectory of Queen of Angels Church. Miss Duber was presented with a beautiful set of glassware by her associates in the department.

Thomas F. Coan.

Electrical

Mr. and Mrs. Herbert Lindell celebrated their 25th wedding anniversary May 6. We all join in extending congratulations and best wishes for more anniversaries.

Grand and Leavitt will soon greet another bridegroom. Norbert Rolnicki is to wed Miss Harriet Starzynski, Saturday, May 20, at 5 P. M. at Our Lady of Victory Church. We wish them all kinds of happiness.

Clifford Coonan is recovering from injuries suffered in a recent automobile accident. Mrs. Coonan, who was more seriously hurt, is still confined to the hospital. We are hoping for a speedy recovery for both.

Mr. Forsythe and other members of the Electrical Department enjoyed having Surface Lines employees from other departments make an extended visit to Grand and Leavitt recently. The "Tuesday Evening Group" heard Mr. Forsythe outline his ideas of an ideal substation and distribution system for Chicago transportation.

Our congratulations this month go to John Michnick who has just been named line engineer and to George MacDonald who will be the new man in charge of electric switches.

Billy.

Schedule and Traffic

The department joins in an expression of sympathy to Glen Crump whose father, William Crump, a former motorman at North Avenue depot, passed away on April 18.

We are all glad to welcome George Weidenfeller back to his desk after his recent illness. George was confined to West Suburban hospital, but the sojourn there seems to have done him a lot of good.

L. C. Dutton.

Shops and Equipment

South Shops: Anthony Gasparovich, motor repair department, forsook the ranks of the bachelors on April 29 and we offer congratulations and best wishes to Mr. and Mrs. Gasparovich who are, at the present time, honeymooning in Key West, Florida.

Another recent member of our "Newly Marrieds" is Joseph Draus, car repair department, who was wed on April 30. To the happy bride and groom we extend our good wish for a happy and prosperous future.

77th Street: We offer our sincere sympathy to the family of Thomas Cunningham, who recently passed away.

Elsie S. Frank.

West Shops: Edward Sturm, Truck Shop clerk, was awarded a silver medal as second prize in the 165 pound Novice Division of the Mississippi Valley Wrestling Tournament held at Moline, Illinois, on April 15.

Chief Clerk Walter Krull has returned to the office after having spent a healthful and interesting week in New Orleans, recuperating from a recent illness. This southern atmosphere must be really good—we are all pleased to see him looking so well again.

We welcome a new member of our office force—George C. Emery, outside mail boy, and we hope he will be happy in the Surface Lines organization.

Sincere sympathy is extended to the family of Peter Stankus, North carhouse, who passed away last month.

Lillian Hultquist.

Transportation

Members of the Transportation Department have been shuttling over the high seas lately.

P. A. Greene has just returned from a 16 day cruise along the Caribbean sea.

His itinerary included Havana, the Canal Zone, Costa Rica, Honduras and many other places of interest including, Greene says, "The loveliest land that human eyes have ever seen."

One afternoon as P. A. was promenading the deck he was surprised to meet Attorney James M. Sheean, together with his sister and niece. A pleasant voyage was had by all.

Superintendent of Transportation and Mrs. W. A. Hall are now taking a similar trip and we trust that they will be as enthusiastic about their trip as was Greene. An air mail letter received from Mr. Hall upon his arrival at Havana described an incident with a temperamental native policeman. The annual May Day demonstration was being held and he was restrained from carrying his camera although the women of the party carried their cameras and took pictures at will.

R. J. McKinney has become quite a botanist. A few weeks ago he took a trip to his acres in Michigan and did some landscaping, planting some trees and shrubbery. When he returned later he found the trees budding and everything growing nicely.

We understand that John B. O'Connell has taken up a new hobby. Instead of devoting all his spare time to building miniature railroads he has taken to gardening. Car stations Burnside and others had better take notice—he might be a prize winner.

Andy.

Around the Car Stations

Archer

Motorman Frank Macek, who died suddenly of heart trouble, was laid at rest in the Bohemian National cemetery April 4. Our deepest sympathy is extended to his family.

Conductor Phill Connolly is now convalescing at home after several weeks of being confined to his bed. It is reported that while

Phill has lost weight, he is much improved and is planning for his return to work soon.

Another of Archer's veteran motormen, Dan Buckley, died of a heart attack on April 17. Mr. Buckley had a pleasant smile and greeting for every one and will be missed by his many friends and co-workers. To his family we extend our sincere sympathy.

Our sincere sympathy is extended to Bus Supervisor John J. O'Connor on the death of his father, March 25.

Have you heard the latest? Congratulations are now in order. Motorman A. S. Otis is the proud father of another son.

Motorman James McCutcheon, one of Archer's old timers who has been on the sick list for several months, was seen about the depot a few days back, which shows he is on the mend. He says he expects to be back in the harness soon.

The son of Motorman John Marren, the Reverend John William Marren was ordained at Mundelein to the holy priesthood by His Eminence George Cardinal Mundelein on Saturday, April 15. He said his First Mass at Saint Agnes church at noon Sunday, April 16. A large delegation from Archer depot was there to witness the occasion and show their respect to both father and son.

Our sympathy is extended to Starter Joe Barnicle on the death of his sister.

Motorman Morris Sullivan, who went to Hot Springs, Arkansas, to take the baths for his rheumatics, sends Supervisor Terry McMahon a book of tickets for baths at the Buckstaff bath house. We are now wondering what makes Sullivan think Terry has the rheumatics.

Motorman John Gleason, who was confined to his home and the hospital for several months, died April 13. To his bereaved family we extend our deepest sympathy.

The mother of Motorman A. A. Ulmer died Saturday, April 29, and the mother of Conductor Martin Neylon died March 3. We extend our sympathy.

Motorman Tom Linehan sends us a postal from the Quapaw Baths, Hot Springs, Arkansas, where he has been convalescing.

Dusty.

Blue Island

Conductor George Perkaus and Miss Bessie Rosicka were married on May 6, at the Blessed Agnes Church. The young couple are spending their honeymoon in Miami, Florida. Congratulations, and may your wedded life be one of happiness.

Our sympathy is extended to the family of Motorman Thomas Fitzpatrick who passed away Tuesday, April 18, after several months of illness.

We also extend our sympathy to Chief Clerk J. M. Johnson of Lawndale depot whose wife passed away April 24 after a serious operation, and to Conductor Edward O'Neill of this depot in the loss of his mother.

Now that the softball season is here, we hope that the boys will get out and play ball and bring the pennant back to Blue Island this season. We also ask all who can to come out to the games and give the players encouragement, for they will need it.

C. P. Starr.

Cottage Grove

The Cottage Grove Golf Team hereby challenges Archer depot to a match. You name the time, place, etc., and our boys will see that you are accommodated.

Congratulations to Rex Little, formerly a conductor at this depot, on his marriage to Miss Evelyn Benson. Lots of luck, Rex.

Did any of you fellows notice the new billiard ball recently acquired by the club? In case you're curious, we're referring to the new haircut Jack Casey, club president, has.

Conductor G. L. Lenard looks slightly shady on his upper lip. On closer inspection it appears that a mustache is being cultivated.

Motorman C. N. Stroff took first place in the recent three cushion billiard tournament and pocketed the \$10 prize money which went with it.

More spies are needed to keep this column going so help, help. If you have any news, slip it to Percy for forwarding to:

Ostet.

Devon

Conductor John Roberts recently returned from a week's sojourn in New York City with his wife. He reports an enjoyable time spent in viewing the many sights of that great metropolis, and an unsuccessful attempt to crash the fair grounds prior to the general opening.

Not to be outdone by the latest in women's hats, the designers of our new summer chapeaux have done a pretty neat job. Hand-somest of all in his new cap is one Conductor "Curly" Jack Handley, who looks much better with it on than with it off. The latter also is true of Ye Olde Scribe.

Don't forget—a full attendance at our softball games will do much to bring out the best qualities of our team which is a winner.

We regretfully announce the death of Motorman Albert Lacek on April 12. To the members of his family we express our sincere condolences.

John W. Binder.

Kedzie

Motorman James Harrison, a former clerk at this depot, was married on April 29. Previous to the marriage Jim was downtown shopping and in the joy of spending, he found that he had only two dollars left. He hid himself to the Marriage License Bureau and after giving the clerk the necessary information pertaining to the license, was informed that the charge was three dollars. Imagine Jim's embarrassment with only a two spot in his pocket. He told the clerk to "hold everything" and went out and borrowed a dollar from a Madison street motorman, returned and gave the clerk the three dollars and secured the license. Lucky for Jim that he had a friend on one of the streamliners. Here is wishing you and yours the best of luck and happiness.

Motorman John Dahrup was married on April 14. He and his bride drove to Hot Springs, Arkansas, for the honeymoon. Congratulations and best wishes to you and your wife.

Conductor Richard Boehme died May 1. Dick had a very pleasing personality and was well known by all the boys. To the members of his family we all join in expressing our deepest sympathy.

Clinton Sonders.

Lincoln

A happy surprise party was given to Conductor and Mrs. George Hoellen on April 5, which was the anniversary of their marriage 40 years ago. Four children blessed their union, two sons, two daughters and ten grandchildren. Conductor Hoellen has been with the company over 40 years and is 65 years old. Congratulations to the Hoellen family and may they both live to celebrate their 75th anniversary.

The men on early call are missing the happy-go-lucky fellow who used to be full of fun and song so early in the morning but he is on later call now. We wonder if the boys on that call have enjoyed his jollity and good cheer and of course you all know who I mean. Johnson is the name.

Another one of the old timers has passed away. Conductor Charles McDowell, who had been with the company many years, died on April 22. The funeral was held on Wednesday, April 26, from Bentley's Chapel, 2701 North Clark street, and he was laid to rest in Acacia Park. Sympathy is extended to the bereaved family.

Henry Spethman.

North Avenue

The beautiful month of May reminds us of the days not so long ago when the prairies out this way were strewn with a carpet of wild flowers. Many of the younger men here at North Avenue will hardly believe that twenty years ago or a little more, when north-bound along the Cicero Avenue line, one ran through a continuous flower bed beyond Fullerton Avenue up to Irving Park Boulevard (then the terminal at the north end of the Cicero Avenue line).

As special ambassador from North Avenue depot, your scribe journeyed out to the south side the evening of April 15 and there took in the annual dance of Leroy A. McCullough Post of the American Legion held at the Hayes Hotel. Congratulations to Supervisor Tocci of 77th and Conductors Harris and Egan of 69th who took a prominent part in this social affair.

Our sincere sympathy is extended to Supervisor George Moser in the passing of his father. Funeral services were held May 3.

Conductors William Kent and Harold Anderson died in March; Conductor Kent on March 29 and Conductor Anderson on March 23.

I hardly thought that my poor efforts at authorship would be missed, but heard from many when no notes turned up from North Avenue in the April number. Your scribe will try to do better, and while on the subject will ask that the men at the depot let me have a little more news. Just drop a little note in the mail box.

Motorman Elmer Titus was observed the other day getting ready for his annual inspection tour up North. Elmer took a few days off to drive up and see that his vast domain in the Northland is still on the map. We expect him back shortly. He will be needed here when they dedicate the new monument to his buddies of the tank corps, which is being erected at Grand and Western Avenues.

Henry W. Coan.

Seventy-seventh

The happy hunting ground for 77th's trap shooters will be Morris, Illinois and the Shabonna Gun Club range, where the second annual contest will take place on May 16. As the magazine comes out, the E. D. Carpenter feud is probably well under way with E. D. No. 1 shooting his head off, figuratively speaking, to supplant E. D. No. 2 in the final standing. Some fancy gun work is also expected of the rest of the contestants in an effort to win one of those swell prizes.

Mr. Bessette tuned up his Buick and went for a ride. When he counted the mileage it ran up to 3,200. He came back with a nice Palm Beach tan and pleasant memories of Miami, Florida.

News from the cabbage patch informs us that Conductor Fred Schmidt has completed his spring planting and is in rare shape for the softball season.

"So that you may have eloquence, kiss the Blarney stone!" Conductor Al Clehane lived only a few miles away from the famous Irish village. He never kissed the stone because he thinks it's a lot of "Blarney," but how he can kiss a golf ball! And, in terms of our golf tournament, that's eloquence that speaks volumes.

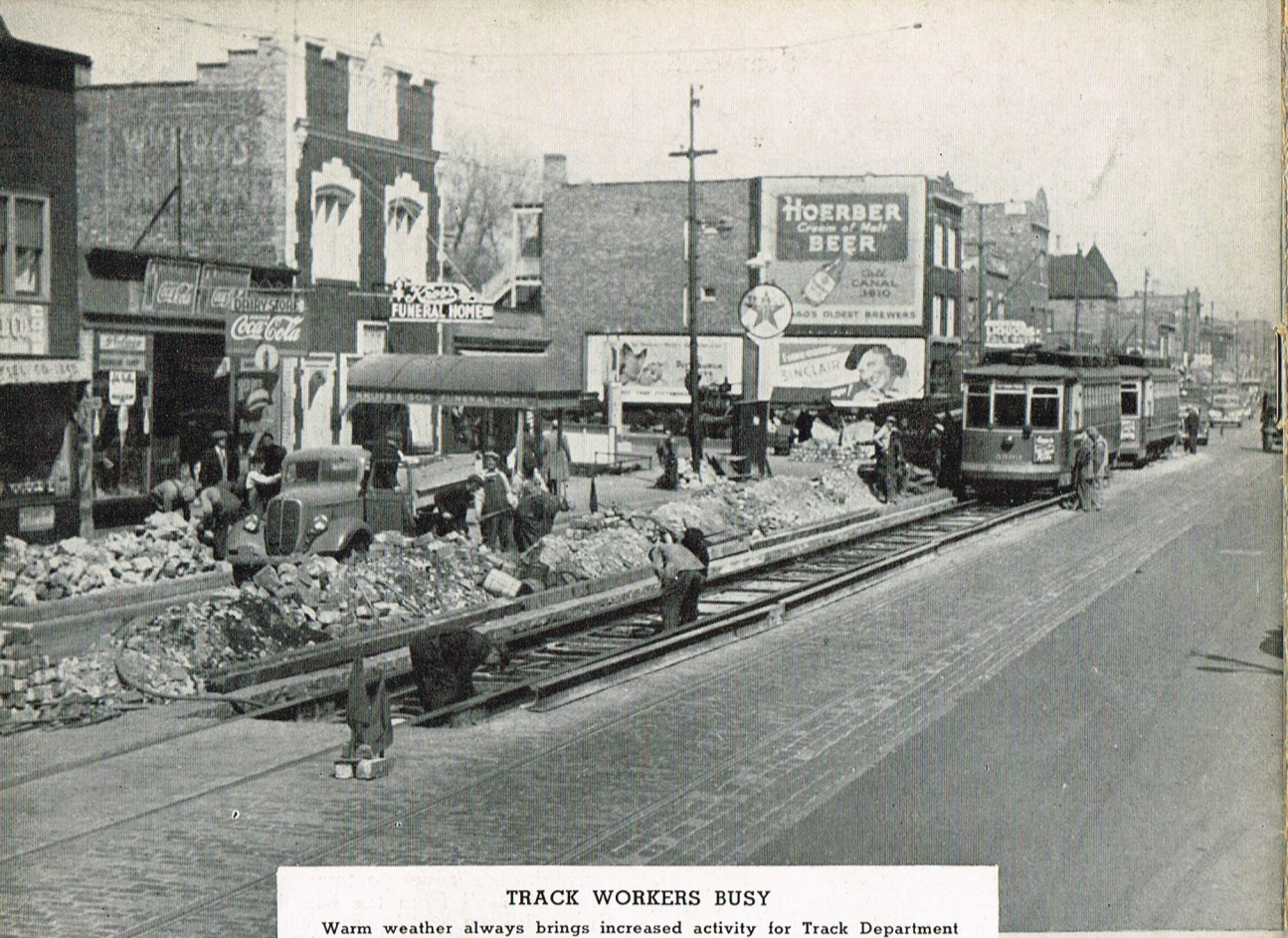
Collecting stamps, postmarks, covers and autographs is what Conductor B. D. Miller contends is a fascinating hobby. Among his souvenirs is a cover postmarked by the famous Tin Can Mail from the islands of the Tonga Group in the south seas where the mail is tossed out in a can and picked up by native swimmers. Other covers mark the first flight of the Hindenburg, and the stratosphere flights of Wiley Post. Among his autographs is the signature of the personal secretary of Adolph Hitler.

Sympathy is extended to the families of the following men: Conductor A. E. Brown, No. 1, Motorman A. J. Potzel and Conductor Joe A. Hannon.

Walter F. Story.



The Parade of Twins continues even though at times it may move slowly. These two youngsters are the Taylor twins, Nancy June and Sandra Jean, daughters of Conductor G. R. Taylor of Seventy-seventh. Are there any more? Are there any triplets in Surface Lines families?



TRACK WORKERS BUSY

Warm weather always brings increased activity for Track Department employes. During the 25 years of unification ended January 31, the companies have renewed and reconstructed track at a cost of \$59,536,921. These scenes are typical of many others throughout the city.

