

Surface Service

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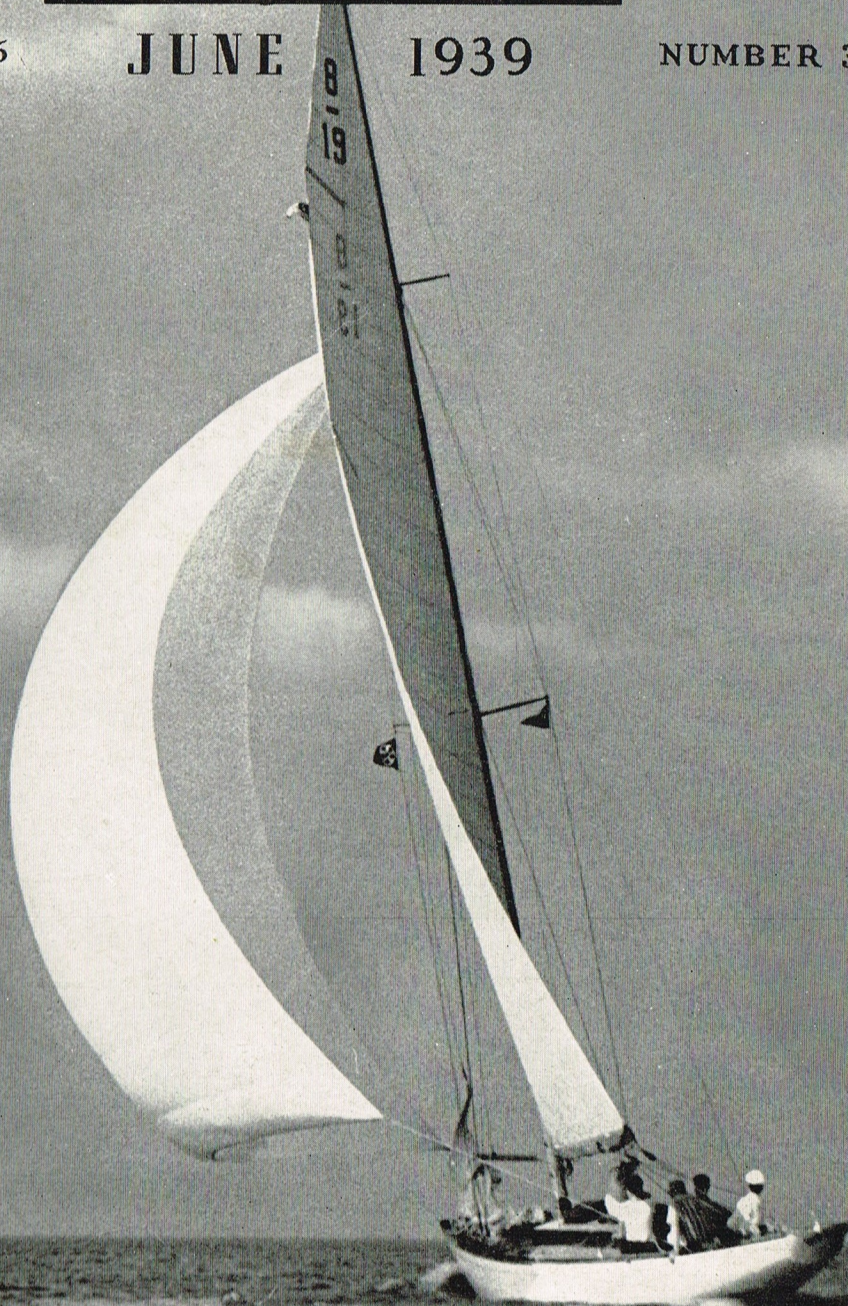


PHOTO BY CONDUCTOR MARTIN E. DENASH—BURNSIDE

SAFETY FIRST AT THE BACK!

A CONDUCTOR'S JOB
WILL BE EASIER
IF PROPER
PRACTICES
ARE FOLLOWED



PRACTICE SAFETY FIRST—at the back! Accidents can be avoided and work can be lightened if the methods illustrated above are followed. 1—Look forward for intending passengers. 2—Watch for those who might come around the rear of the car. Here's a stopping-starting sequence. 3—Courteously restrain passengers from alighting until a complete stop is made. 4—Step back. Allow alighting passengers to clear the platform while others board. 5—Look forward and to the rear before giving the starting signal. 6—Be sure women have both feet firmly on the platform. 7—Starting signal may be given sooner when an able-bodied man has one foot on the platform and a firm hold on the grab handle. See story on page 4.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 16

JUNE, 1939

No. 3

A Record of Service

New Bus Line Opening Calls Attention To Numerous Extensions Since 1930

On Monday, June 19, the Chicago Surface Lines will begin regularly scheduled operation over the 20th gasoline bus route placed in service since January 1, 1930. Approximately 10 new buses will be needed for the route which will extend southeast over Caldwell, Peterson and Ridge to Broadway and Bryn Mawr. The extension will add approximately 6 miles to the 95.2 single-way miles now operated by gasoline buses of the Surface Lines.

According to tentative plans there will be several ribbon-cutting ceremonies on Friday, June 16, by the people in the section to be served.

Ten buses have been purchased from the White Motor Company out of a \$60,000 appropriation approved by Federal Judge James H. Wilkerson. The buses will seat 25 passengers and will operate on a 7-minute headway during the rush period. Off-peak operation will probably provide for a 10-minute headway.

Many Miles Added

Between January 1, 1930, and this date there have been 46 separate and distinct extensions of Surface Lines service for which millions of dollars have been spent. The extensions include those made by rail, by trolley bus and by gasoline bus routes and total in the neighborhood of 183 single-way miles.

Seventeen track extensions covering more than 30 miles, which do not include miscellaneous special work extensions and yard track extensions, have extended the Surface Lines tracks out to the farthest limits of the city. The longest track extensions in the period since January 1, 1930, were placed on Western avenue. The 4.23 miles between 79th and 95th streets were placed in service July 26, 1931, and were followed on November 8 of the same year with a 3.76 miles track addition which extended service to 111th street. By coincidence, 87th street got both the first and last rail extensions in the period from 1930 to date, the last stretch having been placed in service May 2, 1937.

Central Route Longest

Similarly, the Diversey trolley bus extensions take both first and last place on the listing. The first trolley bus route in the city was inaugurated on Diversey avenue on April 17, 1930. It was a 7.97 mile route between Milwaukee avenue and Nagle avenue. The most recent trolley bus extension to date is

the 2.72 single-way miles opened on Diversey between Milwaukee and Western avenues.

The longest trolley bus route is that operating over Central avenue from Lexington street to Milwaukee avenue. This route totals almost 15 single-way miles.

Of the 19 gasoline bus extensions placed in service prior to the opening of the new Caldwell, Peterson, Ridge route, the longest is the Foster avenue route which extends 11.61 miles between Broadway and Milwaukee avenue. Next longest is the line last opened, the Halsted street route, 9.25 single-way miles from 87th to 123rd street. The latter route opened for service October 17, 1938.

More Service—Less Business

In order to give Chicagoans the service for which they petition, the Surface Lines since 1930 have purchased 85 street cars, 152 trolley buses, and with the arrival of the 10 new buses for the Caldwell-Peterson route, 147 gasoline buses.

In the meantime, during the period in which the foregoing rail and bus extensions were made, the number of revenue passengers declined from 897,564,354 for the fiscal year ended January 31, 1930, to 676,258,744 for the fiscal year which ended January 31, 1939.

During this period, when millions of dollars went out to purchase new equipment and to maintain and rehabilitate the properties, the gross earnings of the Surface Lines decreased 26.31 per cent.

In the period from January 31, 1930, to January 31, 1939, the tax burden of the Chicago Surface Lines increased 17.47 per cent.

In that same period the residue receipts decreased 73.79 per cent, almost three-fourths, and the number of revenue passengers decreased by almost one-quarter—24.66 per cent.

Request New Services

A casual survey made recently disclosed that there are in the neighborhood of 50 petitions pending for extensions of gasoline bus routes, trolley bus lines or street car tracks. A total of approximately 225 miles are requested by the various petitions.

Two hundred and twenty-five miles may seem a small figure at first glance. When it is compared to the service mileage offered by the other systems in the city, however, it is a rather tangible evidence of what Surface Lines service means to Chicagoans.

The record of the Surface Lines in pro-

viding wider service in every year since 1930 gives ample proof that the management of the Surface Lines has never yet retreated from its aim of giving Chicago the best possible service at the lowest cost.

MAKE JOBS EASIER!

Proper Practices On Back Platform Help Conductors

(Pictures on Inside Cover)

The important part which conductors play in their work for the Chicago Surface Lines was recently discussed by Superintendent of Transportation W. A. Hall. As illustrative of many of the proper procedures, pictures were taken of instances where a conductor is performing in the approved manner. Those pictures appear on the inside cover of this issue.

As a car approaches a stop, Mr. Hall indicated, every conductor must first look out and to the front of the car to see how many intending passengers are awaiting the car. This action is clearly indicated in Photo No. 1.

Before any starting signal is given it is necessary to look to the rear of the car. Frequently passengers come around the rear of the car and attempt to swing on by using the rear grab handle. This action is indicated in Photo No. 2.

In the center sequence of photographs, numbered 3, 4 and 5, progressive action is indicated. While the car is slowing down to a stop, the passenger who is ready to alight must be courteously restrained until the car has come to a complete stop. Thus, as in Photo No. 4, as the car comes to a stop the conductor should step back to allow alighting passengers to clear the platform while other passengers board the car.

Once the alighting passengers are clear, conductors should step to the edge of the exiting section, look forward, check the step to see that it is clear, glance to the rear to be sure no one is coming around the back of the car and then, sure that all is clear, give the starting signal.

Fare collection should begin after the starting signal has been given. If, however, there is not enough room on the platform for all boarding passengers it will be necessary to collect a few fares in order to make room for all who wish to board. The look forward, at the step and then to the rear should then be given before giving the starting signal.

Photos Nos. 6 and 7 are important to both conductors and motormen. The starting signal should never be given until women passengers have both feet firmly planted on the rear platform, in cases where women are the last to board. When an able-bodied man is the last to board, the signal may be given when he is on the step and has a firm hold on the grab-handle, as is indicated in Photo No. 7.

The latter two pictures show, too, the importance of smooth starts on the part of the motorman. Obviously, if an improper start is made it may open the way to an accident involving the last boarding passengers.

GOLF TOURNAMENT COMING!

Event at Lincolnshire Open To All CSL Men

Golfers around the system are busily working the kinks out of their swing in preparation for the annual golf tournament scheduled for June 27 at the Lincolnshire golf club.



Arthur Feltz

The tournament, largest and most popular sporting event of the summer season, is sponsored annually by the L & A Club members of Seventy-seventh depot. 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 the tournament has been held, from 60 to 90 golfers have battled for the numerous prizes offered

in the blind handicap tournament.

Conductor Arthur H. Feltz, president of the L & A Club, will be in charge of the tournament details, assisted by a golf committee of three members, Motorman G. P. Deal and Conductors G. M. King and G. J. Kobar. They have selected a long list of prizes to reward the good, bad and indifferent golfers who will compete.

The first foursome is expected to tee off at 10 A. M. and they will be followed by others throughout the day. The event will be concluded with a dinner at the club in the evening. The golf and the dinner may be enjoyed for \$2.25. Reservations may be made through Chief Clerk Owen Duncan of Seventy-seventh, who has extended a hearty invitation to all Surface Lines golfers.

THOMAS MURPHY DIES

Legal Representative Had Long Service Record

Thomas F. Murphy, 75, claims representative and attorney for the Chicago Surface Lines, died June 2 in St. Luke's hospital after a long illness. His health failed after he was struck by an automobile in the Loop two years ago.

Mr. Murphy started to work for the old Chicago Union Traction company in a clerical capacity in 1903. He later worked for the Chicago Railways and as a trial lawyer for the Surface Lines. He obtained his legal education by studying nights at the Kent College of Law, from which he graduated in 1912.

He is survived by his widow, Mrs. Agnes Finlan Murphy; two daughters, Mrs. Maude Corkery of Riverside and Mrs. Zita Armstrong of Chicago, and a son, Arthur Murphy of Plainfield, New Jersey.

He lived at 195 Olmstead Road, Riverside.

Funeral services were held at 9:30 A. M. Monday, June 5, at St. Mary's church in Riverside. Interment was at Streator, Illinois, where Mr. Murphy served as the first Exalted Ruler of Elk lodge No. 591.

He Covers the Waterfront!

Marine Photographs Bring International Recognition To Conductor Martin E. Denash

(See Front Cover Picture)

By occupation, Martin Denash is a street car conductor—by inclination he covers the waterfronts and in so doing he has won himself an international reputation for his excellent marine photographs.

It isn't, of course, as easy as all that. One simply doesn't cover the waterfront with a camera and wait for fame to come. There is a longer, harder road that must first be covered. Martin Denash has covered that long road in the years since he was born in Liverpool, England, and since his arrival in the United States in 1920.

First Camera Hand-Made

In short, clipped, typically English accents, Denash tells of his first adventures with his hand-made pinhole camera. There was a time in the first years of the War when a camera near the Liverpool docks was like a red flag to a bull. There were several occasions when Denash had to outrun the police to preserve the pictures snapped with his crude camera.

It's a long way from Liverpool to Burnside depot and it's an even longer step from those first crude pictures to the finished photographs that today mark Denash as one of the best of nautical photographers.

Those are two jumps that Martin has made and now he has the proud knowledge that his pictures have been exhibited in nearly every important photographic salon in the world.

Denash has a night run out of Burnside depot just now and he hopes to keep it, for when the weather is good and the winds are blowing he wants to be out on the lake. He never knows but what just the right camera shot will appear and he wants to be ready when that time comes.

Owens Power Boat

Martin Denash is that tall, sandy-haired fellow with the long, black pipe in his mouth, whom yachtsmen see lolling about in a 22-foot power boat, the Marbeth. His favorite haunt is just off the shore of Jackson Park where the lake traffic is thickest and where he has made many of the photographs that have brought him fame.

There's a story in that boat of his, too. Its name is a combination of his and his wife's. The "Mar" is from Martin and the "beth" from Elizabeth.

Facetiously he'll tell you the boat is mostly "Beth" for his wife—"It's temperamental and never runs well."

Denash has always been interested in boats. His first was a sail boat, but his present boat is a power cruiser he built recently. It took him almost a year to complete the job and he says now that he knew only of his boat and his job during that period. Mrs. Denash remembers, too, the time he spent at work on the craft and she is hoping her husband won't soon decide to build another.

Mr. Denash's knowledge of boats is derived from his life in Liverpool and his career at the Nautical college there, from which he received his navigator's certificate.

"After I got my certificate," he said, "I sailed on merchant ships of all kinds. During the World War I was in the English Naval Reserve and saw submarine action on the Straits of Gibraltar."

With CSL Since 1924

Mr. Denash came to the United States in 1920 and in May, 1924, he started to work for the Chicago Surface Lines as a conductor out of Burnside depot. During the years he graduated from the crude cameras of the early days and now he works with a National Graphlex and a Speed Graphic.

His early picture exhibits were with the neighborhood camera clubs—he's a member of

the Hamilton Park Lens and Shutter clubs as well as the Fort Dearborn Camera club—where he gained enough confidence in his work to send it to the larger salons.

Since then, he's joined the elite of the camera world. Specializing in marine studies, especially pictures of boats in action, he's had prints accepted by the ranking photographic salons of the world.

Mr. Denash is probably proudest of the fact that he has had pictures exhibited by the gallery at Charleroi and also at Brussels, Belgium. In addition to two pictures accepted at both of those galleries he has had work accepted at the Scottish National salon in Kilmarnock and in salons at Pittsburgh, Boston, Detroit, St. Petersburg and many other cities. Even now some of his prints are on the way to the Eastman exhibit in the New York World's Fair.

In competition with the best amateur photographers of the city, Mr. Denash won a



Martin E. Denash

round trip to Washington, D. C., in a Chicago Park District photographic contest last year.

Reach a Climax

Things reached a climax in the Denash household recently when Mrs. Denash decided to take up photography in self-defense.

"I used to try to sew while he was developing his films," she said, "but he always came in and turned out the lights and made me help with the developing."

"She was a dark-room widow," Denash interrupted with a smile.

"Now I'm doing photographic studies of animals and children," his wife continued.

And she's doing very well, too, as Conductor Denash will be very proud to tell you!

TIPS TO TRAVELERS!

Here's a Warning For Vacationing Motorists

- 10 Little Motorists, driving in a line—
One tried to pass the rest—then there were nine.
- 9 Little Motorists, sadly I relate—
One passed a traffic light—then there were eight.
- 8 Little Motorists, young and very deft—
One tried to show such skill—seven then were left.
- 7 Little Motorists, touring in the "sticks"—
One failed to dim his lights—then there were six.
- 6 Little Motorists, very much alive—
One did not see a train—then there were five.
- 5 Little Motorists, driving in the rain—
One skidded on a curve—four now remain.
- 4 Little Motorists, coming from a tea—
One faced about to chat—then there were three.
- 3 Little Motorists, this is sad but true—
One slumbered from fatigue—then there were two.
- 2 Little Motorists, racing just for fun—
One passed upon a crest—then there was one.
- 1 Little Motorist, though it's seldom done—
Lit a match to gauge his tank—now there are none.

—Anonymous

THE BACK COVER

The "Preview of a New Bus Route" on the back cover page of this issue was taken out near the forest preserve which borders Caldwell avenue. This scenic territory will be covered by the new bus route which is scheduled to operate over Caldwell, Peterson and Ridge avenues on June 19. The forest preserve and the golf courses near-by will be further additions to the long list of pleasant diversion centers served by the Chicago Surface Lines. The White bus is similar to those which will be used to provide the new service.

OLD TIMERS RESPOND!

Mr. Sullivan Receives Additional Historical Information

The interesting information regarding the division superintendents who were in charge of the various stations at the time of Unification in 1914 stirred a responsive chord in many hearts if one is to judge from the letters and telephone calls to Executive Assistant J. V. Sullivan.

Mr. Sullivan was responsible for the historical information which appeared in the May issue of SURFACE SERVICE MAGAZINE. No sooner had it appeared than he began to hear from various Surface Lines employes who had numerous bits of miscellaneous information to add.

"Old Timer" wrote to tell of several men who were superintendents at the Noble street depot prior to Billy Meyers who was in charge in 1914. The first superintendent in 1886 was George Wentworth. He was followed in order by William Miller, Ernest Wenzel, John Holland and Charles Hamilton. Mr. Hamilton, incidentally, was not credited with being a superintendent at North Avenue at the time of Unification as he should have been. Inadvertently his name appeared as "Harrington."

Conductor Otto Dahl of Devon forwarded an interesting bit of information when he recalled that the first supervisors on the north side lines were distinguished by their large, soft gray hats. They wore no special uniform for several years. Mr. Dahl also said that E. L. Crawford was in charge of the Devon depot from 1895 until his death.

Motorman Fred Heilbuth of North Avenue also reported that Mr. Crawford was in charge of the old Larrabee barn at one time and that Billy Meyer was at Sedgwick depot and reported to Mr. Crawford.

Mr. Heilbuth is due for some credit on his own account, too, for he was the motorman of the first car operating in Division street from Humboldt Park to Milwaukee avenue in August, 1896.

The depot on Larrabee near Armitage was built in 1884 and rebuilt in 1895.

A list of the men who formerly were in charge of both present day stations and those no longer used includes, on the North Side lines:

James Tierney.....	Racine and Belden
George Dodson.....	Clybourn
Al Scanlon.....	Limits
J. J. Linden.....	Elston
William Halm.....	Lincoln

At the West Side depots:

Ben Phillips.....	Western and Washington
Fred D. Smith.....	Division
John Fitzgerald.....	Halsted and O'Neil
Peter Needham.....	Springfield

It has also been reported that D. F. Van Antwerp, formerly of Burnside, was in charge of the Sedgwick street depot on the North Side, some years ago.

Ain't It the Truth?

A girl may wear a golf outfit when she can't play golf, a bathing suit when she can't swim, and a riding habit when she goes hiking, but when she puts on a wedding gown, she means business.

Reveal Age Classifications

Insurance Department Survey Discloses Two-Thirds of Employees Between 36 and 60 Years Old.

A recent report of the Insurance Department discloses several interesting facts concerning the age classifications of Surface Lines employees.

The study shows that on a recent date there were 15,316 active employees on the Surface Lines pay roll. More than 90 per cent of this total are between the ages of 26 and 65.

In the age groups between 36 and 60 years there are 10,205 employees, or approximately two-thirds of the total number. There are 3,219 employees under 36 years of age and 1,892 more than 60 years old. The group under 36 years of age composes 21 per cent of the total, while those over 60 make up 12 per cent.

Many Years of Service

The 15,316 employees have a grand total of 270,787 years of service behind them, which figures out to an average service of nearly 18 years for each employee.

The last annual report of the Chicago Surface Lines showed there was a total of 506 employees who had been with the Surface Lines and its predecessors more than 40 years. Another 502 had from 35 to 40 years continuous service. A grand total of 3,891 had been with the system more than 25 years.

These and the

other thousands of Surface Lines employees have had steady work in good times and bad. More than half of every dollar taken in by the system goes to meet its pay roll.

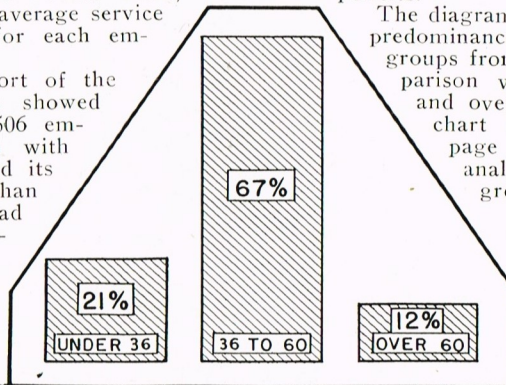
Insurance Premiums Paid

The Chicago Surface Lines has also paid premiums on life, health and disability insurance policies for employees since February 1, 1928. Since that date and up to February 1, 1939, employees or their beneficiaries have received \$4,417,520.

At the end of the last fiscal year a total of \$15,785,000 life insurance was in force protecting the beneficiaries of each of the 15,785 active and inactive employees with \$1,000 policies. Of that number, 15,149 employees were also protected by health and disability insurance policies.

The diagram at the top illustrates the predominance of employees in the age groups from 36 to 60 years, in comparison with the numbers under and over this classification. The chart at the bottom of the page shows a more detailed analysis of the various age groups.

The graphs were prepared by L. J. Dixon of the Executive Department from information furnished by Superintendent of Insurance H. B. Storm.



UNDER AGE 31	1,426 EMPLOYEES
AGE 31 TO 35	1,793 EMPLOYEES
AGE 36 TO 40	2,324 EMPLOYEES
AGE 41 TO 45	2,218 EMPLOYEES
AGE 46 TO 50	2,298 EMPLOYEES
AGE 51 TO 55	1,996 EMPLOYEES
AGE 56 TO 60	1,369 EMPLOYEES
OVER AGE 60	1,892 EMPLOYEES

SURFACE SERVICE MAGAZINE

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Volume 16 June, 1939 No. 3

William H. Bromage Editor

Hollis F. Peck Associate Editor

SERVICE WITH HONOR

(See story on Page 7)

"Uncle Watt Rider," in one of his philosophical messages to transportation men, was once moved to remark—"A man is known by the company he keeps—and by the company that keeps him."

The comment is rather apt in view of the interesting figures compiled by the Insurance Department which came to our attention recently. Among numerous informative disclosures concerning 15,316 active employees was a tabulation showing those employees had a combined total of 270,787 years of service.

That figure, impressive in itself, must, however, take second rank to a more interesting disclosure. The average active employee has a service record of more than 17 years—17.68 years of service to be exact.

Through these last years when unemployment has constituted a major problem to all forms of business, that is a highly respectable record—a record, we'll venture, that is almost unique.

It is interesting because there is something in a long service record that reflects honor not only upon the individual but also upon the employer he represents. In it there is more than a hint that each has dealt fairly with the other. There is a record in black and white to make it plain that employees are not hired during their early years and then cast aside when they grow older.

So many things can be read into the fact that Surface Lines employees have an aver-

age of more than 17 years of service behind them. There is an implication of experience, of good judgment, of knowledge and of all the other intangibles that go together to make the men who have made a great transportation system.

The figures can have little interest except for employees of the Surface Lines. Working records and years of service are rarely blazoned across the columns of the newspapers. They should, however, carry a special message to all Surface Lines employees. For those whose service has been short it should carry an incentive to greater efforts. For others it carries an implication of more security than one finds in most other industries.

A man could be proud of an epitaph that proclaimed he had given—"Service With Honor."

YOUR MAGAZINE

There must be many things you appreciate knowing about your job and your company. That's why SURFACE SERVICE MAGAZINE is your magazine. It is intended to cement the friendly bonds that exist throughout the system—the greatest street railway system in the world.

It tries to summarize the many important points about your job and your company which you will recognize as bearing directly upon your present and future satisfaction in your work. It tries to offer, in convenient, handy form, an insight into the workings of all the component parts which go to make the Surface Lines. Possibly it helps you to acquire the knowledge of the system that any well-informed employee should have.

If this magazine is doing its job, it will help you to appreciate the dignity and the usefulness of the service in which each of us, from the highest executive to the newest beginner, is engaged.

The more you know about your company—its aims, its problems, its ideals—the more you will enjoy your work and the more satisfaction you will derive from doing your part in the great public service that this transportation company performs.

Complaint Totals Rise

Numerous Discourtesies Mar Trainmen's Records— Fewer Commendations Received

"I know your men have a lot to put up with and they can't all be Lord Chesterfields. But—this I know—I'm not the only passenger who appreciates courteous service."

Those lines, written by Miss Grace Williams, 61 East Goethe street, seem to sum up everything that has been said of courteous street car service. Though only a paragraph at the end of a commendation for Conductor Michael McDonagh, badge No. 12324 of Division, Miss Williams' observation is one that might be stressed to every trainman.

Room For Improvement

There is a need, too, for such lessons if one is to judge from the complaint listings for May, 1939. That month 474 complaints were received as against 377 in May, 1938. In the May comparison between commendations, May 1939, showed only 37 letters of praise as against 44 for the same period a year ago.

Typical of the commendations received last month was that of Miss Vee Harlow, 2746 Hampden Court, who telephoned to praise Conductor John J. Mahoney, badge No. 3806 of Devon. Miss Harlow said that she turned her ankle on the street as she alighted from Mahoney's car. He jumped to her assistance and helped her to the safety of the curb. He seemed so sincere in his desire to help that Miss Harlow expressed her appreciation of his kindness.

Most Employes Courteous

"I find most of the employes very polite and courteous," said Harry Decker, 1121 Lill avenue, as a preface to his letter which directed specific praise to Conductor James J. O'Keefe, badge No. 3580 of Elston.

Conductor Wayne J. Hoover, badge No. 5358 of Kedzie, assisted a blind passenger to leave the car and reach the sidewalk in safety. His courtesy was commended by Miss Rose Decker, 1818 Washington boulevard, who observed his acts.

Numerous instances of attentive helpfulness were credited to Conductor Nils M. Bengston, badge No. 1260 of 77th. His actions were ob-

served by Mrs. C. Olson, 1543 West 59th street, who wrote in his praise.

Assists Many

C. O. Rattray, 7736 South Paulina avenue, called attention to the courtesies of Conductor James J. Burchanek, badge No. 2348 of 69th. Mr. Rattray saw Burchanek assist at least six elderly people on and off his car during the course of a short ride.

John J. Duncan, 65 East South Water street, termed Conductor Earl F. Foster, badge No. 4418 of Devon, a "courteous and efficient employe" and returned a fare which Foster had advanced.

In a similar instance, a grateful passenger,

Mrs. C. E. Martin, 1930 South Ridgeway avenue, returned a fare and complimented Conductor John M. Tuohy, badge No. 6156 of Kedzie, for the kindness and the trust he had placed in her.

"Their courtesies saved me my 'Sunday hat,'" said a brief commendation from Mary Sharkey, Riis School, 1111 South Throop. Her praise was directed to Motorman Thomas Moroney, badge No. 11941 and Conductor James P. Lynch, badge No. 4944, both of Lawndale. "They are always so considerate—all the teachers at our school notice them especially," said Miss Sharkey.

Conductor Harold A. Lizars, badge No. 5484 of Devon, was commended by C. P.

Warner, 6502 Drexel avenue, who saw him direct special attention to a crippled passenger.

Motorman Frank Pacula, badge No. 7031 or Noble, was highly commended for both courtesy and efficient operation in a letter from Dr. J. H. Moner, Jr., 8122 South Marshfield avenue.

"Always good-natured, always courteous," was the description applied to Conductor David Sax, badge No. 7478 of Kedzie, in a commendation from Joseph Ferguson, 25 South Oakley boulevard.

Courtesy Appreciated

Mrs. Gertrude B. Aron, 719 Grace street, wrote of her appreciation for the courtesy and kindness shown her by Conductor Albert Wojcikowski, badge No. 7510 of Blue Island.

TROLLEY SPARKS



"More than 3,000 street cars in Chicago and you have to hide in MY sand box!"

Patience and courtesy in giving directions was appreciated by Miss Louise A. Jensen, 4147 North Paulina, who wrote her thanks to Conductor Elmer A. Malmin, badge No. 8212 of Limits.

Kindness Helps

"Life is short and a little kindness goes a long way to make life brighter," said Miss Hattie Adams, 3141 West School street, in a commendation which was also directed to the credit of Conductor Malmin.

Frank Olsen, 10747 Prairie avenue, says that all trainmen have been kind to him as he has traveled to the loop for medical attention recently. He directed specific praise to Conductor Albert E. Ferguson, badge No. 10082 of Burnside.

Fares advanced by Conductor Adam J. Rohr, badge No. 12886 of Armitage, were returned with a grateful note from F. M. Korn, 5716 North Mason.

Conductor Hugh J. Brennan, badge No. 12714 of Kedzie, helped an elderly lady with her large suitcase. His actions were observed by Miss P. L. Flynn, 1117 LeClaire, who commended his courtesy.

EMPLOYEES RELIEF FUND

May, 1939

The Surface Lines Employees Relief Committee received 19 applications for relief during the month of May. After investigations were made 13 of these were approved for weekly assistance. There were 285 active cases on the relief rolls at the end of the month, 10 having been removed by death or other causes.

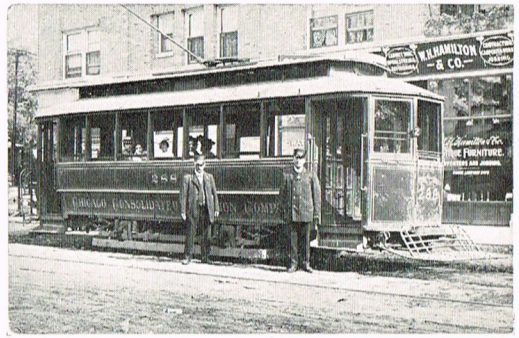
Including the \$15,033 spent during the month of May, a total of \$1,315,452 has been paid out of the Surface Lines Employees Relief Fund for assistance of employees since the organization of the committee.

THE LEGION REMEMBERS

Decorate Graves of Deceased "Buddies"

Spick and span in their uniforms of the American Legion, members of Surface Lines Post No. 146 took an active part in the Memorial Day activities of 1939.

Graves of Surface Lines men who lost their lives in the World War were decorated in Rosehill cemetery by a detachment which included, from left to right in the picture below: Dave Ferguson, Utility; George Casensky and George Kouba, both of Blue Island; Joseph Vanderhaegen, West Shops, and Michael Budo, Archer. The snap-shot was made by Legion Commander Robert P. Quill, Blue Island.



'WAY BACK WHEN

Remember When Air Brakes Were New?

Remember when air brakes were the newest thing and the street car was about the only fast vehicle in the streets?

Back in those "good old days"—some 31 years ago—Motorman George Bechtel, still active at Elston station, had his picture taken alongside the street car he piloted. Motorman Bechtel is at the right. His conductor in the picture was Billy Sturtz, who died in 1934.

This car was used on a Montrose avenue run and the picture was taken at Montrose and Broadway on a Sunday afternoon.

Doesn't it bring back memories?

"CONVICTION TO PAY" BRINGS DIME FOR CSL

There's an old saying—"Great oaks from little acorns grow."

If that is the case, the Conscience Fund of the Surface Lines may some day be a great oak. In any event it has been swelled by a recent "acorn"—a 10-cent piece.

The letter which accompanied the money read:

"I was saved tonight in the Greek American Church Mission and I wish to make right my wrong to your company. I used a transfer I was not entitled to and I feel under conviction to pay for it now. God has forgiven me and I hope you will."

Be assured the Surface Lines will forgive.

HOW OLD IS OLD?

Story Comes Forth With Better Story

Walter F. Story, Seventy-seventh's able correspondent, reported the following interesting incident:

An oldster boarded Conductor T. J. Dacey's car the other day and said "Thank you, young fellow" when Dacey assisted him to the rear platform. Conductor Dacey, having attained the ripe old age of 70 and having been in the service for 30 years, inquired curiously, "And what, may I ask, do you consider an old man?"

The grey-haired old fellow replied chestily, "Well, me for instance. I'm nearly old enough to be your grandfather!" And this was approximately correct as the old gent is 102 years old. Incidentally, in spite of his years he didn't require much help.

DEATH KNELL FOR OLD CAR

Cook County No. 1 Passes—Sees Place Usurped By Gas Bus

News Note: "Psychopathic Hospital Gets \$17,000 Bus"

That simple note headlined the story that tolled what is thought to be the death knell for sturdy old "Cook County No. 1," which made its last run to Dunning hospital on May 18.

Every year since 1918 the hospital car has made weekly trips, carrying its unusual load of passengers from the Cook County hospital to the Chicago State hospital on Irving Park boulevard. Now only a dull reminder of the spick and span car that was built at the West Shops in 1918 for Cook County, the old car has been abandoned and the county has purchased a hospital bus to replace it.

There is no way of telling what will happen to the 60,600 pound interurban type car now. It looks like the old car is destined for some Potter's Field. No county officials seem to know what disposition will be made of the car. The car was owned and maintained by the county. It is of no value to the Surface Lines. Since May 18 it has rested, forlornly, in a remote corner of Kedzie station.

One last moment in the spotlight might have made the passing easier for the old car, for just before the end it was trundled out to be "shot" by a newspaper photographer. That, possibly, was "the most unkindest cut of all," for the picture was never used. If the old car had hopes for a brief moment in the public eye, that hope faded when no use was made of the pictures taken during those last days of old "Cook County No. 1."

In the old days the hospital car also made regular trips to the state hospitals at Elgin and Kankakee. Motorman Daniel O'Brien, Kedzie, who formerly piloted the old car, says that the trips to Elgin were last made around 1924. The Kankakee run was made every Friday and he places the last run as being in June, 1927.

Well, the old car had some stirring times while it lasted. Maybe it needs a rest. Certainly the last crew won't miss it too much. Motorman Patrick Gibbons and Conductor Nathan Euphrate were the last of the regular crews to make the Dunning run. They won't mind missing it now. They, like the car, have their memories of the weekly trips they made.

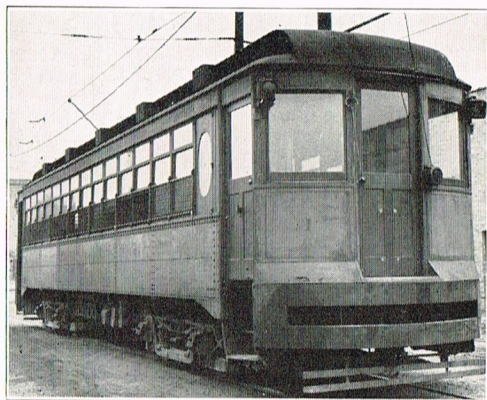
That's about all the old car has. Just memories, no relatives even, for there never was another one like it. They built No. 1 and then broke the model.

Safety First

An intoxicated man who boarded a metropolitan motorbus insisted on climbing the narrow, steep, winding, open stairway leading to the top deck.

A fellow passenger, fearful that the inebriate would fall out on the street, helped him up the stairs and to one of the empty seats.

He had scarcely reached the main deck again, when the drunken man came catapulting down. "Can't shtay up there," he confided. "'S dangerous! No driver up there!"



"Cook County No. 1"
Born 1918—Died 1939

OBITUARY

Deaths on the System from May 1, 1939, to May 31, 1939

Transportation—Blue Island: Arthur Toborg, employed February 24, 1908, died May 29, 1939.

Burnside: Louis McGarvey, employed July 30, 1910, died May 24, 1939.

Cottage Grove: James Calder, employed March 17, 1891, died May 23, 1939; Martin Downey, employed March 31, 1890, died May 11, 1939; William F. Libke, employed October 25, 1910, died May 10, 1939.

Devon: Patrick Broderick, employed May 16, 1889, died May 30, 1939.

Division: Charles Misener, employed March 15, 1900, died May 22, 1939.

Elston: Newton Mundall, employed March 23, 1904, died May 6, 1939.

Kedzie: Richard Boehme, employed May 28, 1907, died May 1, 1939; Gustav Hartmann, employed July 12, 1893, died May 24, 1939.

Noble: Joseph J. Condl, employed November 25, 1919, died May 4, 1939.

North: John L. Dahl, employed January 3, 1907, died May 25, 1939; William Rahn, employed October 21, 1905, died May 31, 1939.

Seventy-seventh: John J. Haggert, employed May 7, 1896, died May 12, 1939.

Sixty-ninth: Thomas P. Feeley, employed August 10, 1916, died May 1, 1939; Karl David VonMoers, employed March 16, 1911, died May 7, 1939.

Material and Supplies—William J. Baumann, employed May 27, 1918, died May 11, 1939.

Shops and Equipment—Archer: Ralph Short, employed October 20, 1920, died May 6, 1939.

West Shops: Rene J. Neering, employed February 28, 1929, died May 28, 1939.

Utility—Frank Folwarski, employed April 11, 1913, died May 20, 1939.

Opportunity may have knocked at your door the day you were down the street telling somebody a hard luck story.

KEEPING 'EM ROLLING

Devon Takes Lead As Division Slumps To Seventh

Devon depot climbed into first place in the keep 'em rolling figures for May with an average of 12,624 miles per pull-in, an increase of 20.4 per cent over the previous month. The improvement moved the station up from third place in the April standings. Devon supplanted Division in the lead as the records for the latter station fell off to 7,473 miles per pull-in, a decrease of 43.3 per cent.

Lawndale station retained second place in the standings with a mark of 11,858 miles per pull-in, a 12 per cent increase over the previous month. Burnside climbed from fifth to third position.

Aside from the major decrease of Division, minor declines were listed for Armitage, Noble and Sixty-ninth.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Dec.
1.	Devon.....	4	12,624	20.4
2.	Lawndale.....	10	11,858	12.0
3.	Burnside.....	7	11,236	20.5
4.	Archer.....	1	10,291	2.1
5.	Cottage Grove.....	3	9,375	12.3
6.	77th.....	..	9,261	7.7
7.	Division.....	10	7,473	43.3*
8.	Kedzie.....	..	7,062	17.5
9.	69th.....	..	6,955	.3*
10.	Armitage.....	4	6,034	8.8*
11.	Elston.....	6	5,868	14.2
12.	Limits.....	7	5,475	51.9
13.	Lincoln.....	6	5,453	3.6
14.	Noble.....	4	5,041	6.1*
15.	Blue Island.....	3	4,238	14.7
16.	North.....	..	4,168	6.0

*Denotes decrease.

Carhouse records for the past six months:

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

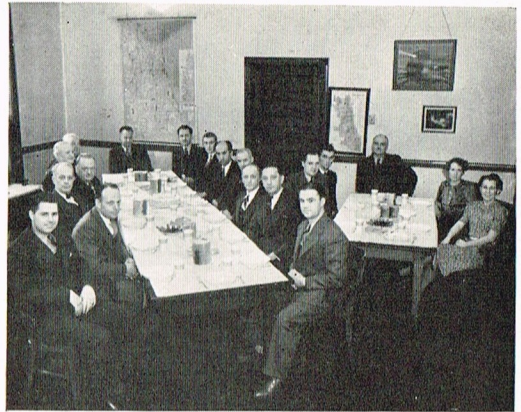
OUT OF THE FRYING PAN —INTO THE FIRE

In the future, it is reasonably safe to say, James Martin will look before he leaps. And by looking he trusts he will pick a safer spot for alighting.

According to all reports, Martin, 24, a Negro living at 327 East Thirty-first, was caught by Archie Adelman, 71, of 827 West Forty-ninth, as he was picking Adelman's pocket aboard a State street car.

Martin jumped off the car almost in front of 1121 South State street, which is the detective bureau and the First District Police station. Detectives William Sullivan and Joseph Gorman said they had only to open the door to the station to catch Martin.

The little tale sounds suspiciously like that of the chap who leaped from the frying pan into the fire, doesn't it?



BACHELORS SUCCUMB!

Clark and Division Forces Fete Newlyweds

Twenty-four fellow workers attended a surprise luncheon in the Track Department offices at Clark and Division May 15 to celebrate earlier marriages of George P. Johnson and William Wasick, two men who were popularly believed to be immune to the fairer sex.

Mr. Johnson and his bride, the former Elva Mason, spent a brief honeymoon in Detroit. They will make their home in Austin. Mr. Wasick and his bride, the former Anne Rogge, plan a belated honeymoon during the summer.

Both Johnson and Wasick were presented with appropriate presents at the luncheon in their honor.

In the accompanying photograph the two are together at the rear right-hand corner of the larger table. In clock-wise fashion about the large table are: A. J. Rehling, T. W. Morgan, Harry Safford, M. J. Dineen, F. I. Johnson, George Johnson, William Wasick, Robert Albrecht, J. L. Ruzich, A. B. Bonhomme, R. C. Caul, R. J. Rumatz and J. P. Flynn.

Similarly, around the smaller table are: J. J. Holmberg, John Conway, N. R. Alexander, Mrs. Violet McFarlane and Miss Margaret M. Korosy.

CHECK YOUR INSURANCE POLICY

Have you listed the correct beneficiary? The Insurance Department has settled an unusual number of death claims recently where the beneficiary died prior to the death of the insured. In such instances there is always an unnecessary expense to your estate and a delay in settlement.

Check your insurance policy closely. If an earlier beneficiary has passed away since the policy was made out, you will want to change the policy. Have the necessary changes recorded with the Insurance Department. Change of beneficiary forms are available in the offices of all departments.

Departments and Divisions

Accident Investigation

George Copithorn, Jr. was united in marriage to Miss Opal Rakerd of Brookfield on Sunday, April 30, the ceremony being performed by the Reverend C. H. Newman in the Evanston Methodist church. After a short stay at the Edgewater Beach hotel, the remainder of the honeymoon vacation was spent in Wisconsin.

Accounting

Congratulations and much happiness is our sincere wish for Mrs. Phyllis Hough of the mileage division and James Cusic, who were married on Wednesday, May 10.

Lars Lester Larson is the name of the new baby born on Sunday, May 21, at the Jackson Park hospital, to Mr. and Mrs. Lester Larson. To the proud parents are extended best wishes.

As this item goes to press, we are looking forward to the speedy recovery of Mrs. Evelyn Elden, who is in the Illinois Masonic hospital.

On Saturday, May 6, Miss Alberta Bapst of the ledger room and William McLoughlen pledged their marriage vows at St. Mathias church, located at Claremont avenue and Ainslee street. Miss Bapst's sisters served as attendants. After the ceremony the wedding breakfast was held at the Admiral hotel. Miss Bapst, who was presented with a useful gift by her co-workers, was guest-of-honor at the home of Mrs. Andrew Hairing (formerly Catherine Reinhardt of the ledger room) on Thursday, May 4. Best wishes are extended for a happy married life.

Thomas F. Coan

Electrical

Henry G. Bauer of the downtown office recently celebrated his 76th birthday, receiving many expressions of congratulations. We all extend best wishes for many more birthdays.

Stanley Jackson, clerk in the downtown office, is making elaborate plans for a fishing trip to Knife lake in Northern Minnesota. Stanley claims that any person who fishes at this lake must catch his day's quota or stay out after dark before coming ashore. How about bringing back evidence of your catch, say by motion pictures?

George Clark, testing engineer, reports that he is the daddy of an 8-pound 8-ounce baby girl and also reports that Mrs. Clark and the baby are doing fine. Congratulations to Mr. and Mrs. Clark.

John Michnick, engineer of the line department, reports an addition to his family of an 8-pound baby boy. The Michnicks are now the proud parents of a foursome of boys. Congratulations to Mr. and Mrs. Michnick.

Charley Schwertfeger, department estimator, has just returned from his annual trip to California. Several cards were received by his fellow-workers from him during his vacation, which were greatly appreciated.

The Electrical Department softball team is now under full steam, playing its first game with the West Shop team. Call Clarence

Mimick if you would like to play with our team, or if any department would like a game with our team.

Billy.

Schedule and Traffic

Theodore Cowgill, B.S., A.M., J.D., was called before the Illinois Supreme Court on June 15 to take the attorney's oath and get his Illinois law license, after passing the bar examinations at the March term. Ted got his Juris Doctor's degree at De Paul university, Chicago, where he attended evenings. Ted is a member of the Sigma Delta Kappa law fraternity, and while at De Paul he was a member of and auditor for the De Paul Interfraternity Council. As a member of the Illinois Junior Bar Association he represented the school in inter-school moot court competition for the entertainment of the State Supreme Court judges when they were the guests of the Chicago Bar Association in 1937. Besides law, Ted has completed graduate courses in statistics, brokerage house procedure, and public transportation. At De Paul Ted was a member of the University Chorus, the Mehan Society, and of the all-school honor fraternity, Phi Beta Epsilon.

Mr. and Mrs. William R. McConochie presented their daughter with a brother on May 17 at the Evanston hospital; William Alan weighed 7¾ pounds at time of birth. The department joins in congratulations to Mr. and Mrs. McConochie on the arrival of their second child.

Mr. and Mrs. James P. Murphy announce the arrival of their first-born, a daughter weighing 5½ pounds, at Holy Cross hospital on May 19. The name selected for the young lady is Michelle Maria. Congratulations to Mr. and Mrs. Murphy!

The sympathy of the department is extended to Robert Sedlack, whose brother passed away on June 2.

George Weidenfeller

Shops and Equipment

Archer: Johnny McCrea, that dashing young man from Brighton Park, is now a full-fledged ballroom dancer. He received his diploma recently.

Our talkative bus cleaner, Henry Stuvee, now knows the meaning of "fore."

South Shops: We extend sincere sympathy to the following men who had deaths in their families: Ralph Bolt, tin department, whose father passed away on May 26; Haralamos Haralamopoulos, paint department, upon the loss of his wife, and Andrew Kozlousky, foundry, upon the recent loss of his wife.

Doc Stork visited the home of George Katsoolis, paint department, on May 13, and left a baby boy, weighing 8 pounds. Mrs. Helen Katsoolis will be remembered as having been formerly employed in the printing department. Congratulations to mother and dad, and every good wish for the young man's future.

Joseph Yurgutis, machine department, forsook "bachelor row" on May 26 and joined the "newly marrieds." To the happy bride and groom we offer congratulations and best wishes.

On May 24 the home of Fred McIlroy, machinist, was blessed with a fine baby boy, weighing 7 pounds. Congratulations to mother and dad, with best wishes for the baby.

Elsie S. Frank

West Shops: Ed Wendt and Walter Hager have returned from an interesting automobile tour of the west, stopping-off places being the Grand Canyon, San Diego, Long Beach, Los Angeles, Catalina, San Francisco, Yosemite, Portland, Seattle, Salt Lake City—and many others.

The "old men" softball team of the West Shops defeated Grand and Leavitt 12 to 4 on June 2.

We extend sincere sympathy to the family of Rene J. Neering, carpenter at the West Shops, who died on May 28.

Lillian Hultquist

Transportation

From reports received from vacationists, it seems that several members of the Transportation Department have started a contest to see who can cover the most territory.

Supervisor John Krause has just returned from motor jaunts through the sunny southland, passing through 11 states, and traveling 3,080 miles. He spent several days on the sands of Daytona Beach, Florida, the scene of most of the automobile speed tests in the last few years.

James R. Tucker and wife also motored through the south, passing through 12 states and covering 3,100 miles. He brought his 80-year-old grandmother with him, as she sojourns in the windy city every summer to escape the heat of the Lone Star state.

Charles Batterson, our night dispatcher, is breaking in a new Chevrolet master deluxe sedan.

Andy

Around the Car Stations

Archer

Conductor Fred R. Johnson went to San Antonio, Texas, via auto with his family and reports a wonderful vacation.

Sincere sympathy is extended to Conductor James Fakan on the death of his father, who died May 13.

Conductor J. J. Velk, who has been on the sick list for several months, is now convalescing at home and is reported to be rapidly improving. He expects to be on the job soon.

Motorman Charles E. Hill and wife made a whirlwind trip from Alaska to Texas. They stopped at Portland, Oregon, sent in a postal from Bandon Beach along the Pacific, witnessed a bull fight at Juarez, Mexico, crossed the international bridge at El Paso, Texas, went to church in the old Guadalupe mission, crossed the Golden Gate bridge to Treasure Island and the Golden Gate International Exposition, San Francisco, where they spent two weeks. Charles has many interesting stories of his trip.

Sympathy is extended to Conductor George Laschetzke, whose mother died May 27, at the age of 100 years. An interesting account of her life appeared in the *Southtown Economist*.

Conductor Robert Twaddell reports the arrival of a son at his home May 27. Both father and son are doing nicely.

The boys of Archer extend to Conductor

Otto Grubbe their sincere sympathy on the death of his wife on May 28.

Motorman George Hanus and his wife drove to the Niagara Falls where they are spending their vacation days. A postal reports that they're having a wonderful trip.

Conductor Joe P. Staska, who was confined to his home for several weeks due to an accident he had while repairing a broken railing on his back porch, is back on the job again and says he is feeling as good as new.

Motorman Ed Rentz reported the death of his mother on May 12. The boys of Archer extend their sympathy.

Conductor Anthony Nadziezko is now recovering from an operation which he underwent some weeks ago at the Speedway hospital. He is expected home in the near future.

Chuck Roane, night clerk, spent his vacation days camping at the "Aragon."

Conductor Henry Renken, who met with an accident in his home several weeks ago and injured his hand, was able to report for work last week.

Dusty

Blue Island

Sympathy is extended to the family of Motorman Arthur Toborg, who passed away on May 29 after a short illness.

Conductor Frank Janca was presented with a 7-pound daughter on May 2, and Motorman Frank Kizior with a 7-pound daughter on May 19. Congratulations!

Now that vacations are again in order, we hope you all will have an enjoyable time.

We welcome back the following trainmen who had been off sick for some time and hope they will enjoy the best of health from now on: Conductor August Williamson, Motormen Max Grubbe and Daniel Mulcahy.

We hope that when this issue comes off the press the Blue Island softball team will be back in the winning streak again.

C. P. Starr

Devon

Our softball team's three consecutive victories indicate that we have much to expect this season. A good attendance at the future games will probably help cinch the trophy. Let's give the boys our moral support. Their performance deserves it.

Motorman Lester C. Paice is about the proudest trainman on Lawrence avenue. His wife presented him with a 6-pound bundle of feminine charm, to be known as Barbara Helen, on June 3 at the Montrose hospital. Congratulations, Lester.

Receiver Bill Kennelly, who recently returned from a two-week sojourn in Florida, is more affable than ever.

We regretfully announce the death of Motorman Patrick Broderick, who passed away on May 30. To the members of his family we extend our sincere condolences.

John Binder

Division

"Ye Olde Scribe" is now officially recognized as correspondent for Division station. If you want to continue to see Division in print, give Gene Peterson any information you have on weddings, vacation trips, hobbies, etc. All make interesting reading and will tend to draw us together in the large CSL family.

Congratulations to Captain McGuinness and Manager Staton on their fine softball team this

year—it's sure to be a winner. Staton's bulletins on our board are enjoyed by all—whether a player or a booster.

George "Pingpong" Dillas has found a worthy opponent in George Sheldon, both of whom are to be seen any afternoon battling the ol' eggshell around, be the temperature 50 or 100.

Division's Credit Union is to be commended on their first bulletin. It was very interesting.

The sympathy of the entire station is extended to the family of Charles Misener, who passed away last month, and to Henry Kapp, whose mother died.

Artie W.

Lincoln

Conductor John Miller is a patient at Alexian Brothers hospital with a foot infection. He has been laid up quite some time, but is now improving.

Congratulations to Motorman Joseph Howe, who was married on May 3. After the ceremony friends and relatives gathered at the home and had an enjoyable time.

Conductor and Mrs. Irving Metzger and friends enjoyed a nice vacation in Illinois, Iowa and Wisconsin. They did quite a bit of high-hill climbing and saw some beautiful scenery.

The Lincoln bowlers did pretty well for themselves in the bowling tournament, receiving third place honors. Conductor Joseph Schmoeller won first prize as an individual and he was also first prize winner last year. Motorman Edward Ohman won the third individual prize. Best wishes to the lucky winners and may they continue to bowl 'em over.

Henry Spethman

North

Now that the vacation period has commenced, we expect to hear from all travelers near and far.

Any day at all Motorman Elmer Titus may spread his wings and take off in that new Hudson-Terraplane for fields afar. Ye scribe had a ride in the shiny new coupe recently and it certainly is an improvement on the old "puddle-jumper" Elmer had.

Conductor William Spears was presented with a son on May 7, weighing 7½ pounds. The little fellow was christened on Mother's Day.

We regret to record the passing of Motorman William Rahn during the past month. Sympathy is extended to his family and relatives.

Supervisor Harry Dillon invented a new method of placing a trolley back on the wire. One jumped the wire the other morning at Cicero and North avenues and promptly jumped back when Harry yelled a warning.

Henry W. Coan

Seventy-seventh

We are accustomed to seeing women going around with holes in the toe and heel of their shoes. We are not, however, used to seeing men in this state of undress. Conductor Oscar Schmidt didn't have holes in his shoes; he didn't have a shoe on one foot at all. And it was all because a colored gentleman, at whom the shoe was jokingly thrust, took a fancy to it, pulled it off and decided to keep it. Oscar didn't think that was much of a joke. He's a firm believer now in a shoe with no holes, and preferably two shoes with no holes.

Motorman M. L. Lofstrom was presented with a baby girl last month. Congratulations to the parents and best wishes for the baby.

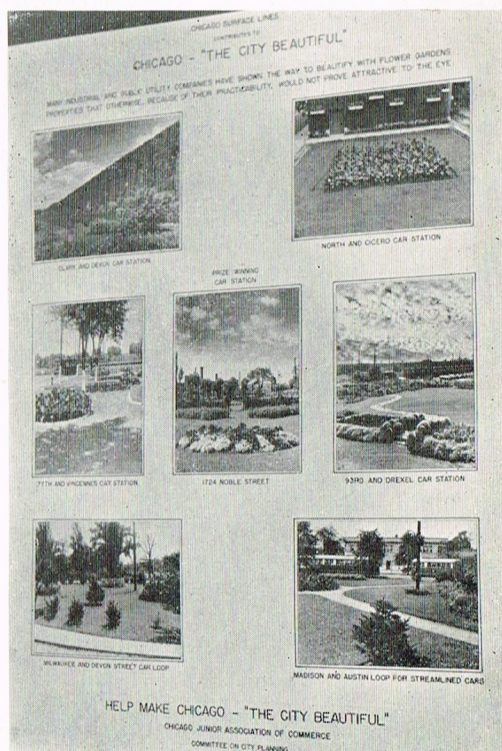
They're letting George do it this year on the golf committee. In fact, they're letting three Georges do it, and the selection was not by any ulterior motive; it was purely a coincidence. Motorman George Deal and Conductors George Kobar and George King are getting the annual tournament plans rounded out in fine shape. A record crop of contestants is expected and a whale of a good time is assured for all comers.

The gang on the softball team is taking on a dose of barnstorming this year and it is turning out to be quite a tonic. Judging from the football scores they are piling up on their opponents, the change in pasture is doing no harm.

Well, sir, that fellow Ernest Carpenter No. 2 ran off with first prize in the trap shoot again, and it looks like he's just about the "shootingest" carman we know. The names don't match, but it seems somehow that he should be a direct descendant of Daniel Boone for all the prowess he shows with a shooting iron.

Condolence is extended to the following men on deaths in their families: Conductor Paul Payne, his mother; Motorman James O'Connell No. 1, his wife, and to the family of Conductor Charles E. Brown.

Walter F. Story



"The hit of the show" were these pictures of the beautiful Surface Lines gardens which were prominently displayed in the Chicago Junior Association of Commerce exhibit at the recent House and Garden exposition held at the Coliseum. The Surface Lines garden display was planned and executed by Bruce Dinter of the Electrical Department.



PREVIEW OF A NEW BUS ROUTE

