



Surface Service

MAGAZINE

VOLUME 16

AUGUST 1939

NUMBER 5

THE CITY WE SERVE



IF CAR TICKETS COULD ONLY TALK—!

These old car tickets could tell an interesting story if they could talk. Many old timers probably remember the (1) North Chicago (1886-1899) and (2, 3 and 6) West Chicago Street Railroad (1887-1899) companies shown in these old pictures. They were used in the days when the companies paid 17-cents per hour. The half-fare ticket (4) is unmistakable due to the child's picture it bore. These tickets sold at the rate of 10 for 25 cents. The Russell Street Carriage (5) company operated horse-drawn buses on Adams street from the Union Station to Michigan Boulevard from about 1890 until after the Fair of 1893. The Chicago Passenger Railway (7) was organized in 1883 and following various changes eventually came to be a part of what is now the Chicago Railway Company.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 16

AUGUST, 1939

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Submit Traction Data

Factual Report of Negotiators Supports Earlier Franchise Proposals

A feature of the current traction ordinance negotiations is the comprehensive report made last month by the three-man negotiating committee which is acting under federal court authority. The report was submitted to the City Council's Local Transportation Committee.

The negotiating committee, which is seeking a city franchise for a unified traction system, previously had filed a franchise draft with the transportation committee. The negotiators are Walter A. Shaw, chairman, Guy A. Richardson, and A. A. Sprague.

Following receipt of the franchise draft, the transportation committee requested the negotiators to supply data in support of their proposal. This was done in the form of detailed analyses and opinions covering each of the main provisions of the franchise draft. At the current writing, engineers for the negotiators, companies and City are holding joint conferences in an attempt to reach agreements on the controversial points involved in the franchise discussions.

The negotiators' supporting data presented exhaustive studies of modernization plans and costs, estimated earnings, city compensation, rates of fare, valuations and other subjects.

In an accompanying letter to Alderman James R. Quinn, chairman of the council committee, the negotiators said that while the material submitted relates to individual phases of the problem, they are strongly of the opinion that the situation must be viewed in its entirety in reaching a solution.

"Best Possible Service"

"In our opinion," said the negotiators' letter, "one general requirement is predominant, viz., that the City of Chicago and its citizens shall receive the best grade of local transportation service which modern, scientific development can provide under efficient management and at rates of fare which will be commensurate with the service and not burdensome to the car riders. A corollary to that objective, and of equal importance with it, is well stated in your letter of June 28, when you refer to the necessity that the corporation have 'the financial ability . . . to perform the obligations to be undertaken' and to possess adequate credit to continue to furnish satisfactory service and to extend and improve the properties as the need may develop." With these objectives the negotiators are fully in accord."

The reply then went on to discuss various phases of the franchise proposal. Following is

a summary of the facts and arguments set forth by the negotiators:

MODERNIZATION

The expenditure necessary for the program of construction and rehabilitation to unify and modernize the transportation system is placed at \$92,343,000. This amount is exclusive of the subway construction program upon which the City is now engaged. A condensed summary of the proposed program and estimated costs follows:

New surface lines passenger equipment	\$42,035,000
(2,100 new street cars, of which 1,000 to be purchased in first four years, and 750 buses, of which 500 in four years)	
Extra surface lines renewals of track, electrical and shop equipment, etc.	9,500,000
Other surface lines improvements	3,000,000
Rapid transit car equipment.....	26,000,000
(equivalent of 1,000 cars at cost of \$25,000,000 and equipment of certain present cars with multiple door controls at cost of \$1,000,000)	
Rehabilitation and improvement of structures and rights of way of rapid transit company.....	9,508,000
Other improvements in rapid transit structures and station changes	2,300,000
Total	\$92,343,000

VALUATIONS

The proposal fixes at \$220,000,000 the initial capital value of the existing properties of both systems which would be operated by the new company. In arriving at this figure consideration was given to the original cost, the reproduction cost, past valuations and other factors. It was found that the original cost of the combined properties (exclusive of material and supplies) was \$271,377,663; that it would cost \$467,256,063 to reproduce the properties, and that the reproduction cost new less depreciation is \$384,787,876.

The combined value fixed in the 1930 ordinance was \$260,442,064. Including additions, the 1930 valuation would be \$270,059,253 on May 1, 1939.

CITY COMPENSATION

The proposal is to pay the City 3 per cent of gross revenue with the compensation payable after bond charges and preferred dividends.

No compensation payments would be made during the first five years.

The payment of compensation to the City should not be considered as an isolated problem. It is tied up with earnings, credit, fares, and other problems. If the payment of city compensation were to be advanced in the earnings picture, the effect would be to seriously jeopardize the ability of the company to meet its franchise obligations. It must be recognized that the company will be faced with competition in the form of automobile traffic which is subsidized by governmental authorities through an ever-broadening system of highways. If the company is to meet that competition with a just chance of success, it cannot be placed at a further disadvantage by the imposition of additional taxes.

Mass transportation by rapid transit, street cars and buses makes the most economical use of highways known today. It seems unreasonable to burden those who need this economical transportation by the imposition of unreasonable city compensation requirements.

PENSIONS

Based upon preliminary studies it is estimated that the cost to the company of a pension plan will approximate \$2,000,000 a year.

It would appear to be unwise to write into a franchise any specific requirements which later might prove unjust to one or more of the individual groups—the employees, car riders or investors. The formulation of a satisfactory pension plan will require many conferences with representatives of the employees to determine the various provisions and costs over a period of years.

Therefore, the proposal allowing two years, if necessary, to work out a pension plan is considered reasonable. If a plan is not worked out within that time, either the company or the employees can petition the transit commission to formulate and order a just plan. Pending establishment of a pension plan, the company shall be permitted to make suitable provisions for old employees who are no longer able to work and are in need of assistance.

RATES OF FARE

In order to reach the objectives of the program, it will be necessary for the corporation to have revenues in excess of those which can be realized by present rates of fare. Increases in fare are naturally unpopular with those who pay them. On the other hand, the failure to increase fares when necessary is a certain method by which the entire program for improvements may be wrecked. The success of the program will be realized if the city of Chicago and its citizens are able to receive high-grade, modern service at rates which they can afford to pay.

Even the rate of 8 cents for surface transportation and 10 cents for rapid transit transportation (and boulevard bus lines) contemplated by the proposed ordinance will not, under 1939 traffic conditions and the present level of expenses, be sufficient to accord to the company necessary net earnings. However, possible increased riding resulting from modernized service may make the proposed fare schedule adequate.

USE OF THE TRACTION FUND

It is proposed that \$20,000,000 be taken from the existing city traction fund to equip subways and build subway approaches and to aid in the \$92,343,000 modernization program. The nego-

tiators' opinion is that the investment in the improvement program of \$20,000,000 from the city traction fund is the use which most nearly corresponds with the purposes for which the fund was created.

The local transportation agencies have only one source of revenue, the fares paid by the public. Consequently, all money received by the transportation agencies has its origin in the pockets of the car riders. The funds received by the City and accumulated in the traction fund were in the nature of a quasi public trust to be held or used by the City for the benefit of the millions of people who contributed to them.

New York City has an investment of more than \$1,100,000,000 in city-operated and privately-operated transit systems. The city investment in Philadelphia exceeds \$163,000,000 and the city and state investment in Boston exceeds \$68,000,000.

PAVING

To require a street railway company to pave and maintain paving in its right-of-way constitutes an unfair burden on the car riders. Such a requirement is an inheritance from horse car days. In the horse car days the street railway company was one of the heaviest users of paving surfaces. With the use of electric cars there is no longer any logical basis for imposing any pavement cost on the street railway company.

Under present conditions the street car rider should pay only for the cost of his transportation and should not be called upon to pay a portion of the expense of providing a smooth pathway for automobiles, trucks and taxicabs. The provisions in the proposed ordinance relative to paving (setting up limited paving expense to be borne by the company) are in accord with the modern trend of thought.

Any further obligation would impose an unjustifiable burden on the company and car riders who must look to their representatives in the city council to protect them against having to pay more than the cost of their transportation.

TERMINABLE PERMIT

It is proposed that the new ordinance be a terminable permit, i.e., one without any fixed expiration date. A grant which can be terminated by amortization or by purchase by the city or its permittee is not a perpetual franchise. The terminable permit gives the company a more stable basis of financial credit.

The desirability of a terminable permit is no longer open to question. Because of the unsatisfactory franchise situation it has been impossible for the Surface Lines, during the last 20 years, to interest new capital, a condition which should surely be avoided in the future.

Subway Equipment and Approaches

The cost of equipping subways and building subway approaches to connections with the rapid transit lines should be paid for from the proceeds of the city traction fund. It is estimated that the cost of the subway equipment and approaches will be \$5,000,000.

City's Use of Tunnels

Consideration was given to the possibility that the City may, in connection with some future subway program, desire to use existing tunnels under the Chicago river which are now owned in whole or in part by the Chicago

(Continued on page 10)

Operators Know Best!

Events Vindicate Protested Improvements —Remember the Cable Cars?

Now that some 50 years or more have elapsed it seems safe to shyly suggest that traction operators know best—know best what type of equipment is best suited to serve the needs of people.

The reference isn't to anything current. It is just an introductory "I told you so" to vindicate the brave souls who first placed cable cars in operation over Chicago's streets. It is, furthermore, an introduction to more 'way back when material which appeared in a Chicago City Railway Company historical and descriptive booklet published in 1900. The booklet, now in the possession of Stationmaster G. W. Peterson of Armitage, is one of the few historical records that give a clear and complete history of the earlier days—the trials and tribulations—of the street railway system of Chicago.

The first radical departure in street railway construction in Chicago was accomplished by the Chicago City Railway Company, when, in the latter part of the year 1881 the horse car lines were changed to cable after many difficulties and much opposition.

Opposed By All

"Not the least of these difficulties," said the booklet, "was the opposition of the newspapers and citizens of Chicago. For some unexplained reason the cable enterprise was an object of attack from the first, and by turns was ridiculed and misrepresented in the daily papers. The people distrusted it and feared the new power would be destructive of life and limb and not as a whole as satisfactory as horse power. To add to the difficulties of the situation, the weather during the most active period of construction was very unfavorable. Most of the work was done during the fall and early winter, when the rains and snows, combined with the wretched condition of the soil, presented almost insurmountable difficulties.

"Natural defects in the streets, which had never been brought to grade, had to be remedied. On State street north of Twelfth street filling to the depth of three feet was necessary; while south of that point a foot and a half had to be removed. Another difficulty was encountered in attempting to 'find bottom'. The original site of the city, as we have seen, was a swamp, and accordingly it was not strange that in the course of excavating for cable line the workmen quickly reached the top of some of the bogs, which were found to be deeper than they supposed. Load after load of stone could be

thrown into a slough of this kind, seemingly without filling it in the least, and it required patience and skill to find a firm foothold in such soil."

Cable Line Opened

The State street cable line, from Madison to 39th street, four miles of double track, was commenced August 12, 1881 and completed January 28, 1882. The first cable car train in Chicago was operated on that date and it consisted of 10 cars drawn by a single grip. It carried 1,000 passengers, including many prominent engineers from all parts of the country. The somewhat lyric account of that first ride is given, as follows, by the unknown author of the booklet:

"The enterprise which had for months been the sole thought of the company, and which had provoked the criticism of every citizen, was at last proved to be a brilliant success. Thousands of people witnessed the trial trips and applauded the work. It was pronounced at the time the most gigantic undertaking ever attempted by any street railway company, and it was, and it marked an era of wonderful improvement in the construction and operation of street railways in Chicago."

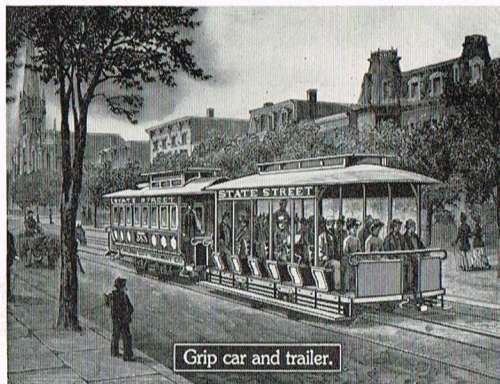
In 1887 the State street cable line was extended south to 63rd street, a three-mile extension. Earlier the cable line on Wabash and Cottage Grove avenues was constructed from Lake street to 39th street, a distance of six and one-eighth miles. In 1887 the line was extended to 55th street and later to 71st street, a total distance of about 10 miles.

Well Constructed

"The cable lines thus constructed," said the historical booklet, "were not only the best examples of cable traction in the world, but also were the only lines of the kind on a large scale in this country. The cable had been introduced in a small way in street railroad construction in San Francisco, but the conditions were entirely different in Chicago. Here it was required to carry an enormous traffic over a

long distance, with weather conditions varying from the snow and ice of winter to the heavy rainstorms of summer. The result proved entirely satisfactory and demonstrated conclusively that great care had been exercised in the construction of the various lines."

In the construction of the first eight miles of the State street cable line 1,500 men and 200 teams were employed for over four months; over 8,000,000 pounds of iron were used; 250,000 bolts; 50,000 wagon-



This cable train is thought to be one of the first to be operated in January, 1882. The illustration is made from an old wood-cut.

loads of stone, sand and gravel for the concrete; 43,000 barrels of English and 1,200 barrels of American cement; 214,000 brick for sewer connections and pits to contain the underground machinery at the terminal of lines; 900 tons of steel rails and 300,000 feet of timber. The cost of the first 20 miles of cable road built by the company was from \$60,000 to \$100,000 per mile of single track. This was in excess of the cost of the subsequent mileage because of the unusual street conditions.

Change to Electricity

In the year 1892 the Chicago City Railway Company adopted electricity for its cross-town lines, and in so doing made perhaps the most radical change in its entire history—a change which was destined to revolutionize not only the horse-car system but the cable system as well. The first lines to be equipped were the two miles on 61st street from State to Jackson Park, with a branch on Cottage Grove to 63rd street; thence on 63rd to Jackson Park with a double loop extending north and south at the park; four miles on 47th street extending from Western avenue to Cottage Grove, and three miles on 35th from California avenue east to State street. The 1893 World's Fair traffic demanded that all these lines be equipped before the opening of the great exposition, and this was accomplished.

Think back over this recital of the earlier days. History repeats itself—even in the street car business.

DRILL TEAM

Surface Lines Squadron—Sons of the American Legion



Front row, left to right: Joseph S. Zarat, Chairman, Sons of the Legion (Blue Island); Donald E. Craig, son of J. E. Dustin (Armitage); Richard W. Krull, son of Chief Clerk Walter Krull (West Shops); Harry C. Eisenlohr, Jr., son of H. C. Eisenlohr, Armitage; George Kouba, Jr., son of George Kouba (Blue Island); Ray L. Gurga, son of Joseph Gurga (Blue Island); William R. Kendall, son of James P. Reinhart (Kedzie).

Rear row, left to right: Robert Blondin, son of Leroy Blondin (Lawndale); Edward Puntil, son of Andrew Disseldorp (Armitage); Gordon Miller, son of Charles Miller (Elston); Leroy Felgenhauer, son of William C. Felgenhauer; Donald Henry, son of Harry Henry (Division); Albert Blondin, son of Leroy Blondin (Lawndale); Joseph V. Eckmann, Assistant Chairman, Sons of the Legion.

ONE SMART GIRL

Conductor's Daughter Takes Scholastic Honors

The three "R's" never seemed to bother little Kathleen Walsh, daughter of Conductor John Walsh, No. 2, of Seventy-seventh street depot. She mastered them quickly in grade school at St. Francis De Paul, and mastered them so well she won a scholarship to Mercy High School. That was four years ago.

Kathleen has made rapid strides since then. Studiously inclined, she found the wider scope of learning interesting and absorbing. Of cheerful and affable disposition, she even found it fun. Thus knowledge and Kathleen just naturally grew up together. Almost too suddenly she was a senior and at that stage of life where one is expected to have a little knowledge of everything.

The news magazine, "Scholastic," conducted one of its periodical tests at Mercy to determine the all-round knowledge of these students and found Kathleen not wanting. Asked if she was nervous about such an important test, she said, "No, sir." She loved it. And how much did she know? Well, sir, she knew it all; fifty dollars worth, which was first prize and something to crow about in any man's language. She was further honored in a radio interview over a coast-to-coast network.

After graduating from Mercy High School last month with honors and two more scholarships, "Scholastic" sent her to New York and the World's Fair, which she described as "wonderful" and equally as thrilling as she had found Chicago's own big show. Kathleen has returned quite a worldly young lady, although nicely unspoiled by this touch of fame. She's now looking forward to Mundelein College or a business education, and her dad and mother are some proud. What parents wouldn't be?



Kathleen Walsh

TROPHY PRESENTED

Archer Bowlers Map Campaign To Retain Honors

The crack bowling team of Archer depot which was recently presented with the William Quinlan Memorial bowling trophy for last season's successes has already mapped out their campaign for the coming season in which they will defend their honors.

The Memorial trophy, donated by Commissioner of Public Service Jeffrey O'Connor, must be won three successive times to become the permanent possession of any bowling group.

Archer bowlers, the first to win the three-feet high trophy, were Frank Rainis, Anton Kellman, William Lion, Walter Zelis and Joseph Malewski. The championship trophy is now on display at Archer depot.

Civil War Coming!

North Arrayed Against South In Bitter Battles—On Softball Fields

A bitter "war to the end" is due to break late this month when the sporting forces of the North section are arrayed against the battlers of the South. The white hot rivalry between the two ends of the Surface Lines system will bring a minimum of four clashes between the best each side can offer.

Bloodshed, however, will be limited, it is hoped, for all scheduled battles are to take place on the softball fields as teams from both sections fight for titular honors. One tilt will pit the North section title winner against the South side champions for the system title while two other games will be played by All-Star teams in an effort to settle the claims of supremacy advanced by each section.



Sectional Winners Play

Following the games of August 6, Noble station was definitely "in" as the North section title holder with 10 victories overbalancing one defeat. Even

though the Noble scrappers should drop the remaining games of their schedule the second ranking teams, Devon and North Avenue, cannot nudge them out of the winner's circle.

After an exciting 2 to 1 victory over Lawndale in a first place battle the Kedzie team also seemed to have the South section title fairly well in hand. Kedzie had two remaining games scheduled as did Lawndale but the former held title to eight wins and three losses as against seven wins and four defeats for Lawndale. Should the Kedzie team come through as the South section title holder it will mark their second successive softball title. In the 1938 season the Kedzie team also took the system title in a play-off championship series with Lawndale. Kedzie played in the North section last year.

All-Stars Battle

Once the excitement of the section races has died down the battles will rage again as the All-Stars from the two sections meet each other in an evening game at 44th and Richmond, August 20. The second All-Star softball game is scheduled for the Hines Hospital diamond and will be played either August 27 or on Labor Day.

Twenty-two All-Stars from the South section will be pitted against twenty All-Stars from the North. The stars were chosen by Umpire-in-chief Frank Schultz.

League officials, President John Kurzer, Armitage, and Secretary Walter Zelis, Archer, will manage to the All-Star squads. Zelis will make his selections from the following players named to the South section squad: Furlanetto, Fischer, Wardell, Lucas and Lange, all of Kedzie; Brichacek, Daly, Ciszak and Dammen, all of Lawndale; Kuhlein, Cavanaugh and Johnson of Cottage Grove; Rokas, Suske, Triner and Dillon of Blue Island; Peter Spoo,

Lammel and Kelly of Sixty-ninth, and Burger, Laskey and Carl Schmook of Archer.

North Side Squad

Manager Kurzer's North side squad will be composed of McGinnis of Division; Schmidt, Schmook, Janisch, Kubycheck, Braham, and Smith of Noble; Moran, Noel and Buhlman of Devon; Weber, Kelly, Ryan, Keag and Muszynski of North Avenue; Uhl and Johnson of Armitage and Peterson, Gillespie and Carney of Elston.

SOFTBALL LEAGUE STANDINGS

South Section

	Won	Lost	Pct.
Kedzie	8	3	.727
Lawndale	7	4	.636
Sixty-ninth	6	5	.545
Archer	5	5	.500
Cottage Grove	5	6	.454
Blue Island	1	9	.100

North Section

	Won	Lost	Pct.
Noble	10	1	.909
Devon	7	3	.700
North Avenue	7	3	.700
Elston	4	6	.400
Armitage	4	6	.400
Division	3	7	.300
Limits	1	10	.090

SO THE PAPERS SAY—

New York Sun Throws Light On Fare Question

"The plan for the purchase of the Brooklyn-Manhattan Transit system by the city for \$175,000,000 has been approved by the Transit Commission. It contains no reference to the 5-cent or any other fare. That is natural, for it is the Board of Estimate rather than the Transit Commission that must decide what fares shall be charged.

"It has been evident for years that eventually the city rulers must view the fare question in the light of plain if disagreeable fact. The budget is high, the tax rate is 'tops', the borrowing capacity of the city has dwindled to almost nothing. Is it possible much longer for the city to regard transit expense as something apart from other government costs and to maintain a 5-cent fare because it is a fetish carried over from Hylan days? Can a city poking here and there to find more millions in new and objectionable forms of taxation hesitate longer to put the transit lines on a self-supporting basis when they are unified?

"Unification does not mean saving money; the pay rises and the pension system put that out of the question. The LaGuardia administration must decide whether it can longer give a 10-cent ride for a 5-cent fare. No other city has managed to do it."

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 16 August, 1939 No. 5

William H. Bromage Editor

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TRACTION EARNINGS

The traction ordinance situation is complicated. The layman finds it difficult to understand the many complexities involved in setting up a coordinated program for a modern unified system which will assure the kind of service to which the public is entitled.

Plans for future improvements are worthless if there is no money to do the job. New money will not be put into traction in Chicago any more than in any other business unless the prospective investor feels confident that interest and principal will be paid when due.

The key to good service and sound credit is the same—earnings. Without earnings, service suffers. Without reasonable return and the prospect of continued earnings, new capital will not be forthcoming.

Earnings is the difference between revenues and expenses. In the case of Chicago traction, wages is the biggest item of expense. Taxes and other public burdens are major costs. At the present time there is little left after all operating expenses are met. It should not be difficult to understand that any increases, whether in the form of paving costs, city compensation, pensions or any of a dozen items, must be accompanied by an increase in revenues.

There must be a favorable balance after expenses are paid or there will be no new capital coming into the enterprise. Without new capital modernization plans cannot be carried out. And it is becoming increasingly

evident that modernization is necessary if service and transit employment are to be preserved.

The negotiators seeking a unified traction ordinance from the city recently submitted some facts and sound arguments concerning a unification franchise. A brief summary of their discussions of some of these points is included in an article in this number in the hope that the information and arguments will help clarify the issue.

COURTESY WEEK

Courtesy Week is coming up again and if it is as successful as it was last year we can look for a material reduction in accidents throughout the city. We hope all Surface Lines employees will do their bit to promote courtesy on the highways, both during the "Week" and thereafter.

Courtesy is the basis of all safe driving. It is consideration for the other man and his convenience which promotes safety on the road. The driver who selfishly pursues his own way regardless of the rights of others is the man to whom most accidents are attributable.

Courtesy is a principle which has always been advocated for Surface Lines employees. If we observe the principles of courtesy, both on the job and off, we will have made a large contribution to the success of "Courtesy Week."

We may be unknown to all but a few but if we are operating a Surface Lines vehicle we are, in the eyes of the public, the personification of the Chicago Surface Lines. A conspicuous lack of road courtesy will seriously jeopardize the good will of which we of the Surface Lines are so justifiably proud.

Deserter

"Sambo," said the magistrate reproachfully to the Negro before him, "I cannot conceive of a meaner, more cowardly act than yours of deserting your wife. Do you realize you are a deserter?"

"If you knowed dat lady as I does," replied Sambo, "you wouldn't call me a deserter. Ah is a refugee—dat's what ah is."

A conscience is that sixth sense that comes to our aid when we are doing wrong and tells us that we are about to get caught.

Courtesy Record Slipping

More Complaints and Fewer Commendations Suggest
Need For Improvement

"For many years I have been a steady patron of your transportation company. More than once I have told your men—'If only all drivers on the streets of our great city were as careful as you men on the Surface Lines there would be a great reduction in the number of street accidents.' I am proud of your company and its management. I am proud of the men in charge of your street cars. I wish to commend not only this one man but the many in your company for their efficiency and courtesy."

That expression of appreciation for courtesy and efficiency was received last month from the Rev. Frederick Link, 4248 North Lamon avenue, and following such praise of the train personnel in general the commendation carried particular praise for Conductor Anton P. Poch, badge No. 4504 of Kedzie.

The Rev. Link's letter was but one of the 45 commendations received during the month of July. That number may be compared with the 69 commendations that came in during July, 1938.



Complaint Totals Larger

The complaint totals for the month showed a large increase over the same month a year ago, 481 being recorded as against the 379 received during July, 1938. Discourtesies and mispunched transfers caused a large portion of the complaints. The record also indicates that too many trainmen have again resorted to passing up prospective fares.

Mrs. John Handly, Hyde Park hotel, wrote in praise of Conductor Valentine J. Kropfel, badge No. 3084 of Burnside, who followed her into the car to return an extra dollar bill which had stuck to the one Mrs. Handly had tendered for her fare. She commended both his honesty and his politeness.

Conductor William T. Rhind, badge No. 7284 of Devon, is \$10 richer and Miss Elsie H. Lochner, c/o Gardner, Carton and Douglas, First National Bank building, is much happier following the return of the latter's purse. Miss Lochner sent Rhind the reward together with a grateful letter of appreciation for his honesty.

"... to your organization and to your employes I wish to express my gratitude for the speed, efficiency and thoughtfulness exercised in the return of lost articles," wrote Helen Drucker, 900 North Richmond street, in expressing her thanks for the return of a purse lost on the car of Conductor Denis M. Curtin, badge No. 5716 of North Avenue.

Brief Case Returned

A grateful letter of appreciation from E. J. Meelbusch, 36 South State street, commended Conductor Frank W. Welch, badge No. 6806 of Seventy-seventh, for the return of a brief case.

The care that Conductor Frank E. Blum, badge No. 1392 of Seventy-seventh, exercised to make sure that his street car cleared a large truck was commended by Mrs. C. Phillips, 715 Barry avenue.

Bessie Tarkoff, R.N., 1719 Morse avenue, recounted several instances aboard the car of Conductor Carl R. Dessecker, badge No. 1614 of Seventy-seventh, in which she thought Dessecker had shown exceptional courtesy and good judgment.

The neat appearance of Conductor Edward L. Klewin, badge No. 9746 of North Avenue, drew the praise of Mrs. Mae Nelson, 3507 Osceola avenue.

Starter Floyd P. Valerious of Cottage Grove was warmly commended for his efforts to locate the owner of some house keys he found. He made several efforts and eventually returned the keys to James J. Martin, 617 North LaSalle street, who thanked and tried to reward Valerious.

Calls Streets Well

For extending a helping hand to old people and for calling streets distinctly Conductor Joseph P. Simpson, badge No. 1688, of Seventy-seventh, won the praise of Mrs. Harry Schwartz, 4650 Ellis avenue.

Ivor S. Heramb, 1353½ East 47th street, commended Conductor Irving J. Koehler, badge No. 2088 of Archer, for the courteous manner in which he sold him an "L" transfer. Heramb, first of a crowd to board, was told to seat himself inside. After collecting other fares, Koehler followed Heramb inside and gave him the blue transfer.

George Miller, 1810 North avenue, wrote with praise for conductors who help blind persons and who call streets distinctly. His specific praise was directed to Conductor Peter H. Heyer, badge No. 2210 of North Avenue.

A fare advanced by Conductor Frank Shea, badge No. 2570 of Cottage Grove, was repaid with a letter of thanks from Maurice Tabloom, 6225 St. Lawrence avenue.

In a similar instance Conductor Alva Bennett, badge No. 3554 of Kedzie, advanced a fare to Mrs. Roma Hall, 67 West Madison street, and had his trust repaid. Mrs. Hall sent a cordial letter of thanks together with a few extra pennies.

Mrs. Louise Marshall, 4245 North Springfield avenue, expressed her appreciation for the help given her with two suitcases by Conductor Leroy D. Wegener, badge No. 3966 of Elston.

A thought for the comfort of passengers always draws a warm response as was indicated in the commendation sent by S. D. Gookins, Stevens hotel, for Conductor Charles F. Michaels, badge No. 5928 of Burnside.



SUBMIT TRACTION DATA

(Continued from page 4)

Surface Lines companies. The franchise offer carries a provision under which the company agrees to sell the tunnels to the City if required.

Renewals and Depreciation

The proposal that initially 7 per cent of revenues be set aside for renewals and depreciation adequately protects all parties and provides against the failure of the ordinance to insure that the public will continue to receive modern, efficient and economical transportation insofar as provisions for depreciation and renewals are concerned.

ACCEPTANCE OF GRANT

The company must accept the grant within one year after approval of the ordinance. Some period must be allowed to complete the necessary mechanics of court reorganization and approval of the Illinois Commerce Commission. It is planned that appropriate court decrees will be obtained so that the submission of the ordinance at a referendum will be substantially the final step and so that after adoption at referendum security holders will not have the right of rejection. Orders already entered in the federal court provide for this method of procedure.

City Purchase Option

The City is given the option to purchase the properties. Such an option is an integral part of a terminable permit.

Acquisition of Bus Company

The Chicago Motor Coach Company is not under the jurisdiction of the federal court and certain steps must be taken before the purchase of the bus properties by the new company can be finally arranged.

KEDZIE GOLFERS MEET

Find Top Honors Taken By Others

Kedzie station held its first golf tournament at White Pines August 7, and it turned out to be a great success, some 40 players participating in the contest. All reported having a splendid time plus a delicious dinner, after the game. The turn-out was a great surprise to the committee in charge and the enthusiasm shown by all who took part is an assurance that this is just the beginning of an annual event.

There were 12 prizes given to the winners. The complete list follows:

	Gross	Net
Edward Tarsa (Lawndale).....	77	62
J. Johnson (North Ave.).....	103	64
John Heelan (Kedzie).....	102	66
Thomas Durak (Kedzie).....	113	68
Larry Duepner (Kedzie).....	95	68
Anthony Arneri (Kedzie).....	102	69
Michael Callahan (Kedzie).....	81	69
James Caron (Kedzie).....	91	70
Edward Wall (Kedzie).....	91	70
Robert Almeroth (Kedzie).....	91	70
Edmund Foreman (Kedzie).....	88	73
Franklin Little (Kedzie).....	104	74

LEGION ELECTS OFFICERS

Disseldorp Named Commander of Post No. 146

At the annual meeting of Surface Lines Post No. 146, The American Legion, Comrade Andrew Disseldorp of Armitage depot was elected Commander of the Post. Other officers elected to serve with Commander Disseldorp for the ensuing year are listed below:

Sr. Vice Commander, John M. Maher, Archer; Jr. Vice Commander, Otto E. Malinowski, Archer; adjutant, Stanley R. Janowick, Armitage; Finance Officer, Harry P. Brady, Kedzie; Chaplain, Michael M. Budo, Archer; Sergeants-at-Arms, George J. Casensky, Blue Island; Dave Ferguson, Utility; James P. Rinehart, Kedzie.

Members of Surface Lines Post and ladies of the Auxiliary will attend the annual department convention to be held at Peoria, Illinois,

August 20 to 22. The delegation will leave on a special train over the Rock Island Lines, leaving the La Salle street station, Saturday, August 19, at 2:15 P.M. (D.S.T.). The Post will be represented at the Convention by the following delegates: Robert P. Quill, Blue Island; Andrew Disseldorp, Armitage; Joseph S. Zaraf, Blue Island, and Sam Banas, Division. Alternate Delegates are: Joseph M. VanDerhaeghen, West Shops; John Maher, Archer; Otto E. Malinowski, Archer; and Michael M. Budo, Archer.



Andrew Disseldorp

Surface Lines Post and the Auxiliary have just concluded their most successful year. The Post reached its all time high in membership and the Auxiliary holds the distinction of having the highest membership gain in the Illinois ranks. Robert Quill, Commander, and Mrs. Celia Zaraf, President of the Auxiliary, wish to extend their deepest appreciation to all the chairmen of the various committees and to all their members who have so faithfully co-operated in the year's program. Without this splendid co-operation the Post and Unit could not have achieved this record. To the newly elected officers they extended their best wishes for continued success.

ORGANIZATION CHANGES

Hall Announces Promotions For Receivers

Organization changes recently announced by Superintendent of Transportation W. A. Hall have resulted in promotions for three men.

Relief-receiver Earl T. Nelson has been promoted to head receiver at the North Avenue station, and sub-receiver Chester H. Johnston has been promoted to relief-receiver No. 3.

Herbert W. Beyers, formerly combination clerk and receiver at Blue Island, has been promoted to the position of sub-receiver at the North Avenue station.

EXECUTIVES NOMINATED

McIlraith and Thelin Slated
For Important Posts

Two major executives of the Chicago Surface Lines have been nominated for responsible positions in the American Transit Association committees. They are expected to be named to the positions for which they were nominated during the A. T. A. convention, August 9-16, at Los Angeles and San Francisco, California.

Staff Engineer E. J. McIlraith was nominated as a member of the Operating Association executive committee for a two year term. Purchasing Agent V. E. Thelin was nominated to be president of the Purchases and Stores Association for a one year term.

Mr. McIlraith was unable to attend the convention but other executives in attendance included, in addition to Mr. Thelin, Secretary Frank L. Hupp, Superintendent of Transportation W. A. Hall, Assistant Superintendent of Shops and Equipment T. H. Shaughnessy and Superintendent of Schedules F. A. Forty.

OBITUARY

Deaths on the System from July 1, 1939,
To July 31, 1939

Transportation—Archer: Richard Ott, employed September 18, 1923, died July 18, 1939.
Blue Island: Fred W. Thornton, employed October 12, 1923, died July 8, 1939.

Kedzie: Henry D. Dole, employed September 9, 1893, died July 6, 1939.

Lawndale: Fred J. Luehr, employed November 19, 1889, died July 26, 1939; Thomas Smith, employed June 6, 1885, died July 26, 1939; Charles Stipek, employed May 15, 1923, died July 3, 1939.

Limits: Nicholas Sebastian, employed March 1, 1890, died July 3, 1939.

Noble: Gust W. Swanson, employed March 22, 1902, died July 20, 1939.

North: James Drew, employed November 6, 1922, died July 22, 1939; Conrad Hoppe, employed April 17, 1909, died July 28, 1939.

Seventy-seventh: James W. Fleming, employed January 18, 1919, died July 17, 1939.

Sixty-ninth: John Henry Tams, employed May 24, 1906, died July 11, 1939.

Accident Investigation—Charles R. Moore, employed May 1, 1918, died July 25, 1939.

Electrical—Frank Byrne, employed April 1, 1927, died July 1, 1939.

General Office—Alberta McLoughlin, employed March 4, 1929, died July 13, 1939.

Shops and Equipment—Archer: Joe Szweakeas, employed September 8, 1909, died July 18, 1939.

Limits: Herbert Hayden, employed December 16, 1918, died July 1, 1939.

South Shops: George H. Pearson, employed January 1, 1925, died July 14, 1939; Max Senkiel, employed April 4, 1908, died July 14, 1939.

West Shops: Edmund Fitzgerald, employed February 13, 1922, died July 4, 1939.

Track—Adolph Bacci, employed March 11, 1925, died July 27, 1939; Josef Granich, employed June 26, 1927, died July 9, 1939; William F. Meyer, employed March 23, 1904, died July 15, 1939.

KEEPING 'EM ROLLING

Archer Pushes to Front in Figures
for July

Archer depot, out of first place since March of this year, reached the front in the keep 'em rolling compilations for July with an average of 10,709 miles per pull-in. The first place honors were achieved by showing a 6 per cent decrease over the figure which a month ago had the station in second place.

Decreases were general throughout the system, 10 stations falling in that category as against the six who managed to show better records.

Lawndale, leader in the June figures, showed a 9,622 miles per pull-in, a decrease of 20.8 per cent, which dropped the station to third place.

Of the top-ranking nine stations, only one, Elston, showed improvement. Elston bettered the previous month's record by 11.9 per cent in climbing from seventh to fifth.

The standings remained relatively unchanged.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Dec.
1.	Archer.....	1	10,709	6.0*
2.	Devon.....	2	9,628	11.2*
3.	Lawndale.....	6	9,622	20.8*
4.	Division.....	8	9,479	13.8*
5.	Elston.....	13	8,691	11.9
6.	Burnside.....	5	8,313	5.8*
7.	Sixty-ninth.....	..	7,440	1.4*
8.	Seventy-seventh.....	..	6,974	18.8*
9.	Cottage Grove.....	2	6,879	11.7*
10.	Kedzie.....	..	6,873	13.1
11.	Armitage.....	3	6,445	3.5
12.	Lincoln.....	6	5,959	11.4
13.	Noble.....	3	4,990	12.5
14.	Blue Island.....	3	4,366	5.1
15.	North.....	..	4,332	2.4*
16.	Limits.....	4	3,363	23.9*

*Denotes decrease.

Carhouse records for the past six months:

Carhouse	July	June	May	April	Mar.	Feb.
Archer.....	1	2	4	4	1	1
Devon.....	2	4	1	3	4	4
Lawndale.....	3	1	2	2	5	1
Division.....	4	3	7	1	3	1
Elston.....	5	7	11	13	10	12
Burnside.....	6	5	3	5	2	10
Sixty-ninth.....	7	9	9	8	6	5
Seventy-seventh.....	8	6	6	6	11	9
Cottage Grove.....	9	8	5	7	7	6
Kedzie.....	10	11	8	10	8	7
Armitage.....	11	10	10	9	9	8
Lincoln.....	12	12	13	12	14	14
Noble.....	13	14	14	11	13	13
Blue Island.....	14	16	15	15	15	16
North.....	15	13	16	14	16	11
Limits.....	16	15	12	16	12	15

EMPLOYEES RELIEF FUND

July, 1939

The Surface Lines Employees Relief Committee received 16 applications for relief during the month of July. After investigations were made 10 of these were approved for weekly assistance. There were 288 active cases on the relief rolls at the end of the month, 8 having been removed by death or other causes.

Including the \$15,653 spent during the month of July, a total of \$1,343,160 has been paid out of the Surface Lines Employees Relief Fund for assistance of employees since the organization of the committee.

Departments and Divisions

Accident Investigation and Legal

C. Richard Moore, a faithful employee of the Accident Investigation Department for over 21 years, died at his home on July 25, at the age of 69.

Mr. Moore was born February 26, 1870, and started with our company on May 2, 1918. He was always an honest, conscientious and industrious worker. His widow and one son, George, survive.

R. I. Nicholes of this department can either thank or blame his interest in vacation photographs for his present plight. Last summer he took a boat trip and was one of the subjects "snapped" by a sweet young thing with a camera. On his return he visited her to obtain copies of the photographs, or so he says.

Result: On July 22, at the Englewood Baptist church, R. I. Nicholes and Miss Frances Seclander were married. Mr. Nicholes has still not obtained copies of the pictures, but he feels that now he doesn't need them, for they are all in the family.

We have two proud fathers over at 600 Washington Boulevard this month. Thomas Healy, weight 8 pounds, was born on July 12 at St. Anne's hospital. His dad, Ed Healy, of the Accident Investigation Department, was one of the recent winners in the C.S.L. golf tournament at Lincolnshire.

On June 20 Kenneth Du Pere made his appearance at St. Luke's hospital, weighing in at 8¾ pounds. The father, John Du Pere, had quite a bad time at the hospital, being there for about a 36-hour stretch. However, he has made a quick recovery, and the rest of the family are also making good progress.

Accounting

Best wishes for a happy birthday were extended to Mrs. Margaret Molentin of the pay roll division from her many friends on Monday, July 10.

The employees of the accounting division extend to members of the Bapst and McLoughlin families their deepest sympathy in the loss of our fellow worker, Mrs. Alberta McLoughlin of the ledger room, who passed away on Thursday, July 13.

One of the biggest thrills Miss Shirley Bettinger of the pay roll division had while on her vacation was to see 64 U.S. destroyers anchored in the harbor as she was crossing the "Bay Bridge" to the San Francisco Fair. Miss Bettinger's trip to the West was made by automobile and included stopovers at Grand Canyon, Zion National Park and Boulder Dam. Her return trip was made by train and the distance for traveling was 6,300 miles—some vacation.

Mrs. Harriett Skudstad of the stenographic division and her husband spent a very pleasant vacation traveling by automobile through the Smoky Mountains enroute East to the New York Fair where they spent four days, and then on to Cape Cod visiting the very tip, which is Provincetown.

Our sympathy is extended to John Allen of the timekeeping division whose father passed away on Thursday, August 3.

Thomas F. Coan.

Electrical

Emmett Nelson of the line department who recently purchased a canoe and a sailor's cap now believes he should be known as Commodore Nelson.

Congratulations are in order for Mr. and Mrs. Edward Kennelly, who are the proud parents of a boy, weight 8 pounds 10 ounces. Edward works at 82nd and Halsted substation.

Much credit is due to Leo McKeever, who has improved the Grand and Leavitt building with the addition of flower boxes.

George Holly of the line department who was injured while on duty is now at the Oak Park hospital. He is reported as improving. Best wishes, George.

Russell Petshow and Dello Hieatt of the line department are both at home nursing minor injuries. We hope for a speedy recovery for both men.

Our deepest sympathy is extended to the family of the late Thomas Allen, a stenographer at Grand and Leavitt who died August 3. Thomas had been in the employment of this department since August, 1906.

John Hebner, lineman, has been spending the past month touring the west by automobile.

Henry Richter, superintendent of electric installation, reports spending a most pleasant and restful vacation with his daughter at Watertown, Massachusetts.

William C. Becker, foreman of the armature winders, spent his vacation at Washington, D. C., and gave his time to speeding up the adjournment of Congress.

Billy.

Engineering

The day of miracles is not over yet. Lawrence Heise, chauffeur at Grand and Leavitt, won a 1939 Plymouth on a 20-cent ticket.

Tommy Rice, chauffeur at Grand and Leavitt, is sporting a 1939 Dodge. The Fairs are still open, Tommy.

Mr. and Mrs. Mike Doyle are the proud parents of a 14 pound baby. Mrs. Doyle is recovering rapidly. Mike is a chauffeur at Grand and Leavitt.

Miss Margaret Korosy spent a most pleasant vacation touring the states of Montana and Wyoming, and visiting the wonders of Yellowstone National Park enroute. On her return trip she spent a week on a dude ranch where she enjoyed her pet hobby, horse back riding.

Captain T. E. McCarthy, division superintendent of the southern division, track department, spent his vacation at Camp Custer, brushing up on his military knowledge.

C. R. Kelly and H. A. Abbott, inveterate fishermen, spent two weeks in the Land-O-Lakes region of Wisconsin. The boys took along a very fine luring barometer and report catching the limit each day.

J. P. Flynn, who maintains Chicago is the ideal vacation spot, spent his vacation time around its ball parks, beaches, and other places of interest.

Leo Ruzich, track section foreman, has been confined to his home for some time fighting the ravages of pneumonia. We are all hoping for Leo's speedy recovery and return to work.

Schedule and Traffic

Lee Gilbert has returned to his desk after five weeks illness. Glad to see you back again, Lee.

Appropriate to the season, most of the news concerns vacations, which can be summed up as follows:

Harry Jennison, William Devereux and Frank Irvine spent their vacations in Chicago and nearby points of interest.

Esther O'Brien enjoyed Montreal, Quebec, the Catskills, Adirondack and White Mountains, Bar Harbor, Boston and the New York World's Fair.

Bertha Slutsky visited her brother at Springfield, Massachusetts, where she saw him play baseball in the Minor League with his team; then to New York to see the World's Fair; then on to Washington, D. C., where the laws of our land are made.

Walter Prentice went fishing in Northern Wisconsin. Ask Walter about the number of fish he caught.

Joe DeGrazia acquired a sun tan at Fox Lake.

Lloyd Braff visited at his home in Superior, Wisconsin; he also tried his hand at fishing at Snow Bank Lake and Lake Disappointment on the Canadian border.

William Burkhart piloted his Chrysler over the highways of Illinois and Indiana.

William Marston rode the latest in trains, the Pacemaker, to New York World's Fair and Columbia University.

Ted Cogwell saw the World's Fair and San Francisco, and also visited at his father's ranch at Jordan Valley, Oregon.

Art Langohr took in Silver Lake, Wisconsin, and Corey Lake, Michigan.

Charles Keiser visited his home town at Union City, Tennessee. The fish were not biting according to latest reports from Charles.

Robert Sedlack was kept busy taking care of his son, while his wife was in the hospital for an operation. Robert's wife is now recovering and will return home soon.

Glen Crump is now making a tour including Montreal, Quebec, the Catskills and Adirondack Mountains, and will also visit New York's World's Fair and Philadelphia.

George Weidenfeller.

Shops and Equipment

West Shops: New York is attracting many vacation travelers from our department, some returned vacationists being Walter Krull, Mildred Habeger, and Donald Riess, and all report an enjoyable and interesting trip.

Sgt. Richard Maerz is doing "squads east and west" for two weeks at Camp Grant.

Eleanor Rall spent pleasant days at Lake Geneva, golfing and swimming.

Michael Pare of the drafting department and his family are vacationing at Eagle River, Wisconsin.

We extend sincere sympathy to the bereaved families of Herbert Hayden, car repairer at Limits, and Edmund Fitzgerald, painter at the West Shops, who passed away during July.

Lillian Hultquist.

South Shops—We extend our heartfelt sympathy to the bereaved family and relatives of George Pearson, motor repair department, who passed away on July 14, after a heart attack.

Vacation Notes: W. C. Smith, assistant superintendent, fishing and boating in Michi-

gan; H. Alton, office, faithful to "Chi"; J. N. Jastremski, blacksmith department, at Green Lake, Wisconsin, but the weather was too hot to enjoy a vacation; Edwin Anderson, machine department, motored east to enjoy the beauty of Niagara Falls; Theodore Wahlberg, car repair, fished and took life easy at Shawano Lake, Wisconsin; C. S. Buza, office, reported fine swimming in Illinois, Michigan and Indiana; Mrs. M. A. Stoffle, office, went swimming and boating in Michigan; J. L. Graiser, pattern department, farming in Wisconsin; Herman Pott, tin department, visited the caves in Kentucky and Tennessee.

After a long illness, Max Senkpiel, tin department, passed away on July 14. We offer sincere sympathy to the family in their sorrow.

Burnside—Vacation Notes: William Filson at Wisconsin Dells, swimming and fishing—but, oh, Billy, what a sunburn; Joe Vacca successfully fished at Hayward, Wisconsin; Tom Cannon, our young troubadour, was at the New York Fair, but perhaps it was a honeymoon to Niagara Falls—eh! Tom?

Archer—Simon Stenberg, while on vacation, went to Sox Park, taking advantage of a double-header, and it being ladies' day, he took his wife along. First game spent explaining the plays—between games he lost his wife—so it turned out not to be a double-header for Simon after all.

We offer sincere sympathy to the family of Joseph Szweakeas, repairman, who passed away on July 18, after a short illness.

Elsie S. Frank.

Transportation

The sympathy of the department is extended to John B. O'Connell, whose mother passed away in her home on Sunday, July 16. Funeral services for Mrs. O'Connell, widow of Police Captain Joseph J. O'Connell, were held at her home at 7016 Euclid avenue to St. Philip Neri church. Burial was in Holy Sepulchre cemetery. Mrs. O'Connell was born in Chicago sixty years ago. Her husband died in January, 1933. Surviving are two sons, John, assistant superintendent of transportation for the Chicago Surface Lines, and James; and three daughters, Hazel, Eileen and Loretta.

Sympathy is also extended to Stationmaster Edward L. Maguire, whose wife passed away in the Lutheran Deaconess hospital on Friday, July 14. Mrs. Maguire was 73 years old and had lived in Chicago almost fifty years. Her home was at 4226 Adams street. A daughter, Vita, also survives. Funeral services were held in the chapel at 5708 Madison street.

The most famous Wisconsin Dells was the big attraction for Supervisor Frank C. Eggert. Frank says you have not seen anything until you have visited the Dells.

Supervisor Joseph Hubberts spent his vacation on his farm in Salem, Wisconsin.

Ruth Soutter has just returned from a tour in the west. Her itinerary included the Canadian Rockies and Los Angeles.

Assistant Superintendent Robert J. McKinney motored to the northeast, passing through the White and Green mountains and the Adirondacks. Bob says he not only motored, but played on some good golf courses.

Supervisor Edward Hansen has just returned from a successful fishing trip on DeWart Lake, near Syracuse, Indiana.

Andy.

Around the Car Stations

Archer

Conductor Tom Martin, enroute to New York Fair, where he is planning his vacation days, sends in a postal from the Heart O' the Irish Hills, Michigan, reporting a wonderful trip.

Conductor John Rau, secretary of the Archer Depot Club, celebrated his silver wedding anniversary July 25. It is reported a very happy and joyous party took place. Leave it to Mrs. Rau to provide good eats.

Among the numerous lost articles turned in during the month of July was a pair of white rats. Clerk Chuck Rone says he will soon have them educated to take the register statements.

Ed Krause, our general utility man, started his vacation July 30, having planned a cruise with his family to Upper Michigan via lake trip.

Motorman John O'Connor, another of Archer's sports, is spending his vacation days fishing along the banks of Paw Paw river, at Hartford, Michigan. John has always been noted for big game.

Motorman F. A. Motuelle reports the arrival of a daughter at his home, born June 29, who answers to the name of Arleen Mae Motuelle.

Conductor Tom O'Keefe and wife motored to Williams Bay, Wisconsin, where they are enjoying the cool breezes of vacation days.

Our sympathy is extended to Conductor Jack Loftus on the death of his father July 6.

Motorman W. F. Hansen and family are spending their vacation at Saint Ignace, Michigan, and sent in a postal of the Indian Village.

Conductor R. F. Ott died July 18, after a short illness. To his family the boys extend their deepest and sincere sympathy.

Donald Robinson, the son of Conductor P. J. Robinson, while attending a picnic July 4, went in swimming and was drowned. To Conductor Robinson and family we extend our sympathy.

Conductor J. H. Binett's father died July 25. Funeral services were held at St. John Baptist church.

Matt B. Deters, receiver, together with his family, is vacationing at Cable, Wisconsin, and he reports he is using sardines for bait with good results.

Dusty.

Division

The safety-courtesy film, "Keeping Pace," shown by Chief Instructor Tom Moore recently, was most interesting. We feel sure that all those who saw the film derived some personal benefit from it.

The automobile windows of Receiver Frank Pasche are covered with stickers from Crystal Cave, Wonderland Cave and Mount Rushmore of South Dakota. Although Frank won't talk about it, we imagine he had a swell trip among the Black Hills of South Dakota.

"Farm Brown" Cooley is now living in Lombard. All friends of his are invited to help him with the crops any time they are out that way.

According to a card just received Conductor Ed Lowe is doing all right at the New York Fair.

Have you noticed Motorman "Sandman" Winkowski's new Plymouth? He claims it's a "super-doooper."

The sympathy of the entire depot is extended to the family of switch-cleaner Adolph Bacci, who passed away last month.

Our sympathy is also extended to Charles Henderson, former receiver, in the loss of his wife.

Artie W.

Kedzie

Motorman Alvin Sobotnik and his wife celebrated their silver wedding anniversary July 22 by having a large celebration at their home, after which they motored to California on their second honeymoon. May your future life be filled with happiness as it has been in the past.

Flash: Conductor William Mullane, our popular reporter for the *Union Leader*, has joined the married ranks. This happy event took place on Saturday, August 5. We extend our very best wishes to you and your wife and may your future be filled with lots of happiness and success.

Conductor Henry Reichart, while vacationing at Lake Chequamegon, Wisconsin, was deputized, we hear, to join in the search for Olson, the bad man of northern Wisconsin. As we all know, this desperado was captured and it may have been through his efforts.

Supervisor Maurice Jones is planning on joining Motorman Ray Deditz at Rhinelander, Wisconsin, for a few days of muskellunge fishing. Jones says he is going to bring back a "muskie" as big as himself.

Thomas Fahey, our stationmaster, and his wife are vacationing at Paw Paw Lake, Michigan. Here is wishing you both a very enjoyable time.

Conductor Arnold Andresen and his wife are vacationing in northern Michigan on their belated honeymoon.

Motorman James Granger took a week-end trip to Lac de Flambeau, Wisconsin, to see the Indian reservation.

The inseparable quartet, Pat Foley, Lloyd Renfrow, Mike McDonough and Joe Ryan, are vacationing with Rudolf Velk at Paw Paw Lake, Michigan.

Conductor Dan Musker has taken extra time off with his vacation to motor to California and the San Francisco Fair.

Conductor Floyd Moss stole quietly away July 22 to Valparaiso, Indiana, to get married. Here is wishing you and yours the best of luck and happiness.

Conductor Edward Gabrick is the proud daddy of a baby boy born July 13, and Conductor Michael Tribble is all smiles these days, for he is the proud daddy of a girl born July 31. Congratulations.

The wife of Motorman Frank Beggs died July 17, and Conductor John Schilling's wife died July 31. Our deepest sympathy is extended to these trainmen in their bereavement.

Supervisor John Kramer went east on his vacation and stopped over in Washington, D. C., and many other points of interest. John enjoyed seeing the mint, but was disappointed when the officials wouldn't give him any samples.

Our good Irish street car men, the Shannon Rovers, won the tug-of-war, two out of three times, against a German team at the field meet at Mills Stadium, August 5.

Clinton Sonders.

North Avenue

The vacation weeks are here and no doubt many of the men at North Avenue could relate some interesting stories of their travels. We would welcome some news from the boys regarding their experiences, and a little note dropped in the station mail box to the Scribe will receive attention.

Motorman Elmer St. J. Titus and your scribe had two wonderful weeks up on Elmer's estate, located on the East Fork of the Black River in Wood County, Wisconsin, about 300 miles northwest of Chicago. Elmer's new machine performed perfectly, and after running up 1,286 miles on that trip he is satisfied that it is a good automobile (or, as one of the natives up there described it, a decent machine). His cabin on the river up there provided a comfortable headquarters and many a tramp was taken through the vast woods that border the river that flows through the middle of his land. The forest was most interesting to the scribe, and much first hand information was learned regarding the old lumbering days, such as inspecting the site of the old town of Progress, that has now completely disappeared, but was a busy place during the lumbering days. We also walked along the right of way of the railroad that served Progress and several other towns during the boom logging days, and while all the rails have gone, the ties could be seen in places and the straight right of way easily followed through the forest.

We regret to have to record a number of deaths since our last notes. Receiver Charley Henderson suffered the loss of his wife on July 20. Supervisor Bailey lost his son after a short illness. Motorman Conrad Hoppe passed away July 28, and the mother of Conductor John Jambalbo died recently. Conductor James Drew died after a lengthy illness. To all the bereaved we extend a deepest sympathy in their loss.

H. W. Coan.

Seventy-seventh

You must have noticed a horse and wagon on Halsted Street. Yes, there are a few left. This one is Sam Taylor's, and he has been passing up and down the street for forty years. He is noticeable because he still drives a horse and wagon and because he always gives a street car right of way. Also, he's the south side's oldest butcher boy, and at an advanced age, still retains healthy red cheeks. His white mustache and white butcher's apron mark him a typical representative of his trade. Of cheerful and affable disposition, Sam runs his meat route daily, rain or shine, and advises: "What America needs is a good five-cent sausage!"

How much philosophy is in a two-by-four? You'll have to ask Supervisor E. C. Tocci, because it's too deep for us. A famous sports writer, who recently passed away, used to have intimate conversations with Kentucky Derby horses, as we recall. This is just a bit more fantastic, but maybe Signor Tocci's recent contact with a two-by-four on Ashland avenue was just a case of an interview with the inanimate!

Tinley Park is not very large, but Conductor Ed Ringberg's contribution to the population is larger than one man's share of civic responsibility. Showing that he bares this responsibility lightly, however, he proudly celebrated the arrival of his sixth child last month.

Seventy-seventh's little strong man, Conductor J. B. Blais, is sure there is nothing more convincing than a strong right arm, and a left, too, if possible. He's got both and can prove it. A staunch believer and practitioner of physical exercise for health and fun, he can make plenty of big men look puny by comparison. Those who have fallen victim to this comparison find it interesting and convincing, but not so funny.

Exercise of a different nature, which leans toward the strong right leg and left, is what occupies Motorman James Pearson. But, his first serious attempt at cycling resulted more in the leaning and the reclining than to the exercising, unless you care to grant that there is some exercise even in that, but not leg exercise. At any rate, he's a much better cyclist now.

Condolence is extended to the following men on death in their families:

Conductor W. J. Dorgan, his mother; Motorman P. J. Robinson, his brother; Motorman R. J. Roak, his father, and Conductor T. J. Dexter, his wife.

Walter F. Story.



This little dancing darling is Miss Juanita Perks, grand-daughter of Motorman James R. Perks, of Burnside.



DEVON LOOP IMPROVED

Old and new views of the loop in front of Devon station show the marked improvement which must be credited to Surface Lines gardeners. The landscaped loop is but one of many beauty spots developed on the system in recent years.

