

Surface Service

• MAGAZINE •

VOLUME 16

JULY

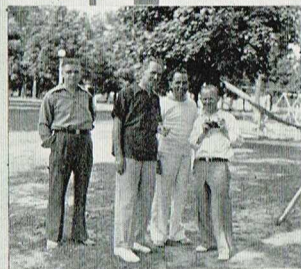
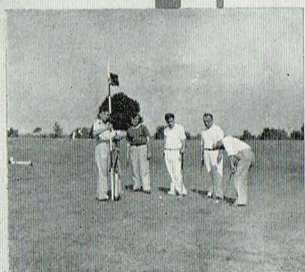
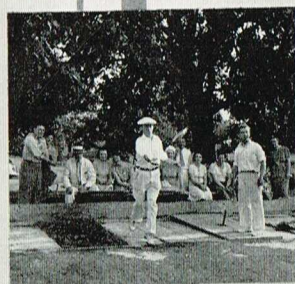
1939

NUMBER 4



MAYOR KELLY OPENS NEWEST BUS LINE

THERE'S PLEASURE IN A PICNIC!



You'd have a hard time convincing these people that there is more fun than a picnic. They are some of the 175 who attended the first picnic of the Accident Investigation Department at Wing Park, Elgin, Illinois, June 17. Horse-shoe pitching, golfing, baseball and tennis were among the varied activities that provided a welcome change from the work-a-day world.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 16

JULY, 1939

No. 4

Unification Proposals Submitted

Negotiators Outline Traction Settlement Ordinance for Chicago Transit Company

A proposal for a traction unification franchise was submitted to the Committee on Local Transportation of the City Council on June 26. The proposal was prepared, at the request of the City, by a negotiating committee acting under authority of the Federal Court. It was offered as the basis for a settlement ordinance for the Chicago Transit Company.

This new company would be formed through the merger of the Chicago Surface Lines and the Chicago Rapid Transit Company, with provision for acquiring the Chicago Motor Coach Company. The negotiating committee which made the offer is composed of Walter A. Shaw, chairman; Guy A. Richardson, president of the Chicago Surface Lines, and A. A. Sprague, trustee for the Rapid Transit Company.

Propose Extensive Modernization

The proposed ordinance provides for an extensive modernization program of the surface and elevated facilities. Under the ordinance the new company would buy enough new cars and buses to replace most of the existing rolling stock owned by the surface and elevated systems. The plan for surface modernization calls for the purchase of 2,100 new street cars, of which 1,000 would be bought during the first four years of the program.

The equivalent of 1,000 present elevated cars would also be purchased, one-half of them to be delivered in time for operation when the State street and Dearborn street subways are completed. In addition, the ordinance provides for a wide program of extensions of surface facilities and the substitution of bus lines for street cars. More than 500 new gasoline and trolley buses would be needed to carry out the bus program.

Suggest Many Extensions

The ordinance would provide for the substitution of buses for street cars on 25 existing car lines, totaling 240 miles, or nearly one fourth of the present trackage operated by the Surface Lines. (A list of proposed substitutions is shown on page 4.)

In addition, there would be 25 extensions of surface lines that would be installed within two years. Six of

these extensions would be entirely new routes, while the others would be additions to existing lines. The extensions total about 100 miles. The establishment of eight express bus lines within the first two years is provided for. Four of these lines would operate into the central business district and the other four would be non-downtown routes.

The negotiating committee in its offer made definite proposals regarding such important points as valuations, rates of fare and city compensation. The ordinance would fix the value of all elevated and surface lines properties to be retained for transportation purposes at \$220,000,000. This sum would be the initial capital value of the new company (exclusive of the value at which the Chicago Motor Coach Company would be taken into the new system). Provision is made for additions to and deductions from the capital value in the future. The City would have the option to purchase the properties at the capital value at any time.

Pension Provisions Made

Regulation of the new company would be vested in a new local commission. There is already existing legislation providing for the organization of such a commission upon unification of the transit systems.

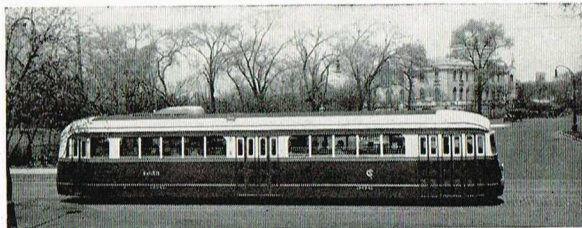
Provision is also made for the establishment of a service annuity (pension) system on terms and conditions to be agreed to by the company and its employees. If such an agreement were not consummated within two years, either the company or the employees could apply to the transit commission for an order setting up such a system.

The negotiating committee proposed that the City join with the new company in seeking the establishment of the following initial fare schedule for the unified company:

Surface System

Each passenger 12 years of age or over, 8

cents, except that on all buses in express service and those operating in through service on boulevards and parkways the rate of fare will be 10 cents. Each passenger under 12 years of age, one-half fare. Children under 7 free, except that no more than 2 children under 7 accompanied by an adult shall be permitted to ride free.



In modernization plans submitted to the Committee on Local Transportation it was proposed that 1,000 modern street cars of the type above be purchased during the first four years of the program.

Rapid Transit Lines

Within the city limits: Passengers 12 years of age or over, 10 cents. Passengers between 7 and 12 years, 5 cents. Children under 7 free, except that no more than 2 children under 7 accompanied by an adult shall be permitted to ride free.

Free Transfers on Surface

There shall be free transfers for a continuous ride on the entire system, except that a charge of 2 cents shall be made for a transfer from an 8-cent service to a 10-cent service. Transfers between rapid transit and surface lines will be permitted at all points where such transfers can conveniently and appropriately be made.

The proposed ordinance provides for the payment of compensation to the City after the first five years. The City would then be entitled to receive compensation at the rate of 3 per cent of gross revenues from operations in the city after payment of bond charges and preferred dividends of the new company. The ordinance would provide also that the City advance \$20,000,000 from the existing traction fund for improvement of the new system. Part of this money would be spent for equipping the new subways and for building approaches and making physical connections between the elevated structures and the subways. The remainder would be used for other improvements. The City would have title to the facilities financed with money from the traction fund.

To Build New Traction Fund

The balance remaining in the existing traction fund, after withdrawal of the \$20,000,000 and the \$22,000,000 estimated City's share of the new subways, would be put into a new traction fund. Future compensation payments made to the City would also go into the new fund. This new fund could be used for extensions of the subway system, payment of salaries and expenses of the new transit commission and other traction purposes. It could also be used by the City to help pay for the lines in the event it exercised its option to buy the system.

It is proposed that the ordinance be in the nature of a terminable permit; that is, one that shall remain in effect as long as the new company meets its franchise obligations or until the properties are purchased by the city or its permittee.

Following receipt of the negotiators' proposal, the City Council Transportation Committee met and considered the offer. Alderman James R. Quinn, chairman of the council committee, then wrote to the negotiators asking for additional detail in support of the ordinance proposal.

"It was at once apparent to the committee," Alderman Quinn wrote, "that the proposals differed in many respects from the ideas of numerous members of the committee as well as the members of the committee's legal and engineering staffs."

Mr. Shaw advised Alderman Quinn that the committee was proceeding with the preparation of additional information.

The Front Cover

Mayor Edward J. Kelly is the central figure in the front cover picture. Shortly after it was taken on June 16, he cut a ribbon to mark the opening of the new Caldwell-Peterson-Ridge bus route.

BUS SUBSTITUTIONS PROPOSED

The following street car lines would be converted into bus routes under the franchise proposal made to the City:

Substitutions To Be Made as Soon as Buses Are Received

Sheffield—Clark to Lincoln.
26th—Halsted to Cottage Grove.
43rd—Root—Halsted to Oakenwald.
Windsor Park, Ewing Brandon—63rd and Stony Island to Hegewisch.
South Deering—63rd and Stony Island to Torrence and 124th.
South Chicago—63rd and South Park to Indianapolis and State Line, via South Park, South Chicago, 92nd, Ewing and Indianapolis.
71st—Vincennes to Cottage Grove.
74th-75th—74th and Ashland to 75th and the lake.
103rd—Vincennes to Cottage Grove.
111th—Vincennes to Cottage Grove.
Vincennes, 119th—Vincennes and 111th to 119th and Morgan.
115th—Halsted to Cottage Grove.
Riverdale—119th and Michigan to 138th and Leyden.

Substitutions Which Must Be Delayed Until Repaving of Streets Has Been Completed

Montrose—Milwaukee to Broadway.
Clybourn—From Clybourn and Belmont to terminal in central business district.
Canal-Larrabee—Larrabee and Lincoln to Canal and Roosevelt.
Morgan-Racine—Racine and Erie to Morgan and Pershing.
14th—14th and Damen to Canal and Roosevelt.
16th-18th—16th and Kenton to 18th and State.
31st—Archer and Pitney Court to Illinois Central Railroad.
38th—Pershing—38th and Central Park to Pershing and Cottage Grove.
51st-55th—51st and Central Park to 55th and Lake Park.
59th-61st—59th and Central Park to 61st and Blackstone.
67th-69th-71st—71st and California to 67th and South Shore Drive.
106th—Torrence to Indianapolis.

EMPLOYES RELIEF FUND

June, 1939

The Surface Lines Employees Relief Committee received 16 applications for relief during the month of June. After investigations were made nine of these were approved for weekly assistance. There were 286 active cases on the relief rolls at the end of the month, eight having been removed by death or other causes.

Including the \$12,055 spent during the month of June, a total of \$1,327,507 has been paid out of the Surface Lines Employees Relief Fund for assistance of employees since the organization of the committee.

"In Old Chicago"

Publication of Chicago City Railway Offers A Taste of the Past

"Backward, turn backward, O time in thy flight..."

Time is turned backward to the earliest days of Chicago traction in a publication of the Chicago City Railway company, which was recently unearthed by Stationmaster G. W. Peterson. The 48-page booklet is an illustrated historical and descriptive account of the railway, published in 1900.

The frontispiece of the booklet contains a small line from Shakespeare—"Heaven so speed me in my time to come!" Following that classic touch is the designation applied to the company in bold-face letters—"A Model Street Railway System." That caption was followed in turn by the announcement that the booklet contained a history of the Chicago City Railway company "from its origin to the present time"—(the year 1900).

Although containing much information that has been printed in other historical articles, the booklet, nevertheless, contains much that is new and untold.

On March 4, 1856, the Chicago City Council passed its first ordinance granting street railway privileges to Roswell B. Mason and Charles B. Phillips. The panic of 1857 caused that project to be dropped and on August 16, 1858, the Council passed another ordinance granting Henry Fuller, Franklin Parmalee and Liberty Bigelow the privilege of laying tracks on certain streets. It was under this ordinance that the first street railway in Chicago, the nucleus of the lines of the Chicago City Railway company, was constructed.

"To the Rescue of the People"

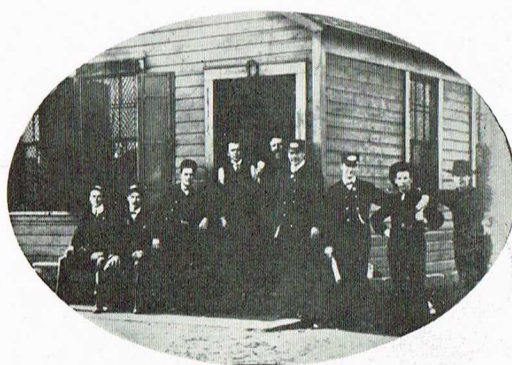
An interesting account of monetary troubles of the early 1860's is reprinted in the booklet which says: "In 1861 the financial medium was first vitiated. The daily varying quotations of 'stump tail' made its possessors often glad to get rid of it on any terms. The City Railway was of necessity made the recipient of much of this poor paper. Up to this time the company had not issued 'punch tickets' for fares, and so long as silver change held out it had not thought of doing so. When, however, silver disappeared, and recourse was had to postage stamps as the readiest expedient, the Chicago City Railway company may be said to have come to the rescue of the people. Their earliest issue of tickets, hastily flung from a job press and as hastily stamped, was hailed as a public boon. An uncanceled ten-ride ticket was good in the city or vicinity, and unquestioned for its face value of fifty cents. It would pass in almost any transaction; indeed, anywhere in preference to a greasy little envelope of postage stamps that were certain to be damaged, if they were not short in the count. It is even related that church contributions brought in no small store of them. Though redeemable only in rides, so much were they in demand as a circulating medium that they were counter-

feited, and it is a tradition that known counterfeits have been unhesitatingly accepted in trade. This issue of what may be called the 'emergency tickets of 1861,' amounted to about \$150,000, and because of counterfeits they were, as soon as possible, called in for redemption in other tickets of more elaborate preparation. The second issue was readily divisible into denominations of twenty-five, fifteen and ten cents, to the greater convenience of the people; and until the postal currency of the United States came into circulation, in the summer of 1862, the issues of the Chicago City Railway were the most acceptable small change Chicago had or could furnish. Long after their use as currency had ceased Mr. Fuller, the treasurer, continued to receive these tickets by letter from distant points. Many have doubtless been retained as souvenirs of an eventful time."

West Division Sold

If there were losses during that "eventful time" there is no mention made of them. Shortly after, however, on July 30, 1863, the Chicago City Railway company sold the road and franchises held by them in the West Division to a new corporation, known as the Chicago West Division Railway company, for \$200,000 cash. Their attention was then turned exclusively to the extension of their South Side lines. By 1865 the Archer avenue line, from State street to Bridgeport, was completed. In 1870 the company was operating over 17 miles of track and was running cars at intervals of one minute on State street; on Cottage Grove every four minutes, and on Archer avenue every eight minutes.

The first radical change in the status of street railway legislation was made by the act of February 6, 1865, entitled "An Act Concerning Horse Railways in the City of Chicago." This act amended by name two previous acts regarding street railways. In common with sim-



That's Chief Clerk G. W. Peterson with Frank Tennent in the doorway of the first office at 77th Station—1904. The first office was built at the east end of the first bay, about ½ mile from the street.

ilar clauses for the other two Chicago companies of that time the measure provided that the life of the corporation known as the Chicago City Railway company be extended to 99 years from the date of its organization in 1859—or until 1958. It also extended all the rights and privileges belonging to the company for a similar length of time.

Legislature "Supreme"

In commenting upon this piece of legislation the publication says: "The State at that time was under the Constitution of 1848, which gave to the city councils absolutely no power to legislate in street railways matters. The Legislature was therefore in supreme authority over street railways and was empowered to and did extend the charters of the companies, and all the franchises which had been given them prior to 1865, to the limit of 99 years from first incorporation or until 1958. This was the understanding for 13 years, until 1878, when the first controversy involving the duration of the franchise arose. The question was brought up at that time on occasion of an attempt by the city to collect license fees on cars. It was decided by a wise compromise."

The compromise was engineered by Mayor Carter Harrison. The necessity for any compromise is traceable to the fact that the city "in a most embarrassed financial condition" passed an ordinance on March 18, 1878, requiring the companies to pay a license fee of \$50 on each car owned, whether the vehicle was used or not. The street railways protested at the requirement and took early steps to present the matter to the Supreme Court of the United States.

Compromise Effectuated

The compromise was to the effect that the litigation in the Supreme Court be withdrawn, that the companies pay a license of \$50 a year on a number of cars figured by daily trips, and that for 20 years the city should offer no contest as to the companies' right to operate their cars for 99 years under their State charters.

"These facts," says the publication of 1900, "are given to show the true situation in the matter of street railway franchises in Chicago. It is these ordinances of 1883 that are to expire in 1903, and about which so much talk has been made of extension. The street railway companies do not admit that their charters expire before 1958; but in 1903 the city's authority to charge a license fee will again be in

dispute, and the charter rights of the street railway companies under the act of the State Legislature in 1865 will be again relied upon. If the whole question settled so skillfully for 20 years by Mayor Harrison in 1883 is reopened in 1903, it will mean, as before, trouble, expense and fight with the city. The street railroad companies would greatly prefer peace. That is the reason they are in favor of more "extension ordinances," only they do not regard these ordinances as extensions of their rights, but as merely an extension of the armistice of 1883.

"There are some other factors. . . . In 1870 the new Constitution of the State of Illinois was adopted. It provided that no grants of street railroad and like franchises should be made by the State without the consent of the local authorities, and that all such grants should be limited to 20 years. In 1872 the Horse and Dummy act followed, elaborating these points and providing other limitations and privileges. But both of these changes came years after the 99-year extension act of 1865 was accepted, complied with, and in force, so they cannot in any way be held to affect the rights of the Chicago companies to operate for 99 years under their charters."

Legal opinions quoted at that time are particularly interesting as related in the pamphlet.

99-Year Act Valid

"Mayor Carter H. Harrison, Senior, who was more intimately familiar with the actual rights and limitations of the city in street car matters than any man who has ever occupied the city's executive chair, said, in 1883, of the 99 year act:

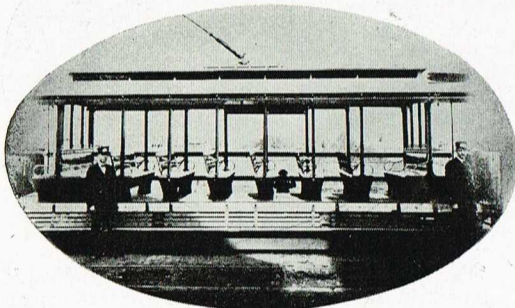
"I have always entered upon the discussion of that act with all my prejudices arrayed against it, but I am forced to yield to the opinion of lawyers far better than myself, that the act of 1865 is valid."

"Judge Francis Adams, admittedly one of the ablest corporation and constitutional lawyers of the State, when Corporation Counsel in 1883, made a long and careful study of the street railroad situation. Although strongly on the side of the city and the public, he came to the conclusion, after a thorough analysis of the subject, that the law of 1865 was perfectly valid. He said at that time, among other statements, on the subject:

"Was the act constitutional? I say it was, because the act was passed while the Constitution of 1848 was in force, and the question is, was it constitutional when passed? It was constitutional if the General Assembly had the power to pass it, and the General Assembly had the power, if not limited or prohibited in the premises by the State or Federal Constitution.

"I am of the opinion, therefore, that the act of February 6, 1865, was constitutional when passed, and, being accepted by the railway companies, became a contract between the State and the companies, and as such is not, so far as the rights of the companies are concerned, affected by any provision in the present Constitution."

(Additional historical information contained in the booklet will appear in a later issue of this magazine.)



Conductor Peterson and Motorman Heinrich at 70th and Halsted in 1900.

Courtesy and Efficiency Praised

Patrons Send "Bouquets" For Courteous Service—
Complaint Increase Also Noted

Courtesy, alertness, efficiency and all the intangibles that go to make up good service were praised by passengers in commendatory letters received during June.

Typical of the type of alertness that goes far to prevent and avoid accidents was the action of Conductor Harold B. Clemons, badge No. 584 of Burnside. A letter describing his actions follows:

"Today I was riding on a Cottage Grove car and as we neared Wabash and Van Buren, a live wire dropped down from the elevated in the middle of the crossing. It was during the 9 a. m. rush hour. The conductor grabbed a broom, rushed off the car and held the live wire down while he directed traffic with his free hand. There were no policemen in sight and we were tied up almost 10 or 15 minutes. That conductor really deserves credit. He might have saved some person from death or injury. I believe in giving credit where credit is due." The commendation was sent by Miss Anna Summers, 817 East 47th place.



More Complaints Received

The darker side of the service was reflected in a rising number of complaints which totaled 480 for June, 1939, as against 403 during June, 1938. Some 20 per cent of the complaints protested against discourtesy; another 20 per cent arose from transfer difficulties. The commendation list was swelled from 53 to 120 in the same period. The increase in the commendation list, however, is traceable to the fact that one entire school room class sent in a commendation for special service accorded them.

John J. Barrett, 1046 South Mason avenue, wrote a kindly letter of praise for the system and for Conductor Robert H. Irvine, badge No. 2112 of North Avenue. Mr. Barrett left his tool kit on a Cicero avenue car and was overjoyed when it was turned over to him two and one-half hours later. Mr. Barrett said he "wished to express my deepest gratitude for the wonderful service rendered to the public by the Chicago Surface Lines. As I see it, this service is made possible through the efforts of both the management and the highly efficient personnel."

Aids Blind Passenger

Conductor Harry A. Mitchell, badge No. 4520 of Kedzie, was praised by Miss Rose Deckwer, 1818 Washington boulevard, for the courteous assistance she saw him give to a blind passenger.

Efficiency and alertness to prevent accidents were noted by Mrs. C. H. Sternberger, 7349

Lafayette avenue, who complimented Motorman Carl Leaf, badge No. 6137 of Devon, for those qualities.

A sincere note of thanks and a check rewarded Conductor Alfred O. Luebeck, badge No. 6264 of Seventy-seventh, when he returned a purse previously lost by Miss Marion I. Wolf, 4330 North Hermitage avenue.

In a similar case of a lost article, Conductor Alexander C. Howard, badge No. 7822 of Cottage Grove, earned the thanks and appreciation of Mrs. Chaney Pilgrim, 514 East 37th street.

Operator Russell R. G. Nery, badge No. 8330 of Devon, was praised for courteous actions observed by Ruth Beaudry, 915 Wilson avenue. Nery was credited with giving special consideration to an elderly passenger.

Helping blind passengers always wins good will from the public. Such was the thought contained in the letter of Peter Terantino, 1138 North Waller avenue. His specific praise was directed to the credit of Conductor Howard H. Powell, badge No. 8662 of North Avenue.

A similar instance was termed "just one more reason why the personnel of the street railways should be highly complimented. It is but one of numerous instances I have noted in Chicago." Those were the words of George W. Hellevy, 6220 Greenwood avenue, in his letter of praise concerning Conductor Frederick E. Callender, badge No. 9004 of Armitage.

"Exceptionally Courteous"

A telephonic commendation from Mrs. E. Peterson, 1016 Diversey avenue, carried praise for Conductor Harry W. Kennedy, badge No. 9904 of Cottage Grove, who was termed "exceptionally courteous."

Operator Clarence F. Fliegel, badge No. 12972 of Elston, was credited with having narrowly averted an accident which "probably saved passengers from possible injury and shock," in a commendation sent by Mrs. D. Hawkins, 4455 North Rockwell street.

L. W. Laufenberg, 2503 Winnemac avenue, was advanced a fare by Conductor Gilbert H. Taylor, badge No. 14236 of Seventy-seventh. Conductor Taylor was repaid and received a complimentary letter from Mr. Laufenberg.

Albert Anderson, 2210 West Thome avenue, wrote with praise for the efficiency of a crew as shown during the heavy rainstorms of late June. His praise was for Motorman Sylvester T. McDonough, badge No. 9559, and Conductor Louis J. Wilzien, badge No. 10820, both of Archer.



SURFACE SERVICE MAGAZINE

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SCHEDULES

The importance of schedules and proper spacing of cars and buses is frequently overlooked by motormen and operators. An ideal condition exists only when each vehicle is on its proper schedule and the spacing is as it should be on all parts of any line. The importance of maintaining such an ideal condition can never be over-emphasized.

We pride ourselves on our service and tell our patrons that our vehicles are operated at specified intervals on every line. Let us suppose, however, that a passenger on a line which has a base service of five minutes arrives two minutes before the scheduled time of the vehicle, only to find that he has missed it because the motorman or operator was three minutes ahead of time. This requires a seven-minute wait on the part of the would-be passenger if we assume that the following crew is able to keep up with scheduled operation. The following car has to do more than its share of the work, and is likely to be slowed up—maybe for two minutes beyond scheduled time. In such a case our passenger has had a nine-minute wait.

That case is taken only from the standpoint of the passenger and the resultant ill-will such an instance breeds. It does not take into account the fact that soon the entire line will be disrupted. There will be a long interval with no cars and then there will be a long string of cars, each treading upon the heels of another.

That is the reason supervisory officials must insist on scheduled operation. To attain and maintain scheduled operation is a task which must be shouldered equally by both motorman and conductor. If each performs his duty, each will have only a fair share of the work and, barring unforeseen events, can operate on time. If either shirks his rightful duties—or the demands of the clock—the following crew or crews will have to do more than their rightful share of the work.

It is far easier on the patience of the public and the feelings of fellow workers when each man does his best to keep on time.

Irregularities of service create dissatisfaction on all sides.

DANGER SPOTS

We read recently of a questionnaire which was distributed to the employes of a large traction system. It asked two questions:

1. What is the most dangerous spot on your route?
2. Why is it dangerous?

In replying to the first question one man answered cryptically, "Anywhere." In answering the second question he explained: "Being an extra man operating over different lines at different times, I find the danger spots are too numerous to mention. These can only be eliminated by extreme caution."

Another man said: "Anywhere on the route, because they must all be judged alike. I try to remember that they are all dangerous so that I will be careful at all times."

Still another man said in reply to the question: "The most dangerous spot on my route is *any place where I forget to be careful.*"

That is the viewpoint we think Surface Lines men should take. There is always danger lurking for those who will not take the proper precautions to protect themselves and their passengers. As the largest street railway system in the world the Surface Lines has the greatest number of potential dangers for the unwary.

Where are the danger spots? They are "any place where you forget to be careful."

Street Cars for Heavy Traffic

Say There Is No Suitable Substitute in Large Cities—
Term Cars Indispensable

The large cities strongly favor street cars on lines which carry heavy traffic, according to recent statements made by officials in Toronto, Montreal, Baltimore, Detroit and other cities.

Beliefs of officials of those cities regarding the indispensability of street cars have been borne out by the action of transit companies in such cities as Pittsburgh, Brooklyn, San Francisco and others which have bought or placed orders for numerous new street cars.

R. N. Watt, recently elected president of the Montreal Tramways company, referred to the place of the street car in large cities in his address at the annual company meeting.

"Nothing as Efficient

"I have been asked," he stated, "whether the gas bus will entirely replace the street car in Montreal. My reply is that, to date, there is no vehicle available for public transportation in a city as large as Montreal which is as economical and efficient as the street car. Undoubtedly the bus has its place in public transportation. It has proved successful in towns and smaller cities and, in fact, has in many of these entirely replaced the street car.

"However, cities as large as Montreal still have to depend upon the street car. Such important cities in the United States as Brooklyn, Baltimore, Chicago, Los Angeles, Philadelphia, Pittsburgh and Washington have purchased new street cars within the last few years. Toronto also purchased and placed in operation last fall 140 new street cars costing three million dollars.

"These street cars were purchased after the most careful investigation. The bus has a most useful place in public transportation in large cities in the thinly populated districts, but the street car has proven a much more efficient and economical vehicle to serve densely populated sections.

Street Cars Carry 76%

"So much publicity has been given to transportation by bus that many people are led to believe that it is a much more important vehicle than figures indicate. In 1938, in cities of over 500,000 population, passengers were carried on surface public transportation vehicles in the following proportions:

| | |
|---------------------|---------------|
| Street cars | 76.2 per cent |
| Gas buses | 22.1 per cent |
| Trolley buses | 1.7 per cent" |

Mr. Watt's remarks were emphasized later at another annual meeting when President Hill of the Baltimore Transit company said:

"We know of no vehicle for surface transportation which can compete with the modern street car for long hauls on heavy travelled lines, and this seems to be borne out by the experience of other large companies.

"On heavily travelled lines there is no surface vehicle which can move large masses of

passengers with the economy of the rail car. This is especially true where the rail is in good condition and likely to be serviceable for many years to come."

Baltimore Buys More

The Baltimore Transit company was one of the first purchasers of the new type street car, similar to those operated on Madison street by the Surface Lines. During this month the Baltimore company will add 41 additional new type cars to the 27 they placed in service in 1936.

Pittsburgh was one of the pioneers in promoting the street car of this era. The Pittsburgh Railways company originally ordered 100 streamlined cars. Within a year a repeat order had been placed for an additional 100 cars. The company has recently asked the Federal Court for permission to purchase 100 more new, streamlined cars, and if permission is granted the company expects to have the streamlined cars in operation this fall.

Significant, too, is a recent action by the Third Avenue Railway system of New York. That company has announced the purchase of 20 new street cars in an action that must come as a bitter blow to those who have gone blithely along under the assumption that New York City had supplanted street cars with buses.

It isn't only the private-management companies that boost the street cars and back their boosts by purchase orders. The Municipal Railway of San Francisco has recently placed a small order and when they found favorable bids would allow them to increase their order over what they had originally planned they did so.

Detroit Favors Street Cars

Nor has the street car lost its staunch supporters among the traction men of Detroit, as was related in a SURFACE SERVICE MAGAZINE story in February. It might well be expected that Detroit, the center of the automotive industry would be a strong advocate of buses for its local transportation needs. However, a Fact Finding Committee appointed by the Common Council found that "peak loads are moved by street cars" and noted that "the trend seems to be away from buses and back to the new type street car."

One member of the Detroit committee stated: "Car operation cannot be abandoned on any of the major lines because it is evident from facts and from superficial inspection and is made perfectly clear by traffic study that peak load crowds are moved by street cars rather than by other agencies."

Possess Many Advantages

Experienced transit operators are generally agreed upon the following definite advantages which street cars possess in urban transportation:

1.—On busier streets service by street car is

faster, more comfortable, safer, less expensive, and causes less interference to other street users than the equivalent service by any other carrier.

2.—Electric heating, lighting and ventilating add to the comfort of passengers.

3.—Drawing its power from a central power station and operating with electric motors, the street car has fewer failures in traffic and operates at much less energy cost.

4.—This lower power cost and the larger number of passengers that can be carried per unit make possible economies which result in lower rates of fare or improved service.

5.—The street car, operating on a fixed track, does not straddle traffic lanes and causes less congestion, thus serving public convenience by utilizing street space to the best advantage.

The street car of 1939 makes news. Quietly, nimbly, the streamliner finds its way through traffic. There is no more waiting at the traffic lights for a street car to get moving. The new cars are capable of being up and away when the lights turn green. The objectionable noises of the older cars have been stilled. People like the new street cars—quiet as a whisper and pleasing to the eye. The street car is more news-worthy with every passing day.

D. A. I. HOLDS PICNIC

Sporting Contests Draw Crowd to Wing Park

(Pictures on Inside Cover)

The lure of sporting contests and ideal June weather combined to draw 175 persons to the picnic-outing of the Accident Investigation Department employes, Saturday, June 17, at Wing Park, Elgin, Illinois. The crowd included several from the downtown offices and the wives, sweethearts and children of D. A. I. employes.

Numerous picnic luncheon baskets were in evidence throughout the park until a scheduled program of events brought contestants and spectators together. An indoor baseball game, a horseshoe throwing tournament, a golf tournament and a tennis tournament were among the sporting events.

Golfing laurels went to Bob Hamlink and Mrs. Ed Healy. Sam Fisher, a dark horse in the horseshoe throwing contests, came out on top in his favorite event. Engineer P. N. (Nick) Simmons engineered his tennis racket to the proper places and topped all tennis players. Herb Hanscom, momentarily forsaking his midget automobile racing activities, took a prize in the consolation round of the tennis tournament.

Many children in the crowd were thrilled by the free candy which was passed among them. Oscar Ludmann, author, sculptor and (above all) proud father, got a big hand for the balloons and toys he provided for the youngsters.

Enthusiasts vowed there would be future picnics which would be bigger and, if possible, better.

KEEPING 'EM ROLLING

Lawndale Moves Into Lead In June Compilations

Lawndale climbed one notch to move into first place in the keep 'em rolling compilations for June with an average of 12,143 miles per pull-in, an increase of 2.4 per cent over the previous month. Archer, in fourth place in May, moved to second with an average of 11,386 miles per pull-in, an increase of 10.6 per cent. Division brought up in third place with the largest percentage increase of all, 47.1 per cent.

Devon, leader in the May listing, slumped off to fourth place with a decrease of 14.1 per cent.

The list was evenly divided with eight stations showing a better record and an equal number showing a poorer record. The next largest increase to that of Division was turned in by Elston, which bettered its record by 32.4 per cent.

Major decreases were chalked up against Burnside, Limits and Devon.

Individual records follow:

| Rank | Carhouse | Zero Days | Miles per Pull-In | Pct. Inc. or Dec. |
|------|----------------------|-----------|-------------------|-------------------|
| 1. | Lawndale..... | 8 | 12,143 | 2.4 |
| 2. | Archer..... | 2 | 11,386 | 10.6 |
| 3. | Division..... | 11 | 10,994 | 47.1 |
| 4. | Devon..... | 2 | 10,838 | 14.1* |
| 5. | Burnside..... | 4 | 8,826 | 21.4* |
| 6. | Seventy-seventh..... | 1 | 8,588 | 7.3* |
| 7. | Elston..... | 12 | 7,770 | 32.4 |
| 8. | Cottage Grove..... | 2 | 7,764 | 17.2* |
| 9. | Sixty-ninth..... | .. | 7,548 | 8.5 |
| 10. | Armitage..... | 2 | 6,227 | 3.2 |
| 11. | Kedzie..... | .. | 6,079 | 13.9* |
| 12. | Lincoln..... | 4 | 5,351 | 1.9* |
| 13. | North..... | .. | 4,437 | 6.5 |
| 14. | Noble..... | 1 | 4,436 | 12.0* |
| 15. | Limits..... | 2 | 4,419 | 19.3* |
| 16. | Blue Island..... | 2 | 4,156 | 1.9 |

*Denotes decrease.

Carhouse records for the past six months:

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

You Gotta Be Acrobatic!

A person has to be a contortionist to get along these days. First of all he's got to keep his back to the wall, and his ear to the ground. He's expected to put his shoulder to the wheel, his nose to the grindstone, keep a level head, and put both feet on the earth. And at the same time look for the silver lining with his head in the clouds.

One man calls his sweetie "Taxi," because it costs so much to get any place with her.

GOLFERS SCORE WELL

Many Players Compete In Links Event

(Pictures on back cover)

The Chicago Surface Lines golfers responded to Seventy-seventh's fifth annual golf tournament as a duck responds to water. More than 75 players, representing almost every station and department of the system, took advantage of the invitation of the L & A club members to participate in the most successful sporting event of the year. Club officials said the continuation of the event is assured by the large turn-out and the enthusiasm displayed at Lincolnshire, June 27.

President Arthur Feltz and the golf committee expressed themselves as particularly gratified with the result of their efforts to promote the tournament on an all-Surface Lines basis. Twenty prizes distributed to winners showed clearly the competitive ability of members of various departments, six of which were represented in the pay-off column.

Eldridge Carpenter, 77th, with a gross score of 75, took top honors by a slight margin over Tarsa of Lawndale. Conductor Al Clehane with a help of a seven point handicap shared top rung honors.

Third, fourth and fifth place went to Cottage Grove station represented by J. A. Swann, P. B. Cadman and L. C. Cousar.

The complete list of prize-winners follows:

| Name | Gross | Handicap | Net |
|-------------------------------------|-------|----------|-----|
| Eldridge Carpenter, 77th..... | 75 | 7 | 75 |
| Arthur Clehane, 77th..... | 80 | 7 | 73 |
| Edward Tarsa, Lawndale..... | 76 | 2 | 74 |
| J. A. Swann, Cottage Grove..... | 77 | 2 | 75 |
| P. B. Cadman, Cottage Grove..... | 86 | 8 | 78 |
| L. C. Cousar, Cottage Grove..... | 83 | 4 | 79 |
| Robert Almeroth, Kedzie..... | 84 | 5 | 79 |
| Ed Healy, D. A. I..... | 86 | 7 | 79 |
| J. V. Pavelka, Lawndale..... | 87 | 8 | 79 |
| Edward Struce, Lawndale..... | 86 | 6 | 80 |
| W. J. Eger, D. A. I..... | 87 | 7 | 80 |
| A. B. McRee, D. A. I..... | 88 | 7 | 81 |
| C. Martinson, Devon..... | 92 | 11 | 81 |
| J. J. McGrath, 77th..... | 89 | 7 | 82 |
| W. T. Cavanaugh, Cottage Grove..... | 95 | 13 | 82 |
| Tom Fahey, Kedzie..... | 86 | 3 | 83 |
| John McKiernan, 77th..... | 90 | 7 | 83 |
| R. W. Pryor, Cottage Grove..... | 96 | 13 | 83 |
| C. G. Schulte, 77th..... | 100 | 17 | 83 |
| L. C. Borrmann, 77th..... | 101 | 17 | 84 |

MARGARET MARY, M.D.

Motorman's Daughter Completes Medical Course

Margaret Mary Vidas, daughter of Motorman and Mrs. Emil Vidas, received her Doctor of Medicine degree from the Chicago School of Medicine, June 17.

The snapshot taken on the joyous and memorable occasion unfortunately did not lend itself to successful reproduction, so the smiling likeness of the pretty young doctor and her parents cannot accompany this short sketch.

Miss Vidas, whose father is a motorman at Limits depot, was born in Chicago and received her preliminary education at St. Benedict's and St. Henry's grade schools, Immaculata high school, Mundelein College and Lewis Institute.

Doctor Vidas will interne at the Grace hospital in Windsor, Ontario, Canada, before returning to practice medicine in Chicago.

The Back Cover

Pictures taken at the all-Surface Lines golf tournament at Lincolnshire Country Club, June 27, are, for the most part, easily identifiable from the captions they bear. "The Winnahs," however, may be identified as follows:

Front row, left to right: Carpenter, 77th; Clehane, 77th; Tarsa, Lawndale; Swann, Cottage Grove; Cadman, Cottage Grove, and Cousar, also of Cottage Grove.

The second row: Pavelka, Lawndale; Struce, Lawndale; McGrath, 77th; McKiernan, 77th, and Pryor, Cottage Grove.

The last row: Martinson, Devon; Cavanaugh, Cottage Grove; Schulte, 77th, and Borrmann, 77th.

The two single pictures on either side of the teeing-off picture are of two very earnest golfers who enjoyed themselves—if not the scores they amassed. Charity demands that their identity be withheld. Their form, however, is there for all to study.

OBITUARY

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

Transportation—Archer: Philip Connolly, employed January 17, 1898, died June 4, 1939.

Armitage: Paul Mix, employed August 27, 1908, died June 8, 1939.

Cottage Grove: Henry C. Kohl, employed January 14, 1920, died June 19, 1939; Garrett T. Scanlan, employed April 11, 1889, died June 3, 1939.

Lincoln: Charles Meyer, employed April 28, 1897, died June 24, 1939.

Seventy-seventh: James J. Nugent, employed May 12, 1920, died June 29, 1939; Charles Payro, employed August 3, 1905, died June 25, 1939; Thomas Shaughnessy, employed March 12, 1906, died June 3, 1939.

Sixty-ninth: Charles Borchardt, employed October 8, 1909, died June 10, 1939; Frederick Digirolamo, employed August 6, 1926, died June 28, 1939; John Noonan, employed June 6, 1901, died June 5, 1939.

Accident Investigation—Thomas Murphy, employed October 4, 1903, died June 1, 1939.

Shops and Equipment—South Shops: John Hopkins, employed February 7, 1923, died June 14, 1939.

West Shops: Charles Miller, employed July 30, 1910, died June 23, 1939.

Track—John Regas, employed August 23, 1928, died June 7, 1939.

LOVE TURNS BROWN!

In the month of roses, it seems too bad to change a name like Rose Love, but our Bill Brown of the Accident Investigation Department did that very thing on June 17, and Miss Rose Love became Mrs. William Brown. They went to "St. Louie" and cruised up and down the Mississippi for a week on their honeymoon.



School's Out!—and these happy youngsters are released to the pleasures of playgrounds and beaches. Many will be Surface Lines passengers. Let's be extra careful of them.

REPORT ALL ACCIDENTS!

All Employees Must Make Reports

Several instances which have occurred recently have caused General Attorney F. L. Kriete of the Legal and Accident Investigation Department to issue some rules regarding the reporting of accidents. The rules make it plain that all employees are expected to report accidents in which they are involved or to which they are a witness.

"Whenever an accident to any person (whether an employee of the Company or not) occurs in such a location, or in such a way, that an attempt may be made to blame, or partially blame its occurrence on Company operations, Company work, Company property or some Company employee, each employee witnessing the accident is required to make a full, true and complete statement, in writing, of the manner in which the accident occurred," said Mr. Kriete. "Claims frequently arise from apparently trivial incidents, and therefore all such incidents should be reported. Such reports must be sent to the Department of Accident Investigation as soon as possible after the accident."

The following rules were set forth by Mr. Kriete:

1. All accidents, however slight, must be reported if they have occurred on or near Company property or Company work. This rule covers, among other types, any incident involving a Company pole, a Company man-hole, a Company street opening job, any Company real estate or any Company truck, bus or street car.
2. Get the names and addresses of as many witnesses as possible.
3. Refer all requests for information to the officials of the Company.
4. Make careful inquiry for persons injured or claiming to be injured so that their names and addresses can be included in your report.
5. When taking automobile license numbers be sure to get the state name, all letters (where there are letters) and all numbers.

Departments and Divisions

Accounting

Miss Ada Lane of the payroll division spent a pleasant vacation enjoying the recreations of Paw Paw Lake and reported for work well rested.

We are all looking forward to the speedy recovery of Miss Lorraine Murphy of the payroll division, who is at home convalescing from an injury she sustained on Tuesday, June 20, while out horseback riding.

On Saturday afternoon, June 17, while on their way to play golf at the Hillside golf course, Al Jann and Ross Carley were the victims of an automobile accident. Although they are working, it will be a little time before they are completely well.

At this writing Mrs. Condon, mother of James Condon of the timekeeping division, is in the hospital. We hope for a speedy recovery.

Stopping at Lake Gogebic in the upper peninsula of Michigan and at Land-O-Lakes in northern Wisconsin, Mrs. Frances Bach of the payroll division states she had a very pleasant time on her vacation.

Bass Lake, Indiana, was selected by Christ Pacelli of the timekeeping division as an ideal place to enjoy leisure time. Hiking, boating and fishing were the chief sports, topped off with good food and plenty of it.

Congratulations and much happiness is our sincere wish for Miss Edith Bennett of the trip sheet analysis division and John MacLelland, who were married on Saturday, July 1, at Roberts Memorial gospel hall, 86th and Bishop streets. Miss Bennett was presented with a useful gift by her associates in the department.

Minnesota is the favorite state of Miss Patricia Dore of the ledger room, and Duluth was her first stop, where she spent a few days visiting her alma-mater, the college of St. Scholastica. She also stopped in Chisholm and Grand Rapids on her return home on the "400," which was a real thrill.

Thomas F. Coan.

Electrical

Our deepest sympathy is extended to Sam Luckman, construction lineman, whose mother and father died within 24 hours of each other.

While on his vacation, Frank Byrnes, pole welder, was stricken with a sudden heart attack which proved fatal. Our heartfelt sympathy is extended to his family.

James Kelly, bonder, resumed his duties following several months of illness.

Word was received from Walter Brown, lineman, that he and his family are enjoying a splendid vacation touring in the vicinity of Pike's Peak.

Felix Girard, lineman, and his wife are spending their vacation at Atlantic City traversing the board-walk, and plan to include the World's Fair on their itinerary.

A photograph of a large bass received from Phil O'Grady, electrician, indicated that his

fishing efforts at Eagle River, Wisconsin, were worthwhile.

One of the members of the department's golf foursome, Tom Ostergaard, met with some difficulty in attempting to conquer a waterhole. After driving five balls into the water, he felt that the club without balls would be useless to a fellow golfer, so the club followed the balls into the water.

Billy.

Engineering

Al Rehling reports having a wonderful time on his vacation which he spent in New York city visiting with his heart's interest the spots about town, including the World's Fair grounds, subway systems and the beaches outside of the city.

We are proud of the appearance of the 13th and Ogden frog shop which has been beautified with flower boxes.

John Corbin, wreck truck chauffeur of the utility department, announced the marriage of his daughter, Margaret Mary, on June 3 to Bernard O'Malley. After a brief honeymoon to Niagara Falls, the happy couple made their residence in Brighton Park.

Schedule and Traffic

Judith Sara Boal was born on June 25 at the Evanston hospital. She weighed 4 pounds 9 ounces and is the daughter of Robert G. Boal of this department. Congratulations to Robert and Mrs. Boal on the arrival of their first-born.

Arthur F. Stahl recently left for the San Francisco Fair. During this trip he also visited Boulder Dam, Denver, Salt Lake City, Arizona and New Mexico.

First Lieutenant Clayton S. Steele and Second Lieutenant Evan E. Olmstead are at Camp Custer, Michigan, during the encampment with United States Signal Corps.

George Bryan went to Wausau, Wisconsin, for a short week-end vacation.

Erven M. Guy will take in the New York World's Fair during his vacation, as well as visiting Baltimore, Maryland, and Niagara Falls.

George Weidenfeller.

Shops and Equipment

South Shops: We offer sincere sympathy to the family of John I. Hopkins, foreman of the tin department, who passed away on June 14, after a prolonged illness.

Joe Hecht and Ted Slikas of the paint department, with their wives, made a tour of the wild west on their vacation, covering sixteen states. They visited many points of interest and traveled a total of 5,721 miles in 13 days, which is quite a record. All enjoyed the trip immensely.

Burnside: To Rudie F. Nebelsiek, our foreman, and his bride, who were wed on June 17, we offer congratulations and best wishes for their future happiness. The couple honeymooned through Kentucky, Washington, D. C., New York, Niagara Falls and the Great Lakes region.

Our bachelor switchman, John Hogan, has forsaken single blessedness and taken unto himself a wife. We wish them the best of success and happiness for their future years.

Archer: Albert Branch, garage mechanic, has announced that the boys of the Charles Roth American Legion Post, Oak Park drum and

bugle corp, of which he is a member, are to parade in their new spic and span uniforms in the legion parade here in September.

Elsie S. Frank.

West Shops: Wonder if Ralph Rowley, clerk at Devon, is still bragging about that powerful high-steppin' Plymouth? Word reached the shops that he vacationed in the North Woods and had some discouraging experiences. He got stuck in deep, mucky mud and had to be pulled out by a farmer and his horses, blew out a muffler, and then to top off these happenings, the gas tank went dry. And the little ol' bus is terribly embarrassed and hanging its hood in shame.

June vacationists: Harold Ebeling motored East and stopped in Washington, Virginia, and in the mountains in Bluefield, West Virginia. He reports that the New York Fair is really something!

Edward Sturm spent his vacation in Wisconsin—poor fishing, he says.

Andy Tyson and Joe Jankauskis weren't in the mood for either resting or tearing around the country, so they got busy and wielded the plant brush around their property with good results.

We offer sincere sympathy to the family of Charles Miller, armature winder, who passed away last month.

On June 17 the carhouse foremen and their families held another successful picnic at Virginia grove, located on Ballard road. It was a perfect picnic day. By three in the afternoon 140 adults and 70 children were present, all having a good time. Those who made the picnic arrangements worked exceptionally hard, and as a reward had the satisfaction of seeing all of the picnickers thoroughly enjoy themselves. Each child received a large bag filled with gifts and candy.

One of the events of the day was a horse-shoe contest, but the biggest one was a ball game between the north and the south side. However, it is felt that the umpire should be the one to announce the winner and tell about some of the exciting plays, as he was in some pretty tight spots all during the game. Music was played during the entire day, and in the evening the younger people danced.

Lillian Hultquist.

Transportation

Supervisor and Mrs. J. T. Philpott celebrated their 25th wedding anniversary with a reception and dance on June 11 at St. Kilian's hall. About 200 relatives and friends were present and a good time was had by all. Congratulations and sincere wishes that Mr. and Mrs. Philpott will have many more happy years together.

Supervisor D. M. Flynn's motor trip to the New York World's Fair was marred by a slight mishap. Some careless smoker's cigarette landed in Flynn's luggage, destroying shirts, socks, etc. Fortunately, someone with a fire extinguisher was at hand to prevent serious damage to the automobile. He returned via Washington, D. C., after an enjoyable sojourn in the East.

Also vacationing in the East was Frank Matthews. Frank traveled by train to the nation's capitol to spend a few days with his sister. He then left for the World's Fair at New York. Not only did he see the Fair, but saw the Yankees lose to the Cleveland Indians.

A visit to the Great Smoky Mountains was paid by Miss Marie Krausman of this department. Marie spent four days in the mountains proper and her itinerary included Knoxville, Ashville and Lexington. At Biltmore, North Carolina, she saw the 12,000 acre Vanderbilt estate.

Supervisor Orion Loftsgaarden has returned from a fishing trip in Minnesota. Lofty says fishing was ideal—it's the place to go for big ones.

Andy.

Around the Car Stations

Archer

Sympathy is extended to Motorman J. F. Cronin on the recent death of his son.

Conductor Lawrence P. Peters has purchased a new Plymouth car and is planning on spending his vacation days with his family on the country roads. Here's luck and best wishes for many pleasant outings.

Conductor Phil Connolly, who had been on the sick list for several weeks, died at his home Sunday, June 4. Phil was one of Archer's veterans and will be missed by his many friends. To his family is extended sincere sympathy.

Robert Healy, one of our clerks, has just returned from his vacation which was spent along the sandy beaches of Florida. The coat of tan he wears verifies his statement.

The mother of Motorman Joe W. Klima died June 6, after a short illness. Sympathy is extended to Joe.

Conductor C. A. Troike observed his silver anniversary June 10. The happy celebration took place at the Naval Armory hall. The band played the wedding march, which brought back days of yore, and Mr. and Mrs. Troike were the recipients of many beautiful presents.

Motorman A. Chambers, who had been on the retired list for many years, died at his home on June 17.

Conductor George Gerig's mother died on June 12. Sincere sympathy is extended to Conductor Gerig.

Conductor Tom Martin, who was en route to the Fair of New York where he planned to spend his vacation, sent in a card showing the Detroit-Windsor tunnel which he had to travel through en route to the Falls.

Dusty.

Blue Island

Sympathy is extended to Conductor Joseph Brouse in the loss of his wife.

Conductor Charles Carlson spent his vacation visiting the San Francisco World's Fair and reported a wonderful time.

Conductor Samuel Barbour spent his vacation visiting the Caves of the Winds, Manitou, Colorado, and Pike's Peak, Colorado, and by the folders he sent it looks like a wonderful place for a vacation and he certainly did enjoy it.

Executive Board Member Michael C. O'Brien toured Wisconsin and Michigan and reports having had a wonderful trip.

C. P. Starr.

Cottage Grove

Members of Cottage Grove depot take this means of sincerely thanking Seventy-seventh street station for the opportunity afforded us to take part in their annual golf tournament. The participants report a good time and satisfactory results. Of the eight Grove men entered, 5 finished in the money. Jay Swann headed our men with a rousing 77 and went home with a traveling bag. Cadman won a golf bag with an 86; Charlie (Country Gentleman) Cousar rolled an 83 and won a year's membership in the Lincolnshire Country Club. Cavanaugh and Pryor shot 95 and 96, respectively, and added a new golf club to their collection. The three "also-rans," Reese, Eccles and Gotch, just couldn't stand the stiff competition.

Did any of you fellows notice, by any chance, the beautiful brown paint Harold Jorgenson is putting on his Ford? It's an exclusive color, he says. Guess nobody else has nerve enough to use it.

The window boxes are now in full bloom and add considerable prestige to our depot. Thank you, Mr. O'Connor, for your efforts in this direction.

Supervisor Joe Kelly returned to work after a serious illness which kept him in bed for 9 weeks. Good to see you back, Joe, and we hope this was the last of your "vacations" for a long time.

The other evening your scribe took a ride and ended up at Al (Land Baron) Howard's beautiful home in Burnside. It made me very envious to see Al dash out in the garden to explain his crop and distribute generous portions of the same.

Ostet.

Division

Don't ever mention "community spirit" to Motorman Stanley Benke again. He helped the neighbors clean up a vacant lot the other evening and couldn't walk straight for two days afterward.

Conductor John Stromblad spent his vacation in Benton Harbor, while Motorman Charles Warnstedt motored through Iowa, reporting a fine trip and lots of fish. Conductor Otto Warnstedt had a double feature, as he served on a jury while he was on his vacation.

Conductor James Eckles (Grandpa) showed up the younger boys at the ball game when they played Limits, helping Division to win by a score of 5 to 4. The team was nosed out by Noble the next week, Motorman George Pass acquiring a charley-horse in the affray.

Motorman George Abel is coming along nicely after his operation at Augustana hospital.

Sympathy is extended to Conductor John W. Bowe in the loss of his wife.

Artie W.

Kedzie

Motorman "Cold-water Bill" Andrews, who is the exponent of the cold water bath, went down to the old homestead in Oklahoma on his vacation. When he returned he remarked that when the wind starts blowing down there, nothing in the world can stop it.

Motorman John Herald is enjoying his usual 90-day vacation at Lake Tomahawk, Wisconsin.

Kedzie depot is again leading the league in softball and a lot of interest is being manifested in the team. Keep it up, fellows, the boys appreciate any moral support that you

can give them.

Golf is in the air, so the Kedzie boys are shining up their clubs to try them out at White Pines around August 1.

It looks as though Dan Cupid is still doing a very good job among the boys at this depot, as the following marriages took place recently: Conductor Arnold Andresen, May 6; Motorman Leonard Lange, May 13; Conductor Robert Knox, June 10, and Conductor Frank J. Daly, July 1. To all of the above couples we wish happiness and the best of everything.

The following trainmen became proud fathers recently: Conductor Frank Rountree, a boy on May 7; Conductor Joseph Millay, a girl on May 27; Conductor Wilbur Gers, a girl on May 28; Conductor Henry Vondrak, a boy on June 4; Motorman Russel Haines, a girl on June 15; Motorman Charles Murray, a girl on June 27; Motorman Ray Vilas, a boy on July 3, and last, but not least, Conductor Thomas Ryan, twin girls on June 12. By the way, this is the second set of twins for the Ryan's, the other twins being boys. To the parents of all of the above we extend our congratulations and best wishes.

Clinton Sonders.

Seventy-seventh

After an absence of 10 years, Motorman W. F. Piper's wife arrived on Ireland's shores last month for a visit with her parents. Motorman Piper doesn't know how much of his sea legs he has lost in those long years, but he is going back to old Erin next month, also. It's a case of "My wife's gone to the country; hurrah, I'm going, too."

Ten pounds of baby boy is quite an armful, and that's what Motorman George Lindberg is so proud about these days. Asked how he felt about this happy event he said, "He's a man's size boy, isn't he?"

Parting company with his buddy Fritz in a base hospital in France 22 years ago, Conductor Mike Tierney often wondered what had become of him. The other day he found out. He saw Fritz standing on the corner of Roosevelt road and Halsted street. Fritz saw him, too. Twenty-two years rolled back quickly. They fought the whole war over again on the rear platform. Mike is tickled about that lucky meeting. "But," he exclaimed, "can you imagine, he said I got fat. I've only put on 75 pounds since we last met."

Field work a hundred miles from nowhere in Wyoming is what is occupying Conductor J. H. Summerford's son for the moment. Supplementing his work at Northwestern university, he's out after neolithic and paleolithic fossils—if any. He writes that he is somewhat hampered in his search just now by 6 feet of crystallized vapor. Conductor Summerford recognizes this hindrance and sympathizes with him when he says, "Snow is a pain in the neck to me, too, in my work!"

Recent pictures of Seventy-seventh's golf tournament showed some marvelous diamonds in the rough. One instance revealed something in the rough, but it wasn't a diamond. It was Motorman Rudy Nelson shoveling his way out of a difficult lie.

Condolence is extended to Motorman G. N. Ranger in the loss of his father.

Sympathy is extended to the families of Motormen James J. Nugent, Charles Payro and Thomas Shaughnessy, who died last month.

Walter F. Story.

Lincoln

Conductor Sam Rassmussen enjoyed a double treat in anniversaries when on June 27 he celebrated his 65th birthday and he and his wife celebrated the 38th year of their marriage. Heartiest congratulations to Sam and the Mrs., and may they both live many more years happily together and be able to celebrate a golden event. Conductor Rassmussen has been with the company 41 years.

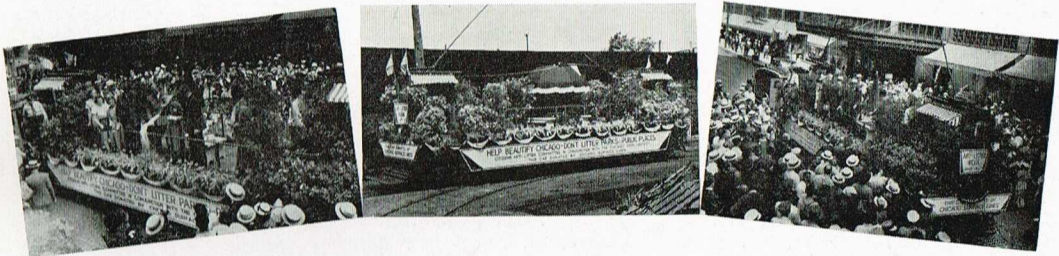
Conductor F. W. Merten's wife sort of put one over on him. She went on a visit to her sister's home in Antigo, Wisconsin, and on June 22 the stork left her a baby girl weighing 8 pounds. Best wishes to mother and baby.

Motorman Charles Meyer, an old-timer on the cars, passed away on Saturday, June 24. The funeral was held from Westfall's Chapel, 3807 Lincoln avenue, on Tuesday, June 27. The burial took place in Rosehill cemetery. Sincere sympathy is extended to the family. Motorman Meyer will be missed by many of the boys and especially will his absence be noticed by his conductor, Frank White, who was with him for many years.

Supervisor Albert Gibbon, who was taken seriously ill with pneumonia on June 10, is improving rapidly and the boys will all be glad to see him back at work soon.

Henry Spethman.

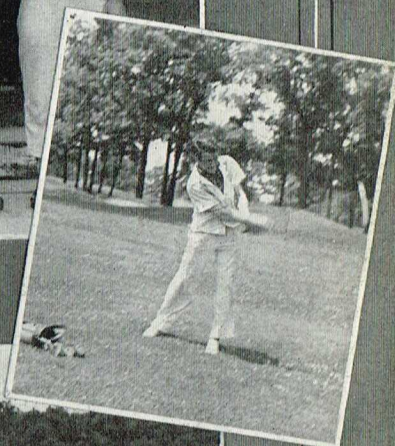
"HELP BEAUTIFY CHICAGO"—WE DO OUR PART



These three views show how a decorated Surface Lines work car urged all Chicago to "Help Beautify Chicago" during the week of June 26. The view at the left shows Mayor Kelly at the "christening" of the Anti-Litter Car at State and Madison. The center view is of the car after it was decorated by Park District horticulturists. In the other panel Mayor Kelly is urging citizens to keep Chicago clean. Numerous stops were made in outlying business centers during the week-long tour of the car which was manned by Motormen Harvey Johnston and Chester Vallincourt of North Avenue.



THE "WINNAHS"



TEEING OFF AT LINCOLNSHIRE
C.S.L. GOLF TOURNAMENT, JUNE 27, 1939



THE CONTESTANTS