Surface Service
• MAGAZINE •

VOLUME 17 MAY 1940 NUMBER 2

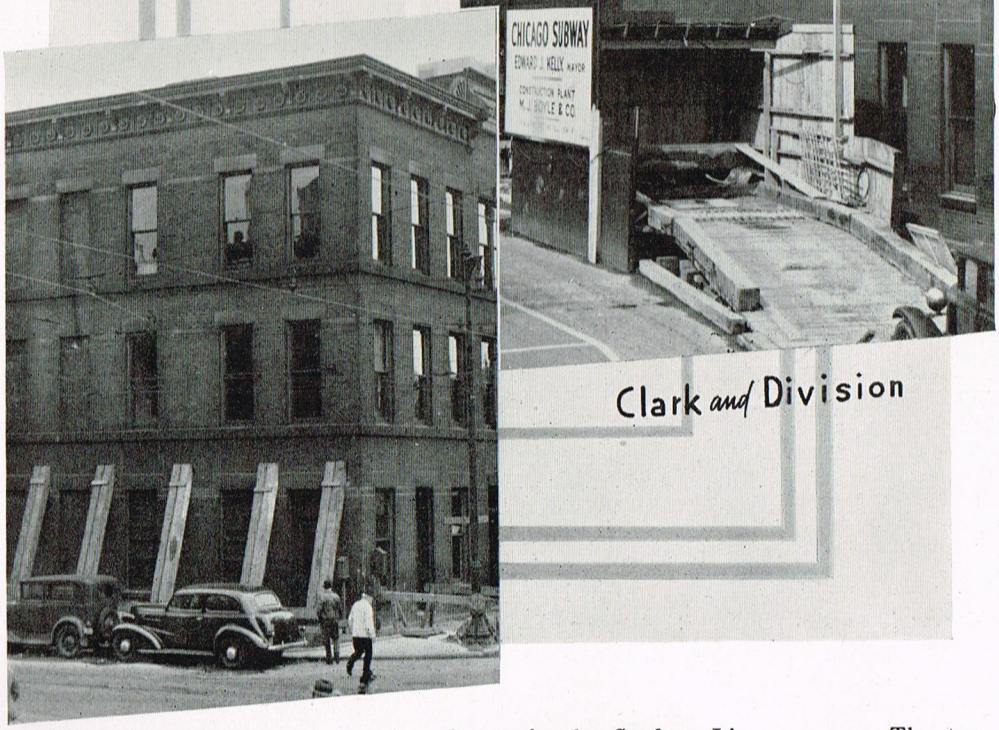


A VIADUCT'S MOVING DAY

Scenes On The Surface Lines System



Milwaukee at Augusta



Clark and Division

Subway construction has caused a change in the Surface Lines scenery. The top picture shows men of the Electrical and Track Departments as they moved wires and track to run on either side of open-cut subway work. The Clark and Division building also looks different nowadays. Subway construction has made it necessary to prop up the Division side wall and the Clark street entrance doesn't look like it used to.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 17 MAY, 1940 No. 2

Move the Masses Over Rails!

Transit Association Booklet Proves Street Cars Vital to Modern Transit Needs

"One 60 foot street, used jointly by automobiles and street cars, provides an artery for the movement of more than four times as many people as does the same street when used exclusively by private automobiles. This means that *if we remove the street cars on such a street and devote its space entirely to use by automobiles, we shall require in addition to the old street, more than three new streets of the same width to have the same traffic capacity that we had before making the change*—provided that we recognize, as we should recognize, that the proper measure of traffic capacity is in fact the number of *people* who are moved."

With that dispassionate statement, backed up with supporting facts and figures, the American Transit Association this month voiced the case for the street car—and for the mass transportation systems of the country.

In the booklet, "Moving The Masses In Modern Cities," published under the direction of Managing Director Charles Gordon, the Transit Association threw a spotlight on the facts and fallacies concerning the growing problem of traffic congestion.

Emphasize Transit Importance

The booklet not only emphasizes the importance of public transit service in the life and movement of people of a community, but also points out some of the staggering difficulties that stand in the way of rebuilding cities exclusively for travel in private automobiles.

"By attempting to operate millions of automobiles in our existing city streets," the booklet says, "we have jammed the entire circulatory system of these communities to a point where it has become highly inconvenient, costly and dangerous to move about."

In attacking the premise that everyone will ride to work in a private automobile in the city of the future, it says that although "beautiful pictures of the city of the future, with their towering pinnacles and connecting skyways along which are to flow myriads of individual automobiles" appeal to the imagination, "their cost is little short of stupendous."

For one thing, it is asked, what are we going to do with the automobiles after the workers get downtown? Figures are presented to show the storage capacity required for automobiles, and the conclusion is drawn that "to transport the daily working population into central areas by automobiles would require garage storage capacity at least equivalent in cubage to the amount used for the conduct of business, or in other words, would double cubage requirements of present central area buildings. This comparison makes no allowance for the storage of autos by those who come into these districts to do business as shoppers and otherwise."

Not a Solution

Another comparison is drawn to show the impossibility of achieving universal automobile use by building double-deck streets. Even if double-deck streets could be built over all the main traffic arteries in a typical city, it is shown that the traffic capacity of such arteries would be something less than twice the capacity of present streets. And, without public transit service, this capacity would fall far short of that necessary to move the present volume of traffic.

The importance of public transportation systems of the country is made paramount throughout the booklet. By the use of charts and illustrations, the passenger-carrying capacities of various modes of public and private transportation are compared. It is pointed out, for instance, that the passenger capacity of a single lane of buses on a surface street is about three and one-half times as large as that of a single lane of automobiles on an elevated highway. The capacity of a lane of *street cars on a surface street is similarly found to be about five times that of a lane of automobiles on an elevated highway.*

With amplifying charts, that statement is borne out with the following factual statements:

"A lane of automobiles on a surface street subject to grade crossings, moves a maximum of 1,575 passengers per hour. On an elevated highway, such a lane will move 2,625 passengers per hour.

"A lane of buses on a surface street will move 9,000 passengers per hour. A lane of street cars will move 13,500.

"Here, then," the booklet states, "is a direct comparison of the relative capacities of moving the masses in modern cities. These figures give us the opportunity of making some interesting comparisons.

Street Cars Best Carriers

"Note particularly that the passenger capacity of a lane of buses on a surface street is about *three and one-half times* that of a lane of automobiles on an elevated highway. The capacity of a lane of street cars on a surface street is *about five times* that of a lane of automobiles on an elevated highway. If we also put the street cars in or on a grade separated struc-

ture, to provide a direct comparison, they become capable of moving *seven and one-half times* the number of people that would be carried past a given point in a corresponding lane of private automobiles."

To win greater public use of its service and public cooperation in the appropriate allocation of street space to public and private vehicles, the public transportation agencies of the country have made remarkably rapid progress in the development of improved vehicles for urban transportation users.

The street car, for example, has undergone a complete metamorphosis by throwing precedent to the winds and pioneering in a number of radical features. Public acceptance of these new type street cars indicates that the changes have been well worth while.

Public Transit Importance

But, the booklet states, the continued demand for improved transportation "can be fully achieved only if the importance of public transit service in modern cities is recognized by leaders of public thought.

"The future part which any mode or vehicle of urban transportation is to play must be judged on the basis of its economic and social value to the community as a whole.

"Obviously, the public transportation business is entitled to public consideration and cooperation so long as and to the extent that it performs a necessary public service. But it may also be pointed out that any proposal for the improvement of a community's traffic conditions should not overlook the needs of any particular class of its citizens."

It is unfortunate and unfair, the booklet suggests, that "in the planning of traffic improvements the public transit user and the company which serves him are all too frequently left to shift for themselves while public attention and public funds are devoted to improvements for the automobile driver."

In conclusion the booklet declares that "adequate planning for the future is of primary importance to every urban area at the present time. It is obvious that current problems will be solved successfully, not by visionary schemes which appeal to popular imagination, but by sober consideration of the fundamental economic and engineering factors which will eventually govern the results achieved."

EMPLOYES RELIEF FUND

April, 1940

The Surface Lines Employes Relief Committee received 20 applications for relief during the month of April. After investigations were made nine of these were approved for assistance. There were 259 active cases on the relief rolls at the end of the month, 19 having been removed by death or other causes.

Including the $11,065 spent during the month of April, a total of $1,449,955 has been paid out of the Surface Lines Employes Relief Fund for assistance of employes since the organization of the committee.

Farmer: "An' how's Lawyer Jones doing, doctor?"

Neighbor: "Poor fellow, he's lying at death's door."

Farmer: "That's grit fer ye; at death's door, an' still lying."

HAIL NATIONAL CHAMPIONS!

Surface Lines Legion Post Wins Rifle Title

(Picture on Back Cover)

Surface Lines Post No. 146 of the American Legion won the national championship in a rifle shooting competition between all Legion Posts. The Surface Lines team dethroned the Silver Bow team of Butte, Montana, as champions with a score of 1,450 to the 1,439 compiled by the Silver Bow team.

In addition to capturing the McNutt Trophy and the national championship, three of the Surface Lines team members made a clean sweep of the first three individual trophies, with only one point separating each man.

Top individual honors went to Jens Nielsen, who scored 294. He was followed by his brother, M. P. Nielsen, with 293. Andy Nygaard took third place honors with a score of 292 to complete the sweep of the first three places. The above three are all of Lincoln depot.

The victory marks the first time that an Illinois team has won national honors in the annual competition. The members of the winning team received the McNutt trophy at a presentation ceremony held in the City Council chambers of the City Hall on Wednesday evening, May 1.

The Surface Lines team score follows:

Jens Nielsen	94	100	100	294
M. P. Nielsen	94	99	100	293
Andy Nygaard	92	100	100	292
George Block	90	97	100	287
John Fehrman	87	98	99	284
Team Total	458	493	499	1450
F. J. Hilgarth	78	96	100	274
George G. Smith	80	94	96	270
M. B. Hawkins	77	94	99	270

The rifle match was fired on the home range of each American Legion post during the last week of February. Each department was permitted to enter one team of eight firing members, the high five of any team to count for the department team score. The team member's score also counted for individual ratings.

The matches were shot with metallic sights under National Rifle Association rules. The witness to the Department of Illinois team firing was Captain Oscar Leiser, 131 Inf., 33rd Div., Illinois National Guard.

Team members as they appear on the back cover of this issue are, from left to right in the front row, M. B. Hawkins, J. W. Fehrman, G. G. Smith and Jens Nielsen. From left to right in the back row: F. J. Hilgarth, G. H. Block, Albert L. McBride, Andrew Nygaard, J. J. Diederich, and Coach Barnhart.

WE HOPE IT LASTS!

The month of April, 1940, was the first month since the records were started in which the system suffered no loss through conductors being held up. A careful record of each hold-up was started September 1, 1931.

There's Danger Off the Job!

Employes Find Injuries Extra Painful When They Lose Time and Money

Injuries to employes while off the job may have their comical aspects, but they are no joke to the employes involved—and the cost of such accidents often reaches a staggering total.



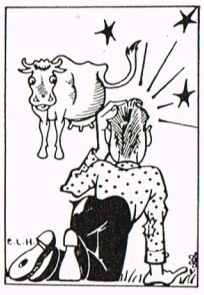
The annual report of H. B. Storm, superintendent of insurance, reveals that accidents occurring to employes while off their regular jobs cost employes cold, hard cash in large amounts. A preliminary survey indicates that such accidents drastically reduce an employe's income for an average period of approximately seven weeks.

During the fiscal year just closed there were 165 instances in which employes were injured while off the job. Injured employes received accident insurance payments totaling $20,322.86. Under the group accident insurance policy, one of the most liberal types to be carried by any large organization, injured employes of the Surface Lines are paid a maximum of $520 over a 26-week period. All premiums for such insurance are paid by the Surface Lines.

Wages Are Lost

The important point, according to Mr. Storm, is not how much the employes were paid for such accidents, but the much larger amount which employes lost by being unable to work at their regular jobs.

Mr. Storm pointed out that those injured employes who received shares of that $20,322 would have profited far better if they had been able to work. Had they been able to carry out their accustomed duties, he estimates they would have received more than twice as much —some $44,352—in wages, and they would have been saved the unusual expenses arising from medical care and treatment.



The 165 cases where off-the-job injuries caused lost time involved 130 Transportation Department employes, 18 Shops and Equipment, 3 General Office, 11 Track and 3 Electrical Department employes. The average case kept the injured employe away from his job for seven weeks and one day. The average insurance payment was for $122.86 and does not include payment for the first seven days off, a stipulation of the company from which the Surface Lines purchased its insurance.

Mr. Storm, in discussing the economic waste involved, made it clear that the subject was brought up as a precaution for all Surface Lines workers.

Is Economic Waste

"We find," he said, "that of the 165 cases last year, the average employe lost $268.80 in wages —part of which was offset by insurance payments of $122.86. The average employe lost seven weeks' work. It is unfortunate when one is hurt physically. It is even more important when our employes are hurt through their pocket books."



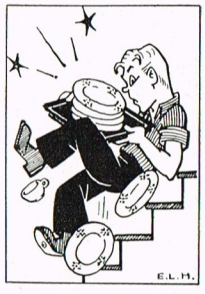
On the basis of all accident experience gathered by the country's major insurance companies, the home is more dangerous than the office, the cars or the shops. Accidents, they find, happen in almost every conceivable way and under unbelievably peculiar circumstances.

Peculiar Accidents Happen

Off the job accidents to Surface Lines employes also happen in every conceivable manner and under almost unbelievable circumstances.

One of the most peculiar accidents to happen to a Surface Lines employe kept him off the job for seven months and 21 days. While on vacation, the employe was chasing a cow when he fell and fractured his leg! Disregarding the pain and the medical expenses during that period of seven months and 21 days, that employe lost a possible $1,190.40 in wages. He did, of course, receive the maximum payment of $520.

Each spring and autumn puts employes on the accident rolls. They suffer from the commonest type of accident. In the spring they fall from ladders while putting on screens. In the fall they hurt themselves while attending to the need for storm windows. Others suffer bruising falls from step-ladders as they do minor bits of painting here and there about their house or apartment. In a recent case, an employe on vacation decided to paint-up some worn spots. He tumbled from his scaffold and was off the job for 13 weeks and four days.



Another employe went gaily to the circus. While there, he slipped between the circus seats and fell to the sidewalk fracturing his back. He was off the job for 12 weeks and three days.

A helpful husband, another Surface Lines employe, carried a tray of dishes downstairs. He missed a step on a turn and fell. A total

of 17 weeks and one day elapsed before he was able to resume his job on the street cars.

Thrown by Horse

A General Office clerk was thrown by the horse she was riding and the resulting ankle fracture kept her inactive for a period of 10 weeks and five days.

In general, the great number of off the job injuries are the type insurance men call the "home injury." Employes slip on highly polished floors, cut themselves with too-sharp kitchen knives, trip over torn carpets, or step on toys carelessly tossed aside. There is no absolute cure for any of the accidents in which Surface Lines employes are involved. After the accident has happened it is easy to see how it might have been avoided, but it is almost impossible to guard against all known forms of accidents.

Superintendent Storm, in discussing the accidents, said, "It is easy to second-guess. If we always had the foresight to see the things that *might* happen, many accidents would be avoided—and a lot of time, trouble, money and pain would be saved. We can only hope that everyone will take ordinary precautions when off the job. If you must climb a step-ladder, be sure it is securely anchored. Keep sharp kitchen knives in a safe place—and use them with care. Take special precautions whenever you are engaged in out-of-the-ordinary activities. And, when you're out on the streets, drive carefully and walk carefully. Then, we hope, you'll be safe."

TUT, TUT! MR. TUTTLE —WATCH YOUR WALLET!

Howard Tuttle, 24, recently of Iowa, will be a guest of the city until the weather gets good and warm. He may be addressed at the House of Correction for the 55 days immediately following April 24. Mr. Tuttle is there—believe it or not—because he lost his wallet. That's why the city is paying for his room and board.

Last April 23 at 5:17 A.M. (a miserable hour to be up and about) young Mr. Tuttle, after a brisk run, swung aboard an eastbound North avenue street car at Damen avenue. Instead of paying his fare, he made some threatening motions and demanded that Conductor William Schlosser hand over his changer and any other money he might have.

Under the assumption that it was better to be valiant than to be discreet, Conductor Schlosser put up a fight. In the scuffle Tuttle dropped his wallet, failed in his hold-up attempt and fled.

The wallet contained a Social Security card issued to Mr. Tuttle and other identifying data. Tuttle now wishes he had never heard of Social Security. The police picked him up; Judge John Gutknecht levied a $100 fine when he found Tuttle guilty.

Unable to pay the fine the would-be bandit was given 55 days to cogitate over the ill-luck that besets those who lose their wallets. Maybe, upon his release, he will take pains to keep other people from losing their wallets, too.

A VIADUCT'S MOVING DAY

Central Avenue Span Moved 40 Feet To Its New Site

(Picture on Front Cover)

A steel bridge 706 feet long and weighing 1,160 tons took a 40-foot trip sideways on May 5. When it was secured to its temporary haven the Surface Lines trolley buses that travel over north Central avenue crossed a half-new, half-old viaduct over the Milwaukee railroad tracks just south of Grand avenue.

The bridge, when moved 40 feet east, was hooked up to two new approaches where it will serve while a new and larger viaduct is built during the next year. The bridge was moved in three hours through the efforts of 200 workmen using jacks, pulleys and rollers.

The picture appearing on the front cover of this issue was taken just before the bridge was moved. The temporary approaches to which it was attached can be seen at the right of the picture. The bridge, as it appears, was in its original position. It was the second "moving day" in the bridge's history, the structure having been originally used to span the Mississippi river.

In order to move the structure in one piece—a spectacularly difficult engineering feat—workmen loosened innumerable connecting pieces so its 2,320,000 pounds could be raised by jacks and placed on rollers. The huge structure was moved over and eased to its new position at the rate of about one foot every five minutes.

Surface Lines patrons over the Central avenue route were serviced through a shuttle system of gasoline buses. Trolley bus service over the new approaches and the old bridge was resumed after approximately 48 hours of shuttle service.

THE GUNS DID ROAR!

L & A Club Holds Successful Trap Shoot Tournament

Coming on the range at the Shabonna Gun Club at Morris, Illinois, on April 28, 23 stalwart marksmen from the Seventy-seventh street depot let go with plenty of broadsides in the L & A Club's third annual trap shooting tournament. When the smoke cleared away E. Carpenter, No. 2 had been supplanted at the top of the standings by E. Carpenter, No. 1. Chronologically also that is correct since it is well known that No. 1 precedes No. 2. The two Carpenters have shared the title honors in the event since its inception.

A dark horse, one Basil Tracey, did some sharpshooting himself and it was only because he blinked an eye in the shoot-off that he didn't land on top himself. At the end of the regularly scheduled shooting he was in a tie for top place with 35 hits out of a possible 50. It was the first time that anyone has challenged the rule of the two Carpenters who usually finish one and two or two and one.

Eighty friends, relatives and well-wishers turned out to make the L & A Club's sport promotion a success.

Wise Guy: "Changing a tire, eh?"

Driver: "No. Just a kindly disposition. I get out every few miles and jack it up to give it a rest."

Bowling Season Nears End

Limits And Seventy-seventh Take Sectional Titles— North Siders Favored in Play-off

There'll be more firing before the Jeff O'Connor trophy is awarded the best team of bowlers on the Surface Lines system, but the sectional races are over with honors going to Limits in the north section and to Seventy-seventh, No. 1 in the south section.

In the play-off for the system title the team from Limits will start off as favorites for the title on the basis of the play which gave them almost a runaway in their own league. The Limits team jumped into an early lead and set a blistering pace that no other team was able to overcome during the season.



The Limits team, made up of Captain Edward Wilberschied, Henry Wilson, Frank Schulte, George Kornacki and Rudolph Mikulic, wound up the season with 70 victories against only 29 defeats. The 905 average which the team carries into the play-off games is 44 pins higher than the 861 average rolled during the season by the boys on Seventy-seventh's No. 1 team.

Scoring Was Consistent

Mikulic, on the Limits team, had the high individual average of the north section bowlers with a 189 for the season's games. The 264 score rolled by Henry Wilson of the team was high for a single game and was good enough to be second high in the north section. High individual game honors went to Bill Pinasco of North Avenue who toppled 288 pins in one game.

The season's fireworks were concentrated among the top teams in the south section. As the last night of play was scheduled four teams, Archer, No. 1, Sixty-ninth, No. 1 and Seventy-seventh Nos. 1 and 2, had a chance to take title honors. The evening's play eliminated all but the teams from Seventy-seventh.

After a nip and tuck season in which each team bowled 99 games, Seventy-seventh street depot placed two teams on top in a tie for the south section championship. Throughout the long grind, their No. 1 team, captained by Erwin Knapp, and No. 2 team, captained by George Grassel, hovered at or near the top. In the final stretch these two teams had to overcome the strong competition of Archer's one and two teams and Sixty-ninth's No. 1 team, and on May 1 won the privilege of pitting their skill against each other.

Play-off in South Section

On May 4 Seventy-seventh had to take sides against itself, as it were, to see who was going to represent the south section against the north section champions from Limits. It was to be a best out of three game series, winner take all and no questions asked, and characteristic of the stiff competition throughout the season, these two teams were determined neither to ask nor to give quarter.

Walter Harrison, G. A. Wacholz, J. P. Murphy, A. H. Kuelbs, and E. E. Knapp on No. 1 team took the first game from Thomas J. Hopkins, W. A. Leske, H. J. Glenday, A. L. Katter and George H. Grassel on the second team. The score was 845 to 822. Wacholz paced the No. 1 team with a nice 191, while Hopkins led the scoring on the second team with 170.

Harrison Rolls 210

In the second game Harrison's strong finish with a 210 and the heavy support of Murphy's 186 and Kuelb's 192 sewed up the match, taking the game by 938 to 919 and the series and championship to boot.

This is the first time that Seventy-seventh has placed a winner in the south section and is due to the consistent play of all members of the team. Captain Erwin Knapp placed second in the section's individual scoring competition with Wallie Harrison not far behind.

Prizes galore and the Jeff O'Connor trophy are the rewards in the finals and Seventy-seventh feels they have a worthy contender in their number one team.

THE FINAL STANDINGS

North Section

Team	Won	Lost	Aver.
Limits	70	29	905
North, No. 3	60	39	882
North, No. 1	60	39	864
Division	56	43	865
Devon, No. 2	55	44	887
North, No. 2	53	46	861
North, No. 4	46	53	847
North, No. 5	46	53	839
Devon, No. 1	40	59	836
North, No. 7	38	61	837
North, No. 8	37	62	826
North, No. 6	36	63	833

High team (3 games)—Devon No. 2, 2,943.
Second high team (3 games)—Limits, 2,937.
High single game (team)—Devon No. 2, 1,058.
Second high single game (team)—Division, 1,037.
High individual (3 games)—Micetic, 686.
Second high individual (3 games)—Dahl, 674.
High single game (individual)—Pinasco, 288.
Second high single game (individual)—Wilson, 264.

South Section—(Incomplete)

Team	Won	Lost	Aver.
77th, No. 1	60	39	861
77th, No. 2	60	39	842
Archer, No. 1	59	40	874
69th, No. 1	59	40	856
Archer, No. 2	56	40	842
69th, No. 3	52	44	855
69th, No. 2	52	44	850
Cott. Grove	46	50	835
Lawndale	45	51	803
69th, No. 4	38	58	723
77th, No. 3	31	65	751
Archer, No. 3	28	68	758

High team (3 games)—Archer No. 1, 2,944.
Second high team (3 games)—69th No. 3, 2,874.
High single game (team)—77th No. 2, 1,043.
Second high single game (team)—Archer No. 1, 1,007.
High individual (3 games)—Eifert, 715.
Second high individual (3 games)—Harrison, 665.
High single game (individual)—Fassnacht, 258.
Second high single game (individual)—J. Spoo, 257.

SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 17 **May, 1940** **No. 2**

William H. Bromage . . . . . Editor
Hollis F. Peck . . . . . Associate Editor

HE IS AN AMERICAN!

Editorial from the New York Sun

He is an American.

He hears an airplane overhead, and if he looks up at all does so in curiosity, neither in fear nor in the hope of seeing a protector.

His wife goes marketing, and her purchases are limited by her needs, her tastes, her budget, but not by decree.

He comes home of an evening through streets which are well lighted, not dimly in blue.

He reads his newspaper and knows that what it says is not concocted by a bureau, but an honest, untrammeled effort to present the truth.

He has never had a gas mask on.

He has never been in a bombproof shelter.

His military training, an R. O. T. C. course in college, he took because it excused him from the gym course, and it was not compulsory.

He belongs to such fraternal organizations and clubs as he wishes.

He adheres to a political party to the extent that he desires—the dominant one, if that be his choice, but with the distinct reservation that he may criticize any of its policies with all the vigor which to him seems proper—any other as his convictions dictate, even, if it be his decision, one which holds that the theory of government of the country is wrong and should be scrapped.

He does not believe, if his party is out of power, that the only way in which it can come into power is through a bloody revolution.

He converses with friends, even with chance acquaintances, expressing freely his opinion on any subject, without fear.

He does not expect his mail to be opened between posting and receipt, nor his telephone to be tapped.

He changes his place of dwelling, and does not report so doing to the police.

He carries an identification card only in case he should be the victim of a traffic accident.

He worships God in the fashion of his choice.

His children are with him in his home, neither removed to a place of greater safety, if young, nor, if older, ordered ready to serve the State with sacrifice of limb or life.

He has his problems, his troubles, his uncertainties, but all others are not overshadowed by the imminence of battle and sudden death.

He should struggle to preserve his Americanism with its priceless privileges.

He is a fortunate man.

He is an American.

MUSEUM PIECE

Many of us are "so close to the forest that we can't see the trees."

For that reason this issue carries a story which differs radically from the type usually appearing on these pages. It concerns the Field Museum of Natural History and is the first of a series of stories that will direct attention to the many advantages the city possesses.

We hope that these stories will stimulate sufficient enthusiasm to prompt one or more pleasurable visits to each of these places.

Chicagoans visiting in other cities go to see the museums, aquariums and libraries. Most of them are of lesser significance than those here at home. In this case the grass is *not* greener on the other side of the fence.

Why not give time to Chicago's treasures? To inspire such activity is the object of this "Museum Piece."

Neat Appearance Draws Praise

Passengers Appreciate Neat Trainmen—Commendation List Is Larger

Evidence that passengers appreciate being served by trainmen of neat appearance was contained in several commendations received during April.

"His coat was clean, his shoes were shined and he was clean shaven. He is a credit to your company," was a typical expression sent by G. W. Fergason, New York Life Insurance company, 39 South La Salle. Mr. Fergason's comments concerned the erect bearing and the neat appearance of Conductor Andrew Walsh, badge No. 1342 of Seventy-seventh.

Similar commendations for neatness and for acts of courtesy helped the commendation total to show an increase for April. During the last month there were 45 commendations as contrasted with the 42 received during the same month of 1939.

The slight increase in commendations, however, was more than offset by the increase in the number of complaints recorded. The 556 complaints received during April 1940 was in sharp contrast to the 448 complaints received during the same month a year ago.

Helps Small Boy

Motorman Ernst R. Steckel, badge No. 3045 of Noble, was praised for a courteous and thoughtful act. A small youngster was stranded on a safety island. Motorman Steckel observed the lad's plight and stopped his car and escorted the boy to the safety of the sidewalk. His thoughtfulness was noticed by Lillian McMahon, 3400 South Wood street, who wrote to praise him.

A passenger was saved from a serious fall when Conductor Philip Grasz, badge No. 11680 of Cottage Grove, was alert enough to grab him and stay his fall. A note from Clifford Pick, 6037 North Harlem avenue, recounted the incident and said, "I cannot praise this conductor too highly."

In a fare case, Conductor Alfred Benbow, badge No. 11006 of Cottage Grove, probably had his faith in humanity revived. After advancing a fare to a passenger, Conductor Benbow casually remarked that if he was repaid it would be the first time in his experience. Benbow did get his fare back together with a sincere commendation from Mrs. Dolores Michel, 6420 Cottage Grove.

TROLLEY SPARKS



"Will you tell the motorman to slow down, please? I want to finish before Kedzie Avenue."

Necessary information politely and patiently given Esther Conway, 1114 Loyola avenue, brought praises to Conductor Edward J. Powers, badge No. 3452 of Cottage Grove.

Appreciates Courtesy

Miss Fannie Stein, Hyde Park hotel, commended the satisfactory service rendered by Conductor Floyd W. Bassett, badge No. 11872 of Burnside.

Vickie Daly, 2048 North Orleans street, termed Conductor Reginald A. Shewry, badge No. 1196 of Cottage Grove, "very efficient and courteous."

"I have never had the pleasure of riding with a conductor who was so polite and cheerful and so helpful to everyone," said Mrs. Ed Turk, 1431 Victoria street, in a letter praising Conductor Roy V. Mack, badge No. 8610 of Seventy-seventh.

Praise for courteous and friendly service was given Conductor Joseph P. Flynn, badge No. 10840 of Seventy-seventh, in a communication from George Allmendinger, 934 Oakdale avenue.

Conductor Marshall A. Dodd, badge No. 4814 of Sixty-ninth, was praised for the courtesy and consideration he displayed under difficult conditions, in a letter from E. E. Browne, 2301 South Michigan avenue.

Three acts of courtesy were credited to Motorman Thomas F. Quinn, badge No. 4143 of Sixty-ninth, in a commendation from H. W. Ebann, 3322 North Bell avenue.

Help given an elderly lady brought praise for Operator William W. Kent, badge No. 7082 of Archer. The commendation was sent by Mrs. Arthur J. Filkins, 5619 Dorchester avenue.

Fare Repaid—Plus!

Trusting a passenger for a fare netted Conductor Charles O. Wascho, badge No. 2178 of Lawndale, an extra fifty cents. He advanced a fare to Harry Brown, 1417 West Roosevelt road, who sent 57 cents as an expression of appreciation.

"For doing such a good job," Motorman Paul Gunther, badge No. 12665 of Blue Island, was praised in a letter from Jack H. Tangy, 63 South Water Market.

KNOW YOUR CITY!

Museum Has the Wonders of the World in Chicago

Chicagoans don't have to join the Navy to see the world. A trip to the Field Museum is sufficient, for the Museum brings the world to Chicago.

It is one of the four largest natural history museums in the world, and its exhibits bring untold pleasures to its million and a half yearly visitors.

Whatever a person's interests—travel, plants, people, animals, sports, jewels, science, history or geography—many happy hours can be spent among the treasures of the Museum.

Some of the most interesting exhibits show people of various countries and periods at work and at play. While a Chicagoan has to do considerable traveling to see Alaska, it is not necessary to go farther than the Field Museum to enjoy scenes of this country of the Eskimos in the life-size groups of these people fishing, drilling ivory, dressing hides.

Numerous groups show Indian life in America. There are miniature groupings of the very tribes who lived right here in the Chicago area 200 years ago. A trip to another exhibition hall introduces the story of Egyptian civilization of years ago—the periods of mummies and medicine men.

The Museum is a paradise for the botanist or horticulturist. The Hall of Plant Life displays all forms of plants from the lowest—seen only under a microscope—to the highest.

Great meteorites are on display in another section, the largest one weighing 3,336 pounds. And it is possible to get a good look at the moon, which is shown in a 19-foot model, the largest one ever made.

The development of life on earth is illustrated in one section. The largest known animals — dinosaurs, mammoths, mastodons, cave bears and saber-toothed tigers—are represented by skulls and skeletons, and primitive man is shown in life-size groups.

Hunters and fishermen enjoy the extensive exhibits of beasts, birds and fish. The bird exhibits, of course, are among the most brilliant and colorful displays of the entire museum, and the collection of butterflies and moths contains over 50,000 specimens.

The collection of gems and jewels—the most extensive one in the world—delights both the masculine and feminine eye. One of the outstanding diamonds has the bust of William II of Holland carved on it, a job which required five years. Some of the precious stones shown weigh over 300 karats and have thrilling histories.

The Field Museum was founded in 1893 by the late Marshall Field, and the present building, located in Burnham park at Roosevelt road and Lake Michigan, was opened in 1921. The Museum sponsors numerous expeditions to all corners of the earth, which make possible valuable additions to its exhibits.

The museum serves as a people's university for the promotion of knowledge and the increase of culture. It sponsors free lectures for adults each spring and autumn, with programs every Saturday afternoon. There are also guide lecture tours of museum exhibits daily at 3 P. M. except on Saturday and Sunday.

Admission is free on Thursday, Saturday and Sunday, with a 25-cent charge on other days. The museum opens at 9 o'clock daily and closes at 4 during November, December, January and February; 5 P. M. in March, April, September and October; 6 P. M. in May, June, July and August.

KEEPING 'EM ROLLING

Burnside Spurts To Top In April Records

In a spurt that carried them from eighth place to the top, Burnside took April honors in the keep 'em rolling records with an average of 12,185 miles per pull-in, an increase of 62.4 per cent. The almost-phenomenal increase pushed Devon, leader in the March compilations, into second place with an average of 10,751 miles per pull-in, a decrease of 14.9 per cent.

First four stations in the March records, Devon, Lawndale, Division and Archer, were each shoved a notch by the Burnside record. The fifth place station in the March records, Armitage, showed a 25 per cent decrease which carried the station down to the tenth notch of the 16-rung ladder.

Kedzie station in moving from tenth to seventh place, showed a 30.1 per cent increase over the previous month's record.

Decreases were chalked up against five stations while the remaining 11 each showed percentage gains.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Decrease
1.	Burnside	6	12,185	62.4
2.	Devon	1	10,751	14.9*
3.	Lawndale	4	10,542	5.0*
4.	Division	8	10,447	4.8
5.	Archer	–	8,649	6.4
6.	Seventy-seventh	–	8,270	8.2
7.	Kedzie	–	7,595	30.1
8.	Sixty-ninth	–	7,175	5.3*
9.	North	–	6,320	34.2
10.	Armitage	3	6,090	25.0*
11.	Cottage Grove	2	6,019	10.9*
12.	Noble	3	5,740	34.5
13.	Lincoln	3	5,605	40.3
14.	Elston	3	5,424	16.9
15.	Limits	4	4,200	8.7
16.	Blue Island	1	4,033	20.8

*Denotes decrease

Carhouse records for the past six months:

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

With the exchange rates on Canadian money varying from day to day The Department of Street Railways of Detroit issues daily bulletins on the rate of exchange. Conductors are then directed to accept Canadian money on that basis.

THE NEWSBOY SPEAKS

A Human Interest Story By Edmund W. Sinnott

Editor's Note: Many human little incidents happen on the street cars of the Chicago Surface Lines. Edmund W. Sinnott, a General Office employe, recently witnessed a human interest story which impressed him. He submitted the story in the following words:

The Newsboy Speaks. . . .

No more papers, gosh I'm tired,
I guess I'll grab a car.

I oughta' walk and save the dough,
But heck, it's so darn far.

Boy! Here's a nice new streamlined job
I hope I get a seat.

Gee, this "baby" sure runs smooth,
These street-cars can't be beat.

The next stop's mine; we got here fast—
Now where'd I put the cash?

It's gone! They'll grab me—call a cop
I'll have to make a dash.

But that would be a dirty trick
For me to run and hide,

He wouldn't steal my papers, so
Why should I steal a ride?

I s'pose I better tell the truth,
Ma said that it won't fail.

Besides it won't hurt awful much
To spend one night in jail.

"You lost your money, son?" he said,
"Shucks, now, that's too bad.

Now don't you cry, I'll pay your fare,
Because you're honest, lad."

Gee, mister, thanks; and I'll stop cryin'
But I can't help feelin' blue.

'Cause if my Dad were livin' now
I'd want him just like you.

HE ASKED FOR IT!

"Fare, please! Fare!" said the conductor.

The man who had just boarded the car seemed lost in thought. He gave no heed.

"Fare, please."

Still the passenger responded not.

"My dear sir," said the conductor, "by the ejaculatory term, 'Fare,' I imply no reference to the state of the weather, the beautiful complexion of the admirable blonde you observe in the contiguous seat, nor even to the quality of the service supplied by this street railway corporation. I merely alluded in a manner perhaps lacking in delicacy but not in conciseness to the monetary obligation set up by your presence in this vehicle and suggest that you liquidate this obligation at your earliest convenience or I shall be compelled to insist that you remove your presence."

At this point the passenger came out of his trance.



CHAMPION BOXERS ENTERTAINED

Track Man Gives Dinner For Countrymen

Italian members of the International Golden Gloves team which recently fought the United States team in the Chicago Stadium were entertained during their time in Chicago by Joseph Dugo, a tool inventory clerk in the Track Department, and his father, Antonio Dugo, foreman in the northern division.

From left to right in the accompanying photograph are, Frederico Cortonesi, featherweight; Gudo Nadecchia, flyweight; Host Joseph Dugo, Ulderico Sergo, batamweight, and Egisto Peire, lightweight.

Peire, it was discovered, serves in an artillery regiment under a nephew of Foreman Antonio Dugo.

OBITUARY

Deaths on the System from April 1, 1940 to April 30, 1940

Transportation—Blue Island: Thomas Kelly, employed January 8, 1910, died April 11, 1940.

Burnside: Stephen Batka, employed July 30, 1918, died April 20, 1940.

Kedzie: James Farmer, employed May 15, 1907, died April 19, 1940; Andrew G. Ginnis, employed May 11, 1908, died April 3, 1940; Thomas F. Sampson, employed August 10, 1903, died April 22, 1940.

Lawndale: Martin Morris, employed February 25, 1904, died April 25, 1940; Charles H. Zielke, employed January 24, 1923, died April 10, 1940.

Seventy-seventh: George Airey, employed December 30, 1913, died April 5, 1940; John Moriarty, employed December 2, 1881, died April 4, 1940.

Accident Investigation—Joseph A. Nellis, employed December 18, 1916, died April 6, 1940.

Shops and Equipment—Cottage Grove: Timothy Casey, employed November 13, 1922, died April 15, 1940.

Lincoln: Jacob Kaufmann, employed May 1, 1886, died April 19, 1940.

South Shops: Carl Chelno, employed August 16, 1928, died April 2, 1940.

West Shops: Jakob May, employed July 1, 1906, died April 18, 1940; Emil Wirsen, employed July 1, 1900, died April 24, 1940.

Track—Philiph Mato, employed August 23, 1929, died April 14, 1940.

Departments and Divisions

Accident Investigation and Legal

On Saturday, April 20, St. Edward's church rectory was the scene of the wedding of Miss Mildred Stiglich and William J. Mollenkamp, Jr. A reception was held that evening and a number of department employes dropped in to offer their congratulations. Mrs. Mollenkamp celebrated the occasion by taking a week of her 1940 vacation, during which time the newlyweds organized their apartment and established their permanent address.



The Bride

The Thursday before the wedding when the bride-to-be returned from her lunch she was escorted to an elaborately decorated table on the third floor and there beheld the wedding gifts and expressions of good wishes from her fellow-employes.

Friday, April 26, was the last night of the D. A. I. Bowling League, and what a night! The last place White Sox, captained by Ed Healy, and paced by Peter W. "Goldilocks" Sepic, got revenge for the year when they turned in a series of 2,569, including the season's second high game of 935. Sepic's 597 was high for the year and another White Sox man, William Connolly, Jr., rolled second high with 594. Ed Healy has already scored 242 and that took high game prize. The Indians took high team series with 2,693 and finished in first place with 47 wins and 28 losses.

The League's season was appropriately climaxed by a banquet held May 1 at the Army and Navy club. It was attended by over 40 employes of the department and plans were laid for a bigger and better league next year. "Cap." U. G. Lee of the Treasury Department gave an interesting story on the early years of the Surface Lines' Club. It was very interesting to learn that the Surface Lines' Club which was formed on April 15, 1915, was really an outgrowth of the Bowling League which had been started in 1914. "Cap." Lee named the members of the Legal Department's first bowling team as follows: General Counsel John R. Guilliams, C. E. Stenning, Carl Bodenstedt, Jules Lellinger, C. C. Cunningham, A. R. Peterson and W. H. Hillane. The first four are still active employes and Mr. Cunningham still spends much of his time in the trial of Surface Lines' lawsuits. This Legal Department team won the League Cup three years in succession and by so doing became permanent owners of the cup.

On May 20 next, Mr. and Mrs. Patrick Hayes will celebrate their 50th wedding anniversary. They were married at the home of the bride in Hartford, Wisconsin, in 1890.

Mr. Hayes is inquest man for the Accident Investigation Department, in which capacity he has served the companies for 40 years. He will celebrate his 76th birthday just two days before his wedding anniversary. Mr. and Mrs. Hayes boast of a daughter, Ethel Burns, and four grandchildren, the oldest of whom is an employe of the Surface Lines. More of the anniversary celebration next month and maybe a picture of the happy couple, too.

The members of the D. A. I. Employe's Federal Credit Union and their wives and friends enjoyed the Bavarian atmosphere at the Hoffbrau on North avenue, on April 18. In the presence of a tender chicken dinner, music by the string ensemble and after dinner entertainment provided by the management, the absence of after-dinner speeches passed unnoticed. The intermittent, unlooked for appearances of Fred Chouinard with his candid flash camera gave rise to enjoyable speculation as to who would be photographed with his mouth open, or with a drumstick in his hand.

Investigator.

Accounting

Many of the Financial Department were in attendance at the Tuesday evening group meeting held April 30 in the Surface Lines' Club House, 1134 North Dearborn street, when E. J. McIlraith, staff engineer, gave an interesting and informative talk on the subject of "The Traction Ordinance."

Winter has passed and with the arrival of spring come plans for a season of activities. Vacations are being arranged and the New York World's Fair, Wisconsin, Michigan, and other parts of the country should see some of our vacationists this summer.

Best wishes for happy birthdays were extended to Agnes Rheberg, Lorraine Murphy, Danica Govedarica, Dorothy Fisher, Eleanor Carlberg, Claire Koch, Ione Hansen, Ann Lowe and Mary McCauley during the month of April.

We are pleased to hear at this time of the progress of Miss Ellen Shuman of the ledger room who is recovering from an appendectomy.

To Ray Fountain of the timekeeping division, who left service to play professional baseball with Winnipeg in the Northern League, we wish all kinds of good luck.

We are glad to mention that we have a talented young man in our department who is a radio announcer on station WGES, 1310 kilocycles every Saturday afternoon from 3:30 to 4 P.M. in the person of Billy Kennedy.

Thomas F. Coan.

Electrical

Wallace L. Nelson married Miss Netti Johnson on May 11 in an afternoon ceremony held at the Zion Lutheran church. Wallace, who works in the line division, is the son of George Nelson of our meter testing division. Congratulations. May you have a happy life.

Henry Richter, superintendent of electric construction and maintenance, is a Chicagoan again after being an Oak Park resident for the last 30 years or so. Welcome to our city!

Our heartfelt sympathy is extended to Arthur Leland and James Elliott, both of whom had the misfortune to lose their mothers recently.

Bill White of the 48th and Honore substation has been confined to his home by illness, but is expected to be up and about before long.

Billy.

Engineering

Among the chauffeurs in the utility department at Grand and Leavitt, we find—Con Oechel on the sick list and would appreciate visitors; Harry Leaders spending his leisure time spring cleaning; Frank Peterson, for the first time in 15 years, forgot his uppers and lowers; Herbert Hoover had all of his bicuspids removed; Edward Fitzgibbons transferred to 62nd and Wabash as emergency chauffeur; Mr. and Mrs. Arthur Janke celebrated their 28th wedding anniversary—congratulations and best wishes; also there are some questions which are bothering the boys, i.e.: Will Harry Leaders get that long-talked-about Buick soon? Why is Vaughn McAllister hobnobbing with patent attorneys? Will Arthur Fortmann get married? When does Don Howell calculate on an addition? When will George Manders get his 36-foot yacht out of drydock?

To Thomas Rea, track foreman in the southern division, we extend our heartfelt sympathy in the loss of his wife, Margaret, who passed away April 5.

Schedule and Traffic

William McConochie has moved out to Glen Ellyn where he is now chief pilot of the lawnmower.

Jack Crennell is still convalescing at his home.

Evan Olmstead has returned to work after two weeks spent in curing a case of chicken pox.

Fred Excell gave the boys some lessons in bowling and then when the averages were figured Fred's was next to the bottom. Well, Fred, maybe with a lot of practice you can improve that 100 average.

L. C. Dutton.

Shops and Equipment

South Shops—To Dan Casey we offer our sincere sympathy upon the loss of his father, Timothy Casey, car cleaner at Cottage Grove carhouse, who passed away on April 15.

Gus Staveidas is again on our sick list, and to him we extend wishes for a speedy recovery and hope to have him back with us soon again.

Archer: The Archer Repair Softball Team is going under full steam—we now challenge any other department—if interested, call Archer repair.

Johnny McCrea, who recently attained his diploma for ball-room dancing, is expecting to spend his forthcoming vacation at the Palady ballroom.

Everyone attending Simon Stenberg's birthday party reports having had a grand time.

Elsie S. Frank.

West Shops

Mr. Krull took advantage of the closing of school the first week in May to drive his family down to Asheville for a short vacation.

Our latest motorcycle addict is Walter Tiedeman, clerk in the truck shop. These two-wheel rip snorters have quite a fascination for young men when they sniff spring in the air.

On April 24, Richard H. Maerz, timekeeper, was appointed Second Lieutenant of Company F, 132d Infantry, Illinois National Guard. At the ceremony in connection with his appointment, his saber was presented to him as a gift of the sergeants in Company F, and is valued by him as his most prized possession.

In an organization as large as the Surface Lines, many of its workers have interesting backgrounds, and the following is an item which has just become known: John Kreuger, machinist at the West Shops, is a former semi-pro baseball hurler of the early 1900's when such crack teams as the Gunthers, Aurora-Elgins and Belmonts were in their heyday and packing crowds. He was the popular spitball and curve ball artist of the fans. Today Mr. Kreuger still takes a deep interest in baseball, but his main hobby is painting in oil during his leisure time. In his home he has a collection of paintings, and he has also presented them to appreciative friends and relatives.



John Kreuger

Sympathy is extended to the families of Jacob Kaufmann, Jakob May and Emil Wirsen who passed away after many years of faithful service.

Lillian Hultquist.

Transportation

The sympathy of the department is extended to supervisor John Krause of the central division, whose mother passed away April 20.

Frank C. Eggert of the central division is spending his vacation in the southland. When last heard from he was in Miami, Florida.

After eleven years of service Charles Eitel of this department resigned May 6, to enter a private enterprise. We all wish Charles success in his new undertaking. Andy.

Around the Car Stations

Archer

Motorman Dennis Gildea, who has been on the retirement list for several years, died March 26. To his family and son, Motorman John F. Gildea of this depot, we extend our sincere and deepest sympathy.

Motorman M. Larson No. 2 reports the arrival of a baby girl at his home on March 24. We extend our congratulations to the Larson family, and this includes Grandpa Larson, No. 1 motorman at this depot.

Conductor John Wach sent in a reminder of his vacation trip to Marinette, Wisconsin, where he went smelt fishing.

Operator Joe W. Pechek, who had the mishap of turning his ankle and has been laid up for some time, is now out and about on crutches. He says he is expecting to return to work in the near future.

Our sincere and deepest sympathy is extended to Conductor G. Eichman on the death of his mother Wednesday, April 30.

Motorman A. J. O'Grady is again the proud father of another son, born April 19. He is now the father of seven children, all boys. He says he is expecting soon to have a baseball nine of his own of which he is to be the umpire.

Our night clerk, Joseph P. Durkin, who has been confined to St. Luke's hospital for several months, is now out and around. He made a visit to Archer depot and is expecting to be back on the job in a few weeks.

Conductor Tom Walsh, who has been messing around Cupid's Festive counter of the Union Drug Company, took upon himself a bride. On March 30 he was married at St. Ann's church. After the wedding feast at the bride's home the couple went by train to Niagara Falls and spent their honeymoon at Hotel Clifton. Congratulations to Eleanor and Tom on this happy event.

Our Executive Board Member, Thomas J. O'Rourke, who for several months has been confined to the hospital and his home and was thought to be on the mend, has again been put in a cast and is now suffering much pain. Tom, you have our best wishes for a speedy recovery. Dusty.

Blue Island

Conductor Thomas Kelly, who had been on the sick list since August, 1929, passed away in his home Thursday, April 11. Our sympathy is extended to his bereaved relatives.

Mrs. Nora B. Morley, mother of Motorman Michael Morley, and one of Chicago's first policewomen, passed away in her home Wednesday, May 1. The funeral was held Saturday, May 4, from Our Lady of Sorrows church, Jackson boulevard and Albany avenue, with burial in Calvary cemetery. Our sympathy is extended to the bereaved family.

Conductor Charles Devine, who was confined to the Edward Hines hospital for two months, returned to work May 1. We all wish him continued good health.

We are glad to see Receiver J. M. Johnson back from Mayo Brothers hospital and hope that he will be back to work by the time this issue comes off the press.

Soft ball fans, come out and root for your team. With John (Sparkey) Vujtech as manager, let's help bring the pennant back to this station again. C. P. Starr.

Burnside

There are real signs of spring at the Burnside depot. Rudolph Nebelsiek, our barn foreman, and his able assistants are busy in the garden making preparation for the garden contest this summer. The depot is being painted a beautiful shade of green trimmed in white. Stationmaster Duffy is now sporting a flashy spring suit and every trainman looks spick and span. We welcome spring.

We are informed that our Operator William A. O'Neill is fast becoming one of the shining socialites of Chesterfield. William is so interested in social activities that he has moved from his former location in Chatham Fields to Chesterfield. Perhaps this is closer to the depot.

Operator Owen B. O'Malley now carries quite a reputation as a bowler. After serving a strenuous pace with one of the local organizations Owen finished with a high score. Keep it up, Owen. There is good money in the professional field.

We are pleased to hear that Conductor Albert E. Furguson, Jr., is well on the road to recovery and will be back soon in the ranks.

Operator M. J. Lydon is now recognized in some of the better circles as Pilot Mike. We are told that soon Mr. Lydon is planning on making scheduled trips in his plane on his day off. Hedge-hopping, tail spins and spirals are some of Mike's favorite stunts.

William D. Frank.

Cottage Grove

Motorman and Mrs. Hans P. Ohlsen celebrated their fiftieth wedding anniversary Sunday, May 5. Open house was held at their home and many friends of the pair called. Hans entered service in October, 1882, and has held various positions since then.

Peter Fitzell reports an enjoyable week spent on his son's chicken farm at Grand Junction, Michigan. Fishing was good, as his photos show, and Pete reports the catch was very delectable.

Conductor A. C. Howard is touring the Ozarks with the charming Mrs. Howard and will be back shortly after this item is published. Should be some good stories in the offing.

The writer needs some help in getting this column together, so give your stuff to the clerks and they will forward it forthwith.

Ostet.

Division

Motorman Harry Greenberg and Conductor John Stromblad are back on the job again after an extended illness.

Twins of Motorman Tom Radicke are now one year old.

Conductor Howard Martinsen has left the ranks of C. S. L. and will try his hand in the insurance game.

Conductor Bernard Kaplan has reason to be proud of his son Charles, who won the $100.00 first prize in a recent city-wide contest for a one-act play. It will be produced shortly at the Jewish People's Institute.

We were all sorry to hear of Conductor Harry Patterson's recent misfortune. His cottage at Wonder Lake burned to the ground, and he is still off with burns about the hands and face.

Mary Rose arrived at the home of Motorman Harry Leppin Sunday, April 14—weight 7 pounds 4 ounces.

Armitage and Division stations will combine their baseball talent(?) and will be known as the Ninth Divisions. Ray Larsen of Armitage depot will be manager. Best of luck, boys.

"Artie—W."

Limits

Thanks to the hard work of the bowling team, there is a nice shiny cup standing in the

office for winning the 1940 championship. The final result was rarely in doubt, though at times it seemed to be slipping, but by heads-up bowling the boys brought home the cup. The team consisted of Rudy Mickulic, Ed Wilberscheid, George Cornacki, Harry Wilson, Frank Schulte, and Bill Godelman. Nice going, men, the hard work was well worth it and we are all proud of you.

Congratulations are really in order for Motorman George Parashos, who is the proud father of a baby boy. A nice brother for his daughter who is just one year old.

Supervisor James Nelson is rather cocky these days because he is driving a brand new Plymouth.

We offer our heartfe't sympathy to Conductor Frank Quinn in the death of his sister.

Walter Plotzke, Frank Struck, and Max Struwe started to Michigan on their vacation on the first of May to do a lot of fishing but as our unusual snowstorm was in progress they changed their mind about the fishing and went skiing instead.

That's all for this time.

E. A. Davis.

Seventy-seventh

Softball starts May 12, and Seventy-seventh again enters the league to try its luck for a pennant. If enthusiasm is any indication, signs look good for the team to reach the top. Almost anything can happen in this ball business; look at Brooklyn!

Chief Clerk Owen Duncan, Board Members George Grassell and Randolph Ellerbeck, Supervisor E. C. Tocci and Conductors Charley Byers and John Ferrell were a few of the supernumeraries present at the trap shoot. Ellerbeck and Byers shot a couple across each other's bow. Scribe E. C. Tocci is pacifistically inclined so wouldn't fire a shot. George Grassell looked on and still thinks he likes bowling better.

Cupid made a leap at Motorman Matt Brown this year and landed. He broke a lot of darts in previous years on Matt's thick bachelor armor, but this year Cupid scored a bull's eye. The wedding will take place soon.

A fellow has the right to get excited about the arrival of a new baby girl. Motorman Jim Dunn's turn came one day last month, but he seemed perfectly calm until he said, "Say, how did the Cubs and the Sox make out today?"

Once in a blue moon a conductor actually finds something funny about an intoxicated customer. Shortly after Conductor Willie Armstrong safely deposited one of the aforementioned species on the sidewalk, he smiled. Soon he broke into a laugh, then a roar. The customer had reached for his hat and lost his trousers!

Condolence is extended to the following men on death in their families: Motorman A. F. Sieloff, his mother; Motorman F. W. Krause, his mother, and to the family of Conductor George Airey.

Walter F. Story.



PURCHASING AGENTS INSPECT WEST SHOPS OF SURFACE LINES

Executive committee members of the American Transit Purchases and Stores Association met in conference in Chicago April 22 and 23. They made an inspection trip to the storerooms and waste reclamation plant of the West Shops of the Surface Lines under the guidance of Purchasing Agent V. E. Thelin, who is president of the Purchases and Stores Association, Assistant Superintendent of Shops and Equipment T. H. Shaughnessy and General Storekeeper E. J. Sigwalt.

The members pictured above during the tour of the West Shop properties were among the 28 present for the regional conference. The majority of them are purchasing agents and storekeepers for their respective companies in the central states.

Mr. Sigwalt and Mr. Thelin are the first two men at the left of the back row. Mr. Shaughnessy is at the extreme right in the same row in the above picture.

(Photo courtesy of Railway Purchases & Stores Magazine)



RIFLE TEAM WINS NATIONAL TITLE

The rifle team of Surface Lines Post No. 146 of the American Legion recently won the national championship trophy in competition with other Posts throughout the country. Three of the five-man team took the first three places in the individual competition. See story on page 4.