

# Surface Service

## • MAGAZINE •

VOLUME 17

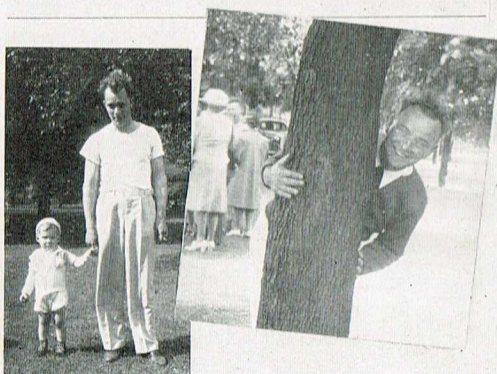
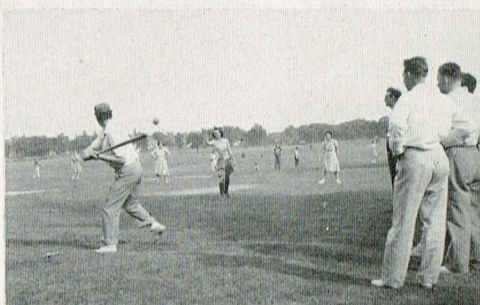
JULY 1940

NUMBER 4



SUMMERTIME  
AMERICA — 1940





# THERE WERE NO THOUGHTS OF ACCIDENTS AT THIS PICNIC

Accidents and legal investigations were forgotten when the employees of the Accident Investigation Department held their annual picnic at Wing Park, Elgin, on Saturday, June 22. These views show how various employees and guests whiled away their hours away from the work-a-day world.



# Surface Service Magazine

*A Monthly Publication by and for Chicago Surface Lines Employees*

VOL. 17

JULY, 1940

No. 4

## An Outstanding Institution

**Surface Lines Is the Country's Largest  
Privately-Owned System**

Although the Chicago Surface Lines has long been known as the country's largest street car system, there are relatively few people in Chicago who appreciate the magnitude of the system and the importance and character of its service. To say the Surface Lines is the largest street car system is not enough, however. First, the Surface Lines operation is not confined to street cars, for its services include both gasoline and trolley bus routes. Second, the number of passengers carried by the Surface Lines not only exceeds that of any other street car system—its volume is greater than that done by any bus system or combined street car and bus system in the country.

The Chicago Surface Lines is not only the largest street car system in America, but it is also the largest privately owned local transportation system of any kind in the country. The Surface Lines acquired the latter distinction recently when the two biggest transportation systems in New York—the Brooklyn Manhattan Transit Corporation and the Interborough Rapid Transit Company—were purchased by the city. Under the New York program, all of the rapid transit lines and the Brooklyn surface system are now owned by the city. These combined New York properties, of course, constitute a larger organization than the Surface Lines. But with this exception, however, the Surface Lines does a bigger business than any other privately or publicly owned system in the country.

### Doubles Boston Volume

In fact, the Surface Lines carries 60 per cent more revenue passengers than the next largest, the Philadelphia Transportation Company. The Philadelphia company operates all transit facilities in the Pennsylvania city. The Surface Lines volume is considerably more than double that of the Boston Elevated Railway Company which operates all subway, elevated and surface facilities in Boston. While the Surface Lines is one of three transportation systems in Chicago, its 2,000,000 average daily revenue passengers comprise the great bulk of transit riders in the city. More than three-fourths of all local transportation riders in Chicago use the Surface Lines.

How the annual volume of Surface Lines traffic compares with the leading systems of the country (exclusive of the New York city municipal properties) is shown in the following table:

### Revenue Passengers Carried in 1939

|                                      |             |
|--------------------------------------|-------------|
| Chicago Surface Lines.....           | 676,334,000 |
| Philadelphia Transportation.....     | 408,575,000 |
| Public Service (N. J.).....          | 403,094,000 |
| Boston Elevated.....                 | 295,031,000 |
| Cleveland Railway*.....              | 283,874,000 |
| Third Avenue (N. Y.).....            | 272,652,000 |
| Detroit Municipal.....               | 256,250,000 |
| Los Angeles Railway.....             | 206,490,000 |
| Capital Transit (Wash., D. C.)*..... | 171,965,000 |
| New York City Omnibus.....           | 166,515,000 |
| Milwaukee Electric Railway*.....     | 161,377,000 |
| Pittsburgh Railway.....              | 152,832,000 |
| St. Louis Public Service.....        | 147,745,000 |

\*Partly estimated.

A fact that surprises those not familiar with the extent of the Surface Lines system is the comparison between the number of passengers using the lines and the number riding American railroads. The Surface Lines actually carries more passengers than all the steam railroads in the country combined. Last year, for example, the 676,334,797 revenue passengers using the Surface Lines exceeded by approximately 50 per cent the 451,039,000 revenue passengers of the Class A steam railroads.

### Subsidies for New York

Another interesting fact is that while many of the great transit systems of the country are subsidized in part by the taxpayers, the Surface Lines not only "carries itself" but has gone even further and contributed to the city, over the years, millions and millions of dollars in the form of franchise payments and other public benefits. Under the provisions of the 1907 ordinances, the Surface Lines properties paid more than \$47,000,000 into the city traction fund. During a comparable period, three other cities, New York, Philadelphia and Boston, were spending millions of dollars of public money for transit improvements.

At the end of last year New York City had an investment of approximately \$1,400,000,000 in rapid transit properties, part of which were operated by the city and part by the two private rapid transit companies. This huge investment has been increased recently with the purchase of these two private companies. The cost to New York taxpayers of transit facilities was explained by Mayor Fiorella H. LaGuardia in an address in Chicago recently.

"The ownership and operation of the subway system in New York," said Mayor LaGuardia, "brings a deficit in our budget of about \$30,000,000 a year. That will grow, if the present system continues, to about \$35,000,000 or \$36,000,000 for some fifteen or twenty years and then it will start to go down."



## THE RED CROSS THANKS YOU!

### Donation From Surface Lines Employees Exceeds All Others

When a check for \$403 was sent the American Red Cross on June 26 it raised the total donation of Surface Lines employees to \$9,903—the largest amount given by employees of any Chicago firm.

With a grateful acknowledgment to every employe, Roger Holden, manager, wrote of the sincere thanks of the American Red Cross.

"Needs for Red Cross assistance continue to increase at an unprecedented rate and we can assure you that every dollar contributed is performing record service. On behalf of the beneficiaries of your generosity, we thank you sincerely," said Mr. Holden's letter.

The preliminary donation of \$9,500 was made early in June. The additional \$403 contribution consisted of 193 pledges of one dollar each and additional donations to the extent of \$210.

## DID YOU KNOW?

### Traction Facts—Some Old —Some New

Old newspaper clippings recently unearthed by Motorman T. H. Shumon of Armitage depot have revealed several interesting facts concerning the transportation of earlier days.

*Did You Know . . .*

That there used to be street car tracks on Michigan avenue? There were, and the last of the rails were taken up on October 19, 1908.

*Did You Know . . .*

That \$10 a week used to be good pay for conductors? Back on April 11, 1864, the South and West Division street railways companies announced an increase to that figure—an advance of nearly 18 cents a day? (They didn't say how long the "day" was.)

*Did You Know . . .*

That "Streeterville" was first "invaded" by street cars on August 7, 1915? An account of the Chicago avenue line's extension to the lake front was written as follows:

"Street car 1106 crossed Clark street at Chicago avenue today for parts unknown. Motorman John DeJuren clanged the bell and advanced cautiously. Conductor John Shearin looked curiously out of the exit door. At State street and Chicago avenue Motorman DeJuren stopped. He mopped his brow. A man got on.

"This is your first trip?" said the man, "kicking in" with the nickel.

"Yes," said Conductor Shearin.

"Motorman DeJuren let her go, and car No. 1106 whizzed down a street where no car had ever whizzed before. Chicago's east side, famous for its ancient water works tower, its handsome dwellings and its ancient "Cap" Streeter feud with the world at large, was finally being invaded by a democratic motorman, a democratic conductor and democratic street car."

## IN DAYS GONE BY

### Conductor Dahl Reminisces of the Past

Forty-five years ago when I began to work on the street cars, Mr. John M. Roach was doing the hiring for all departments. There were no applications to fill out. You were simply given a slip of paper on which appeared the name of the station to which you were assigned. While Mr. Roach was writing out that slip for me, he told me he would "put me on" as a conductor. He cautioned me to keep myself clean so that people would like me and to respect my passengers and that they in turn would respect me.

During the time I was on the extra list, I worked a good deal on the North State street line. A number of times after finishing my day's work, I stopped off at a place where I formerly worked. It was situated on the corner of Clark and Schiller streets. One evening while I was visiting there, Mr. V. C. Turner, one of the first presidents of the North Chicago Street Railway, came in. Mr. Turner and I had known each other for quite some time. When he saw me in uniform, he came over and spoke to me and after asking a number of questions, he shook hands with me and wished me good luck. He advised me to get along with my passengers and said that if I did this, I would have no trouble with my superiors. When two men, both of whom unquestionably know what they are talking about, give such advice, I must take it for granted that the first and fundamental order of business is proper care of your passengers. It is quite a pleasure when someone comes to you and tells you that he used to ride on your car 40 or more years ago when he was going to school or makes some other similarly friendly remark.

Not long ago, two couples got on my car. The older of the two men in the group kept staring at me. Finally he asked, "Did you work on the Division street line years ago?" I told him that I did. Then he said, "Do you remember when you used to wait for me at Rockwell street on Saturday nights?" I did remember him and when I told him so, he introduced me to the girl standing beside him. I then remembered her, also. She was now his wife and the other couple standing near were his son and daughter-in-law. We all had a very pleasant chat. The incident made me realize more than ever that little things you may do for your customers now are well paid for in the future.

O. M. Dahl.

## HERE'S A THOUGHT!

Conductor W. G. Johnson, badge No. 8262 of North Avenue, came across a quotation recently which appealed to him. It is by Hazlitt and reads as follows:

"A gentle word, a kind look, a good-natured smile can work wonders and accomplish miracles."

Mr. Johnson believes that if every trainman would test that quotation he would surely promote good-will for themselves as well as for the Surface Lines.

Few can question that belief.

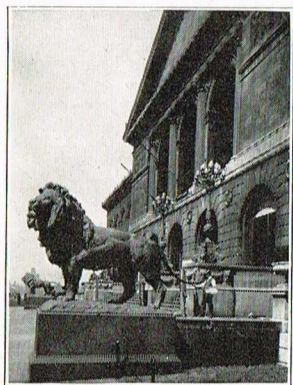


# Try Art for Summer Tonic

Inspiration of Beauty Found in Visit to  
Art Institute

By RUTH S. JOHNSON  
Editorial Assistant

Two majestic lions guard the entrance to a building familiar to all Chicagoans—the Art Institute. To walk between the lions and enter the building is to be admitted to a rare land of beauty.



The Art Institute

Masterpieces of various types of art from all countries and centuries are on display at the Art Institute. The paintings of the masters compose the major exhibits of the galleries, but there are also other collections of treasures to be found there.

Historic and modern paintings in oil and water color are arranged chronologically. If the visitor

doesn't care for the work of early masters, he can quickly find the gallery housing paintings of late Americans, or perhaps he will want to ponder over the surrealist and modern works.

The corridors of the museum feature the finest sculpture, with heads and small statues by many artists along the walls. Black-stone hall houses a giant portal of the Cathedral of Bordeaux of the 14th century, with its intricate workmanship in small figures and designs. This was given to the Institute by the French government at the end of the 1893 World's Fair, along with other beautiful sculpture casts. Large equestrian statues are very imposing, with riders in full armour and the horses beautifully harnessed.

## Many Paintings Shown

The Institute has about 25,000 prints and drawings. These are not all on display but in the six exhibition galleries reserved for them there is a constant succession of exhibitions. Five galleries are devoted to drawings and water colors by American and foreign water colorists and draughtsmen.

Seven galleries of the Institute are devoted to Chinese art, one to Persian art, and two to Japanese art. The collections of Japanese prints, Chinese bronzes, pottery, porcelains and sculpture are among the most outstanding in the world.

Each year the museum attracts the public with its special national and international exhibitions. There is now an important exhibit of antique glass on display. The collection, which has been lent to the Institute, contains unusually fine specimens of antique glass in brilliant, gem-line colors, shown in a new installation constructed with special lighting.

Ladies visiting the exhibits invariably find their way to the Decorative Arts Department, which occupies 48 galleries. In these exhibits are rugs, metal work, glass, woodwork, textiles, period rooms and architecture. The furniture collections are English, French, Dutch and American. Embroideries, lace and weavings, tapestries and rugs are rarities in the textile collections.

## Built in 1893

The Art Institute building was completed in 1893 and was used during the Columbian Exposition for the World's Congress of Religions. The organization which founded the Institute was formed in 1866 and was known originally as the Chicago Academy of Design. This group

suffered a total loss of all its belongings in the fire of 1871 and had its new equipment and its possessions sold at sheriff's sale in the depression of 1877-79. At that time a group of Chicago business men were interested in the development of the organization and its name was changed to The Art Institute of Chicago in 1882.

While the Institute fulfills its purpose to preserve and exhibit the masterpieces of art, the School of the Art Institute develops new artists. The school has

## ART INSTITUTE SCHEDULE

**Hours**—Open daily from 9 A.M. to 5 P.M. Sunday from 12 noon to 5 P.M.

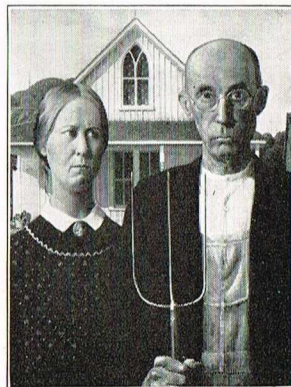
**Admission**—Free on Wednesday, Saturday, Sunday and holidays. Other days, 25 cents.

**Special Exhibit**—Gallery 5A near door, houses a stunning collection of antique glass. See it now.

**Summer Exhibitions**—To be seen from July 18 to October 20.

grown to one of the most active and largest art schools of the world and about 30 per cent of the artists who have achieved success in the United States have been either students or instructors at the school.

The trustees of the Art Institute administer a million dollar fund bequeathed to it in 1905 for the erection and



"American Gothic"



maintenance of statues and monuments. The "Fountain of the Great Lakes," by Lorado Taft, was built under this fund and is erected to the south of the Institute building. Ten other monuments throughout the city have been made possible through this bequest.

## KEEPING 'EM ROLLING

### Lawndale Retains Lead In June Listings

Lawndale depot retained first place in the keep 'em rolling compilations for June with an average of 11,875 miles per pull-in, a decrease of 40 per cent from the mileage recorded in the previous month.

Archer moved from fourth place to second with an average of 11,127 miles per pull-in, an increase of 2.6 per cent, while Seventy-seventh moved from sixth place to third with an average of 9,822 miles per pull-in, an increase of 6 per cent.

Division, in second place in the May records, dropped to fifth place and showed a decrease of 33.3 per cent.

Lincoln, with a 31.1 per cent increase, showed a substantial gain as it moved from thirteenth to ninth place.

Gains and decreases were evenly split with eight stations going one way and eight another. Decreases, however, ran to larger figures than did the increases.

Individual records follow:

| Rank | Carhouse             | Zero Days | Miles Per Pull-In | Pct. Inc. or Decrease |
|------|----------------------|-----------|-------------------|-----------------------|
| 1    | Lawndale.....        | 6         | 11,875            | 40.0*                 |
| 2    | Archer.....          | 2         | 11,127            | 2.6                   |
| 3    | Seventy-seventh..... | 1         | 9,822             | 6.0                   |
| 4    | Burnside.....        | 3         | 8,963             | 21.8*                 |
| 5    | Division.....        | 4         | 8,056             | 33.3*                 |
| 6    | Sixty-ninth.....     | ..        | 7,367             | 4.0*                  |
| 7    | Devon.....           | 4         | 7,070             | 24.6*                 |
| 8    | Cottage Grove.....   | 3         | 6,996             | .4                    |
| 9    | Lincoln.....         | 3         | 6,884             | 31.1                  |
| 10   | Armitage.....        | 7         | 6,686             | 1.6                   |
| 11   | Noble.....           | 3         | 6,615             | 2.8                   |
| 12   | Elston.....          | 5         | 6,519             | 22.1                  |
| 13   | Kedzie.....          | ..        | 5,771             | 3.7*                  |
| 14   | North.....           | ..        | 5,355             | .9*                   |
| 15   | Limits.....          | 3         | 4,532             | 4.3                   |
| 16   | Blue Island.....     | 2         | 4,250             | 9.9*                  |

\* Denotes decrease.

Carhouse records for the past six months:

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

A man bought the only remaining sleeping car space. An old lady next to him in line burst into tears, wailing that it was of vital importance that she have a berth on that train. Gallantly the man sold her his ticket and then strolled to the telegraph office. His message read:

"Will not arrive until tomorrow. Gave berth to an old lady just now."

## RIDER RHYMES HIS COMPLAINT

### "Poet" Complains of Being Passed Up

Passing up passengers never earned one bit of good-will for anyone. On the contrary, it breeds ill-will and causes revenue to be lost to competing systems. The following rhymed complaint tells the whole story of one individual's feelings.

Few react as pleasantly when they are passed up!

#### ONE IN A THOUSAND

I walked from Ardmore to Glenlake  
June eighteenth at four to four,  
Your own street car no stop would make  
So then I walked some more;  
Though I had stood on loading zone  
Since car had come to Ridge,  
He'd make no stop for one alone  
So lights he thus might bridge.

No follower had he in sight  
But what was that to him,  
He's out to make that next green light  
So I could go and swim;  
Right on I trod and almost caught  
Him at the Granville stop,  
A slight reverse spoiled goal he sought  
To make Devon one hop.

The day was fine—no trace of cloud  
The weatherman was kind,  
This motorman then spreads on shroud  
The darkest he could find;  
What cares he for one Irishman  
On zone so near Devon,  
This flying horse—this racing fan  
Grim speed his life's set on.

Observant passengers could see  
This most unkindly act,  
So much of vile discourtesy  
Into five seconds packed;  
Though this man does not represent  
The honored rank and file,  
A few such just on meanness bent  
Your whole record defile.

"Constant Rider."

#### VACATION-TIME TIP

Among the reported new inventions is one called the Oral Speedometer which operates with a phonograph attachment. It has the following to say as the driver's speed increases:

At 35 m.p.h.: "Too fast for city driving. We hope you're in the country."

At 45 m.p.h.: "Your car is still under control, but watch the car behind, the car ahead of you. Have you had your brakes tested recently?"

At 50 m.p.h.: "Your responsibility is increasing. Keep your eyes on the road."

At 60 m.p.h.: "Are your insurance premiums paid to date?"

At 70 m.p.h.: "You drive. This attachment will do the praying."

At 80 m.p.h.: "Someone will probably have this car repaired. If so, we thank you for the sale of a new speedometer to replace this one which in a few moments is going to hell along with you."



# Death Calls A. W. Malmquist

**Associates Shocked At Sudden Passing of Assistant Auditor—  
Many Attend Services**

Arthur W. Malmquist, assistant auditor of the Chicago Surface Lines, died suddenly on the morning of July 5. His death came as a great shock to numerous friends who had no inkling that he was seriously ill.

Mr. Malmquist, who was only 48 at the time of his death, had been away from his office suffering from a severe sinus infection. He had scoffed at the illness and expressed a determination to be back on the job within a few days. His condition became alarming on the evening of July 4 and he was taken to the Little Company of Mary hospital. He died there the following morning.

## Spent Career With Street Railways

The entire business career of Arthur William Malmquist was spent in the street railway business. He was born July 23, 1891 and when he was only 18 years old he began his life's work when he obtained a job as a clerk in the stores department of the Chicago City Railway on May 27, 1909. His next upward step was as timekeeper of track and roadway for the Calumet and South Chicago Street Railways. Later he was made payroll clerk of the stable and work car department of the Chicago City Railway Company.

Mr. Malmquist's next major promotion came when he was made chief clerk over 52 clerks of the accounting department at Clark and Division. When that north side branch was moved downtown and merged with the main office he was appointed assistant chief clerk of the accounting division of the Financial Department.

In June, 1938 he was named chief clerk of the Accounting Department and on January 15 of this year he was promoted to the position of assistant auditor.

## Always "One of the Boys"

Art Malmquist was a big man—not only in the physical sense of the word—but in all other ways. There probably was no company activity that did not draw his fullest support. It was he who staged bowling matches between Accounting Department men; it was he who planned get-togethers at roller-skating rinks, at picnics and other such spots where he was always "one of the boys."

In 1923 and again in 1924, Mr. Malmquist served as president of the Surface Lines club. It was only a few months ago that he told this writer of the happiness he derived from the responsibilities of that period. During the conversation some casual query caused Mr. Malmquist to check his records. There in his files were the copies of every issue of the old "Club Sparks" as well as every issue of its successor, the present-day SURFACE SERVICE MAGAZINE.

The Surface Lines represented a place to work to Art Malmquist but it also represented a vital part of his life, for his outside activities were thoroughly bound up in its welfare.

He was one of the original members of the



Arthur W. Malmquist

Public Speakers' Bureau, later known as the Public Relations Committee, and was one of the most potent forces operating within that group. He was a member of several civic and improvement groups and played an important part in interpreting the Surface Lines to such organizations.

He was Past Noble Grand of John Ericsson Lodge No. 361, I. O. O. F. and a member of Normal Park Lodge, No. 797, A. F. & A. M.

Mr. Malmquist, who made his home at 8541 South Laffin street, is survived by his widow, Anna, two sons, Arthur, Jr., 22, employed in the Engineering Department, Robert Warren, 19, employed in the Accident Investigation Department, two brothers, Ralph and Raymond and his mother, Mrs. Hannah Malmquist.

Funeral services were held Monday, July 8 at the funeral home at 1107 West 79th street. Services at the Cedar Park cemetery were under the auspices of the John Ericsson lodge.

## EMPLOYEES RELIEF FUND

June, 1940

The Surface Lines Employees Relief Committee received 15 applications for relief during the month of June. After investigations were made 10 of these were approved for assistance. There were 253 active cases on the relief rolls at the end of the month, 10 having been removed by death or other causes.

Including the \$10,451 spent during the month of June, a total of \$1,473,533 has been paid out of the Surface Lines Employees Relief Fund for assistance of employees since the organization of the committee.



# SURFACE SERVICE MAGAZINE

*Published Monthly by*

**Chicago Surface Lines**

**231 South La Salle St.**

**CHICAGO**

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**Volume 17      July, 1940      No. 4**

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William H. Bromage . . . . . Editor

Hollis F. Peck . . . . . Associate Editor

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## BROTHERS

The bonds of brotherhood flow strongly through the ranks of Surface Lines trainmen.

That fact was proved beyond question recently when the men of Kedzie depot, in a spontaneously unselfish gesture, volunteered their blood in an effort to save the life of a fellow worker. No five, ten or twenty men offered their blood. The offerings came from practically the entire force—from the newest rookies to the oldest veterans. So great was the press of volunteers that hospital authorities were forced to ask that would-be blood donors be kept at the station lest they completely upset the routine of the hospital.

Three men with the proper type of blood were finally chosen. One was a conductor. The other two were motormen who were offering their blood in the hope that a conductor might live.

Though their sacrifices were in vain there can be nothing to detract from their efforts nor from the willing offers of all those other volunteers.

Such a spirit of fellowship among great numbers of men is an inspiring thing in these days when disunion is apparent on so many horizons.

## A SOURCE OF PRIDE

The first article in this issue is an account of the size and importance of the Chicago Surface Lines. The organization is not only the largest street car system in the country; it also ranks as the largest privately owned local transportation system in America.

The system has played a commanding part in the development of Chicago. Since the 1907 ordinances became effective, the system has contributed more than \$47,000,000 to the city traction fund as franchise compensation and has paid taxes aggregating more than \$87,000,000. In addition, it has spent millions of dollars on street paving and other public benefits.

The Surface Lines is the main transportation medium of Chicago, second largest city of the country. It has conducted its business on a self-supporting basis. Compare this accomplishment with the experience in some other big cities. In New York, the largest city, taxpayers have subsidized the principal transportation medium. In Philadelphia, third largest city, taxpayers likewise have subsidized transportation.

The Chicago Surface Lines furnishes the most comprehensive service of its kind in America. That should be a source of pride to everyone connected with the organization. And that pride should be the source of inspiration to keep the service at a standard where it will continue to be not only the biggest—but the *BEST*.

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## OBITUARY

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### Deaths on the System from June 1, 1940 to June 30, 1940

**Transportation**—Archer: John Faherendon, employed June 1, 1900, died June 13, 1940.

Burnside: George Fisher, employed February 26, 1924, died June 3, 1940; Nick Hodanovac, employed January 5, 1910, died June 2, 1940.

Devon: Clark B. Haworth, employed February 17, 1910, died June 24, 1940; John H. Reid, employed June 14, 1900, died June 12, 1940.

Kedzie: Edward Peterson, employed November 5, 1902, died June 11, 1940.

Lawndale: Camille Boudreau, employed October 6, 1906, died June 8, 1940.

Lincoln: Nicklos Dinschel, employed February 4, 1919, died June 29, 1940.

North: August Fried, employed May 1, 1888, died June 2, 1940.

Seventy-seventh: Irving Luther, employed February 23, 1902, died June 23, 1940.

Sixty-ninth: Jacob J. Geiter, employed February 20, 1885, died June 24, 1940.

**Building**—Haver Bonham, employed April 1, 1920, died June 16, 1940.

**Shops and Equipment**—North: John F. Maloney, employed May 23, 1917, died June 16, 1940.

Seventy-seventh: John Ciechna, employed July 6, 1906, died June 26, 1940.



# Complaint List Goes Up-Up-Up

## The Same Words and The Same Old Tune Tell Story of Complaints and Commendations

The same old words were sung to the same old tune as the complaints were tabulated for the month of June.

Following a trend that has become an old, old story, the complaint listing kept going up and up as it has for many months now. June, 1940 saw 503 complaints listed in contrast to the 480 that came in during the same month a year ago. A major part of the complainants charged trainmen were discourteous, a large number complained of passing-up practices of motormen and bus drivers and some patrons found it necessary to complain against quick starting.

There were, as usual, a few small crumbs of satisfaction in the list of commendations.

"It is the motorman who can make riding rough and dangerous or smooth and pleasant," said Mrs. James R. Elliot, 336 North Menard avenue, in complimenting Motorman Louis W. Coyne, badge No. 3757 of North Avenue, for the smooth way in which he handled his car. "It was the most peaceful ride I ever experienced," Mrs. Elliot remarked.

"I have travelled extensively and I have never seen a street car conductor whom I thought even compared to this young man. I congratulate you upon having a man of his high caliber in your employ," said a commendation from E. H. Miller, Syracuse, New York. The praise was directed to Conductor Anton T. Mokstad, badge No. 3332 of North Avenue, who was credited with a neat appearance, a pleasant manner and all the other intangibles which go to make a good conductor.

### Disposition Praised

M. J. O'Brien, 3106, Board of Trade building, termed Conductor Lewis P. Monckton, badge No. 2280 of Lincoln, a man who "has the best disposition I ever had occasion to observe." His praise was for Conductor Monckton's courtesy and tact and for the willing assistance given a feeble passenger.

Estelle Lutz, 410 South Michigan avenue, has her silver fox scarf back again and she was hearty in her praise of Operators John M. Scuffy and Edward G. Nassar, both of Devon, who found the scarf and delivered it to her. Both men refused a reward offered by Miss Lutz.

A momentary wait to allow an intending passenger to board is always appreciated, judg-

ing from the commendations that come in. Leo Richards, Woods building, praised Motorman Dennis P. Branigan, badge No. 11899 of Sixty-ninth, for that simple courtesy.

James R. Elliot, 336 North Menard avenue, recounted an incident that is deserving of high praise. On Flag Day an American flag was seen lying on the street in the midst of heavy traffic. Motorman John A. Kraft, badge No. 5945 of Seventy-seventh, stopped his car, shunted traffic to one side and retrieved the flag.

### Blind Man Helped

Kindness extended to a blind man by Conductor Robert L. Talbot, badge No. 2894 of Blue Island, was observed and praised by Alma M. Atzel, 2206 Wilson avenue.

In a similar case, C. H. Meisner, 15601 Vine avenue, Harvey, Illinois, called to commend Conductor John F. Moran, badge No. 14274 of Kedzie, for his courteousness to a blind woman.

Miss I. Stone, 3444 Drummond Place, complimented Operator James H. McMennamin, badge No. 4646 of North Avenue, for courtesy shown a blind passenger.

Help extended to a small boy brought praise for Conductor Lester McNamara,

badge No. 7392 of North Avenue, from Miss Florence Deegan, 1248 West Addison street.

### Care Shown Patrons

Mrs. Roscoe Thomas, 1138 North Waller avenue, credits the alertness of Operator Edward A. Bobula, badge No. 6340 of North Avenue, with preventing a serious accident.

"If there were more men like you, fewer accidents would occur." Gertrude H. Judson, Arlington hotel, Evanston, Illinois, made that comment to Conductor Emmett P. Kane, badge No. 4760 of Elston, as she complimented him on the care and courtesy he showed an elderly passenger.

Operator Barney A. Butler, badge No. 8749 of Cottage Grove, was commended in a letter from Dr. John C. Warbrick, 306 East 43rd street.

"It is gratifying to find a man who takes time to be both courteous and kind," said Nellie Shiel, 2010 West Concord Place, in praising Conductor Henry R. Wandrey, badge No. 8862 of Blue Island, for the courtesies he showed a blind passenger.

### TROLLEY SPARKS



"... so if you will just say or do something funny, it will give this fellow another idea for his 'Trolley Sparks'!"



## TRAINMEN OFFER BLOOD

### Many Volunteer To Aid Injured Fellow-Worker

Virtually all of Kedzie depot volunteered their blood in a futile effort to save the life of Conductor Frank Little, whose left leg was crushed in an accident on the morning of July 8.

Doctors and nurses in the Robert Burns hospital were so swamped with offers from Kedzie trainmen that they eventually were forced to ask transportation officials to keep any more trainmen from appearing at the hospital.

Conductor Little was on the back step of his south bound Kedzie avenue street car preparatory to pulling into the depot. In some manner the rear trucks of the car split a switch and threw the rear end of the car into a light pole. Little's left leg was severed from his body and his right leg suffered multiple fractures.

The response of Little's fellow-workers was immediate and spontaneous. Practically all of them volunteered to give their own blood in an effort to save Little's life. Three transfusions were made with the blood of the first three volunteers who had the proper type blood. The donors were Motorman John Furlanetto, Motorman Arthur Lucas and Conductor Frank Kent.

Their sacrifice, unfortunately, was to no avail. Conductor Little died at 1:10 P. M. July 9. He was 27 years old and had been in service since September, 1936. His widow and a small son survive.

### This "Caps" the Climax! — It's "Tops" as a Fish Story

Here is a little story which really "caps" the climax. It's a fishing story, but it differs from most fishing stories. We've given it a lot of thought and we believe it "tops" them all.

The story starts 'way back on May 22 while Conductor Frank Miller was fishing off 51st street. Miller, who hails from the 69th street depot, was in full uniform with cap and badge. Just as he was about to quit fishing for the day a vagrant gust of wind whipped his cap into the lake. With the cap, naturally, went the badge.

Miller "fished" as best he could in an effort to retrieve the cap and badge; the latter item represents \$5, you know. Success never did crown his efforts. He bade a mournful farewell to badge No. 3680 and a few days later put another \$5 deposit down for another badge.

Here enters a new character. He is a young man named Novotny of 4813 Racine avenue. Mr. Novotny boarded a street car and turned in a cap and a badge to Conductor C. E. Keeler. It developed that Novotny's father had also been fishing. His "catch" consisted of Miller's cap and badge!

You can see why we say this little story "caps" the climax—and why we think it "tops" everything.

And you can bet Mr. Miller likes the story, too. Didn't it save him that extra \$5 badge deposit money?

### The Bard of Burnside —A Glimpse Backstage

A pamphlet designed to familiarize the public with the workings of the Chicago Surface Lines was recently published under the title "Backstage," and distributed through the "take-one" boxes. However, one Mr. G. E. F., who calls himself "The Bard of Burnside" said that that wasn't the way he "heard" it and forthwith submitted this poem—

#### BACKSTAGE

You've heard of the woes of poor over-worked guys,

Who get up in the cold, clammy dawn.  
You have heard how the milkman, spring, winter and fall

Starts his labors while shadows still lurk.  
But, Brother, you just ain't heard nothin' at all  
Because I take the milkman to work!

I arise while you're sleeping—dash out in the night

To check in on time for my run  
Just an hour or two before dawn's early light  
'Fore the toil of your day is begun.

Like a ghost or a shadow, I flit down the street  
While the night's noisy revelers still smirk  
'Neath the moon's chilly beams, I'm the guy  
that you'll meet

I'm taking the milkman to work!

Ah, the life of a trainman is happy and gay  
And his duties are pleasant and light  
And he smiles and he whistles all through the long day  
And he hands service out left and right.

But there's part of his life you know little about  
It's a part that most men would shirk  
It's getting out of a bed that is warm, to go out  
And start taking the milkman to work!

G. E. F., "The Bard of Burnside," we're pleased to announce, is Motorman G. E. Ferguson.

The Editor will be pleased to receive contributions from the "Elves of Elston," the "Songsmith of Seventy-seventh," or any other "Poets of the People," who feel poetic now that summer's here.

## Departments and Divisions

### Accident Investigation and Legal

Accident Investigator Arthur V. Racky and Miss Mary Margaret Harnedy were married Saturday morning, June 29, at 11 o'clock mass at St. Rita's church. A wedding breakfast followed at a south side hotel and the reception was held at the home of the bride that evening. Many of Mr. Racky's fellow-employees attended the wedding and reception and all report that Mr. Racky had at least reasonably good control of himself. The newlyweds succeeded in keeping their honeymoon plans a secret.



William Callahan and Miss Madeline Ethridge were married at 11:30 A. M. on June 5 at St. Mel's Church. Following the ceremony the newlyweds attended a Wedding breakfast at the Graemere hotel after which they left on their honeymoon for Washington, D. C. Mr. Callahan has been with the Company since 1936 and at the present has charge of the legal files in the vault.

In honor of the occasion Mr. Callahan's fellow-employees presented him with a chest of silver containing a complete service for eight.

It was good to see Statementman Sam Marcus back on the job June 24 after an extended period of illness.

Ten of the girls honored Miss Elvera Potensa with a birthday luncheon at Ireland's on June 15. From all reports Miss Potensa wasn't the only one who enjoyed it.

The sympathy of the department is extended to Harry Boness in the loss of his mother, Bertha Boness, who passed away very suddenly on June 18. The funeral service was held at 2:00 P. M. Saturday, June 22 and burial followed at Elmwood cemetery.

Among our law school students who breathed a sigh of relief on the occasion of their last exam Friday night, June 21, were Willis Helfrich, Robert Hamlink, M. J. McDermott, Jr. and Richard Nichols. They were a very active group not only in connection with their studies, but in outside school activities as well. Helfrich is one of the student editors of "The John Marshall Quarterly" which has wide circulation throughout the state. Nichols has been appointed editor of "The 1940 Abstract" which is the law school student year book. Hamlink, besides being subscription manager of the year book, has been chosen as a member of "The Order of John Marshall" which is an academic honor society, requiring exceptional scholastic work as one of the prerequisites for membership.

The second annual picnic sponsored by the department's Federal Credit Union was held at Wing Park, Elgin, Saturday afternoon, June 22. The crowd, in spite of the poor weather prospects in and around Chicago, exceeded even that of last year. The soft ball games were the highlights of the day though there was tennis, horseshoe throwing and swimming later in the afternoon. Among those in attendance in addition to employees of "600" were Miss Henrietta Fisler and Mrs. Martin Garrity of the Executive Department, Mrs. Richard Johnson of the Public Relations Department and Clarence R. Kelly of the Track Department.

Investigator.

#### Accounting

It is with deep regret that we record the death of Arthur W. Malmquist, assistant auditor, who passed away on Friday, July 5. The employees of the Accounting division extend to members of the family their deepest sympathy.

We had only one June bride—Miss Thelma Johnson of the trip sheet analysis division, and Carl Strandberg were married on Sunday, June 23. From her associates Miss Johnson was presented with edged crystal. We wish many years of happiness to the couple.

Mrs. Edith MacLelland's husband, who appeared on Morris B. Sachs amateur radio program Sunday, June 9, as a baritone soloist, was very fortunate when prizes were distributed. He was the winner of first prize—\$75.00 in cash and a wrist watch.

As this item goes to press, we are looking forward to the speedy recovery of Walter Piper of the timekeeping division, who is ill at home.

Miss Eugenie Ziemba of the payroll division who left service Saturday, June 15, was guest of honor at a noon hour farewell luncheon on Friday, June 14.

The northern woods of Wisconsin was selected this year by Miss Louise Hartsema as an ideal place to enjoy one's leisure time, topped off with plenty of good fishing.

Having no motor trouble going or coming from Mexico, and covering 5,300 miles on her vacation, Mrs. Margaret Molentin of the payroll division states she had a pleasant trip.

Best wishes for "June 1940" happy birthdays are extended to Mrs. Edith MacLelland and Miss Betty Lambert.

Congratulations are in order for Arthur Bresin for a proud and important man was he on Saturday, June 15, when he led his daughter, Ethel, down the church aisle to give her in marriage to Floyd Barrow. Best wishes to the happy couple.

Thomas F. Coan.

#### Electrical

Adolph Kutz, of the downtown office, spent his vacation at his old home town in central Illinois. Adolph tells some good stories in which fiction plays a stronger part than fact, we believe.



Mr. and Mrs. Trew

Our congratulations go to Mr. and Mrs. Matthew Henry Trew who celebrated their golden wedding anniversary on June 26, Mr. Trew started as a teamster in 1886 and is now an emergency line-man helper.

Henry G. Bauer, also of the downtown office, spent his vacation at a quiet little cottage near South Haven, Michigan.

Harold Coyne, maintenance electrician, became the proud father of a baby girl on June 18. The young lady is the third child of the Coyne's. Congratulations.

Our sympathy is extended to John Woods of the Broadway substation, in the recent loss of his father.

Arthur Sandberg received congratulations recently following the birth of his second child, a baby girl. The smokes were enjoyed by all.

John Woods, formerly an operator at the Crawford substation, has been promoted to chief operator of the Broadway substation, filling the place of Charles Cox, deceased. Congratulations, Johnny!

We regret that vacation news concerning members of the Electrical Department doesn't reach us as often as it should. Send your vacation notes and other news to Grand and Leavitt—and don't forget that your photographs are also interesting.

Billy.



### Engineering

With the vacation season in full swing, we report H. M. Schlachter and family going to Stone Lake, Indiana, where Harry hopes to improve his game of golf.

Harry Abbott will tour the state of New York, visit the World's Fair and browse around the old town.

Frank Johnson intends to spend most of his time making repairs and improving the old homestead. D. W. Dartt is going to Wisconsin to visit the city of his birth and renew old acquaintances and friends.

Ed Taylor is strictly one hundred per cent Chicagoan and will confine all of his activities within the city limits.

Congratulations are extended to Mr. and Mrs. James Joeffrey upon the birth of Richard James, a 7½ pound bundle of happiness, on June 22, and to Mrs. Mary Thierkauf who became a grand aunt.

Our sincere sympathy is extended to Mr. and Mrs. Michael Donohue in the recent loss of their infant son.

### Schedule and Traffic

Esther O'Brien has returned from her vacation which included a motor trip to Key West and then by boat to Havana and a motor trip through Cuba.

Art Stahl spent a week on his parents' farm near Roberts, Illinois. Art has proved to himself that he hasn't lost his touch for farm work.

Our sympathy is extended to Ted Cogwill whose father passed away at Jordan Valley, Oregon.

John Crennell is still convalescing at his home. We are all hoping that John will soon be back with us.

Clayton Steele is taking a boat trip to Midland, Ontario.

Lloyd Braff has promised that he will bring back some real big fish stories from the Northern part of Minnesota.

L. C. Dutton.

### Shops and Equipment

**South Shops:** We hope to have Ed Torluemke, foreman of the woodmill, back with us soon. Mr. Torluemke visited the office recently, and seems to be making a fine recovery from a recent operation.

**Vacation Notes:** Mrs. M. Stoffle, office, spent a grand and glorious three weeks down in beautiful Miami, Florida; Mr. and Mrs. Coates, motor repair and printing department respectively, motored through Yellowstone Park; J. L. Graiser, office, whiled away his leisure hours shivering up in Wisconsin.

**77th Street:** Lou Hermann proved himself to be a very valuable ball player at the Foreman's Picnic, Saturday, June 29. One and all were amazed at the wonderful plays Lou made.

Sympathy is extended to the family of John Ciechna who passed away recently after many years of faithful service.

Our very first fish story of 1940—Joe Porten and John Mousteko claim to have snared 50 perch recently—however, Cecil B. Myers challenges this—says they caught them in one of the fish marts on Maxwell boulevard.

Elsie S. Frank.

### Carhouse Foremen Hold Picnic

On Saturday, June 29, the carhouse foremen held their fourth annual picnic at Virginia

Grove. It was a day made to order for a picnic. Some 230 people, young and old left their cares and troubles in the city, came out to the picnic and had a real treat and an enjoyable time.

There was something doing every minute of the day. The most exciting and spectacular event was the softball game between the North side and the South side. The North side won the game under a very loud protest. The umpire was disqualified. When a new one is selected the game will be played off. Watch for the date.

At 6:00 o'clock the children were given a bag filled with gifts and candy. Immediately following this was the distribution of prizes to the lucky winners.

Some 600 red hot sandwiches were provided as well as the same amount of pop and ice cream. There must have been some sick kids the next day.

As darkness began to overtake this happy crowd the dance hall became popular. The old folks enjoyed watching the young ones dance their modern steps.

At about 11:00 o'clock the very tired but happy crowd started homeward to rest up for next year's picnic.

**West Shops:** West Shops softball team played Ardmore Bus last month, and while it is acknowledged that West Shops won, the score seems to be a big dark secret—or does anyone know the score????

Harold Ebeling, West Shops office, was rewarded for his ambitious effort when on June 15 he received his diploma in commerce from Northwestern. Incidentally, the class was one of the largest in the history of the school.

Sympathy is extended to the family of John Maloney, car cleaner at North Avenue, who passed away on June 16.

Returned vacationists are Edna Schelter, Louis Pluta, and Donald Riess of the West Shops office; Joseph Jankauskis, clerk in the paint shop, and Andrew Tyson, clerk in the machine shop. Their vacation activities consisted of "sleeping until noon," short trips out of town, playing just plain lazy, and slapping a bit of paint on home sweet home. Vacations are fun any way you take them. And aren't we glad we live in a country where we do things as individuals and not as a regimented mass!

Lillian Hultquist.

## Around the Car Stations

### Archer

Motorman Walter Lumley is looking for volunteers to help landscape his new dormitory acreage. Walter has quite recently built a new home in the new O'Connor subdivision, Mt. Greenwood, which was to have been completed for occupancy July 1. Here's wishing you lots of luck and may you have the comforts and pleasure you have anticipated.

Another old timer of Archer depot who has not been heard from for several months is our old friend Mike J. Jennings who met with an accident last October and has been confined to his home and hospital. Mr. Jennings is still in



bad shape. Undoubtedly we could spend many pleasant hours with him and enjoy our visit. He will be only too glad to receive any visitors who may have the time and the opportunity to chat with him.

The boys of Archer gave freely to the Red Cross drive, a credit to the boys and to old Archer depot.

Conductor Elbridge M. Humphrey who has received a 30-day furlough sends a postal card from Dodge City, Kansas enroute to Colorado Springs, Colorado.

Motorman Timothy Lenihan who has been on the sick list and in the Mercy hospital for several weeks being treated for inflammatory rheumatism is out and around again, expecting to be back on the job soon.

Conductor Ernest Paul Kocher, the ever-smiling conductor of Archer depot and our "A-One" golf champion, is reported as having an average of One Hundred. He spends four hours each day on the golf course and is planning the annual golf tournament. The actual time and place for the event has not as yet been decided upon. Get in touch with Ernest for the announcement.

The boys of Archer depot express their deepest and sincere sympathy to Barney Flynn, car house night foreman on the death of his wife, Wednesday, June 5.

Adam Lawrence, who has been on the sick list for several months, was seen around the depot reporting himself on the mend and anxious to be back on the job.

Wedding bells rang again in the Keiner family. Motorman Al G. Keiner is quite jovial over the marriage of a second son, June 29. Congratulations, Al, but remember it means you're getting older.

Harry Robert Wack, 13, an accomplished accordion player and the son of Conductor John Wach is an honor student of Evergreen school. He received an American Legion honor pin at his graduation June 21. John is quite elated over his son's high average.

Supervisor Bill Wright will go trap shooting, but never again with Motorman Casimir T. Streysman, John W. Haggard and Instructor Le Roy Goodrich. They took Bill down a lonely wooded forest road in Beverly Hills. Bill since has disowned the bunch for life after being left in the gutter. The story goes something like this: After the target practice Casimir, John and Le Roy, knowing the road, led the way out of the thickets into civilization never looking back for Bill and his safety. Bill, in trying to make a turn on a bridge, slid off in the mud where he was marooned for some six hours waiting for the wrecking crew to pull his auto and himself out of the mess. After paying five bucks to the tow truck, Bill arrived home much after sun down, with much to explain to his good wife. The moral is this: Keep an eye on your follower and forget your leader.

Conductor Clarence G. Williams reports the arrival of a son in his home Saturday, June 8. He doesn't have a name yet for Clarence was expecting a daughter.

We regret to announce the death of another veteran motorman, John Fahrendon, who after a few days of illness died in the Berwyn hospital June 12. Mr. Fahrendon was a faithful employe who had many friends among his fellow workers. He lived in La Grange and was much attached to his home and garden.

Our sincere sympathy is extended to Motorman J. F. Cronin on the death of his son, June 15.

Conductor Edward Hurley got his picture in the newspaper. We have always known Ed to be an admirer of the fair sex, but never a horticulturist. In a recent issue of the *Southtown Economist* we find Ed among a garden of June roses. We have since learned this is a hobby of Ed's. He has entered his garden in the garden contest. We wish him the best of luck.

Motorman Steve Pelton quite recently built himself a summer home at Bohner Lake, Burlington, Wisconsin, where he is spending his week-ends fishing. The Atlantic Coast Fisheries and subsidiaries have nothing on Steve's fish stories.

A brother of Conductor H. C. Prestine died June 18 and it is the wish of the boys that we extend our sincere sympathy.

Chief Clerk Bernard Malloy is still confined to his bed and under the doctor's close observation. Barney, we are all pulling for your speedy recovery.

Conductor Alfred Snowton reports the arrival of a daughter born June 15. He is now the proud father of two sons and a daughter.

The father of Conductor W. C. Lindemann and Motorman H. F. Lindemann died June 25. Deepest sympathy is extended to the family.

Supervisor A. E. Wessel is now grandpa. Otto is now much elated over the arrival of a grandson. For further information get in touch with him.

Dusty.



Surprise! We'll bet Conductor John Bennis of Archer never dreamed his picture would appear here. One of our scouts snapped this scene as Bennis and his bride, the former Mary Ita McCarthy, were leaving St Mel's after their wedding June 15.



## Armitage

Two months at Speedway hospital has brought a great change in Charlie Most. Just notice that streamlined figure he displays.

The lack of fish and the scarcity of fish stories are being charged to the "unseasonable" weather. Ordinarily this is only an alibi but when Art Denton returns to work minus fish or stories of any kind it must be the weather that had him licked. Max Lentz, Larry Russell and Will Brieschke have also been quiet on this subject or else they can keep a secret.

Supervisor Gager is much enthused over his trip to the Black Hills and now Art Nielson is packing his duffle for the annual hike to New Haven, Connecticut, and some deep sea fishing. Bet he brings back some stories, if nothing else.

We offer most sincere sympathies to Conductors Ray Larson and Leo Hernet in the sudden passing of their fathers and to Peter Riemer in the loss of a brother.

More than an ordinary amount of interest is being shown and numerous boys have taken advantage of the opportunity to become acquainted with the operation of the streamlined car for Milwaukee avenue. This "breaking in" period is short but very important. It is advisable to do so early and avoid the rush.

Wonder why no word has been received from "Man Mountain" Hill from the farm in Michigan?

Chief.

## Blue Island

Motorman Carl Wohlbedacht and Mrs. Wohlbedacht visited their two daughters in New Jersey and also visited the New York World's Fair and had a very enjoyable time.

Conductor and Mrs. Herbert Buehring enjoyed a trip to Los Angeles and other California cities.

Conductor John Haider and family are touring to San Francisco World's Fair.

Motorman William Collins and family are also touring to San Francisco World's Fair.

Our sympathy is extended to the following in their recent bereavements: Conductor Joseph Palkoska, in the loss of his sister and brother; Conductor Varion Fuller, whose son passed away in Hines hospital; and to Motorman John Shtukas, in the loss of his brother.

C. P. Starr.

## Cottage Grove

Congratulations to Motorman Hank Weber of 77th on his recent marriage. Hank was formerly at this depot.

James (Buttercup) Hastings is reported to have announced his engagement to a lovely lass. Don't know how the little lady can put up with him, but what must be must be.

Bill Moody is surf board riding of late. Wonder if it is anything like coming down the Grove with Bill on one of his record tries to make checking time?

Good authority brings forth the report that Pete Babich has taken the fatal step into matrimony. Pete denies it, but he does have that harried look.

Conductor Charles Eccles recently looked out to see if the car could clear a vegetable truck along the track. P. S. Charlie has a nice tomato with his lunch.

Have a good time on your vacations, lads, and hurry back.

Ostet.

## Division

Conductor Robert Klein couldn't resist the opportunity to be a June bridegroom so was married Saturday, June 22. Lots of luck to you!

Conductor Paul Becker plans a vacation trip that will take him through the Black Hills of South Dakota and then through Yellowstone Park.

After sporting his new 1940 Hudson around the depot for several weeks, Motorman Arthur Jensen is on his way to the New York World's Fair.

Clerk George Schelkopf is vacationing in Kabo, Wisconsin, where he claims the fish come right up to the shore to greet you.

Conductor Simon Simonsen has returned from Mayo brothers clinic in Rochester, but is not able to work yet.

John Schwartz, our repair foreman, is at St. Mary's hospital. Why not pay him a visit and cheer him along the road to recovery?

Baby Ruth Ann helped her mother and father, Conductor and Mrs. Russell Warnstedt, celebrate their fourth wedding anniversary, June 13.

Motorman and Mrs. George Wickman celebrated their 15th wedding anniversary on June 28.

We extend our sincere sympathy to Motorman Charles Boness in the recent loss of his wife and to the bereaved family of George Fisher.

"Artie-W."

## Lawndale

Motorman William Shaw went to visit Conductor Bill Johncock at McCullum Lake. Johncock was making a small addition to his summer home. While setting in the window frames, he was continually squatting and squinting to see if they were lined up straight. Shaw asked why he did not use a level. Johncock replied, "You can't trust a level."

Conductor Dan O'Neill was telling Motorman Joe (Seabiscuit) Lehr about the big riot at Bangs Lake. Joe asked what caused the riot. Dan said someone caught a fish in the lake.

Barn Foreman John Foster is not only proprietor of the "black forest," but also builds bird houses, per specifications, in his spare time. Place your orders early.

Conductor Charles Merkel, "Fire-Top" to the boys, carves wooden ducks in his spare time.

Does anyone know why Motorman Thomas Moroney does not smoke the corn-cob any more?

Station secrets:

Who gave one of our genial Board members a loaded cigar?

Who was the conductor who had to chase his relief to Bryn Mawr to recover his teeth, left in a sign box?

Who is the motorman who talks to himself?

Motorman James Hurley and Conductor Joseph Czech are in Hines hospital. They would like a visit in your spare time.

Sympathy is extended to the following: Conductor Arthur Halford in the loss of his mother; Motorman Leonard Hammerman, in the loss of his wife; and to Conductor Thomas Curry, in the loss of his brother.

Guess Who.



### Lincoln

Most of the boys will remember Motorman Mike Miles, who has been off the road several years. Mike and his good wife celebrated their 50th wedding anniversary Sunday, June 16 by having some 125 guests for a turkey dinner at the Midwest Athletic club. All of their children were present and the guests spent an enjoyable evening. We hope this happy couple will continue to celebrate their anniversary for many years to come.

Motorman Nicholas Dinschel passed away suddenly on June 29 at his home. Funeral services were held in the chapel at 2114 Irving Park road and at St. Andrews' church. Burial was in St. Boniface cemetery. Our sincere sympathy is extended to his family.

Henry Spethman.

### Seventy-seventh

It is usually thought advisable to keep two feet on the ground. Conductor E. J. Birmingham believes it is just the other way around. He likes both feet off the ground and right in the cockpit of his airplane, which he finds time to maneuver in and around the midwest airways. We presume he does a lot of solo flying, but he could get a suggestion from that old song "Come Josephine in My Flying Machine."

Up until July 29, Motorman A. P. Mulhearn hasn't had much difficulty in keeping his feet on the ground; in fact he has always been regarded as a very solid sort of a fellow. But, on that day the fair Frances Szott swept him completely off his feet and up to the altar. This 1940 leap year marriage blitzkrieg is taking some pretty staunch terra-firmities for a matrimonial air ride. All hands wish them a happy landing.

A good many years ago Motorman G. W.

Ranger used to be up in the air quite a bit, too. He flew his plane all over the open ethereal spaces. Although he has, in recent years, kept strictly to the good old earth, he was in the air again last month for a short spell until the doctor informed him the new arrival was a baby girl.

There is one fellow who doesn't measure his travels in air miles, and is soon going to add a few more notches to his already imposing automobile record. Conductor Bob Wilson started to drive an automobile way back when a "duster" was as important as a spare tire. Since then he has worn out thirteen contraptions of one kind or another and has clocked 700,000 miles. That, my dear friends, is what we'd call moving around a little.

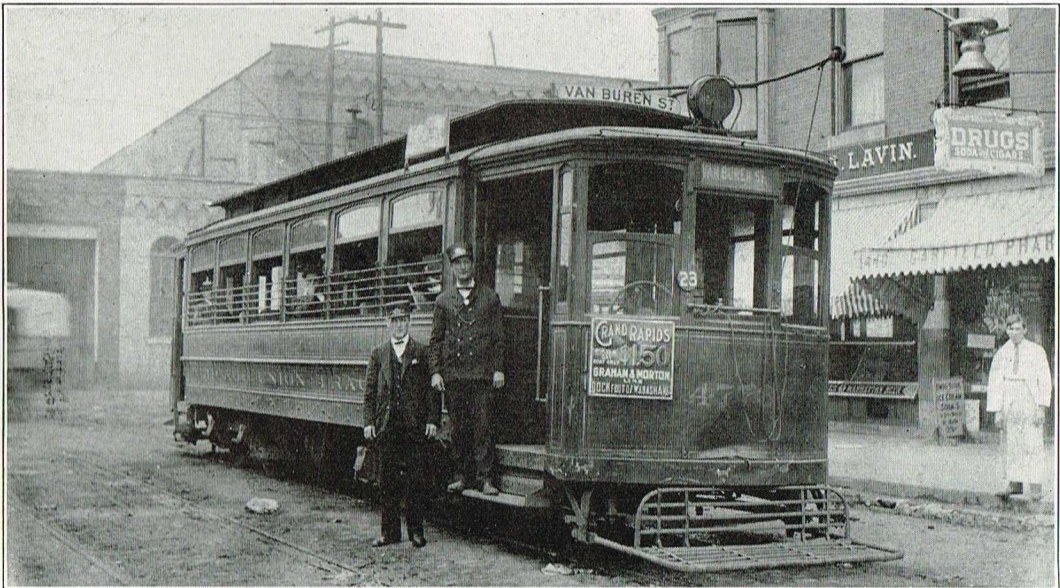
Reporting at four A. M., almost anyone is liable to be a bit on the sleepy side. On the wall the barometer and the electric clock were only a few feet apart. A heavy-eyed motorman squinted laboriously at the spot where he believed the clock should be. A brother trainman noticed that he was setting his watch with the barometer. He inquired, "And what time would you say it is, Jack?" The sleepy one blinked and stuttered for a moment, then answered, "Well, it's about ten minutes past 60 degrees above zero Fahrenheit, cloudy and rain!"

"And how does your watch check with that?" still chided the brother.

"Huh—Oh, yes, the watch," answered the motorman, but not in the least abashed. "They're wrong, my watch says fair and warmer."

Condolence is extended to the following men on death in their families: Conductor B. Janski, his mother; Conductor N. J. Glenday, his sister and to the family of Conductor I. N. Luther.

Walter F. Story.



THIS WAS A STREAMLINED STREET CAR IN 1904

Streamlined street cars ran out of the old Kedzie depot even back in 1904. This picture, taken on July 10 of that year, shows what the modern cars of those days looked like. Motorman Shiloh Mills stands on the step of the car. His conductor, Thomas Cummings, is dead. Motorman Mills now operates a Madison street streamliner.





### THREE TRANSPORTATION LEVELS

These views, taken on Clybourn avenue south of Willow, show three levels of transportation—subway, surface and elevated. The surface transportation is furnished by the reliable street cars which now operate over some 600 feet of temporary track, shown in the foreground. The "L" operation may be seen in the upper right.