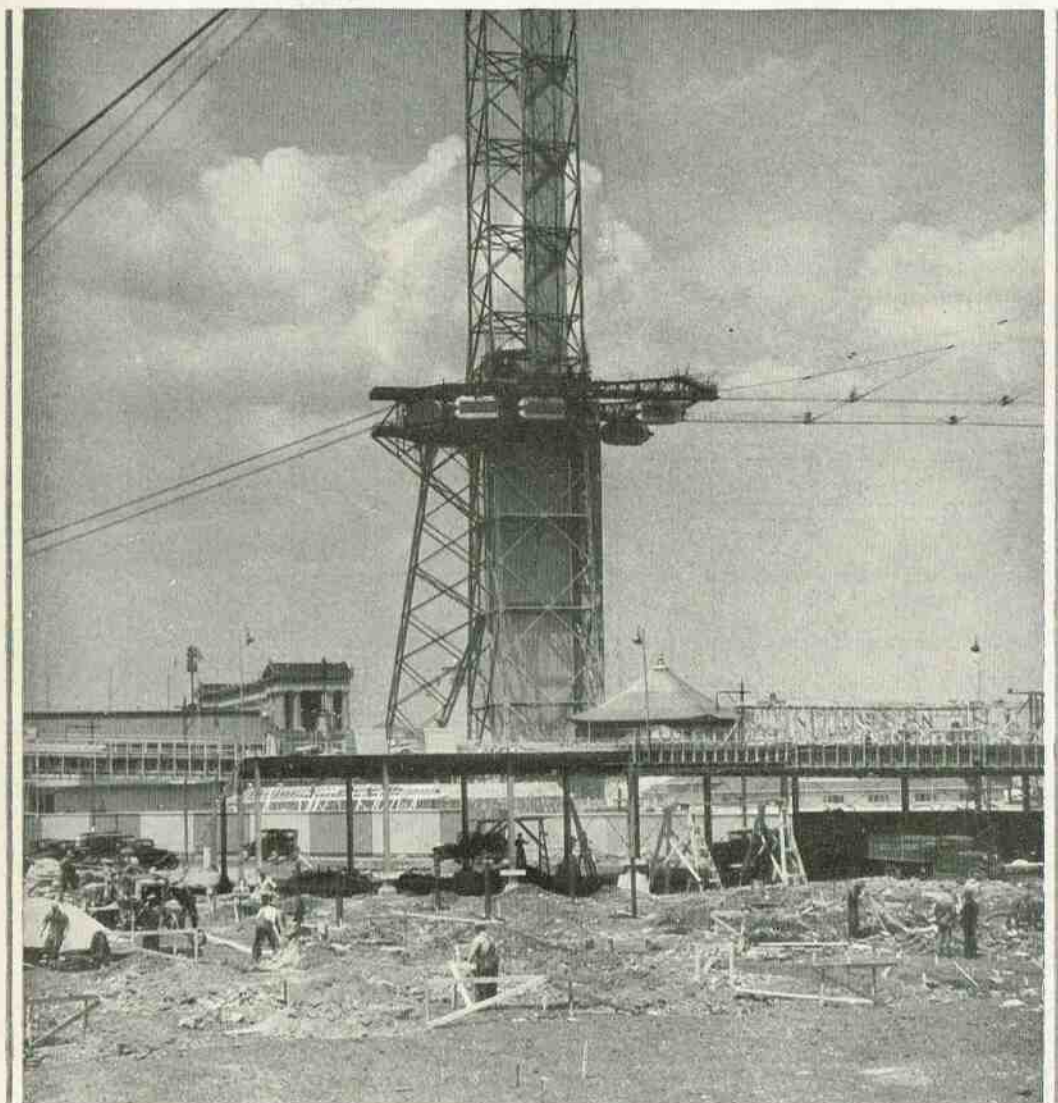


SURFACE SERVICE MAGAZINE

Volume 10

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Number 3

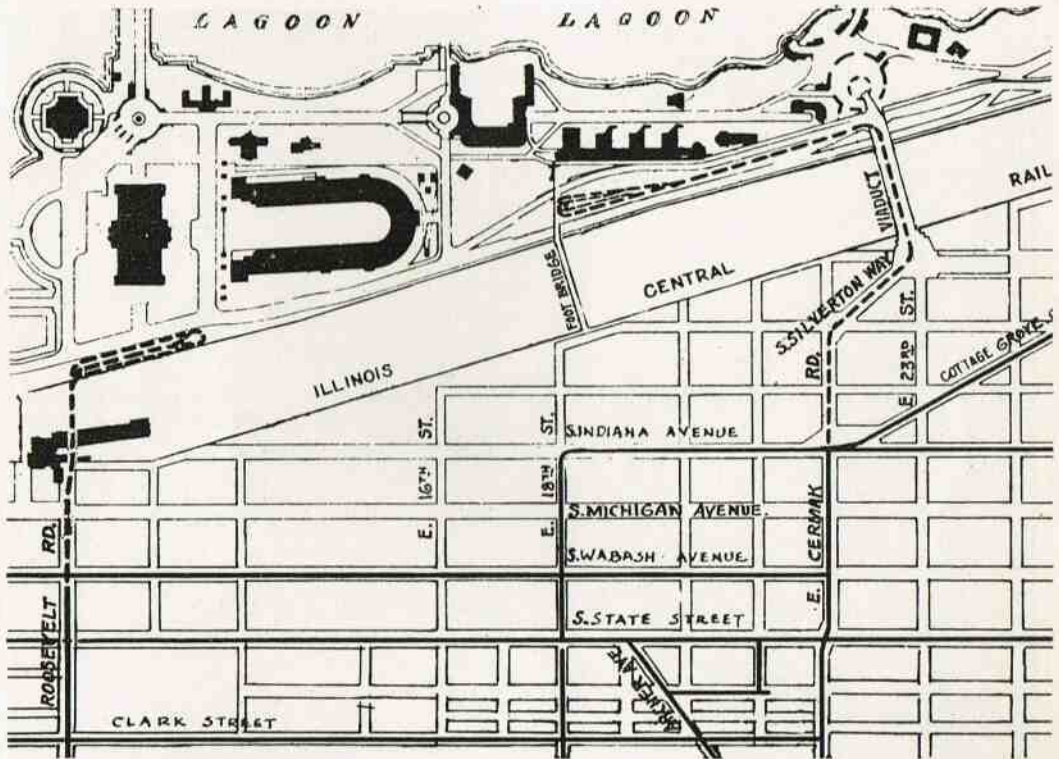


*GETTING THE GROUND READY FOR THE 18TH STREET
TERMINAL*

◆ ◆

Surface Lines for Fair Visitors

Elaborate Preparations for Convenient Transportation to the Exposition Grounds



Surface Lines Routes and Terminal Loops for World's Fair Traffic Shown in Dotted Lines



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 10

JUNE, 1933

No. 3

“Over the Top” to the Fair

The Battle Against Time Fought and Won by Surface Lines Construction Troops



Knee Deep in Concrete at the West End of 23rd Street Viaduct

Construction history was made and honors won by the Surface Lines Engineering and Electrical Departments when they completed the building of the Cermak Road (22nd Street) extension to the World's Fair in record time.

It had been a dream of transportation managements for many years that some day the car riding public should be given direct access to the parks along the Lake Michigan shore. But it was not until the World's Fair enterprise was well under way that official minds were converted to the view that the success of this great exposition would largely depend upon easy, convenient and inexpensive transportation.

There followed many sessions of committees and conferences between transportation officials and representatives of the city and south parks and from these finally emerged plans for two

direct routes to the Fair, one an extension of the Cermak Road line over the 23rd Street viaduct and thence to terminal loops opposite the 18th Street entrance and considerably later another providing for the extension of the Roosevelt Road line over a viaduct spanning the Illinois Central tracks with a loop terminal near the north entrance to the grounds. The latter is expected to be in service late in July.

It was May 19 when all of the preliminaries in the way of official approval by the legislative, regulatory and court authorities had been complied with and on the morning of May 20 the required acceptance of the ordinance was filed, a bond executed and the city's permit for the work was issued. Thereupon there developed what might well be regarded as a battle against time to complete a difficult engineering task before June 1, the date originally set for the official opening of the Fair.

The Zero Hour

Thus, noon on that pleasant Saturday, May 20, was the zero hour for Engineer Fleming's construction brigade, and as the whistles blew, over the top they went.

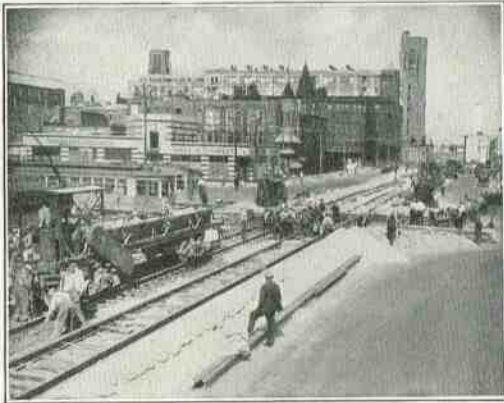
Concrete breakers, pneumatic drills, excavators, dump wagons, work cars loaded with rails, ties and materials which had been mobilized under "Tom" Blakely of the S. O. S. division at strategic points, and companies of the most skillful construction men under Superintendent Kelly and Division Superintendent Greenway of the Track and Roadway Department were instantly on the move.



H. C. Kelly

At the same zero hour Frank Roper, Superintendent of Transmission, went into action with his line wagons and crews of electrical construction specialists.

The work had been laid out in sections in each of which the gangs attacked their allotted tasks vigorously. There was not a moment's letup. The men were divided into shifts, some working eight, some twelve and some sixteen hours and under powerful searchlights the work went on through the night.



Keeping the Cars Moving While Putting in a Crossing

Electrical Engineer Klatt kept a watchful eye on the field and made certain that there was "juice" enough to run all the machines and tools and supply the required illumination. Many technical difficulties were encountered that tested the engineering capacity of the men in charge of the work, and where conventional methods would not meet the requirements there was always an ingenious expedient which met the demands and enabled the work to go forward.

During the days and nights while the industrial army was pushing on there were always groups of engineers from other large properties present as observers of what they recognized to be an unusual and difficult engineering undertaking. The supervisory officers from the Engineering and Electrical Departments were always on the job lending their enthusiasm and encouragement to the construction groups; sleep was forgotten and rest unknown until the gaps between the roadway sections were closed up and completed and the rails in the terminal loop had been spiked into place. So closely was the schedule of construction adhered to that



B. Greenway

Mr. Fleming was able to report to the Transportation Department that cars could be put in service on the extension line at nine o'clock on the morning of June 1.

The first car to operate over the new extension carried a group of Surface Lines officials and representatives of neighborhood improvement associations who had actively supported the movement for a street car line direct to the Fair.

At the controller handle stood Motorman



Pushing Things Along on Cermak Road

Frank J. Ptacek, Badge No. 181, of the Lawndale Depot resplendent in a new uniform and fully appreciative of the honor that had been conferred upon him. Motorman Ptacek had earned the distinction. Commencing with the old Chicago General Railway Company in 1895 he was later assigned to the Archer Depot of the Chicago City Railway Company and following unification transferred to Lawndale, out of which depot he had continued to operate over the old 22nd Street line (later Cermak Road). His run with the Chicago General Rail-



First Car into the New Terminal on the Morning of June First

way was on 22nd Street as it was later when he was assigned to the Archer Depot so that for 38 years he has been continuously on the front platform of 22nd Street cars. In all these years he has missed but one run and in that case he was a victim of envious associates who were determined that this record for regularity should be broken. He was called to a remote part of the barn where he was seized and tied

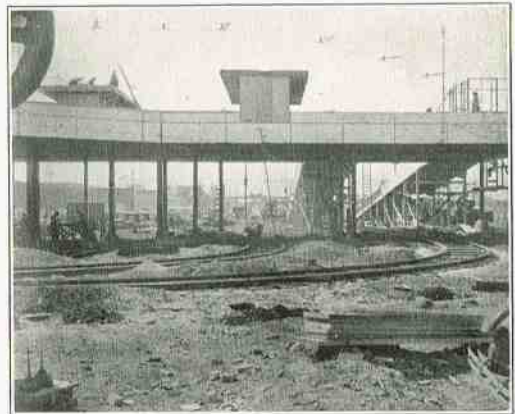


Frank Roper

up with a rope and kept there until his run had been sent out. Later on when the facts were disclosed the miss was expunged from his record. Motorman Ptacek's wife and daughter who reside at the family home, 2329 South Lawndale Avenue, shared in his pride over being honored by assignment to the first run.

For those who are interested in the technical details of this work the Engineering Depart-

ment supplied the following list of power equipment used by the Track Department: 2 large Gasoline Driven Shovels, 1 Electric Driven Shovel, 2 Power Driven Concrete Breaking Machines, 8 Electric Air Compressors, 62 Paving Breakers, 12 Jack Hammers, 80 Tie Tam-

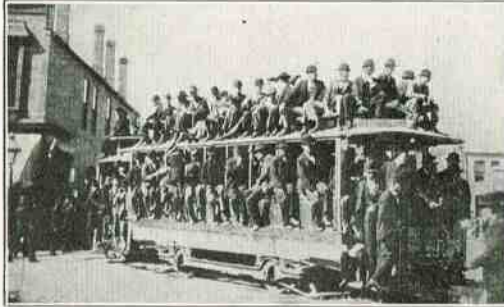


Ramps and Collection Booths at the 18th Street Terminal

pers, 9 Electric Spike Driving Machines, 9 Electric Tie Boring Machines, 4 Thermit Welding Outfits with 4 Preheating Machines and 4 Reciprocating Grinding Machines, 2 Electric

Welding Outfits with 2 Rotary Grinding Machines, 2 Large Drake Continuous Concrete Mixers, 2 Bucket Loading Machines, 3 Small Concrete Mixers.

On the extension proper the Track Department used 19,000 feet Rail, 87,000 pieces Tie



How They Traveled in '93

and Rail Fastenings, consisting of Tie Plates, Clips, Spikes, Lag Screws, Tie Rods, etc., 3,100 cubic yards Slag and Slag Screenings, 2,500 cubic yards Limestone and Limestone Screenings, 1,100 cubic yards Torpedo Sand, 4,600 bags Quick-Setting Cement, 3,600 bags Portland Cement, 400 cubic yards cinders, 455 Thermit Joints, 250 Steel Ties including Fastenings and 6,100 Ties.

For the Burnham Park terminal at 18th Street there were used 140 tons Kyrock Asphalt, 632 gallons Road Oil and 1,500 cubic yards Cinders for platforms. Construction other than platforms and roadway included a store room and office, bridge structures, ramps and stairways, 8 fare collection booths, 6 shelters for loading platforms, nearly one-half mile of Link Wire Fence with gates.

By the evening of May 31 the Electrical Department had installed 74 poles, 51 spans, 13,800 feet of trolley wire, 4,000 duct feet of conduit, 11 manholes, 360 feet laterals, 24,350 feet of 1,000,000 C. M. positive feeder and 11,100 feet of 1,000,000 C. M. bare auxiliary negative cable.

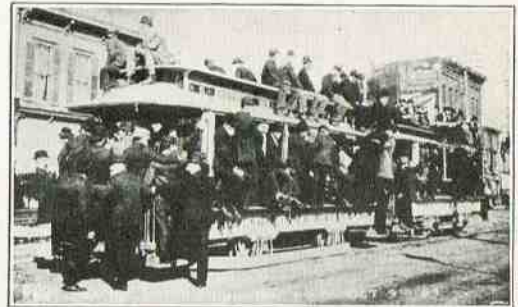
The nature of the work made it necessary to depart from standard construction practices in several instances. In Burnham Park the positive feeder instead of being laid in tile ducts was simply laid in the ground with adequate switches provided so that a defective piece could be readily isolated. On Silverton Way the poles instead of being set in the earth were bolted to the sidewalk slab. On Cermak Road in order to speed the work of installing conduit eight foot fiber duct was used instead of clay tile duct.

The work of the Track Department represented the equivalent of 700 men working 8 hours each day and the electrical installation force varied from 40 to 150 men daily.

One Enthusiastic Observer

One of the interested spectators was ten-year-old Charlie Watson, son of the late Harry Watson, long identified with the Track and Roadway Department, and now a member of the family of C. H. Thomas, Mr. Fleming's chauffeur. Charlie was so impressed that he made his observations the subject of a thesis which he submitted to the teacher of his fifth grade class in school under the title, "Fast Workers." Here it is:

"Last Sunday (May 28) we took my grampa to work. We saw they were making a car line from Wabash and 22 St. In twenty four hours these men went from Wabash east to Indiana. I saw among other things the supply car which my father used to work on. This is a very



Another Load on Chicago Day in '93

interesting sight to watch. Mr. Kelly, a man my grandpa knew real well, is the boss. I think Mr. Kelly should be congratulated for the efforts he has put forth for the Chicago Surface Lines."

LOOKING FOR NEW IDEAS

Walter Becker After an "Articulated" Shoe Device for Trolley Buses

Walter Becker, the C. S. L. Automotive Engineer, is stirring up interest among equipment manufacturers in trolley bus specialties. In a recent circular letter he says:

"Further improvement for trolley bus current collection being necessary, it is thought that there are some possibilities in the form of a 'dual contact' or 'articulated' shoe device. The principle seems to have merit and if simplification can be maintained, advantages from a number of standpoints will tend to eliminate many of the present difficulties.

"This principle is a swivel shoe of similar external dimensions and characteristics as the present type, except that it should be so constructed that the slide or contact section be split or separated in a manner to provide individual or independent movement of each half and permit a positive normal continuous contact, thereby eliminating arcing, preventing fusion and resulting in less scoring and excess wear of the overhead structure.

"These advantages are sought not only with a smooth underrunning overhead structure but also with round wire construction where it is felt that considerable reduction will result in less gouging at the supports.

"New ideas in the design of overhead trolley fixtures to provide definite smooth underrunning surfaces consistent with the grooved trolley wire principle are necessary.

"It is thought advisable that the actual development of these devices be considered by the manufacturers with our willingness to test and prove their merits and their cooperation is requested."

The distance traveled by Surface Lines cars and buses last year totaled 121,074,355 miles—the equivalent of 4,843 trips around the world.

Transporting Fair Visitors

Trainmen Have Splendid Opportunity to Make Record with Car-Riding Public

By C. H. EVENSON

Superintendent of Transportation

The Century of Progress Exposition is here and the Chicago Surface Lines is providing the most convenient service to the grounds of any of the local transportation agencies, delivering passengers directly at the 23rd and 18th Street gates, the two most important entrances to the grounds. At 18th Street also, Indiana Avenue, Cottage Grove-South Chicago Through Route 5, Lincoln-Indiana Through Route 3, Cottage Grove-Broadway Through Route 1, Cottage Grove Through Route 4 and Stony Island-Lake Park-Cottage Grove cars approach within a short distance of the viaduct over the Illinois Central to the 18th Street entrance. At 31st Street, the 31st Street cars carry passengers to within about 400 feet of the 31st Street entrance, and cars on Cottage Grove Avenue are only about a block farther.

The Company is still expecting to extend the Roosevelt Road line, but this must wait for the construction of a viaduct by the city over the Illinois Central.

The Surface Lines has a superlative service to this world's greatest show. It is only necessary for us to operate that service efficiently in order to gain the hearty approval of the people of Chicago and the thousands of visitors who will come here to see the Fair. The management is doing its part. It spent \$250,000 on the Cermak Road extension and probably will spend as much more on the Roosevelt Road extension. In addition it has put into good condition all tracks in the neighborhood of the Exposition and has overhauled and repainted its equipment.

It is now up to the operating force to do its share.

Service to and from the Century of Progress Exposition will be but a part of our job. The people who come to Chicago to visit the Fair are not going to spend all their time there. Many of them will live in outlying sections and a large proportion of them will want to visit points of interest in the city.

A convenient guide is being printed and a million copies will be distributed through proper channels for the benefit of strangers.

Trainmen must remember that an unusually large proportion of their passengers are not familiar with the city, with our service or with our transfer arrangements. Questions will be asked and they must be answered accurately and courteously. Every trainman should be prepared to give understandable directions for reaching the Century of Progress or any other point in the city. He must be ready to explain the use of transfers and must be extremely courteous in rejecting improperly punched or invalid transfers.

Names of streets must be called distinctly so that everyone in the car can hear, and on lines operating through the loop and serving the Century of Progress announcement should be made at heavy loading points that "this car goes direct to the World's Fair."

The safety element is a particularly important one during this period. Boarding and alighting accidents must be guarded against most carefully and children and old people especially should be looked after.

It will be a good plan for trainmen to read over their rules and transfer instructions and to carry with them always one of the little pocket street guides.

The impression of the city people take away with them will depend very largely upon the treatment they receive on the transportation lines. It is up to us to be sure that this treatment is always courteous.

ROUNDING UP WITNESSES

Burnside Again Takes Lead in April—Elston-Noble Drops to Fifth Place

Burnside, duplicating its performance two months previously advanced from eighth to first place with a score of 4.30. However, in March after taking the lead they relaxed and dropped back to eighth place, which we hope they will not repeat. Elston-Noble who in March replaced Burnside as the leader, climbing from seventh place to the top, dropped in April to fifth place, and 69th Street also followed in their footsteps, dropping from second to seventh position as an aftermath of a fine performance in March, climbing from sixth to second place.

Detailed figures are as follows:

	Apr.	Mar.	Feb.	Jan.
1. Burnside	4.30	3.39(8)	4.39(1)	4.21(1)
2. Lawndale-Blue Isl.	4.09	3.80(3)	3.86(2)	4.20(2)
3. North Avenue.....	3.95	3.70(5)	3.85(3)	3.77(5)
4. 77th Street.....	3.90	3.77(4)	3.84(4)	3.82(3)
5. Elston-Noble	3.83	4.45(1)	3.78(7)	3.74(7)
6. Cottage Grove.....	3.66	3.64(6)	3.83(5)	3.20(11)
7. 69th Street	3.54	3.94(2)	3.81(6)	3.76(6)
8. Archer	3.53	3.61(7)	3.70(8)	3.78(4)
9. Kedzie	3.34	3.20(9)	3.46(10)	3.37(9)
10. Lincoln	3.13	2.98(11)	3.00(12)	3.27(10)
11. Devon-Limits	3.10	3.12(10)	3.06(11)	3.50(8)
12. Armitage-Div.	2.75	2.82(12)	3.52(9)	2.88(12)
Average for System.....	3.60	3.55	3.68	3.63

EMPLOYEES RELIEF FUND

May, 1933

The Surface Lines Employees Relief Committee held five sessions during the month, at which 57 applications were considered. Of this number there were 19 emergency cases on which the Committee approved immediate relief, and 11 cases were approved for weekly payments.

Checks totalling \$10,871.92 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$337,572.77 paid to the Chicago Surface Lines employees in relief to date.

The Surface Lines Relief Committee, in addition to the above disbursements, paid a total of \$120,000 to the Joint Emergency Relief Association during the period from November, 1931, up to and including October, 1932, making the total expenditures for relief to date—\$457,572.77.

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CHICAGO

Volume 10 June, 1933 No. 3

John E. Wilkie - - - - - Editor

C. L. Altemus - - - Assistant Editor

MR. DAWES ENTHUSIASTIC

A CENTURY OF PROGRESS

Administration Bldg.

Rufus C. Dawes,

President

June 9, 1933.

Mr. Guy A. Richardson,
President, Chicago Surface Lines,
234 South Clark Street,
Chicago, Illinois.

My dear Mr. Richardson:

We have all been filled with admiration and great appreciation by the remarkable performance of your organization in finishing the lines necessary to give access to our grounds at 23rd Street. We feel that in the prosecution of this work you have made an important contribution to the success of the Exposition.

Please accept our congratulations and our hearty thanks.

Very truly yours,

Rufus C. Dawes.

A GOOD JOB WELL DONE

Chief Engineer Fleming with an efficient group of assistants and the cooperation of the Electrical Department made engineering history when he completed the Cermak Road (22nd Street) extension to the 23rd and 18th Street entrances to the World's Fair in 276 hours.

While the length of the extension was not great, being something under a mile of double track the construction difficulties were many and varied.

One long section of double track had to be removed and relocated and there were numerous complicated special work

problems to be solved. In excavation his men encountered several forms of concrete including one section where steel reinforcement had been used. So thoroughly had the ground been studied and the work planned, however, that progress was continuous during each twenty-four hour period with three shifts of highly specialized construction men and the tracks were ready for the inauguration of service on the morning of June 1, the original official date set for the opening of the Fair.

Visiting engineers identified with large transportation properties in other cities found that Mr. Fleming's demonstration of extension building, under high pressure was fully as interesting as any exhibition within the World's Fair enclosure and groups of them followed the advance of the work with keen interest and appreciation.

Later on the Surface Lines engineers may have a further opportunity to display their efficiency carrying the Roosevelt Road extension over a steel viaduct which the city plans to build spanning the Illinois Central tracks, intended to serve passengers using the north gates of the Fair.

With these two routes to the principal entrances to the Fair the car riding public of Chicago will find easy, convenient and economical transportation to the great display and when the Exposition is over there will remain two lines to the great Lake Front park available for the use of Chicago's population heretofore denied the privilege of direct and inexpensive transportation into the parks bordering the lake.



Return Pass World's Fair '93 Submitted by Conductor Fred Jacobs, North Avenue

Since the settlement ordinance of 1907 the Surface Lines' companies have paid out in the way of public benefits a total of \$144,144,899, or an equivalent of \$5,765,796 per year, including city's 55% proportion of divisible receipts, general taxes, street paving, cleaning, sprinkling and removal of snow from right-of-way, maintenance of paving, and track and overhead removal and replacement on account of sewer installation, etc.

Help to Reduce "Blind" Cases

Care in Reporting Every Type of Accident an Important Duty

Cumulative—February 1 to May 31, 1933

First Place	Division No. 11, Lincoln	92.15
Second Place	Division No. 3, 77th Street	91.84
Third Place	Division No. 2, Burnside	91.63
Fourth Place	Division No. 4, 69th Street	91.21
Fifth Place	Division No. 10, Elston-Noble	90.45
Sixth Place	Division No. 1, Cottage Grove	90.37
Seventh Place	Division No. 9, Armitage-Division	90.35
Eighth Place	Division No. 6, Lawndale-Blue Island	90.12
Ninth Place	Division No. 8, North Avenue	89.23
Tenth Place	Division No. 5, Archer	88.97
Eleventh Place	Division No. 7, Kedzie	88.21
Twelfth Place	Division No. 12, Limits-Devon	87.60

Month of May, 1933

First Place	Division No. 11, Lincoln	94.19
Second Place	Division No. 3, 77th Street	93.54
Third Place	Division No. 2, Burnside	93.52
Fourth Place	Division No. 4, 69th Street	93.12
Fifth Place	Division No. 9, Armitage-Division	92.58
Sixth Place	Division No. 5, Archer	92.06
Seventh Place	Division No. 8, North Avenue	91.42
Eighth Place	Division No. 6, Lawndale-Blue Island	91.26
Ninth Place	Division No. 10, Elston-Noble	90.67
Tenth Place	Division No. 12, Limits-Devon	90.66
Eleventh Place	Division No. 7, Kedzie	89.62
Twelfth Place	Division No. 1, Cottage Grove	88.97

By WILLIAM PASCHE

Supervisor of Accident Prevention

Blind cases which continue to be cause for concern on the part of everyone are frequently of such a character that a trainman, had he written a report, would have been in most instances declared not at fault.

These claims filed with the Department of Accident Investigation involve the expenditure of large amounts of money, for while the average cost of a blind claim is \$28, when this is multiplied about 3,500 times it makes a rather staggering total.

In the event that you do have some very minor occurrence that you have not reported and it is called to your attention by your division superintendent, if you have knowledge of the incident, do not hesitate to give the facts and at the same time write a report giving what information you may have. This will be very beneficial in making claim adjustments. A denial on your part in cases where there is reasonable identification is useless so far as saving yourself from a chargeable accident is concerned.

We very definitely know that there are some incidents which the trainmen and operators believe are so trifling that no claim will result, but we also know that a very large number do result in claims.

The figures on blind cases bring some very significant facts to light as to types and costs. Most blind cases result from alighting, boarding or fall in car accidents. It is these types that make the costs so high. If a passenger falls while alighting from the front exit of a standing or moving two-man car surely the motorman knows of the occurrence. The same is true of one-man car and bus operators.

Likewise it is true that when passengers are

alighting or boarding at the rear entrance the conductor is in a position to see what happens and should write a report.

It is in boarding blind cases that the greatest trouble is experienced. We have many instances of claims in which the claimants state that they stumbled just as they were stepping onto the platform from the step and that the conductor did not pay any attention to them. It is in cases of this type that we find the conductor claiming the passenger said nothing about being injured and therefore he knows nothing of the occurrence. Surely with the conductor on the rear platform it seems almost impossible for him not to have noticed the incident.

We know also that trainmen sometimes deny knowledge even though identification is positive. We have reason to believe that some of these instances are exaggerated by claimants and it is therefore necessary that we obtain reports on all matters on or near our cars and buses.

World's Fair visitors are now among us and they will grow in number as time goes on. These visitors must be given every consideration so far as safety from accident is concerned.

Many will come to the car, stand in the street holding onto the grabhandle, and ask questions as to the destination of the car. In these cases patience must be practiced. Do not be too fast giving the signal to go. Be ready however to give the signal as soon as practical and safe.

Motormen and operators must pay particular attention to drivers of vehicles who because of strange surroundings are confused and nervous. It is your job to recognize hazardous conditions and to act accordingly. When in doubt as to what the drivers of vehicles may do, stop

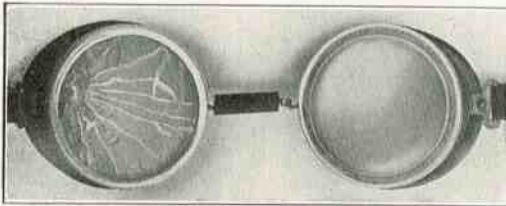
and give them a chance to clear the roadway. It just will not do to say, "I didn't know what he was going to do."

All this and other things too numerous to mention can be done and still maintain schedules.

To conductors also we advise that they call street names distinctly. This practice will eliminate much confusion and result in faster and safer handling of passengers. Imagine yourself in a strange city on a street car not knowing when you will arrive at the desired street just how much easier you would feel to know that the conductor was calling all streets. Isn't it true that you would not be inclined to be nervous or confused? An easy mind is always the safest mind and there is no surer way to remove troubled thoughts from the minds of your passengers than the calling of streets in an understandable tone of voice.

Another Eye Saved

This month we catalog along with flying pieces of steel and concrete as hazards to the safety of eyes for those who do not wear safety goggles a new danger, and that is a common railroad spike.



S. Bates, while working on Halsted Street south of 34th Street was working some fifteen feet south of a gang who were spiking a rail, when one of the spikes flew and struck his goggles, breaking a lens, but doing not the slightest injury to his eye.

From the accompanying cut you can readily imagine what might have happened to him had he not worn his safety goggles. This should serve as a warning to others to wear those goggles which are always available and protect themselves from such hazards as may be associated with the work they are doing.

A MEMORABLE CABLE TRIP

Conductor H. Schwabe of North Avenue Recalls the Last Cable Run on Madison St.

The following is a report of the last trip of a cable car on Madison Street written by Conductor H. C. Schwabe of North Avenue:

"On the last day of the cable I made an extra-trip on the night car which turned out to be the last trip of the cable car and everybody wanted to be a passenger on that car which also carried a trailer and soon after leaving the Crawford Loop House we were carrying a capacity load.

"It was not long after we had started that someone decided to take a souvenir from the last cable car and of course everyone followed suit and in a short time all straps and curtains were gone and anything that was or could be pried loose. I had to take the register under my arm and used a whistle to signal with.

"Several persons climbed on the roof and then the gripman, Brother Finn said it would not

be safe to go any farther so we stopped at Loomis Street and I called the office. While doing so, the trailer was turned over by the crowd.

"In a few minutes the police and wreck wagon arrived and the crowd helped to right the trailer and place it on the tracks.

"On the return trip we were stopped at Jefferson Street, as someone had put something in the cable slot, passengers refused to pay their fares and everything was in a turmoil. As we were standing there Dave Robinson came along with several policemen and ordered everyone off and to ride on one of the horse cars.

"The last cable car to be run in Chicago was then returned to the Loop House under police escort, very much the worse for wear and tear, and ended a trip I will never forget."

OBITUARY

Deaths on the System from May 7, to June 8, 1933

Transportation—Division 2, Burnside: Adolph Kierulff, employed March 5, 1914, died May 13, 1933. James T. Johnson, employed April 10, 1908, died May 17, 1933. Isaac Norman, employed May 16, 1907, died May 10, 1933.

Division 3, Seventy-seventh: John A. Murray, employed August 26, 1892, died May 7, 1933. Herman L. Smith, employed September 10, 1885, died May 27, 1933.

Division 4, Sixty-ninth: George William Eiler, employed January 26, 1925, died May 7, 1933. Jerome Foley, employed November 10, 1904, died May 8, 1933.

Division 5, Archer: Albert E. Brown, employed April 10, 1928, died May 31, 1933. George Lemon, employed March 24, 1893, died June 8, 1933.

Division 6, Lawndale-Blue Island: Floyd C. Durham, employed November 24, 1926, died May 7, 1933. Bernard W. Guinter, employed February 4, 1903, died May 27, 1933.

Division 7, Kedzie: Joseph A. Wagner, employed January 1, 1900, died May 31, 1933.

Division 8, North Avenue: Samuel Davis, employed September 5, 1903, died June 6, 1933. Thomas J. Fitzgerald, employed January 15, 1899, died June 4, 1933. Edward O. Van Natta, employed May 23, 1894, died June 2, 1933.

Division 9, Armitage-Division: Robert J. McGifford, employed January 1, 1905, died June 7, 1933.

Division 11, Lincoln: Harold J. Stucker, employed October 1, 1926, died June 8, 1933.

Division 12, Limits-Devon: Edward A. Moeller, employed September 17, 1924, died May 15, 1933. August Reuter, employed February 13, 1889, died May 11, 1933.

Electrical—James P. Smith, employed January 2, 1901, died May 12, 1933.

Shops and Equipment—South Shops: Harry E. Jones, employed April 13, 1918, died May 11, 1933.

Division 11: Joseph M. Lechner, employed September 24, 1919, died May 26, 1933.

Transfers issued by the Printing Department to company depots during the month of March totaled 97,051,500. Placed end to end these transfers would reach a distance of 9,140 miles, or the equivalent of a trip from New York to Bombay, India, with 1,000 miles to spare.

Acknowledging Commendable Service

Pleased Passengers Have Pleasant Things to Say About C. S. L. Trainmen

Courteous and Honest

I wish to express my appreciation of the courtesy and honesty of the crew and perhaps some passenger on the Cottage Grove Avenue line. I missed my purse and left the car hurriedly to inquire at a drug store, where I thought I might have left it. Then I took a No. 5 car with nothing but a transfer for fare. The conductor kindly allowed me to ride. Only about ten minutes after I had arrived home I was called by the lost and found department of the surface lines and informed that my purse had been turned in by Conductor Richard H. Rowland, Badge No. 1210 of Cottage Grove.

Mrs. C. H. Willey,
6105 Woodlawn Avenue.

Miss E. Morin, 6221 S. Seeley Avenue, wishes to commend Conductor J. P. Gleason, Badge No. 13622 of 77th for his act of civility tendered her in directing her to her destination and for the courteous manner in which he assisted a woman accompanied by a small child to board his car.

Mr. A. J. Resa, 160 N. La Salle street compliments Conductor L. R. Mazorkiewicz, Badge No. 13594 of 77th for exceptional courtesy to passengers riding on his car.

Mr. A. Kruse, P. B. No. 234, Niles Center, Illinois, wishes to thank Conductor P. A. Keane, Badge No. 11674 of Limits for the courteous explanation of a mistake which Mr. Kruse had made.

Miss H. E. Mann, 1924 Dayton Street thanks Motorman G. Kraft, Badge No. 11599 of North Avenue for waiting for her when she was transferring from another car, even though he had the signal to proceed.

Mr. J. Kelly, 9105 Harper Avenue compliments Conductor J. B. Miller, Badge No. 8564 and Motorman J. E. McPhail, Badge No. 11189 of Burnside for two unusual acts of courtesy which he witnessed.

Mr. A. L. Kirkham, 7423 Rogers Avenue states that Conductor A. Benson, Badge No. 9996 of Lincoln is alert, obliging and unusually careful to see that all persons board his car safely and wishes to commend him.

Mrs. E. Watts, 4617 Kenmore Avenue writes that she was attracted by the courteous manner and patient information given by Conductor J. Hyland, Badge No. 9824 of Devon to inquiring passengers, and wishes to compliment him.

Mrs. D. M. Goddard, 529 N. Leamington Avenue commends Motorman J. A. Thorne, Badge 9519 of Kedzie for his kindness and courtesy to all of his passengers.

Consideration shown his passengers by Conductor E. Tye, Badge No. 8994 of Lawndale won for him a letter of commendation from Mrs. A. E. Rubenstein, 913 Buena Avenue.

An unusual act of courtesy on the part of Conductor G. A. Postulka, Badge No. 8750 of 69th was made the subject of a commendatory letter from Mrs. R. Pierce, 3715 W. 65th Street.

Mr. S. A. Johnson, 1473 N. Halsted Street wishes to compliment Conductor C. L. Clarke, Badge No. 8702 of Noble for his kind treat-

ment of passengers, both young and old at all times.

Mr. N. Sheridan, 2256 Ogden Avenue wishes to commend Conductor E. O'Rourke, Badge No. 8382 and Motorman T. McIntyre, Badge No. 5693 of Kedzie for their courtesy and accommodating manner towards their passengers.

Miss J. Macaluso, 4422 W. Iowa Street wishes to commend Conductor W. L. Dwyer, Badge No. 7718 of North Avenue for his honesty in turning in to the Lost and Found Department an umbrella which she had inadvertently left on his car on which she had been a passenger.

Mr. W. A. Edwards, 6042 S. Peoria Street compliments Conductor A. Stein, Badge No. 6962 of Cottage Grove for his thoughtfulness in assisting a blind man to alight from his car and escorting him safely through heavy traffic to the sidewalk.

Mrs. J. R. Cooper, 3315 Washington Boulevard states that she and her husband were favorably impressed by the manner in which Conductor G. Lennartz, Badge No. 6812 of Devon announced all street car stops, and wishes to commend him.

Mrs. K. Conner, 5251 Magnolia Avenue thanks Conductor W. Curtin, Badge No. 6230 of Devon for his courtesy in assisting her to board his car when she was burdened with a heavy bundle.

Mrs. S. R. Allison, 4540 Barry Avenue wishes to commend Conductor D. J. Ryan, Badge No. 5352 of 77th and also Motorman G. Harrop, Badge No. 673 for excellent service rendered her.

Mr. N. Daly, 6345 Rhodes Avenue wishes to thank Conductor M. N. Quick, Badge No. 5112 of 69th for turning in a package which he had inadvertently left on his car on which he had been a passenger.

Mr. G. Tripp, 3933 Clarendon Avenue states that Conductor R. F. McDonald, Badge No. 4472 of Archer is the most polite and accommodating conductor that he has ever come in contact with and wishes to commend him.

Miss B. L. Newmann, 4454 Drexel Boulevard wishes to recommend for courtesy, Conductor A. Emerick, Badge No. 4388 of Cottage Grove.

Mrs. Mary Stuart, 6505 Cottage Grove reports that Conductor H. M. Dudley, Badge No. 4150 of Cottage Grove assisted a lady with three children to alight from his car and conducted two of the children safely to the sidewalk. Mrs. Stuart considers this very courteous of him and wishes to commend him.

A very unusual act of courtesy on the part of Motorman J. A. McGarry, Badge No. 3179 of Archer which attracted the attention of Mr. W. D. Feather, 4029 Sunnyside Avenue, Brookfield, won for him a letter of commendation.

Mrs. D. Foubert, 6002 N. Paulina Street wishes to thank Conductor G. L. Watson, Badge No. 914 and Motorman C. L. Witt, Badge No. 2931 of Devon for their kindness and service to her when she was hit by an automobile. She also wishes to compliment and thank Conductor A. Dwyer, Badge No.

2382 of Devon for his kindness in paying her fare when she boarded his car and found that she had left her purse at home.

Mr. A. Schaal, 3508 Wabansia Avenue thanks Conductor J. E. Henning, Badge No. 2846 of North Avenue for paying his fare when he boarded his car and found that he was without funds.

The courtesy and thoughtfulness of Conductor C. M. Elmer, Badge No. 2408 of Devon in taking care of a blind man won for him a commendatory letter from Mr. N. C. Sullivan, 54 N. Laramie Avenue.

Miss R. Buhlig, 4441 Greenwood Avenue thanks Conductor H. L. Shober, Badge No. 1202 of Cottage Grove for turning in her purse to the Lost and Found Department.

Motorman Thomas Quinn, Badge No. 691 of Kedzie is highly commended by Mr. P. Smyth, 5255 Gladys Avenue for his caution in driving his car and general efficiency in performing his duties.

Mr. J. Shouman, 1416 S. Karlov Avenue thanks and commends Conductor O. Vlach, Badge No. 136 of Lawndale for his kindness in paying his fare when he boarded his car and found that he had no money with him.

Mr. C. E. Gros, 1634 N. Kolmar Avenue highly commends Supervisor James R. O'Shaughnessy of North Avenue for the courteous manner in which he explained a transfer difficulty which Mr. Gros had a few days previously with one of our conductors.

Miss Mary Kelly, 1101 Lytle Street compliments Conductor J. W. Hughes, Badge No. 9540 of Kedzie for his thoughtfulness and kindness in assisting a lady burdened with many bundles to board his car and later when she was ready to leave helping her to alight.

Mrs. W. J. Wilde, 4640 Lake Park Avenue wishes to commend Conductor A. Beren, Badge No. 14388 of Cottage Grove for his thoughtfulness in waiting for her when he saw her approaching his car, inasmuch as she is somewhat handicapped by being lame.

Supervisor G. Gagler of Division No. 9 commends Motorman W. A. Frieswiski, Badge No. 12783 of Armitage for rerouting over another route when cars ahead of him were blocked by a disabled car, thus cutting the time of delay.

Mr. E. W. Andrews, 4712 N. Racine Avenue thanks Conductor W. Youts, Badge No. 12734 of 77th for paying his fare when he found that he was without sufficient funds to do so himself.

Miss T. Rainey, 2414 N. LeClaire Avenue states that she wishes to compliment Bus Operator V. Mainock, Badge No. 12631 of North Avenue for his neatness and courtesy and also states that very often compliments are passed between different passengers on the bus in his favor.

Mr. M. O. Snediker, 2730 Greenview Avenue wishes to commend Conductor M. Philbin, Badge No. 12572 of Devon for his kindness in paying the fares of his two young nephews when they boarded his car and found that they had left their carfare in their desk at school.

Mr. E. C. Hebner, 3325 S. Damen Avenue commends Conductor W. M. Jensen, Badge No. 12168 of 77th for helping a crippled man to board his car and also commends Motorman G. E. Gustafson, Badge No. 8497 of 77th for waiting for him when he saw him running to-

wards his car, even though he had the right-of-way to proceed.

Mr. W. H. Bradford wishes to commend Conductor C. B. Pierson, Badge No. 10812 of 77th for his courtesy in leaving his station to pick up a dropped coin for an aged negro who was having difficulty recovering it.

Mr. R. C. Oldham, 1 N. La Salle Street highly commends Motorman Herman F. Beyer, Badge No. 8781 of Armitage for the skillful operation of his car when a woman darted in front of his car and fell directly in front of it. The drag or catcher dropped and scooped her up out of harm's way as the front of the car passed over her, injuring her not even the slightest bit as was observed by Mr. Oldham and several other frantic passersbys as they dragged her out from under the car. Mr. Oldham states that the coolness and quick thinking of this motorman in stopping his car in so short a distance probably saved this woman's life and compliments him on his efficiency.



"Happy Harry" Butcher, Lawndale's Flower Magician Working With His Bulbs

Kedzie

Receiver Otto Jurew after keeping his automobile in good running order all year was disappointed to learn at the last minute that his vacation trip to Wisconsin was all off as his auto refused to go with him. Better luck next time.

Clerk Michael Callahan, who spent most of his vacation time on the golf course, says he is looking forward to the next golf tournament.

To the following trainmen and members of their families we express our deep sympathy in their sorrow: Conductor Thos. Wynne, on the death of his daughter; Motorman H. Tessmer, in the loss of his sister; to Conductor Virgil Norris, on the death of his son, and to Conductor G. Ennis, on the death of his wife who passed away June 2.

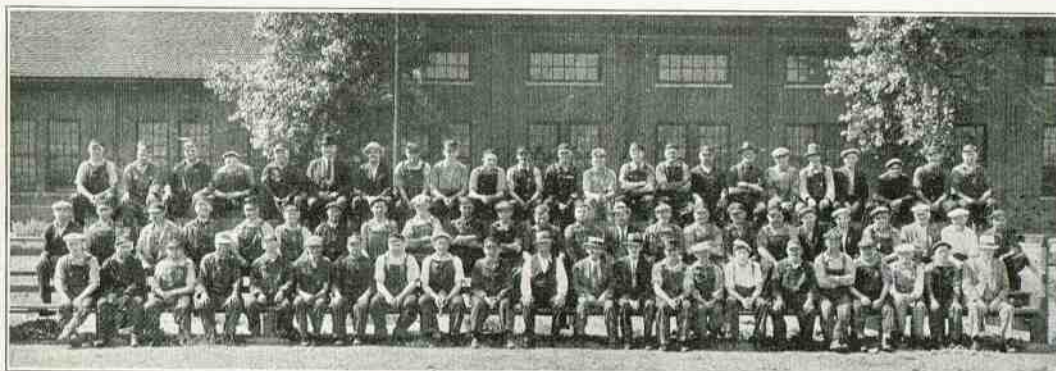
Our sympathy is also extended to Jerry Dinneen on the death of his sister and mother of Edward Devine, clerk at Noble Street Depot.

Conductor Joe Wagner, Seniority 3-29-1900, died May 31.

C. Sonders.

Keeping 'Em Rolling

77th Street Carhouse Wins with an Average of 36,280 Miles Per Pull-in—Twice Winners This Year



77th Street Pull-In Crew

F. W. Meyers, J. Ditchie, J. Warnkin, F. Hagins, M. Sayre, P. Murphy, F. Havlin, J. Waisvilas, F. Wolf, J. Nodus, M. Kasnausky, A. Palm, J. Ditchie, J. Bokutis, A. Chalikes, A. Boonar, A. Krauchun, D. O'Brien, F. Martinkus, J. Kakta, H. McTigue, R. Yurvich, T. Lowry, A. Gordon, A. Poska, J. Kundrotis, A. Gudinsky, K. Frichstick, R. McClelland, C. Janikas, M. Scabill, F. Phillipswic, A. Genutis, J. Joboris, F. Maracich, M. Swanson, F. Haas, J. Vaishvilo, W. Chipola, R. Taggart, T. McDonald, C. Walsek, H. Quinn, G. Dalton, T. Cunningham, F. Green, D. Stewart, M. Dragon, W. Cohan, T. Kenehan, C. Kakta, E. James, R. Tomasunas, T. Yercin, J. Sarsavage, J. Lee, Frank Fisher, P. Lukas, H. Sundquist, A. Kyras, W. Naylk, F. Walsek, T. Ruches, K. Kunce, J. Rapell, J. Lilley, T. Madigan, B. Roberts, F. Rodovicz, D. Casey, E. Wiegand, A. Arendt, A. Hooker, M. Dechon, F. Havel, A. Green, P. C. Gross, C. Mavrinet, C. Levicki, J. Varmali, C. Wessel, M. McNamara, W. Burke, J. Meehan, J. Langlois, A. Serepinas, J. Hanrahan, P. Raudonis, J. Boll, J. Hopkins, P. Huvane, J. McMahon, M. Reidy, M. Stone, J. Callahan, C. G. Leinaner, F. Rudis, W. Boussis, G. Reidhauser, L. Basso, P. Plegakes, W. Baer, P. Faherty, T. Thermon, J. Brannan, A. Pundwicz, G. Poulos, S. Kuoga, N. Theodore, J. Havel, C. Evett, A. Valovick, R. McCormick, G. Staveides, A. Mavrinnac, C. Galkus, G. Milonas, J. Bugan, J. McInerney, M. Urbanek, M. Urbates, J. Ciechna, S. Kutscher, J. Narvelas, Alex Lapinski, T. Leondis, Z. Kasparowicz, S. McElwee, H. Thompson, D. Mangan, F. Gaughan, G. Kocianis, J. Casey.

Seventy-Seventh St. rose from 7th position in April to win the contest for May. Lawndale holds second place this month, moving up from 6th position. Blue Island moved from 4th to 3rd and Burnside climbed from 12th to 4th position.

The individual records are shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	77th	8	36,280	26.0
2	Lawndale	21	32,805	12.0
3	Blue Island	20	29,084	6.1*
4	Burnside	16	28,982	21.6
5	Devon	12	27,918	26.2*
6	Cottage Grove	12	27,638	33.5*
7	Noble	20	27,330	5.0*
8	Limits	20	26,425	13.2*
9	Elston	21	24,983	81.6
10	Archer	9	24,031	6.7*
11	Armitage	15	22,515	12.5*
12	69th	6	18,721	40.4*
13	Division	17	17,946	15.4*
14	Lincoln	15	17,864	19.1*
15	North	2	16,192	42.2*
16	Kedzie	6	15,731	27.7*
		220	22,874	15.3*

*Decrease.

The standing of each carhouse for the past half year follows:

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

It was a negro bank. The staff and the customers were all colored. One day a depositor came in to withdraw ten dollars. That was an important transaction, so the teller passed him on to the manager, and the following dialogue took place:

"When did you deposit dat ten dollahs?"

"Eleven years ago."

"Eleven yeahs! Man, dat was eaten up long ago by de interest."—Sherbrooke Daily Record.

Old Timers at Armitage

*Twenty Seniority Leaders Whose Service Time Exceeds
Seven and Three Quarter Centuries*



Following is the lineup of the veteran trainmen at Armitage, with the number of years' service which total 776:

First row, left to right—G. Dahlen, 43; J. Hooker, 41; H. Naylor, 40; B. Larson, 40; C. Klemz, 38; E. Meyer, 36; T. Callahan, 35.

Second row—F. Paturlaski, 35; M. Lyons, 34; M. Norkus, 31; N. Tullen, 49; W. Snyder, 43; C. Bingham, 41.

Third row—S. Sorensen, 41; H. Pauly No. 1, 41; W. Kuecker, 40; J. Balder, 38; W. Corbett, 38; P. J. Moran, 38; G. Dahlen, 36.

Departments and Divisions

Accounting

After a busy career lasting twenty-one years in the accounting departments of the Chicago



Mrs. George McCann (Agnes Helein)

City Railway Company and the Chicago Surface Lines, Miss Agnes Helein resigned her position, Chief Trainmen's Pay Roll Clerk, on

May 20 to assume the more romantic duties of housewife. Miss Helein's position was one of trust, requiring considerable accuracy and alertness. She was held in high esteem by all the company officials with whom she came in contact. On the evening of May 17, forty-one of her coworkers gave a dinner in her honor at the Central Eleanor Club. On that occasion she was presented with a set of crystal goblets, sherbets and plates (service for eight.) On Saturday, June 3, she became Mrs. George McCann and will be at home at 7024 South Maplewood Avenue after July 1. She has the best wishes of her many friends of the Surface Lines offices.

Miss Mary McCabe startled the office force Monday, May 22nd, coming to work with a very becoming "bob" which has been admired by a few of our "unshorn" damsels.

The waffle iron that was received by Mrs. Helen Johnson on the first anniversary of her married life was given a real test on Saturday afternoon, May 6th, when a number of her girl friends attended a waffle luncheon at her home and listened to the Kentucky Derby.

As this item goes to press, we are looking forward to the speedy recovery of Mr. A. E. Johnson who is convalescing from an operation at the E'mhurst Hospital.

Wednesday, May 10th, 1933, will always be remembered by B. A. Hall as the day he had to obtain his home telephone number from Mr. Malmquist to call up and inquire if "Tuffy," the 5-month-old member of the Hall family was enjoying his birthday gift of a rubber bone.

Mrs. Dorothy McDonough has returned from a motor trip to Rhinelander, Wisconsin, with her husband and father-in-law informing us that she enjoyed the beautiful scenery, although in spots the ground was still covered with snow and the lakes and rivers were coated with ice. However, it was entirely different to be 3 miles from your neighbor and about 10 miles from a store. Oh yes, and never had a puncture during the trip. Milwaukee was a stop over for refreshments including three-point-two.

T. F. Coan.

Engineering

Chas. Keuhl of Grand and Leavitt is all smiles over the birth of a 7-pound son, who arrived May 22nd.

We congratulate Ed. Schumacher of the Utility Department on his appointment to the Chicago Police Department.

Art Janke and Mrs. Janke were awarded a beautiful silver loving cup as first prize at a waltz contest held at a West Side ballroom. Art is better known for his vocal talent in that quartette which consisted of himself, Gus Fittig, Walter Hart and Tommy Rice—Remember?

We extend our sincere condolence to Mr. and Mrs. E. Sharkey in the loss of their son and to Mr. Thos. Blakely, the grandfather of the boy.

Transit.

Shops and Equipment

West Shops: Mr. and Mrs. Harold Ebeling enjoyed a delightful motor trip to New York City. Interesting "wonders" of that city proved to be the Empire State Bldg., the new Radio City, Fifth Ave., Broadway, the Yankee Stadium and Harlem. (Could not find Amos and Andy.) They were aboard the S.S. Aquitania, which was in port at the time, and were greatly impressed by this floating palace.

Mr. Andrew Kenneth Nelson, armature winder at our West Shops, is the proud father of a baby boy, Andrew Kenneth Nelson, Jr., born May 30th, 1933. Congratulations!

We wish to congratulate Mr. and Mrs. Theodore Kuta, who were married on May 13th. Mrs. Kuta was formerly Miss Irene Kotlare. Ted is a timekeeper at our West Shops, and upon his return to work after a two weeks' vacation, his friends presented him with a beautiful Toastmaster. Thanks for the cigars and candy.

North Ave. Bus: Anybody looking for fresh fish see our fisherman, Mr. Jensen.

John (Garibaldi) Heskis is about to join the happy benedicts. Congratulations!

Division: We wish a speedy recovery for our old timer C. Ristow, who is sick.

Lincoln: The employes at Lincoln Avenue Carhouse extend their sympathy to the family of Joe Lechner, who died recently. Mr. Lechner was a car repairman and had been in the services of the company since 1919.

Yvonne Randall.

South Shops: It is indeed a privilege to announce that the following popular boys have joined the ranks of happily married men: Joseph B. Seaman, Jr., Office, on April 8th; William Cameron, Mill, on May 20th, and Charles

Buza, Foundry, on May 27th. We extend to them our sincere wish for their every happiness.

Our sincere sympathy is extended to A. Ziegelmeier, Machine Department, upon the passing away of his beloved father.

After seeing the lovely engagement ring on Lillian Kracke's third finger, we believe we are safe in saying the wedding will take place in a short time. Best wishes, Lillian.

An adorable baby girl, weighing 7½ pounds, was presented to the J. Birmingham's, Machine Department, by our old friend Doc Stork, on June 4th. Congratulations to mother and dad and best wishes for baby dear.

Cottage Grove: A belated announcement—R. Ferguson, clerk at Cottage Grove, is the proud daddy of a sweet baby girl, born on April 30th. Congratulations!

Burnside: At last Tom Cannon has eased his purse strings and purchased a new Essex.

Our car placer, J. Hiersma, and watchman, T. O'Connell, are taking first class care of the cats out at the Carhouse. No doubt they plan to exhibit them in the World's Fair on "Kitty Day."

Mr. P. Puzas, who had planned a vacation in late August, evidently moved it up and decided to take it during the month of April, when he partook of two weeks as a starter.

Archer: Yes, folks, it's really happened. Our smiling repairman, August Wessel, has finally convinced a certain young lady that he could make this life a happier one for her. It all happened on May 1, 1933. Congratulations and good luck! Thanks for the cigars.

Joe Venustus is the proud father of a darling baby girl. Congratulations, Joe!

Elsie R. Smith.

Around the Car Stations

Cottage Grove

I wish to express my thanks to Bahr and Ruthless Bahr and others who officiated for me in writing for the Magazine during my four months' illness. I also thank the Insurance department for the advice and courteous treatment I received in my several visits to Doctor Fanning of the Medical Department. I also thank the trainmen who visited me to bring me a word of cheer, also Mr. Cricks and Mr. Hooper and others for their many telephone calls wishing me a speedy recovery. I am glad to be at work again and receive the many hand-clasps of the trainmen.

Conductor Schlick is to be congratulated on having a son who is a student at Lindblom high school chosen one of the four representatives of the Chicago teachers to plead their cause in Washington. They attracted the attention of Miss C. Williams, field secretary of the National Education Association, who described them as being a splendid product of the Chicago High Schools. A splendid future is predicted for Conductor Schlick's son Edward.

One of our old time motormen is again paying us a visit. Rowley Shelton who left us several years ago is making his third trip

around the world and will spend some time here renewing old acquaintances and visiting the Fair. We bid you a hearty welcome and may your visit amongst us prove to you that Chicago can still do some wonderful things.

Conductor Tom Thomas has been on the sick list for several weeks. We wish him a complete and speedy recovery. Conductor Fred Hooper was recently made happy by a visit from the stork for the fourth time, leaving a big bouncing baby boy. Mother and son doing well and Fred walking proudly around with his chest out. Conductor H. B. Harris returned to his home town in Louisiana to try and recuperate after his severe illness. The trainmen wish him a speedy recovery.

Our ping pong table seems to be a favorite pastime with the boys. J. H. Pickin.

Seventy-seventh

Our second Victory Dance given under the auspices of our L. & A. Club, was held Saturday evening, May 13th, at the Englewood Masonic Hall.

With the weather ideal, the skies clear and a very good orchestra conducted by Mr. Bohlin, approximately 2,000 persons comprised of trainmen, their wives, families and friends danced till midnight in this spacious and modern hall, to the time of harmony that was so captivating; really, it would make you try to dance even though you had peg legs.

During the brief intermissions, one could observe the making of new acquaintances, the neighborliness and joviality that was evident throughout.

Late in the evening our Superintendent W. A. Bessette was introduced from the stage to the happy crowd, and what riotous applause they gave him.

Between the spasms, I mean dances, there were refreshments served on the first floor. The pre-Volstead bartenders, i. e., conductors—Charles Mischnick, Tommy Morris, George Grassel, Bill Sullivan, Otto Autenreith, Frank Zinzer and Bill Harding, and Martin Connelly, were dressed in the good old bartenders fashion, and upon approaching the stand, although it looked like a miniature bar, one would expect these rotund fellows to serve some of that fancy stuff, but what a surprise to some of us, to find that the beer, I mean the root beer was the nearest to 3.2 that could be had. Well, anyway it was satisfying, and the dispensers had a very busy night. Incidentally, speaking about the other fellows having a busy night, did you observe Ernest Tocci, our congenial confrere? When it comes to Winchelling, our Ernest knows how.

To all of us trainmen it was a source of great pleasure to see Superintendent Bessette and Mrs. Bessette, also our Assistant Superintendent John Becker, and Mrs. Becker in our midst.

The members of the L. & A. Club are very grateful to our President Harry Barry, Vice President J. O'Connor, Secretary Owen T. Duncan, and the various committees that helped to make this affair a success.

Conductor Bill Golden better keep both hands on his "changer" when it is not in use. Probably that same party will ride with you again Bill, and play another tune on it to a greater amount than two dollars.

Our night chief clerk Art Lipphardt and Mrs. Lipphardt should be in the market for new shoes after dancing so long at our recent dance.

The following trainmen are on the sick and injured list: Martin Johnston, P. J. Hannon and Dave McCann.

Last month Motorman John Nerney and Conductor J. A. Murray went to their eternal rest. To the members of their families and relatives we express our deep sympathy.

We are very sorry for Motorman G. B. Martin whose dearly beloved wife went to her eternal reward on April 30th.

To Conductor W. A. Ose, we express our deep sympathy in the death of his young daughter Shirley, who passed away April 29th.

We express our condolence to Conductors T. W. Hanley and J. J. Donovan No. 2, who had a sad misfortune to part with their dear fathers.

We are very sorry for Conductor R. T. Elitzer, in the loss of his married daughter who died suddenly.

At the regular meeting of the 77th St. L. & A. Club, on May 26th, the following teams were chosen to play during the coming season of the indoor league:

Pirates—J. J. Mahoney, H. Jasper, D. H. Urquhart, A. J. Dunn, H. M. Schaak, E. J. Welty K. L. Landeck, F. A. Motelle, M. M. Creps J. August, R. H. Engwall, J. W. O'Donohue, L. M. Hansen and L. B. Johnson.

Shamrocks—M. McKenna, V. J. Bernhardt, P. T. Heraty, S. B. Sommers, E. J. Andersack, D. M. Nelson, E. E. Knapp, Joe O'Connor, J. Cusic, B. W. Behrendt, R. H. Johnson, J. E. Dwyer, M. J. Madigan and E. J. Brown.

Giants—A. H. Feltz, E. B. Gillooley, A. T. McGrail, J. J. Barry No. 4, J. E. Pitrowski, J. C. McDowell, G. Becic, J. A. Hannon, J. F. McKiernan, C. R. Fennessy, T. L. Valiquet, F. E. Riecke, E. Corcoran and R. H. Noel.

Tigers—C. Sagotz, J. J. O'Connor No. 2, H. A. Baker, A. C. Lexow, B. P. Worts, R. Krohe, W. E. Donnellan, W. W. Ray, J. J. Trafton, E. Carpenter No. 1, W. F. Schachtschneider, W. A. Hedan, A. B. Ledder and L. P. Arsenau.

Yanks—T. J. Morris, C. J. Mischnick, P. J. Byrne No. 2, H. A. McKeighan, D. R. Hughes, F. G. Campaigne, A. L. Coltan, C. T. Woelke, H. F. Barry, C. A. Anderson No. 5, W. L. Mundell, T. Hough, P. A. O'Malley and F. Quinn.

Sox—W. J. Sullivan, F. J. Mulcahy, G. H. Grassel, J. P. Doody, W. A. Mahoney, J. J. Holden, J. F. Kujava, T. E. Renison, J. W. Cassidy, J. J. Donohue No. 2, J. L. Wooten, W. J. Smith, W. E. Lawler No. 1 and C. R. Avery.

Pelicans—J. M. Gaskin, F. J. Oberster, W. G. Harrison, R. White, J. D. Phelps, C. R. Chester, W. G. Wilson, C. E. Ohlson, A. McGann, J. P. Gleason, V. H. Belanger, G. J. Watson, E. P. Boyk and J. J. O'Neill No. 4.

John T. Flynn.

Judge: Who was driving when you collided with that car?

Drunk (triumphantly): None of us; we were all in the back seat.

Dear Old Lady: Captain, would you please help me find my stateroom?

Captain: Have you forgotten what number it is, madam?

Lady: Yes, but I'll know it if I see it again; there was a lighthouse just outside the window.