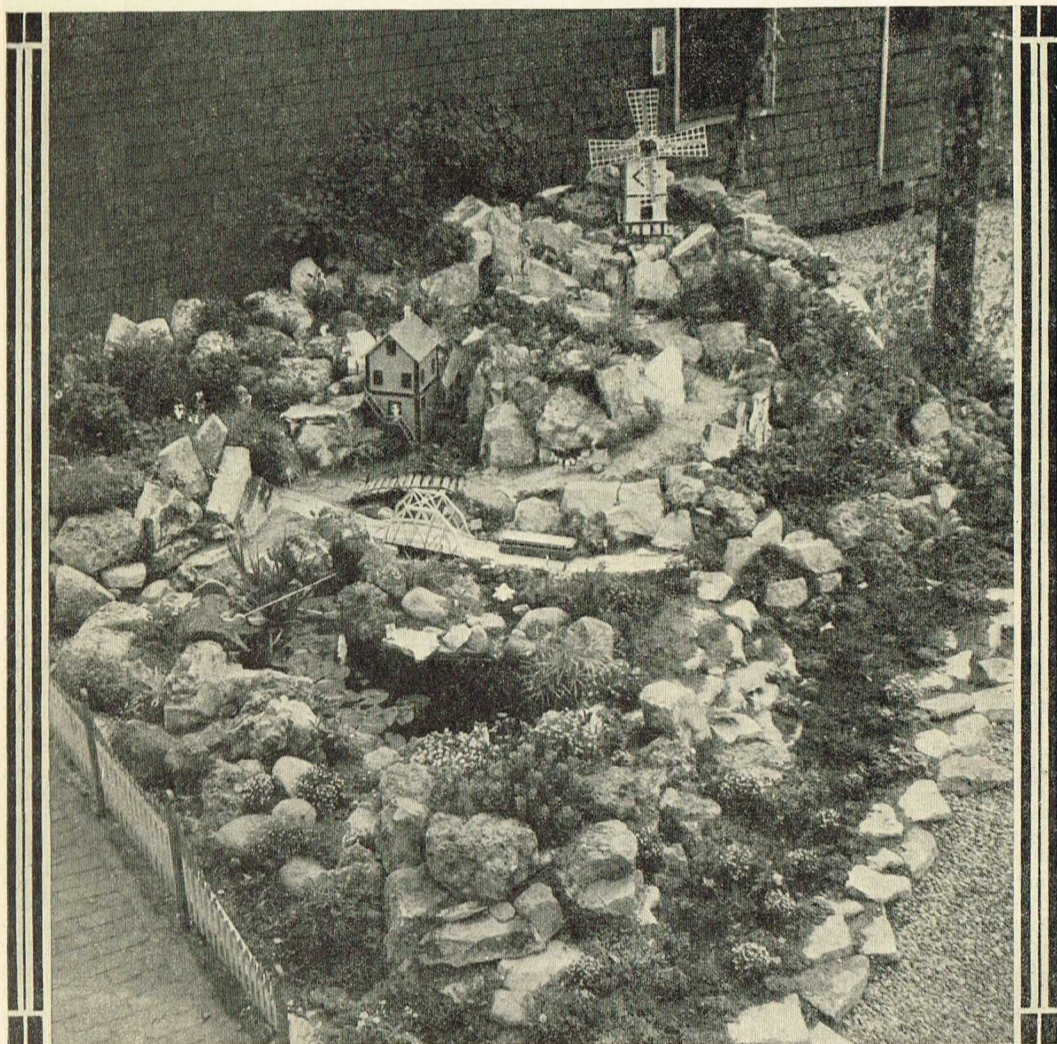


SURFACE SERVICE MAGAZINE

Volume 11

AUGUST, 1934

Number 5



*BURNSIDE'S ROCK GARDEN, A STRIKING FEATURE OF
ITS FLORAL DISPLAY*

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

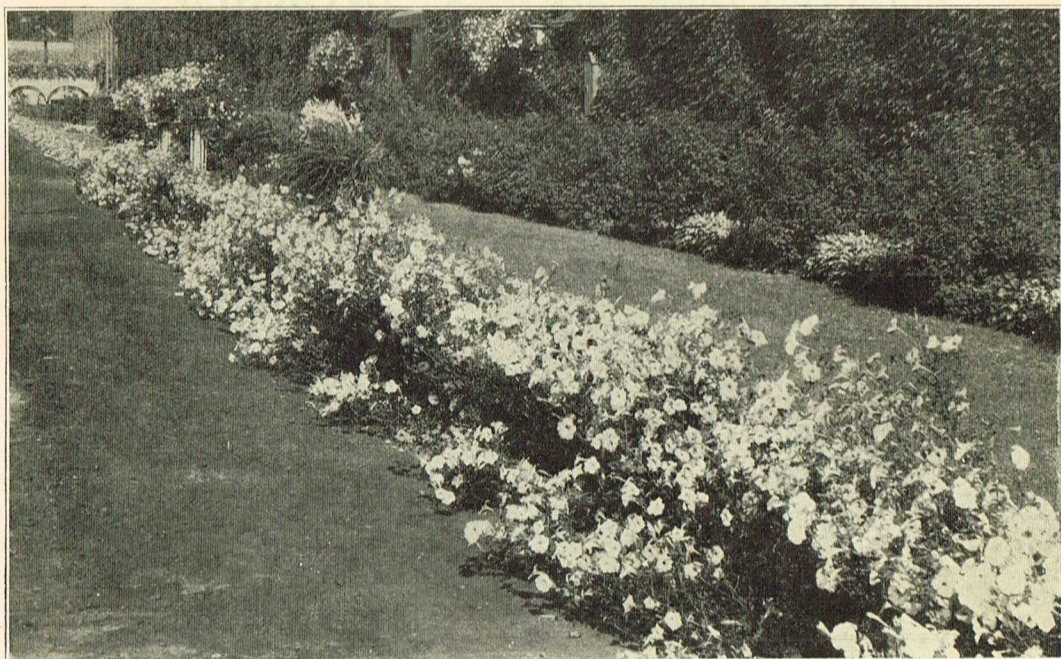
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Surface Lines Flower Wizards

*Shop Foremen and Assistants Bring Floral Glories to Waste Places—
Public Approves*



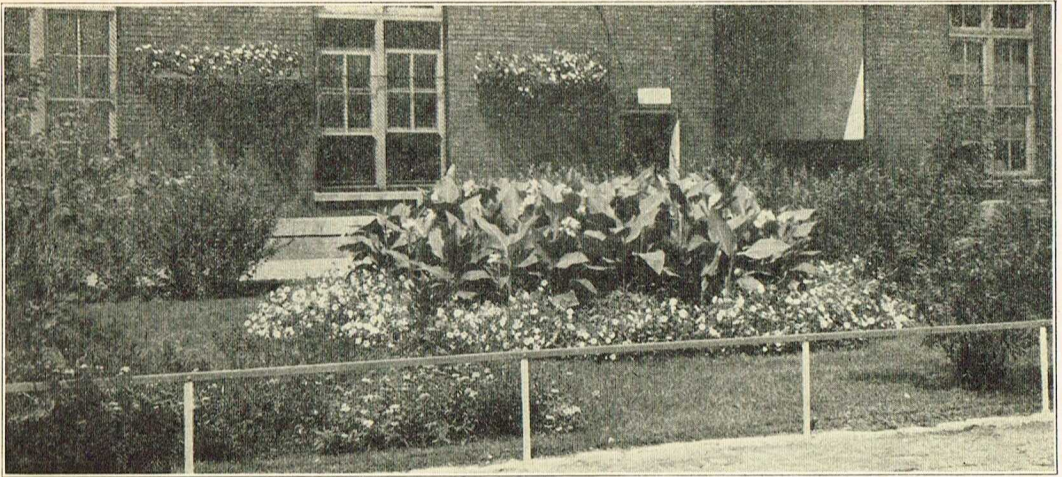
Devon Avenue Makes a Wonderful Showing of Vineclad Walls and Vivid Colors

And they caused the desert to bloom! Hats off to these foremen and their gardener assistants whose talk formerly was concerned only with gears and pinions and now includes such strange words as *hemerocallis*, *lobelia* and *physostegia*. The Surface Lines management is proud of these employees who have found time in their daily routine to brighten up the drab spots on company property and make them the pride of their several neighborhoods. Unfortunately some of the finest examples of expert gardening are hidden from the public eye, such as at Noble Street depot where only a low-flying aviator could view the appealing lawns and flaming masses of colors hidden from the street by a tall fence. At two other locations, Burnside and Devon, one must be a passenger on a railroad train or an elevated embankment to get a glimpse of the multi-colored flowers, shrubbery and vines which have turned these work yards into beauty spots. And yet these three depots are the only members of group 1 in the contest because their enclosed areas permit of extensive planting of beds, borders and grass plots. What a thrill could be given to nature lovers if a cyclone fence were to replace tall boards at certain locations and reveal the results that have been

produced by some of our amateur gardeners!

When the garden contest committee recently made its first round of inspection after a week of unusually hot weather, there were misgivings as to what might be left of floral displays following such a torrid spell. Doubts gave way to a pleasing reaction, however, when the first stop was made at Burnside, and Foreman Nebelsiek stepped forth to show his vari-colored beauties. And what a sight it was! Here was more than 38,000 square feet of ground under cultivation, where formerly piles of dirt and stones and refuse were dotted by patches of grass. Here were beautiful lawns and gorgeous displays of zinnia, phlox, verbenas, snapdragon, and pansies—to say nothing of the striking set up of two rock gardens. There was even a bed of cactus of several varieties which Mr. Nebelsiek had gathered on a recent trip as a passenger on a railroad train on an elevated to Arizona. Also worthy of mention was a register for names of visitors, including the signatures of many proud neighbors and out-of-town admirers.

From that place on the far south side to all the other locations which the various departments had offered as possible winners in the contest the committee travelled all day long,



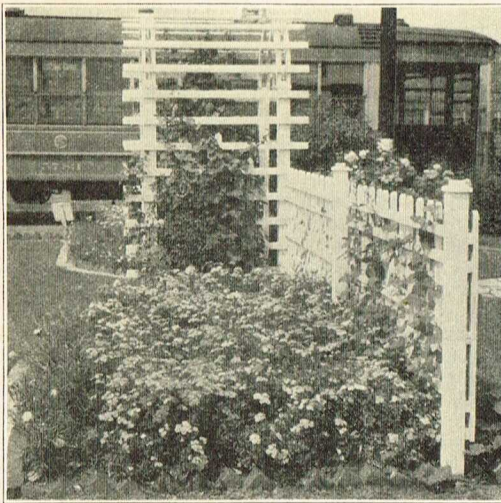
Kedzie's Most Ambitious Bed.

and only in a few instances was there disappointment at the displays which were presented. To the extreme west there was the Madison-Austin loop, well known as "the pride of the neighborhood," with its beautiful lawn, flowers, shrubs and vines.

On the far northwest side was the Milwaukee-Imlay terminal, where the border and beds of petunia and canna glowed brightly on the edge of the Forest Preserve. Scattered at intervals throughout the city were the numerous car houses with brilliant displays of petunias in window boxes if they had no room

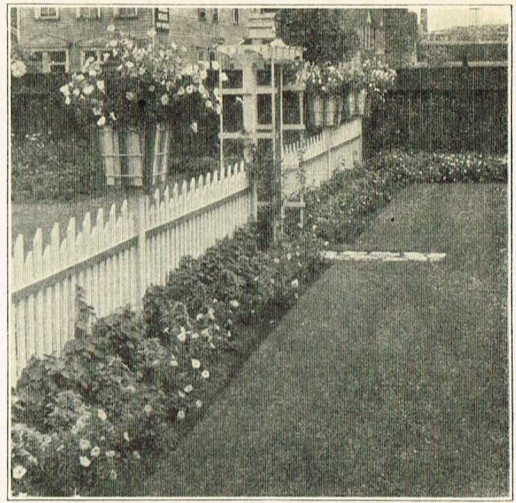
flaming petunia, and bed after bed of striking floral beauties of other species.

On the far north side was Devon depot where Foreman Phillips and his assistants had taken full advantage of a south and west exposure to show what could be done with a narrow space along the car house wall. As viewed from the railroad embankment on the west there was a solid mass of color backed by a vine covered wall. A border of brilliantly hued verbena marked the garden area for 200 feet, and beyond the border continued, with 600 feet of flashing petunia. Flowers of the latter



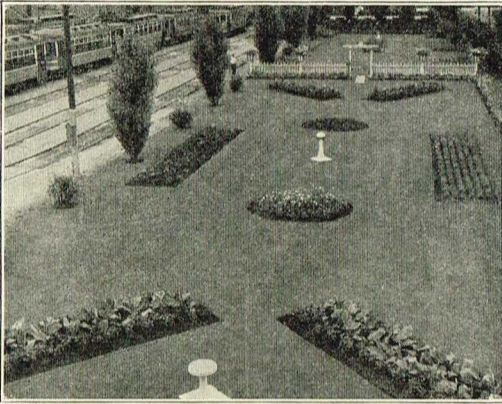
Burnside's Center Piece

for gardens. There was Kedzie depot which its attractive circles of bright colored posies in front, its well-kept parkway with flowers and trees on the south—all a real asset for the community—and its beautiful garden in the rear of the yard. There, too, was Noble depot—striving to set the pace for all depots, with 18,000 square feet of floral beauty—including a perfectly terraced lawn, a background of shrubs and poplar trees—a pergola with four boxes of



The Midway Fence and Bed at Noble.

species also were draped gorgeously from 23 boxes fixed to the wall, and down the center of the garden for hundreds of feet was a tall row of bright yellow day lilies. Another spectacle, not so brilliant but more of a creator of civic pride because of its visibility to the public, was the 1,000 feet of parkway along the north side of North Avenue depot. Here a white-painted curbing was the border for a perfect lawn with handsome poplar trees inter-



Noble's Carefully Designed Garden

spersed with tall yellow day lilies. In the enclosure back of the car house the eye was greeted by well-kept beds of canna, zinnia, phlox, portulaca and hibiscus.

And so the story goes on for certain other depots—some of which are limited to the familiar yellow and green window boxes with multi-colored petunias—Limits, Lincoln, Blue Island and Elston are outstanding in this class. And not to be forgotten was Tom Blakely's unusual beauty spot near the Stock Yards—revealed to the public for the first time by the use of a cyclone fence. It was no wonder that the garden committee ended their trip with regret, and look forward to even greater thrills in the September inspection. The 16,000 Surface Lines employees would have still more pride in their work if they would take the time to make the round of company gardens.

How It Struck a Visitor

Chicago Surface Lines, Gentlemen: I heartily commend the Chicago Surface Lines for the idea of having gardens around its car barns. Most Chicagoans think of these places as a conglomeration of rusty rails, broken-down cars, and littered with junk, but I found it just the opposite when, on making a detour, I ran into the Burnside yards at 93rd Street. Nestled up against the office building was a real rock garden with a pretty little pond filled with water lilies and fed by a typical mountain spring which, on its way to the pond, turned the wheel of a miniature saw mill. Spanning this tiny stream was a little steel bridge. The whole effect was that of a bit of mountain scenery.

I thought the rock garden would be about all, but being escorted further, my wife, son, and I were surprised to see the beautiful lawn and gardens covering perhaps half a block. We expected that an expert landscape gardener was behind it all, but were told that your barn foreman planned it with the aid of some of his men. Every flower in the catalogue was found there, but so placed as to make the layout a harmonious color effect. Even among the tracks were lawns, trellises, and several attractive bird houses on poles.

Altogether it was a pleasant visit, and the courtesy of your employees added much to it. This beauty spot must have its effect on the rest of the yards because everything was so orderly, spick and span.

Respectfully yours,

R. G. De Young, 53 W. 109th St.

A Good Word for North Avenue

Chicago Surface Lines, Gentlemen: I would like to thank the Company for the care exercised to beautify the grounds around the car barns. Those at Cicero and W. North Avenue seem especially well kept, a real beauty spot on what would otherwise be a sordid and unkempt corner. It is regrettable that Chicago citizens themselves do not do a little more to improve grounds at their disposal, in place of simply regarding all spare land as dumping grounds for refuse.

Very truly yours,

Mrs. E. C. Dow, President,
International Humane League, Inc.,
32 North State Street.

PRONUNCIATION PROBLEMS

Let's Give Devon Its Proper Accent—and What About "Goethe"?

The *Daily News* calls attention to the inexcusable mispronunciation of Devon and agrees with SURFACE SERVICE that "it is time that we Chicagoans came to terms among ourselves as to the correct pronunciation of the names of a few of our better-known streets. We know of no justification whatever," it says, "for calling Devon avenue Dee-von, with the accent on the last syllable. Devon is one of the oldest names in English. It is pronounced Dev-on, with the accent on the first syllable."

The pronunciation of "Goethe"—one of the better-known of our North Side streets—has had enough variations in the announcements made by our conductors to provide our wise-cracking newspaper paragraphers with many a clever quip. They quote "Gothey," "Go-eeth," "Gote," and "Go-thay," with the accent on the "thay," and ask how a German visitor could be expected to recognize the name of his immortal countryman. But generally speaking there are not many difficult names to be wrestled with.

The *News* prefers Gatey and suggests that the people of Chicago adopt Gatey as the general local pronunciation for Goethe street.

The visitor to England meets a lot of surprises as he travels about and seeks to find the connection between the name of his destination as it appears in the time-table and its pronunciation by the train or tramway guard when he reaches it. The way it ought to sound as interpreted by the eye is not at all what greets his ear at the station.

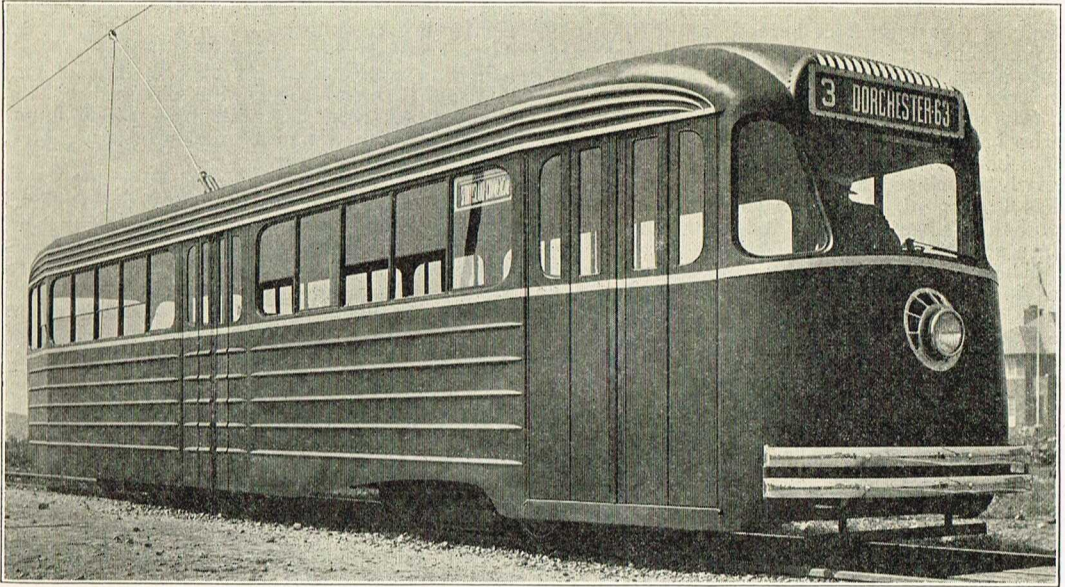
"Pennyfare" the interesting monthly publication of the London Tube, Tramway and Omnibus transportation organization prints a communication from one of its correspondents that presents three instances of the amusing and somewhat puzzling differences between the spelling and sound of the names of local villages served by the Company's system.

"As a resident in the vicinity of Meopham, Kent," he writes, "I would like to inform your correspondent, M. V. H., that the correct pronunciation of the name is "Meppam," not Mefam or Moffam.

Is M. V. H. aware, I wonder, of the two other villages but a few miles distant from Meopham, the pronunciation of whose names is so totally different from the spelling? I refer to Wrotham—pronounced "Rootam," and Trottscliffe—pronounced "Trosley."

The Third New Car Model

*Prof. Hirschfeld's Design Worked out by the Pullman Company
Ready for Tests*



Presidents' Conference Committees' Car Third of the Improved Models

Chicago has viewed the third example of what the street car of the future may be like.

The car, of radically new design and constructed by the Pullman Car and Manufacturing Corporation on specifications prepared by Dr. C. F. Hirschfeld, director of the Electric Railway Presidents' Conference Committee, was exhibited to engineers and representatives of the press at the west end of Navy Pier. It will be operated on the Chicago Surface Lines for about a month and will then be taken to Cleveland, together with the two streamlined cars recently constructed for the Surface Lines, and exhibited at the meeting of the American Transit Association in September.

Dr. Hirschfeld, former professor of experimental engineering at Cornell University and for several years consulting engineer of national reputation, has been conducting experiments in New York for three years for the Electric Railway Presidents' Conference Committee to determine new principles for street car construction. This car, and the two new cars built on orders from the Chicago Surface Lines, are the result of his experiments.

Although all three of the cars are different in design and construction, they aim at these objectives:

Quiet operation.

Smooth but rapid starting and stopping.

Pleasing exterior and interior construction.

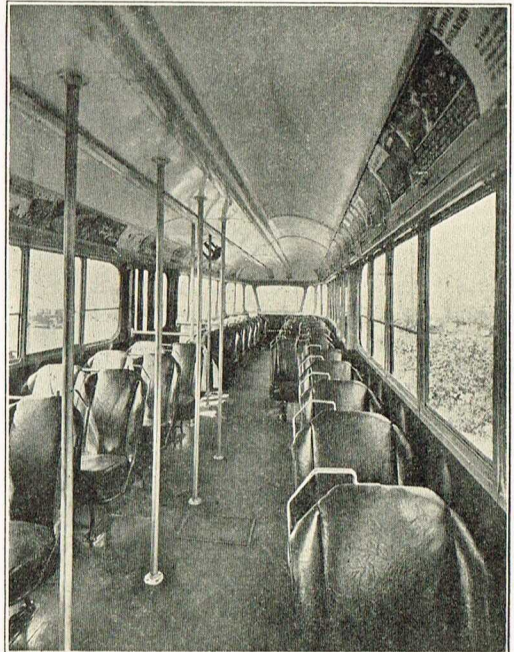
Great comfort for passengers in seating, ventilation and illumination.

Lighter weight and sturdier construction.

The Electric Railway Presidents' Conference car exhibited today is extremely quiet in operation. This is attained by use of wheels built of alternate layers of rubber and steel, by

a welded car body in which all squeaks and rattles are eliminated, and by the use of rubber to deaden sound in the trucks and springs.

Ventilation is obtained by a forced draft system, which circulates over heating coils in win-



Interior arrangement of the P. C. C. Car

ter. Indirect lighting is used to secured the maximum illumination without glare. The seats are similar to those used in the most modern automotive vehicles.

Windows can be raised or lowered without the customary back-straining effort, by turning a crank similar to that used in automobiles.

While the car body is not streamlined, it presents a pleasing effect because all of its parts have been pressed into shape and then welded into place, giving it a smooth appearance characteristic of automotive vehicles.

The body was designed by John Hession, Jr., who has a reputation as a designer of automobile bodies. In the construction of the body a newly developed alloy corrosion-resisting steel has been used. It is known as Car-ten Steel and this is the first time it has ever been used in a street car.

The newly designed starting and stopping equipment enables the car to accelerate and decelerate at speeds practically twice as great as those in standard street cars, but without

any discomfort to standing or walking passengers.

The car weighs 31,000 pounds, as compared with weights of 40,000 to more than 50,000 pounds in standard equipment.

The three cars now in Chicago—the two constructed for the Chicago Surface Lines and this one built for the Electric Railway Presidents' Conference Committee—form a sort of family. They represent the views of different individuals with respect to the proper method of embodying in metal the results obtained by the Committee. Steel has been used in one, aluminum in another, and corrosion-resisting steel alloy in the latest car.

"From the experience gained with these cars in the actual transportation of passengers," Dr. Hirshfeld said, "the designers of the industry will be able to evaluate the advantages and disadvantages of the different designs to the end that greatly improved street cars can be made available to the industry and the public."

Car Riders Express Their Thanks

Numerous Acts of Kindness and Courtesy Acknowledged— Honesty Praised

Getting Them in Out of the Wet

Chicago Surface Lines, Gentlemen: Tuesday morning, July 10, 7:30 A. M. Raining quite hard. Central Avenue bus leaving Milwaukee Avenue and Central approximately 7:23 A. M. Driver, Badge No. 8043. Stopped approximately 100 ft. from corner to pick up two ladies who were running to make the bus. Got them in out of rain. Twice he held bus at corner for ladies on opposite side of street held up by auto traffic.

The smile and "thanks" from each of these ladies showed they appreciated the courtesy.

Here's to driver No. 8043 (operator Earl W. Macey, North Avenue). May our mothers, wives, daughters and sisters never have to ride with a less courteous gentleman.

Very truly yours,

H. R. Wright,

Care Automatic Electric Co.,
1001 W. Van Buren St.

Courteous to All

Chicago Surface Lines, Gentlemen: I wish to commend conductor No. 5700 (Raymond S. Matern, Devon) on street car No. 3182. He is the most obliging man I have seen during my five years of street car riding in this city. The incidents occurred between Western Avenue and Broadway going east on Devon at 5:50 P. M. Thursday, July 12, 1934. He showed great consideration for a blind man helping him off the car to the sidewalk at Lakewood. Immediately afterward a most disheveled old man, and not of the cleanest got on. He was rather weak in the legs; the conductor, notwithstanding the dirt, would not start the car until he had personally led him to a vacant seat.

I was so impressed by the above that I told him I was going to commend his politeness. I hope you will bring this to his attention if

only for the reason that some passengers still appreciate a gentleman.

Yours very truly,
P. J. Worrall,

Miehle Printing Press & Manufacturing Co.,
14th St. and S. Damen Ave.

All Over the System

Mr. H. C. Pynchon, 210 E. Pearson Street highly commends Conductor C. E. Norcott, Badge No. 586 of Elston for his courtesy in assisting women and children to board his car and also for explaining questions which were asked of him by his passengers in an explicit manner.

Mr. J. S. Goltz, 2557 Milwaukee Avenue wishes to thank and commend Conductor G. G. Nead, Badge No. 1070 of Devon for his kindness in paying his wife's fare when she boarded this conductor's car and found that she had no change with which to pay her fare.

Mr. E. R. Torrey, 6652 N. Clark Street also gives Conductor George Nead, Badge No. 1070 a pat on the back for calling all street car stops in a clear, distinct voice.

Mrs. Rose Korb expresses her appreciation to Motorman H. B. Fraser, Badge No. 1973 of 77th for his courtesy in explaining to her how she could reach her destination without unnecessary delay.

Mr. W. Norton, 161 Institute Place praises Conductor A. B. Deutcher, Badge No. 4870 of North Avenue for his thoughtfulness in assisting a blind man to alight from his car, escorting him safely across the intersection and placing him safely on the street car on which he wished to travel with but a slight delay to his own car.

Mr. A. Christiansen, 1335 Altgeld Street highly compliments Operator A. F. Kraft, Badge No. 7117 of Elston for his courtesy and thoughtfulness in assisting an aged and bewildered lady at a busy intersection, informing her

as to what car she was to take to reach her destination and allaying her fears that she would not reach there in time.

Miss Mary Stern, 1230 N. Wood Street wishes to highly compliment Motorman J. L. Proulx, Badge No. 4999 of Division for his honesty in turning in a package to the Lost and Found Department which she had left on his car on which she had been a passenger.

Miss M. E. Johnson, 411 Fullerton Parkway commends Conductor H. P. Hartman, Badge No. 5814 of Cottage Grove for the manner in which he handled a passenger who attempted to give him a void transfer and which he would not accept.

Mrs. G. Bedell, 3615 Pine Grove Avenue praises Motorman G. Ryan, Jr., Badge No. 5863 of Limits for his kindness to a crippled woman, assisting her to board his car and then escorting her to a seat.

Mr. Donald Mack, 918 Addison Street wishes to express his appreciation for the kindness of Conductor J. P. O'Connor, Badge No. 6164 of Devon who very kindly paid his fare when he found that he was without funds.

Unusual courtesy on the part of Conductor T. J. Morris, Badge No. 7162 of 77th won for him a letter of commendation from Miss Teresa Carey, 1447 W. 79th Street, who was a recipient of a favor done by him.

Conductor W. H. Scherenderb, Badge No. 7952 of Kedzie is thanked by Mr. L. Wotan of the Oscar Heineman Corporation for turning in his glasses which he had left on his car. Mr. Wotan also commends Clerk Nick Grimaldi of Kedzie for his promptness in informing him that they had been turned in and where he could retrieve them.

Mrs. J. J. Ryan, 7943 Lafayette Avenue wishes to compliment Conductor J. F. Farrell, Badge No. 8250 of 77th for his honesty in refunding change that she had in mistake given him for her fare.

Mrs. George Kolb, 5109 Montana Street thanks and commends Conductor C. H. Meinert, Badge No. 8308 of Kedzie for his honesty in turning in a package of silver knives which she had inadvertently left while a passenger on his car.

An unusual act of courtesy by Conductor Victor N. Wehde, Badge No. 9130 of Division won for him a commendatory letter from Miss Mildred LeRoy, 4555 N. Western Avenue who witnessed the incident.

Mr. J. A. Meyer, 1506 E. 67th Street called at the General Offices to report that Conductor J. P. Ryan, Badge No. 9368 of Burnside is to be commended for the efficient and courteous manner in which he handled his passengers, being kind and considerate to youngsters and called streets distinctly.

Mr. Don Klinger, 849 Lill Avenue reports that it is a treat to see the manner in which Conductor A. W. Smith, Badge No. 9544 of North Avenue handles his duties and he wishes to commend him.

Mrs. G. Smith, 6703 Glenwood Avenue wishes to highly commend and thank Conductor D. A. Murphy, Badge No. 11790 of 77th for returning to her money which had fallen from her purse when she paid her fare and failed to notice that she had dropped it.

Mr. M. B. Wolens, 666 Lake Shore Drive thanks Conductor J. W. Meegan, Badge No. 11878 of 77th for his kindness in paying his

fare when he boarded his car and found that he had no money.

Miss Estelle Wingler, 1607 S. Allport Street wishes to thank and commend Conductor E. C. Bloom, Badge No. 12594 of Blue Island for his honesty in turning in a satchel to the Lost and Found Department which she had left while a passenger on his car.

Mrs. John S. Gill, 651 E. 89th Street sincerely thanks Motorman P. McLaughlin, Badge No. 13291 of Burnside for turning in her wrist watch which she had lost while a passenger on his car.

Mrs. A. Alberts, 2256 W. Adams Street expresses her appreciation for the courtesy and kindness extended to her by Conductor M. H. Kingsland, Badge No. 14124 of North Avenue who paid her fare when she boarded his car and informed him that someone had stolen her money while she was at the beach and was without funds.

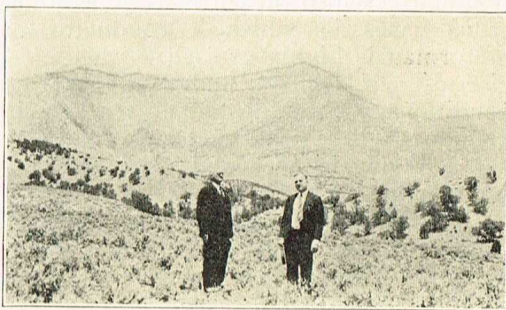
Conductor J. W. Haug, Badge No. 14330 of 69th Street is commended for his honesty in turning in a bag belonging to Mrs. R. Goodman, 6111 Ellis Avenue who had inadvertently left it on his car on which she had been a passenger. When she went to the depot to inquire if it had been turned in Conductor Haug had just come in with the bag and was about to hand it to the clerk.

Mrs. Elizabeth Baier praises Motorman A. M. Roden, Badge No. 12053 and Conductor L. Gislason, Badge No. 14048, both of Devon, for their kindness in taking care of a passenger who was overcome by the heat, taking him to a drug store, procuring medicine and leaving him in the competent care of the druggist.

Mr. W. Duclon, 748 E. 104th Place commends Flagman J. T. O'Neill for his kind treatment to a man who had just come out of an epileptic fit. Mr. O'Neill took his last seven cents out of his pocket and started him home.

Mrs. E. C. Dow, President, International Humane League, Inc., 32 North State Street wishes to thank and commend Conductor Patrick J. McNally, Badge No. 716 of North Avenue for consideration shown her when she was a passenger on his car.

When the car in charge of Conductor William D. Carroll No. 1, Badge No. 1868, was involved in an accident and it was necessary for him to call the Department of Accident Investigation, Motorman P. J. Dignan, Badge No. 7937 went through his car and secured the names of ten witnesses for him. Conductor Carroll sincerely thanks this motorman for his kind action.



Raymond G. Callahan of the Electrical Department with his Uncle Matthew at Mount Callahan, DeBegue, Colorado.

SURFACE SERVICE MAGAZINE

Published Monthly by

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CHICAGO

Volume 11 August, 1934 No. 5

John E. Wilkie - - - - - Editor
C. L. Altemus - - - - - Assistant Editor

TEMPER TRYING DAYS

We do not need an authority on public health to convince us that periods of high temperature, such as we have recently experienced in Chicago, are destructive of nerve tranquility. Scorching days and sweltering sleepless nights put our nerves on edge, so to speak, and developed an irritability that affects our daily contacts in our offices, on the street and particularly during the crowded rush hours on the surface lines.

People who normally are rather placid and even-tempered become irritated over trifles, are inclined to be combative with little or no provocation and often succeed in developing acute discomfort and sometimes sympathetic reaction among surrounding groups of perspiring humanity.

These conditions multiply the difficulties of those who have to deal with the car-riding public and call for an unusual exercise of self control. The trainman who can deal diplomatically with a cantankerous individual or an excited crowd of overheated passengers and avoid serious clashes is a credit to himself and to the management he represents. It is particularly pleasing therefore to have found among the letters of commendation addressed to the Surface Lines numerous cases in which a conductor or motorman is highly praised for his exercise of self control under aggravating conditions, smoothing ruffled feathers in instances where passengers felt that they had a real grievance and were "looking for trouble."

Long years of experience with all kinds of people under all conditions have developed an ability on the part of trainmen to avoid trouble with a smile or a bit of judicious "jollyng," incidentally earning the high regard of right-thinking and fair-dealing car riders who know and

appreciate competent service when they see it.

WHO IS YOUR BENEFICIARY?

It Is Important That Changes Be Recorded in the Insurance Department

Mr. F. M. Hamilton, Supervisor of Insurance, again calls to your attention the fact that undue annoyance is being caused the families of employes as a result of failure to properly record change of beneficiary on their life insurance policies, following the death of the named beneficiary on record. Whenever this happens, legal procedure is often made necessary, which entails otherwise unnecessary expense to the family.

Look at your policy now, and if change of beneficiary should be made, take care of it at once. See either your Superintendent or Foreman, or the Supervisor of Insurance.

A SCOTCH SUGGESTION

How a British Columbia Electric Employee Made His Operation Pay

The *British Columbia Electric Company's Employes Magazine* relates the experience of Jimmy Thompson of its gas department, and incidentally furnishes an idea which might be given consideration by some of our Surface Lines people who have required the attention of skillful surgeons. The Editor of *SURFACE SERVICE* whose ancestors came from Glasgow regrets that during the month he spent at Augustana following a major operation, a year ago last spring, he never once had the inspiration which came to our British Columbia friend. Says the story in our Canadian contemporary:

Jimmie Thompson, of the Gas department, is back on the job again after six weeks' absence necessitated by his vacation and . . . a major operation. Mark that, a major operation. As a matter of fact it was a double major operation, one on Jimmie and the other on his pocket-book. At least so Jimmie tells the story.

James Thompson comes from a country of which it is often alleged that the inhabitants are close. Jimmie says they are not close, they're thrifty. During his convalescence Mrs. Thompson was discussing with him ways and means of paying the doctor. Jimmie suddenly had an idea, and without telling his wife, put it into effect.

Straightway Mrs. Thompson remarked upon the large number of visitors arriving each day to see Jimmie. On the orders of the patient each visitor was admitted to his room separately, and never were any two together, nor was Mrs. Thompson allowed in the room when Jimmie had visitors.

Jimmie was smiling about this fact when he got back on the job, and we asked him why? "Aweel," he said, "I have a big doctor's bill, so I thocht a wee bit assistance wouldna come amiss. I charged 'em all 15 cents to take a look at my operation scars."

"You look worried."

"Yeah. My wife's been away for six weeks."

"Well?"

"Trouble is, I wrote her every week and said I spent my evenings at home, and now she's back and the light bill came in yesterday for only 65 cents."

How to Check Rise in Accidents

Certain Types Can Be Controlled and Reduced by Common Sense Precautions

Depot Ratings in Accident Prevention Contest for the period from February 1 to July 31

	Group "A"	Group "B"	Group "C"	Group "D"
First Place	Kedzie	Armitage	Lincoln	Burnside
Second Place	Lawndale	77th	69th	Noble
Third Place	North	Devon	Elston	Cottage Grove
Fourth Place	Limits	Blue Island	Archer	Division

Depot Ratings for the Month of July, 1934

	Group "A"	Group "B"	Group "C"	Group "D"
First Place	North	Armitage	69th	Burnside
Second Place	Kedzie	Blue Island	Lincoln	Division
Third Place	Lawndale	77th	Elston	Noble
Fourth Place	Limits	Devon	Archer	Cottage Grove

By WILLIAM PASCHE
Supervisor of Accident Prevention

As we review the figures on accident reports for the months of February, March, April, May and June of this year and compare them with a similar period for last year we find there is the amazing increase of 35.2%. This increase manifests itself through the entire list of classified accidents.

Collisions with vehicles have increased 15.6% and there is possibly some justification for this increase when consideration is given to the apparent increase in collisions between motor vehicles. This is further emphasized by the fact that there has only been a very slight increase in the number of chargeable accidents in this particular classification. There is however no reason why we should be comforted by this explanation unless we make every effort to bring our operating efficiency up to such a high standard that we may be able to meet the additional hazards that are caused by the poor driving of other vehicle operators.

Right angle collisions, vehicles passing on the right and vehicles pulling away from the curb account for about 50% of all vehicle collisions that are now happening in connection with our car and bus operation. Right angle collisions can be avoided by the exercise of common sense car control, which means that if the car is approaching an intersecting street the power should be shut off and the slack taken out of the brake rigging, at the same time tapping the gong when about 100 or 150 feet away from the nearest building line and be constantly anticipating that some vehicle will attempt to cross our line. Is it not true Mr. Motorman or Operator that these simple practices will reduce this type of collision, or have you a better way of doing the job?

Vehicles passing on the right, moving in the same direction as our car can be seen but an alert motorman or operator when the front wheels of the vehicles have passed the right front corner of our street car. When this condition arises, and it does several times on each half trip, our job is to shut off the power and slow our car a little to give the passing vehicle a chance to get away. How about this for the solution or have you a better one?

Vehicles parked at the curb may pull away at any moment and are always a hazard. Sounding of the gong in blocks where vehicles are parked is very helpful in preventing this type of collision, but this is not enough, when

the vehicle has already started to move. At such times it is necessary with the sounding of the gong to actually slow up or stop. What is the matter with this practice to prevent this type of collision?

We feel sure that the precautions mentioned above will cut these types of collisions in half and will result in bringing our collision with vehicles down to the figures that were shown two years ago.

Alighting accidents for the first five months of this fiscal year compared with a similar period for 1933 show an increase of 58.8%. It is a known fact that there are a considerable number of this class of accident over which the crew have no control. However, it is also true that a great number occur while the passenger is stepping from the step to the street, and while many of this type actually happen while the car is standing there is a considerable number which occur just as the car starts to move. It is this latter type that can be prevented by giving the passengers enough time to clear the car safely before giving the signal to go. There are also a number of alighting accidents from the front end of the car. It is over these that the motorman has control. Again we say to motormen and operators: Do not open the front doors until the car has been brought to a stop. If the door is opened at the proper time passengers can never alight while the car is moving; and thus the hazard of falling or being struck by passing automobiles is avoided.

Boarding accidents for this same period show an increase of 85.7%. The greatest percentage of the total number of all this type of accident occur while the passenger is stepping from the street to the step or from the step to the platform. While many of these two types occur while the car is standing there are however a considerable number while the car is moving. Some of these occur because the conductor failed to look alongside the car for possible approaching passengers before giving the signal to go. This type of boarding accidents should and must be prevented.

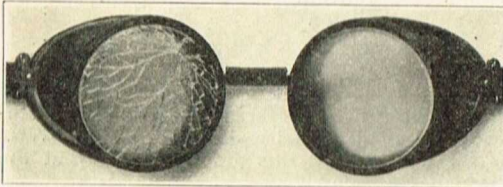
We have many times listened to the story that it is not always possible to look out before giving the go signal. This is true less than 10% of the time. More than 90% of the time it is possible and practical. If conductors are attentive to passengers and look out before giving the signal to go there will result a real reduction, both in alighting and boarding accidents.

Motormen must remember not to open the exit doors too soon. This is a poor habit and results in alighting accidents from his end of the car. If the conductor and motorman do their job correctly and cooperate as they should there will be no loss of time but there will be a decided reduction in every type of accident.

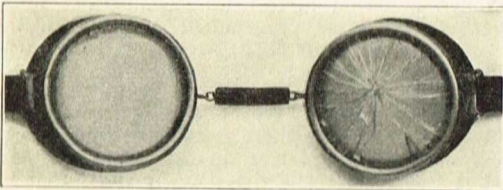
Eyes Saved—118

Three more eyes were saved this month by the wearing of safety goggles by the following employes in the Track Department and brings the total of eyes saved to 118:

L. Birtone S. Casolino and T. Loguna were the cautious men who valued their eyesight and wore the safety goggles which are pro-

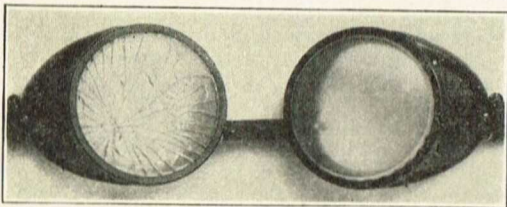


vided for all workers engaged in any type of hazardous work. These men were engaged in track work and in all three cases flying pieces of concrete were responsible for the damaging of their goggles, herewith illustrated. We congratulate these men on their prudence in adhering to that time-worn but time-proven state-



ment of "Safety First," which always pays full dividends in the retaining of good health and happiness.

Once again let us remind workers, not only in the Track Department but in every department, when engaged in any duty in which there is the slightest possible danger of eye



damage to wear these safety goggles. It may be your excuse that you do not feel comfortable with them on, but give some serious thought of how uncomfortable and miserable you would feel if you suffered injury or perhaps even possible loss of an eye. Think it over.

Teacher: "Surely you know what the word 'mirror' means, Tommy. After you've washed, what do you look at to see if your face is clean?"

Tommy: "The towel, sir."

ROUNDING UP WITNESSES

Burnside Again Takes the Lead—77th Climbs to Third Place

The battle still is on—and it still seems to be a private one. We refer to the struggle between Burnside and Lawndale-Blue Island for leadership in this contest. This month Burnside displaced the latter and took the lead, thus avenging a similar defeat last month when Lawndale-Blue Island stepped into the leader's shoes. Cottage Grove last month by climbing from seventh to third place seemed to be the real threat to step in and take the lead from both of these depots but unfortunately this month suffered a set-back and dropped to sixth place. 77th Street however duplicated the Grove's advance of last month, even bettering it, by advancing from ninth to third place and any depot that advances so rapidly is to be watched. 69th Street advanced from sixth to fourth place while Archer dropped down a notch to fifth place. Armitage-Division pulled out of the cellar position but Lincoln slumped badly and dropped from eighth to last place. For the first time in quite a few months three depots scored below 3.00 and consequently the average for the system dropped to 3.42, the lowest it has been for a long time. Once again we ask that you men who have accidents make a good effort to sign up witnesses and protect both the company's interest and your own work record.

Detailed figures follow:

	June	May	Apr.	Mar.
1. Burnside	4.36	3.89 (2)	4.65 (1)	4.36 (2)
2. Lawndale-Blue Isl.	4.04	4.47 (1)	4.27 (2)	4.60 (1)
3. 77th Street	3.77	3.27 (9)	3.76 (3)	3.66 (6)
4. 69th Street	3.60	3.40 (6)	3.44 (8)	3.75 (5)
5. Archer	3.57	3.60 (4)	3.58 (4)	3.52 (7)
6. Cottage Grove	3.46	3.78 (3)	3.48 (7)	3.50 (8)
7. North Avenue	3.36	3.35 (7)	3.36 (9)	3.26 (12)
8. Elston-Noble	3.26	3.55 (5)	3.50 (6)	3.87 (4)
9. Kedzie	3.14	3.20 (11)	3.25 (10)	3.90 (3)
10. Devon	2.92	3.24 (10)	3.07 (11)	3.44 (9)
11. Armitage Div.	2.91	2.95 (12)	2.78 (12)	3.42 (10)
12. Lincoln	2.85	3.35 (8)	3.56 (5)	3.32 (11)

Average for System 3.42 3.54 3.52 3.70

OBITUARY

Deaths on the System from July 6 to August 6, 1934.

Transportation—Division 2, Burnside: George Knapp, employed August 10, 1881, died August 4, 1934. George Larson, employed September 2, 1909, died July 7, 1934. Robert H. Martin, employed July 1, 1916, died July 20, 1934.

Division 4, Sixty-ninth: James Knotts, employed September 11, 1906, died July 20, 1934.

Division 5, Archer: Percy R. Skrine, employed January 4, 1929, died July 25, 1934.

Division 6, Lawndale-Blue Island: Patrick Beckham, employed May 8, 1913, died July 25, 1934.

Division 8, North Avenue: Thomas Goggin, employed September 15, 1888, died July 23, 1934. Cornelius Healy, employed December 19, 1908, died July 22, 1934. Patrick J. McGrath, employed February 6, 1909, died August 3, 1934.

Division 12, Limits-Devon: Louis C. Witte, employed February 22, 1904, died August 6, 1934.

Building and Engineering: Carl J. Danielson, employed June 1, 1916, died July 31, 1934.

Shops and Equipment—South Shops: Karl H. Cedar, employed January 4, 1921, died July 11, 1934.

Public Safety Campaign Started

Drivers of Motor Vehicles Might Take Lessons from C. S. L. Trainmen—Courtesy a Factor

By C. H. EVENSON
Superintendent of Transportation

Mayor Kelly, through his Committee on Safety, has begun a campaign for prevention of traffic accidents in which the Chicago Motor Club, the Chicago Safety Council and various other organizations are participating. The growing number of traffic accidents and the appalling total of dead and injured certainly demand action to provide greater safety to the public in the streets of Chicago.

Accident prevention is no new theme to Chicago Surface Lines trainmen. They hear it discussed morning, noon and night. Accident prevention is a part of their business.

If the operators of other vehicles were as well trained in the prevention of accidents as are the trainmen of the Chicago Surface Lines, the number of traffic casualties would be reduced to a minimum. It is a well-known fact that a large percentage of the accidents involving street cars are due to carelessness or inefficiency on the part of automobile or truck drivers. The general accident prevention campaign naturally has the hearty support of the management of the Chicago Surface Lines. It expects every member of the operating force to participate wholeheartedly in this effort to reduce street accidents.

Some readers may ask why accident prevention is made the theme of the column that is usually devoted to a discussion of courtesy on the part of trainmen, but it is perfectly logical. Accident prevention and courtesy go hand in hand.

It is safe to say that at least half the traffic accidents are due to a lack of proper courtesy on someone's part. Two automobile drivers dispute the right-of-way and a collision results. A driver rushes through an intersection without waiting for people to clear the cross walks and someone is injured. One driver crowds another into a safety zone and death and injury result. All of these accidents are due to a lack of plain, ordinary courtesy.

The same is true of many accidents on street cars. To give the signal to go ahead while people are still endeavoring to get on the car is a discourtesy which often results in injury or death. To accelerate the car in such a jerky manner as to throw standing passengers to the floor costs the company thousands of dollars in damage claims. To start on the yellow light may result in a collision at an intersection.

So it has been found in the investigation of accidents that almost invariably the courteous motormen and conductors are the ones who have the lowest accident record and those who are known to be abrupt and quick-tempered have the greatest number of accidents.

Courtesy builds business and makes friends, but it also results in a clean record for the trainman from the accident prevention standpoint. It is particularly advantageous in securing the names of witnesses. The trainman who has cultivated a courteous manner finds little difficulty in getting the names of a large number of witnesses whenever an accident occurs. He knows how to make friends and how to

cultivate a friendly attitude on the part of the public. The trainman who is habitually discourteous and who assumes an arrogant or overbearing attitude invariably finds difficulty in getting the names of witnesses to an accident. They do not have to give him their names and their natural reaction is to let him get out of his difficulty the best way he can without any help from them.

It is difficult to draw a line between accident prevention and courtesy and say that on this side of the line we will discuss only courtesy and on this side only accident prevention. The two subjects are so closely related that it is impossible to separate them.

EMPLOYEES RELIEF FUND

July, 1934

The Surface Lines Employees Relief Committee held five sessions during the month, at which 30 applications were considered. Of this number there were 15 cases approved for weekly relief payments and 1 emergency case on which the Committee approved immediate relief.

Checks totaling \$12,490 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$488,731.74 paid to Chicago Surface Lines employees 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 \$608,731.74.

57 VARIETIES OF LANGUAGE

The following sentence, containing some fifty-seven words, is composed of words derived from twenty-four languages: "The ugly thug loafed at a damask-covered table on the cafe balcony Wednesday evening eating goulash and drinking hot chocolate with a half-caste brunette in a kimono-sleeved lemon-yellow gown and a crimson Angora wool shawl, while he deciphered a code notation from a canny smuggler of silk cargoes on the back of the paper menu."

The languages from which the words composing the above sentence are derived are the following: Ugly is Danish; thug is Hindu; loafed is German; cafe, brunette and menu are French; balcony is Italian; damask is Syrian; covered, table, code and notation are Latin; Wednesday, drinking, hot and half are Scandinavian; eating, with, yellow and wool are Sanskrit; goulash is Hungarian; chocolate is Mexican; caste is Portuguese; lemon and shawl are Persian; kimono is Japanese; sleeved and back are Anglo-Saxon; gown is Celtic; crimsoned and deciphered are Arabic; Angora is Turkish; while is Greek; canny is Scotch or Icelandic; silk is Chinese; cargo is Spanish; smuggler is Dutch, and paper is Egyptian.—Exchange.

Keeping 'Em Rolling

69th Wins July Contest, Burnside in Second



Devon Avenue Makes a Wonderful Showing of Vine Clad Walls and Vivid Colors.
Here Are the 69th Street Winners

J. Keans, H. Burke, A. Ormond, W. Gerth, A. Jones, J. Grassick, N. Howe, C. Forta, D. Krivicich, D. Condon, G. Sheputis, A. Druktenis, P. Mudaras, W. Malloy, S. Von Huben, M. Shumanis, P. Gricius, J. Donaldson, M. Hogan, P. Fiffles, G. Evanauskis, P. Jordan, S. Lilekis, M. McKenna, W. Slavinskas, J. Cernauskas, F. Schroeder, A. Daukas, J. Laudenski, C. Boster, J. Fitzgerald, A. Zemaitis, P. Mockela, J. Uzandenis, K. Zlebauskis, M. Markus, J. Bernasky, M. Basso, A. Stankus, J. Kasmauskis, P. Encheris, J. Tumas, A. Drutenis, D. Forta, P. Balsicek, J. Burtkiewicz, J. Demas, F. Burmeika, B. Tolvais, G. Ditchie, A. Daly, J. Pocius, G. Tieg, J. Foley, J. Kasmauskis, W. Bardo, G. Booras, F. Yerman, J. Klimas, G. Belokas, J. Cleary, G. Georgopolas, T. Melody, P. Fitzgerald, W. Coombs, D. Mustaccio, E. Swanson, T. M. O'Connor, T. Cusack, P. Murphy, J. Dempster, A. Goundas, J. McFall, M. Kirby, F. Levans, J. Michuskis, T. Waller, T. Pappas, C. Panagas, P. Lapanis, W. Goheen, P. Workman, S. German, T. McKean, T. Crinnion, R. Ryan, L. Little, A. John, N. Lagges, W. Bailie, J. Howe, J. Brazauski, F. Pickering, L. Morley, M. Lane, J. Crowley.

Sixty-ninth Street rose from fifth position in June to win the contest for July, operating 45,625 miles per pull-in due to equipment failure, an increase of 35.4% over the month of June.

Burnside holds second place this month, moving up from 3rd position, the previous month, with an average of 43,779 miles per pull-in.

Devon gains third place this month, with an increase of 19.0%.

The record of each Carhouse is shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	69th	13	45,625	35.4
2	Burnside	18	43,779	19.6
3	Devon	15	42,995	19.0
4	Noble	24	38,085	67.0
5	Cottage Grove	15	35,244	13.1
6	Lincoln	19	34,488	28.4
7	Blue Island	21	34,365	9.2*
8	Limits	21	32,779	23.8*
9	77th	8	30,036	3.4*
10	Armitage	18	30,027	6.0*
11	Elston	22	29,250	27.5
12	Archer	6	26,118	6.8
13	Lawndale	16	25,275	14.0*
14	Kedzie	6	23,364	4.8*
15	North	4	23,196	6.0
16	Division	12	16,803	30.0
		238	29,966	8.1

*Decrease.

Standing of each carhouse for the past half year is as follows:

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

Sad Ending

The June bride had not come out very well in her first encounter with the cook book and gas stove. She ran to the telephone and called up her mother.

"Mother," she sobbed, "I can't understand it. The recipe says clearly: 'Bring to boil on brisk fire, stirring for two minutes. Then beat it for ten minutes'—and when I came back again it was burned to a cinder!"

THE CUBS 77TH SOFTBALL LEAGUE



First row, left to right: G. R. Chester, E. Joy, E. S. Holford, A. C. Katter, and E. P. Boyk. Second row: E. B. Gillooley, W. A. Mahoney, M. E. Crisman, J. F. McKiernan, and J. J. Mahoney. Third row: J. J. Trafton, R. Godey, and H. Waltmann.

All games are played at the home diamond, Besette Field, 77th and Yale Ave., at 7:00 p. m. with quite a large attendance from 300 to 700 people for the L. & A. Club League games, while the All Star Team, picked from the best of the league teams, draws about 1000. With every pitcher in the league fighting mighty hard to get to the top and a team on the field fighting behind him it's mighty hard to decide who will be the best pitcher 'till the close of the season. The Cubs are leading the league and have quite a bit of competition, with two other teams trailing right behind. Although the Cubs at the start of the season were in second place they recently came to the top when the Senators who held first place from the start of the season were defeated by the Athletics. The Athletics, those fighting Irish boys who came from the bottom, with the aid of Bill Sullivan, the fighting captain of the team, draw the largest crowd and are the most popular team and are giving the other teams a run for the pennant. With all teams fighting close behind the Cubs have a tough battle to finish. Following is the standing of the league up to date, Aug. 5, 1934:

Team	Win	Lose	Rain	Ties
Cubs	5	1	1	2
Senators	7	2	..	..
Braves	5	2	1	1
Athletics	4	3	..	2
Sox	4	5	..	..
Indians	3	4	1	1
Yanks	2	4	2	1

O. T. Duncan, Sec'y.

Seventy-seventh

Clerk Joseph O'Connor and his lady friend were seen looking into a jewelry store on State Street recently. We wonder if it is indicative of his venture into the matrimonial realm.

The natty young gentleman stationed at 79th and Halsted Streets in the capacity of starter is none other than our own Harry Barry and president of our L&A Club.

Conductor John Barber had the sad misfortune last month to lose his young son, John, Jr., six years of age, through an illness that lasted only a few days and we are very sorry.

A baby girl arrived at the home of Conductor L. M. Waddell last month and a baby boy arrived at the home of Motorman W. F. Ryan. Congratulations, men, and best wishes to your babies and their mothers.

Motorman W. W. Wadstein is now convalescing at the County Hospital, Ward 15, and he would be pleased to receive a visit from his fellow trainmen. Couldn't you visit him soon and help cheer him up? Hospital hours always seem much longer than any other hours.

Art Lipphardt, our night chief clerk, returned from his vacation last week looking like a bronze idol. He motored approximately 1,100 miles in his personified Lizzie through the State of Wisconsin, and from there to Sault Ste. Marie, Canada, thence to St. Ignace, Mich., across the Straits of Mackinac, and skirting Lake Michigan all the way home. We were very pleased to hear his account of the trip and to know that he enjoyed every minute of it.

In the previous issue of this magazine our



Jacqueline, Daughter of Motorman R. Welch of 77th Street.

Superintendent W. A. Bessette, was very much chagrined when he noticed that our division was in ninth (9) place in the "Rounding Up Witnesses Contest," and he is taking this means to inform you to put forth more effort in getting names of witnesses to accidents, regardless of the nature of them. He also suggests that you can, with introspection, better your ways in doing the necessary during your road trips, and don't hesitate, he says, to get as many names as possible verifying any unusual happenings, eliminating thereby unnecessary work and saving time for our Accident Investigating Department. Show our patrons that we are ever mindful of our duties and considerate of their welfare. Incidentally, boarding and alighting accidents have increased enormously, and it is the urgent request of our Superintendent that all Conductors and Operators should be positively sure that passengers are on the platform of the car or bus, or if alighting they should be clear of the step before car or bus proceeds, and by all means Conductors should look out and along side of car for approaching passengers before the "go" signal should be given. This is a safety measure that should be revered by all Conductors.

To the members of the families of the late trainmen, Motormen Wm. Kinsella and E. E. Russ and Conductor W. R. Beatty we express our deep sympathy in their bereavement.

We are very sorry for the following trainmen who parted with their beloved ones last month: Motormen John Reedy, his wife; M. Morrison, his mother. Conductors: W. Hitchler, his brother, and N. J. Edwards, his father.

John T. Flynn.

Burnside

For the past few months there has been a great deal of talk about taking Burnside out of first place as "Witness Go-Getters." Last month Lawndale-Blue Island did the trick. It is now our business to get in the lead again. Don't forget that every time you are required to make a report you are also required to "get witnesses." They protect you and the company.

Our clerk Tom Dooley has just returned from his vacation. He said he had the best vacation he ever spent. Tom returned with a pair of white duck trousers. Now we wonder if he really was on a vacation or did he get a job as a barber during his absence.

Conductor and Mrs. Wm. O'Neill were seen walking east on 79th Street the other day enjoy-

ing the balmy lake breeze. Oh yes, we forgot to mention the third member of the party. Fido on the leash being led by his master.

We extend our best wishes to Motorman L. Hackenbroch and his bride who were united June 18, 1934.

W. D. F.

Sixty-ninth

Our sincere sympathy is extended to Motorman W. H. Behrend and Conductor P. J. Baer on the sad occasion of the death of their mothers during the past month.

Commendatory mention for crew: E. F. Ricker and J. Shortell very ably and willingly assisted Operator F. L. Moris during an accident in the taking care of car and obtaining witnesses.

Conductor A. W. Buhring on run 399 came in and handed over 7c that a man passenger had given him stating he should give same to the young man that worked his run yesterday and kindly paid his fare when he found himself without funds. The obliging young Conductor was H. E. James, badge 1992.

Mike Cox, Gillooley, J. Burke, B. Himmelwright and Mike Hennessy entered the pie eating contest at Little Flower picnic. Mike Hennessy won, eating 7 blueberry pies in 9 minutes.

Mr. William McTigue, a popular young man will be married to Miss Katherine Dunn in St. Phillips church on August 8 and is taking a short vacation.

Do you remember way back when our baseball notice read: "A game of baseball will be played Wednesday, August 25th, 1926, at 59th and Robey Street between Walsh's mules and Irvine's goats so all ballplayers are invited to attend game and give the regulars some good practice for the Archer game. Come on fellows, we want to beat Archer."

W. L. Pence.

Archer

Conductor M. L. Mulconrey is to be congratulated again on the arrival of another son at his home on June 15. This makes Marvin the proud father of three girls and three boys.

Clerk Charles Vanek is enjoying his vacation at Lard Lake with his family. Things around the depot have been pretty quiet for the past two weeks.

The boys of Archer Depot mourn the loss of Motorman Lawrence F. Sitkowitz, who passed on to his celestial home on Saturday, June 23. Lawrence was well liked by his fellow workers and will be missed by many. Our sincere sympathy is extended to his wife and family.

Here's the result of a good job and where Romance, Moonlight and Syncopation blend. One of our Casey conductors, Robert A. Sigel, took courage on the strength of his new position and selected June 30 for his wedding day. Ceremonial took place at the bride's home, honeymoon to Niagara Falls.

Motorman John Rau and good wife sojourned to Prairie du Chien, Wis., on their summer vacation. John sent the boys a postal reporting a good time.

The boys all enjoyed cigars they smoked to the health and best wishes of Richard Klinger, the newborn son of Conductor George Klinger, born June 11. This makes George the proud father of three boys. Congratulations, George.

Conductor Dan Highland has just put us wise to a secret he has been keeping from us since June 12. Well, Dan took upon himself a wife to love and obey. Congratulations, Dan.

Conductor M. F. Neylon mustered up courage and asked Miss Ryan to be his wife. Wedding ceremony took place at Saint Brendan's Church June 16. It is our understanding the wedding was a very elaborate affair and the festivities at the Congress Hotel were limited to the immediate families. M. F., you have the sympathy of the boys who have gone through the mill. However, we congratulate you and wish you and yours success and happiness.

Sunday July 1, Archer's soft ball team defeated North Avenue 14 to 6, and on July 4 defeated Armitage Avenue team 6 to 0. The boys played inspired ball, winning both of these contests. After the game the team pulled in a tug of war with the McKinley Park Business Men's Association. H. Miller, John Nowak, H. Sawyer, J. Hetenyak and G. Rozak pulled in three heats and won every one of them. The award was a ticket each to the Century of Progress and a blue ribbon as the first prize. Archer's soft ball team has won every one of its games and is still willing to play some of the other barns.

Conductor Edwin Lagerstrom stepped off on June 2 and made a flying trip to Crown Point, Ind. The results were wedding bells. Edwin is one of our newcomers and somewhat shy in breaking the news, but from good source comes the report of joyful tidings. Congratulations, Edwin, and may you have many pleasant troubles.

Kedzie

Conductor Emil G. Voss picked June 9 as his day of days so it was on this day that he entered the ranks of matrimony, after which the happily married couple motored to northern Wisconsin where they spent their honeymoon. Congratulations and here is wishing you and yours a happy and prosperous future.

Conductor Axel Johnson who thought he had enough of single life signed the off book for 5 days marking it "Convention." The secret however leaked out and it was a marriage ceremony he attended where he was one of the principals involved. Well Axel here is wishing you and yours success and happiness in your new undertaking.

Motorman W. Eggers, one of our new recruits, was married June 23 to the daughter of conductor John C. Witt. Congratulations and here is wishing you a prosperous future.

Conductor Arthur Mazza, another of our new recruits, we understand was secretly married the latter part of June. Hoping it to be true we wish you and yours a world of success.

Conductor J. J. O'Connor reported the arrival of a baby boy June 5; Conductor A. Larsen a baby girl June 21 which now makes a pair and Motorman A. J. Judy a 9-lb. baby boy July 3. Judy hopes him to be a bowler as good, or better, than himself and conductor J. Cornelius a baby girl July 17 which was given the name of Gladys.

Conductor Robt. H. Martin died July 20 after an illness of several years. His many friends extend their sympathy to his bereaved family.

Clinton Sonders.

North Avenue

Two of our best liked old-timers passed from our midst during July. Thomas Goggin, ex-starter and supervisor who retired from active service a few years ago, passed away suddenly. Everyone will remember Tom for his hearty good nature and happy way of greeting one.

Motorman Cornelius Healy was killed by a hit-and-run driver while on his way to work. To the friends and relatives of these good men we offer the deepest sympathy in their great loss.

Baby Harold Kingsland arrived at the home of Mr. and Mrs. Milton Kingsland June 21, weighing 7¾ lbs. Other happy papas are Bus Operator Raymond Gray and Bus Operator C. Lange.

Chief Receiver Henderson took a motor trip around Lake Michigan on his vacation. He got the fish.

One of our young stalwarts was beating a merry tattoo on the bag back in the gym on a warm afternoon not long ago. A gang of youngsters were hanging on the screens watching him and our motorman friend thought he was putting on quite a show for the kids when one little tyke about eight piped up with "Gee, is that guy muscle bound!"

During July all the screens and sash were painted around the depot, enhancing the beauty of Jack Gillen's flower boxes. The place is good to look at all right. We have a new water filter and cooler bought by the men through the gym collection. And the receivers have a handsome new fan in their cage.

C. A. Knautz.

Lincoln

Congratulations to Mr. and Mrs. L. A. Schatz, who are the proud parents of a 6-lb. baby boy born July 14. Mother and baby doing fine.

Conductor I. J. Metzger, with his wife and aunt, Mrs. Ida Miller, spent a very enjoyable Saturday and Sunday, July 14 and 15, at his cousin's cottage on Fox Lake. They spent the time in fishing, boating and other sports.

H. Spethman.

Departments and Divisions

Accounting

The employes of the Accounting Division were very sorry to hear of the death of Mrs. Martha Mann's father, who passed away on Thursday, June 28, and also Mrs. Lee, wife of Mr. U. G. Lee of the Treasury Division, who passed away on Wednesday, July 4. We extend heartfelt sympathy and condolence to members of these families during their bereavement.

For a good rest, Miss K. Orth recommends Chicago as a vacation spot—Century of Progress, wonderful meals, and short trips.

Having enjoyed her vacation by motoring to Milwaukee (her home town) and visiting Eagle River, Miss Catherine McCormick states: "All in all, my vacation was grand and it leaves me with many fond memories."

Home after having enjoyed her vacation motoring to Brookfield Zoo, and stop-overs at Starved Rock, Lake Geneva and Elgin, Illinois, Mrs. V. Wachtel returned to work perfectly satisfied.

Congratulations and much happiness is our sincere wish for Miss M. McIntyre and Mr. D. M. O'Keefe, who were married on Saturday, June 30, 1934, at St. Clara's Church, 64th St.

and Woodlawn Ave., and also Miss R. Kleefeld and Mr. Leonard Olson, who were married on Saturday, July 14, 1934 at Portage Park M. E. Church, Irving Park Blvd. and Lawler Ave.

A surprise birthday party was held in honor of Miss Christine Lucenti on July 12, 1934. The menu consisted of barbecue, French fried potatoes and a chocolate cake with ?? candles on it. The guest of honor was then presented with a little gift from her co-workers, then to complete the evening the entire party went for a boat ride in that beautiful West Side rendezvous—Columbus Park.

After spending an enjoyable vacation up in northern Michigan, going by speed boat over to Mackinac Island observing the beautiful scenery by taking a horse and buggy ride, also stopping over at the Wisconsin Dells, it goes without saying that Miss Hedstrom had a glorious time.

Miss Lillian Oesterreich, having returned from her vacation, reports a lovely time spent at Koontz Lake, Indiana, and Turkey Run Park.

T. F. Coan.

Engineering

T. E. McCarthy spent his vacation at Fort Sheridan imparting military knowledge to young America.

William Doherty of the Utility Department returned from his vacation, which was spent in this locality, as Bill claims such a period of relaxation leaves him in fine mettle and not in need of a rest before returning to work.

J. W. Hewitt, after a fruitless week at Bangs Lake, Illinois, has come back to give his home an exterior manicuring.

D. W. Dartt, Material Clerk, spent a pleasant time touring northern Wisconsin and Minnesota, and reports the big ones striking hard.

J. Flynn of Clark and Division is going to devote his time sightseeing at the Century of Progress.

Nat Jankee of Grand & Leavitt and family vacationed in Cincinnati and thus had no big game stories to relate upon his return, although they enjoyed the scenic wonders of their trip.

Miss M. Klinghofer returned from her vacation with a beautiful coat of tan acquired at Pell Lake, Wisconsin.

Transit.

Shops and Equipment

West Shops: Miss Eleanor Rall has returned from a two-weeks' vacation and she tells us they were spent in and around Chicago. The Golf Bug seems to have gotten a fair hold on her since she thinks it is even worth a severe case of sunburn.

Our regular correspondent, Mrs. Yvonne Randall, is somewhere between Chicago and the East, since her vacation carries her East and through Canada. We trust she and Mr. Randall are having a wonderful trip and will have many interesting things to tell us upon their return.

Two of our young men are planning a trip through the South this year, and have been preparing their way for a good time, by passing around postcards from Florida which are 3 or 4 years old. Do you suppose we'll hear from them while they are away? We'll admit it doesn't look much like it. They had better send at least one card, or we won't believe they got there.

Sub.

South Shops: J. F. Gasser, Asst. Foreman, Car Repair Department; E. Anderson, Assistant Foreman, Machine Department; P. Bergman, Foreman, Mill Department; E. Colson, Foreman, Foundry Department, and C. Westcott, Booth Clerk, Motor Repair Department, report spending their vacation time enjoying the sights and visiting in and around Chicago.

Our sincere sympathy is extended to the family and relatives of Karl Henry Cedar, Car Repair Dept., who passed away on July 11.

We understand that J. Gamen, Cottage Grove, and J. Keane, 69th Street, who vacationed at Shawano Lake, Wisc., fishing, did not have the right salt with them to entice the fish, therefore their menu consisted chiefly of "Pork and Beans."

Sixty-ninth: Foreman J. Keane of the 69th Street Carhouse and Mrs. Keane celebrated



their twenty-fifth wedding anniversary while vacationing at Shawano Lake, Wis. The picture depicts Mr. and Mrs. Keane and friends in a mock wedding ceremony. Mrs. Keane is attired in the latest of Paris wedding gowns (an old apron), is wearing a veil that was handed down to her as an heirloom (an old curtain), and is carrying exotic flowers imported especially for the occasion (weeds). The groom is in the latest style evening clothes (a knock-around suit). The best man is wearing the latest in white flannels (a woman in slacks—sailor suit). The maid of honor is in flowing chiffon (Mr. Keane's son wearing part of an old dress) carrying more imported flowers (weeds). The sweet little flower girl with the lovely long curls is wearing the latest in the younger feminine styles (Mr. Keane's son). The "Minister" (a woman in a bathrobe) open book in hand is about to unite the happy young couple. We would like to congratulate Mr. and Mrs. Keane upon their years of happiness together and wish them many more.

Burnside: F. Kazmerczak, Night Foreman, is spending his vacation on his brother's ranch in Nevada. His many postcards indicate that he is having a good time.

W. Filson reports the arrival of a seven-pound bouncing baby boy at his home on July 30, 1934. Congratulations!

Our congratulations are extended to J. Byrne and best wishes to Miss Bridget O'Malley who were joined in wedlock on July 7, 1934. The wedding reception was held in the Blackstone Hotel and the happy bride and groom honeymooned in Canada.

Elsie R. Smith.