

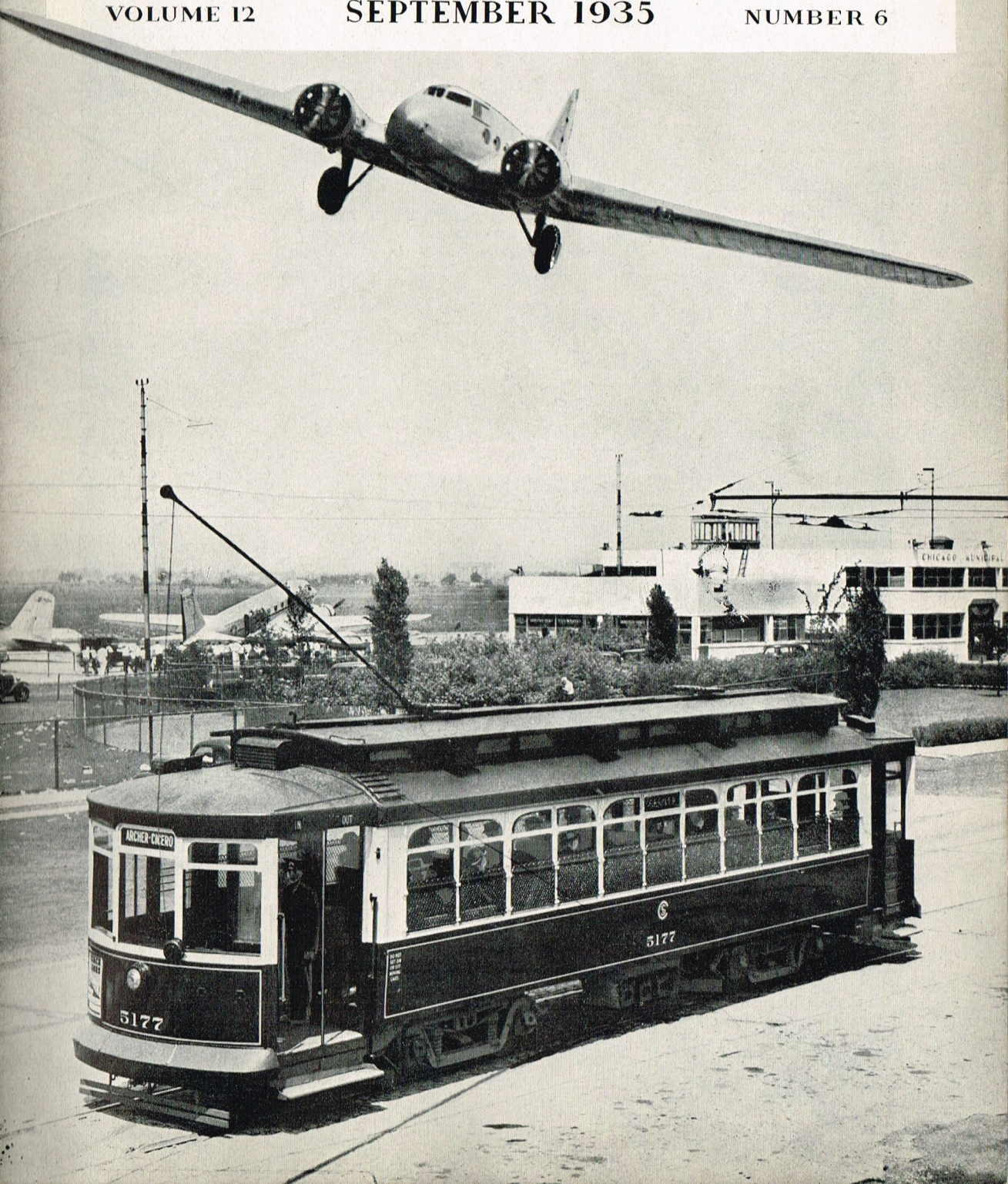
Surface Service

• MAGAZINE •

VOLUME 12

SEPTEMBER 1935

NUMBER 6





MORE HOME GARDENS OF SURFACE LINES EMPLOYEES

1.—Garden at home of Michael H. Kelly, Material and Supplies, South Shops. 2—A rustic archway and flag stone walk at home of Joseph Margetic, Repairs, Burnside. 3—Miniature windmill and rock garden at home of Motorman Charles A. Schulz, Archer. 4—Spacious lawn and landscaping in back yard at home of Motorman William I. Roberts, Devon. 5—Part of 113 foot hedge and artistic front yard at home of Motorman James O'Dell, North Ave., which last year won the ribbon for the best garden in Leyden township. 6—Landscaping of back yard of Motorman James Suchan, Lawndale. 7—Artistic view of spacious lawn at the home of Joseph Jas-trembski, blacksmith, South Shops. 8—A profusion of flowers and a pleasant walk at the home of Conductor Frank Mueller, Division St.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 12

SEPTEMBER, 1935

No. 6

All Ready for Transfers

Preliminary Work Done in Preparation for Joint Riding Between Surface and Elevated Systems

Both the Chicago Surface Lines and the Chicago Rapid Transit Company will be ready for the inauguration of transfers between the two systems on the morning of Sunday, September 22, in compliance with the order of the Illinois Commerce Commission. Intensive training of the trainmen on both properties in the handling of the transfers has been in progress for some time, the transfers are being printed and publicity matter is being prepared for the instruction of the public.

This important experiment for the period of one year, to determine the desirability and feasibility of transfers between elevated and surface lines, is one of the most important steps in local transportation taken in recent years in Chicago. It involves an amount of work of which the public can have no conception.

After the issuance by the Commerce Commission of the formal order requiring the transfers, representatives of the surface and elevated lines immediately began holding conferences with the engineers of the Commission in order to work out the mechanics for putting the transfer into effect. Conferences were held over a period of three weeks and a plan was worked out which was approved by the Commission on August 22.

The Commission, however, retains jurisdiction in the case and will have other hearings the latter part of October to see how the plan is working out.

Three Transfer Forms

Under the provisions of the Commission's order, three transfer forms will be used by the two systems. There will be no change in the present surface lines transfer which permits a continuous ride in the same general direction on this system on the payment of a 7 cent fare. In addition to this form, however, there will be a transfer from the surface lines to the elevated, which will be light blue in color, and a transfer from the elevated to the surface lines, which will be a deep buff color. On the back of each of these transfers will be printed appropriate instructions, rules and regulations informing passengers as to the necessary limitations on its use.

The passenger has relatively few limitations. If starting on the surface lines, he must proceed over reasonably direct routes to the station designated in the Illinois Commerce Commission's order as the one appropriate for transfer of passengers originating on the particular section of the surface lines from which he started. He will pay a 10 cent fare when he boards the surface lines car. He must pre-

sent his transfer to the rapid transit agent as a fare and have it approved as being correct for time and zone of origin.

If he wishes to make another ride on the surface lines after leaving the rapid transit, he must ask for his transfer back, after it has been punched in the zone in which he boarded the Rapid Transit system, and he must time-stamp it on the automatic stamping machine as he leaves the station.

The transfer may then be used on a connecting surface lines route consistent with the previous route of travel, and likewise may be used for further rides on surface lines cars for continuing the journey in an onward direction, subject to the usual limitations on surface lines transfers.

Only on Cash Fares

The passenger whose ride originates on the Rapid Transit system may request a transfer to the surface lines when he pays his 10 cent fare. He is given a transfer punch-marked in the zone in which it was sold. Before he leaves the platform where he alights, he must time-stamp the transfer in the automatic machine at the station. It is then good for a ride or rides on cars of tributary surface lines. No transfer used for a ride on the elevated can be used again for that purpose.

Transfers from one system to the other will be issued only on the payment of a cash 10 cent fare. No transfers can be issued on token or half fares by the surface lines or on passes, suburban or half fares on the elevated.

Blue transfers, good for a ride on the elevated, will be issued by surface lines conductors only when the passenger is riding to one of the 52 Rapid Transit stations at which the transfer will be valid. No transfers to the Rapid Transit will be issued in the downtown district south of Grand Avenue, north of Roosevelt road, and east of Halsted street.

Present Rates Apply

Transfers good for a ride on the elevated will be checked and handled in exactly the same way as the present surface lines transfers, and the present transfer rules applying on this system will apply up to the time of boarding the Rapid Transit.

In determining upon the tributary surface lines or parts of lines for each of the 52 Rapid Transit stations, the Commission attempted to provide the most direct route from any point in the city to the nearest transfer point and to comply with the principle established by the original transfer order of the Commission providing for the through-routing of passenger service. Nevertheless, it will take some time

for the public to become familiar with the general plan and to learn which lines or parts of lines are tributary to certain stations.

To assist in familiarizing the public with these details, 1,500,000 copies of a folder containing a map of the city, a list of the transfer stations and their tributary surface lines, and a full description of the proper use of the transfers, will be published by the Chicago Surface Lines and distributed in the cars prior to September 22. In addition, all Chicago Surface Lines conductors will be thoroughly familiar with the elevated stations on their routes and the tributary lines serving these stations.

Superintendent of Transportation Evenson and his department heads are concentrating on the instruction of conductors and motormen on these points. A new instruction booklet has been prepared covering this subject for the use of trainmen.

DEATH OF A. F. ANDRESEN

Well-Known Member of Surface Lines Organization Dies After 47 Years of Service

The passing of August F. Andresen of the general office has saddened his many associates. His illness extended over a period of years and ended Saturday morning, August 17.

At the time of his death and for many years previous, he held the position of supervisor of tokens, renting and collections. During most of his 47 years of service he held positions of trust and responsibility in the treasury departments of the West Chicago Street Railway Company, the Chicago Union Traction Company, the Chicago Railways Company and the Chicago Surface Lines.

Gus, as he was familiarly known at the general office, had a keen sense of humor. Some of his articles appeared in past issues of *SURFACE SERVICE MAGAZINE*. Not only could he see the humorous side of ordinary happenings, but his droll humor could make them positively funny.

Mr. Andresen is survived by his widow, his daughter Aileen, his brother, Andrew Andresen of this city, and two sisters, Mrs. Owen Roberts of Hollywood, California, and a sister residing in Germany.

The funeral was held in Geneva, Illinois, Tuesday, August 20, and was attended by Surface Lines officials and his office and lodge associates. Burial was at Oak Hill in Geneva.

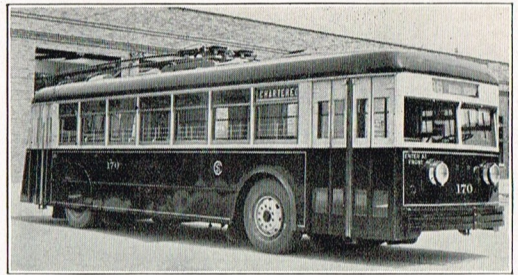


A. F. Andresen

DIVERSEY EXTENSION IN

Six Trolley Buses Necessitated by Service Inaugurated on September 12

The Diversey avenue trolley bus line was extended from Milwaukee avenue to Western avenue beginning September 12. A celebration was held by business men and residents of that section of the city on the night previous to the opening.



One of the Six New Trolley Buses

The establishment of this extension necessitated the purchasing of six new trolley buses. These were built by the Pullman Car and Manufacturing Corporation. They are equipped with two 50 horse power, 600 volt motors and automatic acceleration control. Air brakes are provided for service operation on each wheel.

The bus body is streamlined and it is equipped with leather upholstered seats which are of a new chromium plated tubular type. The aisle is wider than in other buses on the system, allowing comfortable passage between the seats. Improved ventilating facilities are incorporated in the ceiling in such a way that the ventilating grills are omitted, improving the looks of the ceiling.

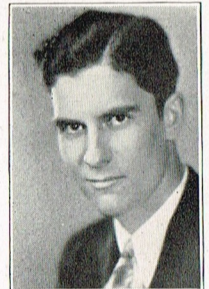
The buses seat 40 passengers.

MOTORMAN'S SON ON RADIO

Edward Allen, Jr., Is Heard Regularly as Announcer Over Station WGN—Father in Service 35 Years

Edward Allen, Jr., son of Motorman Edward Allen on the Morgan-Racine line, is now heard regularly as an announcer over radio station WGN, the Chicago Tribune station. Motorman Allen, who has been in service for more than 35 years and operated horse cars in the old days, states that his son is following in his footsteps, merely specializing in the announcing rather than the mechanical end of the business.

Young Allen, who is in his middle twenties, has been well-known in Chicago radio circles for the past four years, having previously announced at WAAF, WIND and WJJD. He is heard regularly on such network programs as Tom, Dick and Harry and "Backstage Wife." One of his prized possessions is a watch presented to him by Conductor Oscar Lundquist twenty years ago. Lundquist, who operates out of Noble station, worked with Allen, Sr., at the time.



Edward Allen, Jr.

"I need a holiday," said the pretty cashier. "I'm not looking my best."

"Nonsense," said the manager.

"It isn't nonsense; the men are beginning to count their change."

Beautiful Garden Displays

Committee Visits Car Houses and Other Sites on the Properties to Inspect Floral Developments

The Garden Committee, comprising F. M. Hamilton, J. V. Sullivan and H. O. Crews, made the annual August inspection of Chicago Surface Lines gardens last month and, following a Fall survey, will be prepared to make the awards in the five groups.

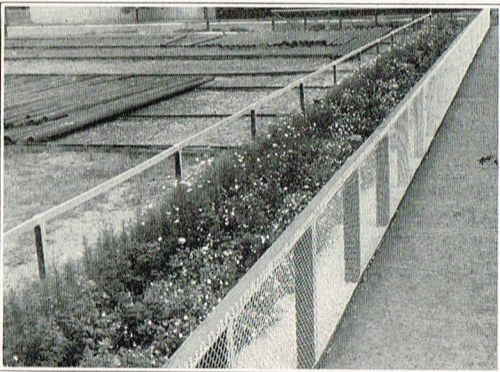
The annual garden dinner for those who participated in garden work will be held at the Palmer House on the evening of Wednesday, October 2.

The Committee found the gardens generally in splendid condition, considering the difficulties of growing flowers this year with the excessive rains and shortage of sunshine earlier in the season.

In Group No. 1, including car houses whose enclosed area permits extensive planting of beds, borders and grass plots, good results have been obtained by the employees at Burnside, Devon and Noble. Considerable ingenuity has been shown in the plotting and planting of each of these gardens. At Noble, where the extensive grounds afforded ample opportunity for a display, a delightful formal garden has been worked out. At Burnside and at Devon, planting in available plots produced excellent results.



The 77th St. Flower Garden



A New Wire Fence Permits a View of the Border of Beautiful Flowers at 39th and Halsted

Showing By Other Groups

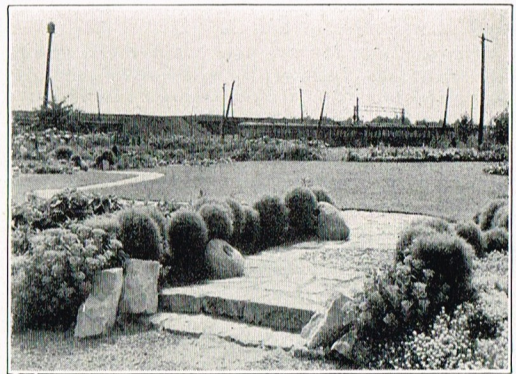
At 77th Street, Kedzie, Lawndale, North Avenue and Armitage, comprising Group No. 2, the limited area available for planting beds, borders and grass plots, was used to good advantage.

In Group No. 3, including car houses which are restricted to window boxes and to beautifying parking strips, Limits, 69th Street, Blue Island, Division, Elston, Lincoln, Archer and Cottage Grove have on display some beautiful window boxes and some attractive parking strips.

Gardens at Loops

The loops at Madison and Austin, Milwaukee and Imlay, 39th and Halsted, and Archer and Cicero, included in Group No. 4, present an attractive appearance which is greatly appreciated in the neighborhoods surrounding them.

In addition to these four groups, a prize will

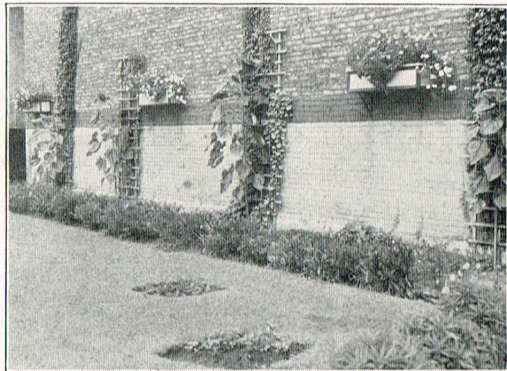


Beautiful Landscaping of Lawn and Flower Beds at Burnside



The Flower Box Display at Cottage Grove

be given in Group No. 5 to the car station showing particular excellence in growing any certain variety of flowers, giving consideration to height of plant, number and size of blooms, and condition of foliage.



Flower Boxes, Trellises and Borders at Lawndale

ROUNDING UP WITNESSES

System Average Same as in June—Burnside Holds Its Lead

The average for the system in the rounding up witnesses contest for July was 3.35, the same as for June. Burnside still holds first position and also has the highest standing of any division in the past four months. Elston-Noble made a notable advance, climbing from ninth to sixth place, and Archer came from seventh to fifth place.

Detailed figures are as follows:

	July	June	May	April
1. Burnside	4.31	4.03 (1)	4.00 (2)	3.74 (3)
2. 69th Street	3.99	3.66 (3)	3.60 (4)	3.32 (6)
3. Lawn-Blue Isl.	3.86	3.92 (2)	4.06 (1)	4.11 (1)
4. 77th Street	3.69	3.62 (4)	3.74 (3)	3.46 (5)
5. Archer	3.54	3.42 (7)	3.22 (8)	2.81 (11)
6. Elston-Noble	3.41	3.14 (9)	3.25 (7)	3.75 (7)
7. Cottage Grove	3.37	3.57 (5)	3.43 (5)	3.54 (4)
8. Lincoln	3.24	3.48 (6)	3.35 (6)	3.07 (9)
9. North Ave.	3.05	3.32 (8)	3.20 (9)	3.09 (8)
10. Kedzie	3.04	2.94 (11)	2.90 (11)	3.28 (7)
11. Limits-Devon	2.83	3.14 (10)	2.91 (10)	2.97 (10)
12. Armitage-Division ..	2.55	2.50 (12)	2.51 (12)	2.41 (12)
Aver. for System.....	3.35	3.35	3.32	3.24

OBITUARY

Deaths on the System from August 1, 1935, to August 31, 1935

Transportation—Division 2, Burnside: William W. Barclay, employed April 1, 1920, died August 7, 1935.

Division 4, Sixty-ninth: Victor P. Konetski, employed June 23, 1920, died August 14, 1935.

Division 6, Blue Island-Lawndale: William Vinter, employed February 7, 1901, died August 29, 1935.

Division 7, Kedzie: James Frawley, employed March 16, 1905, died August 18, 1935. Louis Stumpf, employed June 1, 1912, died August 24, 1935.

Division 8, North: John F. Gollwitzer, employed May 20, 1920, died August 14, 1935. George H. Keener, employed August 26, 1905, died August 27, 1935.

Division 9, Armitage-Division: Otto A. Wilson, employed November 12, 1913, died August 8, 1935.

Division 12, Devon-Limits: William Barry, employed December 25, 1895, died August 6, 1935.

General Office—August F. Andresen, employed August 20, 1888, died August 17, 1935.

Shops and Equipment—Division 5, Archer: Kazemer Orent, employed May 12, 1915, died August 31, 1935.

Division 8, North: Charles McAuley, employed November 1, 1913, died August 19, 1935.

Track—Joseph Duff, employed May 2, 1926, died August 21, 1935. Charles Greco, employed October 28, 1930, died August 17, 1935. Nicola Lapole, employed June 16, 1915, died August 15, 1935.

EMPLOYEES RELIEF FUND

August 1935

The Surface Lines Employees Relief Committee held four sessions during the month, at which 12 applications were considered. Of this number there were two applicants approved for weekly relief payments, making a total of 255 on the list at this time.

Checks totaling \$9,789.26 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$647,990.28 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 by this Committee to date \$767,990.28.

MITCHELL-GARRITY NUPTIALS

Jane Mitchell of the Executive Department and Martin Garrity of the Department of Accident Investigation were united in marriage

at Visitation Rectory, 55th and Peoria streets at 5:30 P. M., August 24. Following the ceremony, a wedding dinner was served at the Southmoor Hotel, 67th and Stony Island avenue, after which the happy couple left for parts unknown. Mr. and Mrs. Garrity will be at home to their many friends at 1647 West 81st street.



Mr. and Mrs. Martin Garrity

Prior to her marriage, Mrs. Garrity was the guest of honor at two bridal showers, one at the home of Miss Mary Wiley, 7952 South Chappell avenue, where she received many lovely gifts.

The bridesmaid was Miss Isabelle McGinnis of the Building Department at Clark and Division.

Recalls Early Electric Cars

Motorman Louis F. Pries of Burnside Talks Interestingly of Passing of Horse Car

An interesting side light on the twilight zone between the horse car and the electric car in Chicago is provided by Motorman Louis F. Pries of Burnside.

"I started to work for the South Chicago City Railway Company on May 25, 1891," Motorman Pries says. "At that time they were operating one-man horse cars and we used money boxes in collecting fares. The driver carried change for dimes, quarters and half dollars put up in envelopes. The passenger would come to the driver for change and the driver would take the dime and give him an envelope with two nickels in it. Then the passenger would open the envelope and place a nickel in the box and the driver would ring it up on the register. The register had a trip sheet inside of it and every time you rang up a fare it would punch a hole in the trip sheet. The driver would never see the trip sheet as it was taken out in the office.

"I ran one of these one-man horse cars most of the time until March 4, 1893. On that day at 10 A. M. we had orders to pull in at the barns at 101st street and Ewing avenue. There was an express wagon waiting for the car men to take us to the electric car barns at 92nd street and the river. Upon arriving there they told me to get on a certain car and operate it over the same route we had been running horse cars.

All New to Him

"I had never seen an electric car before, much less run one, but I got a conductor that had some experience and he ran it out of the barn, and we went east to Ewing avenue. I watched the trolley and when we got to 100th street the conductor said to me, 'You should be able to run the car now,' so I did. That is all the studentship I had, but I gained more experience by going to the barns after my day's work and watching the cars being re-wired. I became quite well posted so whenever they had a car ready to go out I had to run it the first day to see if everything was all right.

"I remember an instance that happened one day when I had a new car to try out. Leaving 64th street going south, our superintendent boarded. At about 79th street the power got weak and the superintendent standing along side of me said, 'Pries, what is the matter with this car?' I said I thought the power was weak, but he said that was not true because we had enough power to run the wheels out from under the car. By that time the power dropped off altogether. The motors were hot and had been painted with black paint which was not quite dry and gave out a very bad odor, so he said, 'I've got it. Some fool motorman blew a fuse and didn't put another one in. I can smell it all along the line.' He thought if one car blew a fuse the whole system would stop.

One-Man Cars

"From 1894 to 1896 we ran one-man electric cars. There were two on Coles avenue and Yates avenue, from 79th street north to 71st street to Yates to 68th street. Another one-man

car was being operated on 106th street from Ewing to Torrence avenue. A little later a one-man car was operated on 79th street from Commercial to Stony Island avenues.

"Shortly afterwards I was promoted to Motor Inspector and Acting Supervisor. One day I was standing at 79th and Commercial avenue, and our superintendent came out and asked me where the 79th street car was. I told him it was due in a minute or two, but after waiting fifteen minutes or more we started to walk down the street to meet the car. When we reached Jeffery avenue we saw the street car standing under some large silver poplar trees. It was a very warm day and the motorman had alighted from his car, laid down under the trees and was fast asleep.

"For the year 1896 the company offered four prizes to the best motormen. The first prize was \$100 and one week's vacation with full pay, and I received that prize. The second prize was given to Mr. Branyon who is now out of the service. It was \$75 and one week's vacation. I do not remember who got the third prize of \$50 and a week's vacation, but William H. Knospe, who is still in the employ of the company, received the fourth prize of \$25 and a week's vacation."



Celebrate Golden Wedding

Mr. and Mrs. E. Colson celebrated their golden wedding anniversary at the home of their son, Henry Colson, at 7633 Vernon avenue, on September 2, among a gathering of their many friends and relatives. Mr. and Mrs. Colson were married on September 4, 1885. Mr. Colson has been employed at the South Shops since November, 1893, and is foreman of the foundry at the present time. In unison, the many friends of Mr. and Mrs. Colson in the Chicago Surface Lines family extend their congratulations.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines
231 South La Salle St.
CHICAGO

Volume 12 September, 1935 No. 6

H. O. Crews - - - - - Editor
C. L. Altemus - - Assistant Editor

A DIFFICULT UNDERTAKING

The general public can have no conception of the tremendous efforts required to put into effect the order of the Illinois Commerce Commission providing for transfers between the Surface Lines and the Rapid Transit system. Only when one has seen the rule book for trainmen issued by the Transportation Department can he begin to understand the amount of detail in preparing to do this important job well.

Trainmen must learn the names and locations of the 52 stations on the Rapid Transit system at which transferring is permitted, and must familiarize themselves with the tributary Surface Lines or parts of lines which serve these stations.

The rule book on the transfer comprises 35 pages, with an index and cross-index on Surface Lines and Elevated stations.

The rule book, zone maps for each station and copies of the transfers were made available to all trainmen on the Surface Lines on September 3. Since that time they have been studying them, asking questions and receiving instructions. The enthusiasm with which they have undertaken this task indicates that every man on the system will be thoroughly familiar with the entire transfer plan when it goes into effect on September 22.

The printing of transfers, the preparation of a folder for the information of the public, the working out of schedules

to take care of the changing riding habits, and numerous other angles, all have had to be considered. It has cost a great deal of time, money and effort, but the Surface Lines will be ready.

AN APPRECIATIVE CUSTOMER

A letter received from Miss Mary Stern, 1230 North Wood street, is one of the many indications that efforts to provide good service are appreciated.

"Twice a month," Miss Stern says, "I use street cars to go from Division and Wood streets to 93rd and Drexel, and I have discovered the following:

"I get 16½ miles of riding in three cars and the service of five well-trained, experienced and capable employes of the Chicago Surface Lines for 7 cents."

Such letters as this make bearable the letters from those who never can see anything good in the service.

SEVENTY-FIVE YEARS AGO

In the year 1860 the following were events in local transportation history:

Clark street line built—Chicago avenue to North avenue (Old Cemetery).

Wells street line built—North Water to Chicago avenue (taken up same year until 1875).

Walker buses bought by Chicago City Railway.

North Chicago headquarters at Clark and Chestnut.

Barn of Chicago City Railway at State and Archer destroyed by fire.

Randolph street second track laid from State to Ann.

"Gimme an all-day sucker," the youngster demanded of the candy man.

He was handed one.

"Looks kind of small," remarked the youth, looking at it doubtfully.

"Yes, the days are getting shorter."

Landlord: "Have you any children?"

Prospective Tenant: "No."

Landlord: "Any dog, cat or canary bird?"

Prospective Tenant: "No."

Landlord: "Piano, loud speaker or phonograph?"

Prospective Tenant: "No," timidly, "but I have a fountain pen that scratches a little."

He: "Yaws, I always travel in the best circles."

She: "Oh—that's the reason for the dizzy look."

Visitors Comment on Service

Get Different Impressions of Surface Lines Depending on Trainmen They Contact—Fewer Complaints in August

Two visitors in the city last month report very different impressions as to Surface Lines service.

William Homer of Indiana Harbor, who says that he has been a patron of the Surface Lines for a number of years when in Chicago on business, writes a letter of commendation "for improved service and whole-hearted co-operation from a number of trainmen." He mentioned specifically Conductor Daniel J. McEvoy, badge No. 4440 of Seventy-seventh, who impressed him "with his conduct and remarkable exhibition of courtesy, intelligence and rare judgment."

On the other hand, Earl E. Manges, a guest at the Y. M. C. A. hotel, who states that he expects to be a visitor in the city for four or five weeks, wonders why the "street car conductors of this city delight in making life miserable for their riders."

This diverse point of view evidently is due to the experiences these two men had. One of them was favorably impressed because the trainmen with whom he has come in contact have been like the majority, friendly and courteous. The other visitor was unfavorably impressed because he happened to find one or two of the minority in the train force who have not yet learned that courtesy pays.

The monthly report on complaints shows a considerable decrease during August this year as compared with the previous year. The total last month was 361 as against 443 in August, 1934. There was also a decrease in the number of commendations, 96 being received last month and 102 in August of the previous year.

Among the commendations received was a report of an unusual act of courtesy on the part of Conductor Alfred Smowton, badge No. 4550 of Archer. Russell J. Taylor, 3124 Franklin street, writes that he and a friend were riding on the Kedzie line and commented on the large plant which they were passing. Conductor Smowton asked them if they were strangers in the neighborhood and when they replied in the affirmative, he explained to them that they were passing the Crane Company's plant and told them points of interest about it. This service, although not required in the line of duty, was greatly appreciated.

Valuables Returned Intact

Henry M. Seligman, 10 North Clark street, wrote that he was pleased to testify to the honesty, thoroughness and promptness of Conductor Lyman Hughes, badge No. 13342 of Burnside, who returned the suitcase left on the car by Mr. Seligman very promptly, with all valuables untouched.

A. F. Henry, 1076 West Roosevelt road, is very complimentary about the courteous trainmen on Racine avenue, and especially about Operator John J. Machnick, badge No. 875 of Noble.

Miss Louise Busse, 2201 Wabansia avenue, commends Conductor Leonard A. Hernet, badge No. 12864 of Armitage, for his courtesy in picking up her fare when she dropped it on the platform.

Oscar J. Smith of the First National Institute of Allied Arts, 3933 West North avenue, says that it gives him great pleasure to commend Conductor Harold L. Eldridge, badge No. 14434 of North avenue, for his courteous treatment of passengers.

Mrs. Faye McCarthy, 313 North Austin boulevard, expresses appreciation of the kindness of Motorman Thomas F. Scanlon, badge No. 12299 of North, who operated his car an extra block to pick up a crowd of intending passengers stranded at Crawford and Montrose due to a heavy rain storm.

Four Trainmen Praised

Four courteous trainmen received praise from Miss Irene Baier, 5526 Broadway, whose crippled friend was assisted in boarding and alighting by these trainmen. They are: Conductor Henry Ketter, badge No. 7356 of Devon; Conductor Jacob Cohn, badge No. 9062 of Devon; Conductor William J. Walsh, badge No. 12400 of Cottage Grove; and Motorman Clifford W. Baldwin, badge No. 6099 of Cottage Grove.

Miss Anita Krueger, 2625 Farwell avenue, wishes to thank Conductor Carl F. Koehn, badge No. 5162 of North, for paying her fare when she discovered she was stranded without any money. Miss Krueger enclosed 7 cents with her commendation to be turned over to Conductor Koehn.

Miss Erna Peters, 3312 West 65th street, expresses her appreciation of the honesty and alertness of Operator Henry F. Kostka, Jr., badge No. 11540 of Archer, who returned her lost purse which contained many valuables.

M. E. Powers, 4727 Malden avenue, says Motorman Elmer L. Vogel, badge No. 7841 of Seventy-seventh, deserves a "pat on the back" for his courteous treatment of an elderly passenger.

Miss C. Engel, 5218 South Princeton avenue, relates that her aunt was very pleased with the kindness of Conductor William A. McArthur, badge No. 9674 of Devon, who assisted her on and off his car.

Martin C. Haedtler, 9558 South Claremont avenue, witnessed a considerate act by Conductor Lawrence L. Thierry, badge No. 5324 of Archer, who assisted a young man who was ill across the street through heavy traffic. Conductor Thierry's kindness was noticed and appreciated by his passengers.

Unusual Efficiency Noted

Mrs. J. E. Beavan and Gladys Beavan, 10602 South Lawndale avenue, sent in a commendation on the efficiency of Conductor William A. McArthur, badge No. 9674 of Devon, who courteously answered passengers' questions and assisted an aged blind man to alight from the car.

Flemie Lorengen, 639 North Trumbull avenue, writes a letter thanking Conductor John A. Grabe, badge No. 9526 of North, for turning in the umbrella left on his car.

Miss Madeline Wilcox, 5637 South Campbell

avenue, highly commends Motorman Matthew J. Brown, Jr., badge No. 6663 of Seventy-seventh, who assisted two small children on the car and picked up a package which she dropped.

George H. Rowell, 6533 North Campbell avenue, wrote to Conductor Michael Deanes, badge No. 3658 of Lincoln, thanking him for turning in the package left on his car.

Miss Rene Newman, 1600 South Avers avenue, sends in a word of praise for Conductor Arthur C. Wagner, badge No. 3748 of Devon, who assisted her with a package she was carrying.

Frank L. Oehme, 1921 South Jefferson street, reports an honest deed performed by Conductor Robert J. Connelly, badge No. 3644 of Cottage Grove, who returned the change Mr. Connelly dropped on the platform as he pulled his transfer from his pocket.

Mrs. Lucy L. Fauble, 6617 Drexel avenue, is grateful to Operator John I. Lyons, badge No. 3584 of Sixty-ninth, who held his car until she boarded it.

Mrs. Hermina Roth, 1645 East 74th Place, calls attention to the honesty of Conductor Ansgar T. Lindquist, badge No. 3062 of Burnside, who turned in the purse Mrs. Roth lost.

Supervisor John F. Krause of the Central Division was highly commended by Miss Besie Tripp, 2147 North Clark street, for his kindness in giving her car fare when she discovered she had forgotten to ask for a transfer on the first car she boarded and was without money to pay another fare.

SOFT BALL SEASON ENDS

Play-Off to Be Completed by End of Month—77th Street Wins Many Victories

In the series of soft ball games played throughout the summer by the various teams in the league, Armitage came out as winner in the North section and Archer won in the South section. This is the final standing, according to sections, determined after the last games were played on August 25.

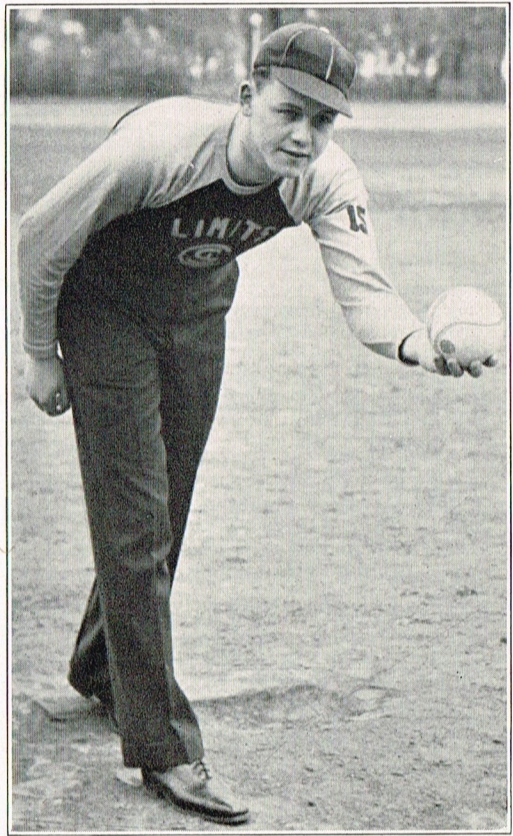
The play-off games to determine the winner of the entire league began on September 1, and will all be played by the end of this month. The winner of the play-off games will receive a cup and each player on the team will be presented with a medal. According to the set-up for these games, there is a chance for a team with a high standing, other than Armitage and Archer, to win the cup.

The scores for the games played August 25 are as follows:

Armitage vs. Division.....	13- 2
Lincoln vs. Archer.....	12- 8
North vs. Lawndale.....	7- 5
Limits vs. Devon.....	14-10

The following table gives the standings of the various teams:

NORTH			
	Won	Lost	Pct.
Armitage	10	4	.714
Lincoln	6	8	.429
Limits	5	8	.367
Devon	2	12	.143
SOUTH			
	Won	Lost	Pct.
Archer	11	3	.785
North	9	5	.643
Lawndale	7	6	.538
Division	7	7	.500



Raymond V. Peterson, pitcher for Limits team

Division Street depot came out even this season, winning a game from each of the other depots and losing one to each depot.

After the Armitage-Division game on August 25, Armitage played its annual old-timers game before a crowd of 700 spectators. Each player was over 50 years of age, and it was motormen versus conductors. This exciting 7 inning game was won by the motormen by a score of 18 to 17.

77th Street Closes Season

The soft ball players at 77th Street finished the season in a blaze of glory. Each player was presented with a jacket on the last day of the season.

The last nine games played against outside teams were as follows:

Opposing Team	77th	Opponent
Aug. 5—Johns Bread (Girls).....	17	16
Aug. 7—Drake Panthers (Colored).....	2	1
Aug. 14—Johns Bread (Men).....	1	0
Aug. 19—Drake Panthers	0	2
Aug. 21—Dennis Horan Boosters (Girls).....	10	3
Aug. 23—J. F. Egans	7	0
Aug. 26—Treys A. C.	9	0
Aug. 28—Little Casinos	4	0
Aug. 30—Interlake Iron Co.....	8	0

In the year 1867 the street railways in Chicago carried 14,211,000 revenue passengers. This was the equivalent of only seven average weekdays of the year 1934, or about five times as much traffic as was carried on December 22, 1928, the biggest day in the companies' history.

Keeping 'Em Rolling

Cottage Grove Climbs to First Place—Limits Follows in Second Position For August

Of the sixteen carhouses, nine improved their record over the previous month, Armitage leading with an increase of 199.3 per cent. Others that also made good gains are Blue Island with 92.1 per cent, Cottage Grove with 88.7 per cent and Limits, which after a poor start this year moved up to second place. All carhouses have reached the 10,000 miles or more class.

August figures furnished by the equipment department follow:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Cottage Grove	12	34,854	88.7
2	Limits	22	30,705	28.9
3	77th	2	24,459	40.8
4	Lawndale	15	23,568	1.3
5	Elston	18	21,132	25.7*
6	69th	4	18,874	7.3*
7	Devon	8	18,622	19.2*
8	Lincoln	14	18,574	14.5*
9	Armitage	12	17,747	199.3
10	Burnside	12	17,061	49.9*
11	Archer	4	17,050	33.5
12	Blue Island	15	15,915	92.1
13	North	----	15,608	1.9
14	Noble	15	15,487	4.6*
15	Kedzie	1	12,085	15.6
16	Division	7	10,627	3.6
		161	18,148	20.4

*Decrease

Carhouse records for the past six months:

Carhouse	Aug.	July	June	May	April	Mar.
Cottage Grove	1	8	1	7	1	2
Limits	2	3	14	12	14	6
77th	3	9	6	2	11	1
Lawndale	4	4	3	4	3	4

Elston	5	2	15	11	15	15
69th	6	7	11	1	2	10
Devon	7	5	7	3	5	5
Lincoln	8	6	8	13	8	7
Armitage	9	16	5	6	6	9
Burnside	10	1	2	5	4	3
Archer	11	12	4	10	12	11
Blue Island	12	15	12	16	10	12
North	13	11	10	9	7	13
Noble	14	10	9	15	9	14
Kedzie	15	13	13	8	13	16
Division	16	14	16	14	16	8

SPECIAL STREET CAR FOR SMOKERS IN THE OLD DAYS

Smokers had their inning on the street car lines back in 1898. Those were the days when men were permitted to smoke on the front platforms and officials of the Chicago City Railway Company noticed that a large number of smokers braved the inclement weather on the open platforms in order to have their morning smoke. So they decided to try the experiment of a special car for them.

An old grip car body was remodeled into a single truck electric car and a trailer was attached to it. Those who wanted to smoke went into the motor car through a door at the end and those who did not want to smoke remained in the trailer.

The experiment was given a good deal of publicity, but apparently there was not enough demand for this service to warrant the putting on of other trains with smoking car privileges.



Cottage Grove Pull-In Crew

J. H. Gamen, C. J. Winzenholler, E. Eyer, L. E. Keane, A. J. Amodeo, A. Vitkus, M. Shernis, S. Baranoskas, A. Yavas, T. Casey, J. Griffin, J. Gudjonis, P. Jaksiboga, N. Meyers, S. Petrosius, S. Ukso, E. Danhour, M. McGroarty, T. Cronin, M. Kazlauskas, G. Chernak, J. Wozlik, A. Schwagzdys, J. Gotautas, F. Simon, M. Kelly, J. Yurgait, C. Pitun, W. Schiller, J. Chrabaszcz, W. Gorski, J. Drigot, E. Lindgren, W. Johnston, F. Egitis, W. Proudfoot, C. Margetic, P. Barone, J. Aardema, J. Bakshis, A. Suma, A. Yuste, S. Londos, J. Banis, A. Patton, G. Kladis, S. Pappas, G. Girdzush, F. Wenslow, G. Tanis, M. J. Mahoney, L. Babcock, E. Nelson, J. Lyons, V. Granz, M. Jelinski, P. Fotopoulos, G. Lemka, W. Lamont, L. Murray, J. Howe, N. Newcomb, W. Demas, J. Shaughnessy, A. Kalantzopoulos, D. Griffin, C. Richerme, G. Brand, J. Russell.

Departments and Divisions

Accounting

Spending some time in the Boy Scout camps with his Scout troop was the best way Chester H. Johnston could think of enjoying his vacation, and what a time he had!

"A grand time to remember," is the way Miss Catherine McCormack mentions her vacation, which was spent at Lake Geneva, Wisconsin, swimming, hiking and boating.

We were deeply grieved to hear of the deaths of B. A. Hall's mother, who passed away on Saturday, August 10, and also A. F. Andresen of the treasury division, who passed away on Saturday, August 17. The employees of the department extend their heartfelt sympathy to the bereaved families.

Miss Claire Samek has made the announcement that she has been married to Scherling Koch since March 2, and her belated honeymoon was spent visiting her husband's relations in Golden, Colorado. Many other interesting places in the West were also visited. Our very best wishes are extended for a happy married life.

T. F. Coan.

Electrical

Congratulations are in order for Bruce Dintners for entering on the sea of matrimony. May the future be full of success and happiness for the young couple.

Everett Blazer spent his vacation on the farm in Iowa. Everett has become an authority on the corn crop for 1935.

Pat Gridley spent his vacation sight-seeing in our good old city.

William Jones, superintendent of sub-stations, spent a delightful two weeks at Lake Como, Michigan.

Charley McKeaver of the downtown office states he had a delightful around the lake trip, but for a few flat tires.

We are all glad to see Adam Hansen, inspector for the line department, back on the job after three weeks of sickness.

Edward Thom of the downtown office spent his vacation enjoying fishing and outdoor sports at Shawano Lake, Wisconsin.

Charles Sullivan and William Urquhart of the line division played the part of heroes on August 8. While working on the State street bridge, they heard cries for help. Immediately they hurried to the river bank and observed a young woman grasping a stub pole in the water. With heroic skill they were successful in rescuing her. They learned she had attempted suicide because she was despondent over not being able to secure work, but decided otherwise after she had plunged into the water.

Charles L. Schwertfeger celebrated his 40th anniversary with the street railway system on August 19. He received the hearty congratulations of his fellow-workers, who presented him with a set of pipes and a poem suitably framed below his picture, eulogizing his forty years' service.

Billy.

Engineering

Tom Foley of Grand and Leavitt reports spending a very enjoyable vacation touring quaint and historical Canada, particularly in the vicinity of Montreal and Quebec. We suspect the object of the tour was to find a suitable spot for a future honeymoon.

Harry Abbott, street opening inspector of the track department, tried his lures in the "Chain-O-Lakes" district and reported catching his limit each day, but no shipments of fish were received so we must take his word for it.

Charlie Gremley and Clarence Kelly of the track department state that Lake Marion will have to be restocked with fish since their recent visit on which they caught every specie of the finny tribe that is known to man.

Andy Flood, progress clerk in the track department, and Michael Donohue, instrument man in the building department, spent their vacations in northern Minnesota. It is rumored that Andy caught a sunfish but it seems all Mike caught was water in the bucket when it rained during the night, so as to keep the bed dry while his pal Andy slept.

While on the subject of fishing, it would be unpardonable to not make mention of that intrepid angler, Johnnie Jones of Grand and Leavitt, whose latest stunt has been an attempt to capture the sea lion which is constantly bobbing up in a different section of Lake Michigan.

G. P. Johnson, R. J. Rumatz and J. Flynn of the track department office spent their vacations within the City and all report having a nice time.

Ollie Becker of Grand and Leavitt and his son, who is a conductor at North Avenue, spent a cool week in northern Wisconsin.

Peter Carpio of Grand and Leavitt and his family vacationed at Grand Junction, Iowa, and intermediate points.

Legal and Accident Investigation

Edward J. Healy, who started in this office as an office boy quite some years ago and who is now an adjuster, has now taken further promotion by becoming the head of a household. On Saturday, August 31, at 3:00 P. M., he was united in marriage to Miss Esther Gregory, at St. Edward's Church. The groom's brother, Robert, was best man, and the bride's sister, Mrs. Lee Kling, was matron of honor, in a beautiful ceremony performed by the Reverend J. F. Burke. The guests were served with a thoroughly enjoyable wedding supper. The happy couple later left for parts unknown, but will soon be at home at their Lake street and Austin boulevard address.

O. R. Hamlink, another of our new employees, heard about what was going on in August in this department, and on August 28 he was quietly married to Miss Marie De Roo at the Sacred Heart Catholic Church at Atkinson, Illinois.

On August 2, Mr. and Mrs. C. N. Dengel reported that a second daughter arrived to grace their home; Mary Caryl, a 7 pound youngster.

Mr. and Mrs. Fred Schau have now added a third member to their entourage. She is a 6 pound lady and is graced with the name of Marcellette Ann.

Schedule and Traffic

Another visit from the "Stork," and this time John Joseph arrived on August 31. His daddy, William Devereux, says it was very thoughtful of the stork to make his visit at this time as it gave him an extra day, Labor Day, to get acquainted with his second son. Congratulations, Bill!

Vacation Notes

Charlie Kreiner's vacation took him up through Michigan, across the straits at Mackinac and the "Soo" into Canada, around Lake Superior, and through Minnesota and Wisconsin.

Theodore Mix made his vacation a round trip through Texas to Jaurez, Mexico, Los Angeles, Portland, Vancouver, British Columbia, Banff, Alberta and return.

R. R. Drysdale spent his vacation visiting relatives in Canada.

Canada was a popular place for vacations this year; the scribe included Canada in his trip, also Washington, New York and New England.

One of Mrs. Esther O'Brien's trips took her to Niagara Falls this summer; later on she visited her old home in Northern Wisconsin, and the Superior National Forest in Minnesota.

Miss Dorothy Peacock spent part of her vacation visiting friends in Cleveland.

Here is a record for the fisherman of the department to shoot at. Spending his vacation in northern Wisconsin, well prepared to do some fishing, Andrew DeGrazia caught six 8 pound, and as many more 3, 4 and 5 pound pickerel.

Gus Lohse explored the regions of Lake Michigan up through the state of Michigan to Lake Superior, then down through Wisconsin. He did not report seeing any of John Blare's Indians in northern Wisconsin.

Frank Irvine visited Lake Geneva and other points of interest in Wisconsin.

George Weidenfeller.

Shops and Equipment

South Shops: Vacation Notes in Brief: C. D. Mack, car repair department, enjoying himself up in Michigan; W. Farrow, motor repair department, who made that marvelous trip to California and whose vacation passed all too soon out in that beautiful country; S. A. Keyser, car repair department, visiting in Des Moines, Iowa; J. J. Sake, truck department, who journeyed up to Burks Falls, Canada; F. E. DeWitt, office, who was faithful to dear old "Chi" for a few days but who couldn't resist spending some of his vacation in Michigan, and C. Buza, foundry, who also spent his vacation in Chicago and Michigan; A. C. Lindquist, office, who was vacationing in Michigan also; H. Alm, machine department, who spent a lengthy vacation out in Wyoming and whose reports have been that he had a grand time; J. P. Birmingham, machine department, who whiled away vacation hours at Paw Paw Lake, Michigan.

Belated Announcement: A baby boy was left by our old friend, "Doc Stork," at the home of T. Brandon, machine department, on April 4. Congratulations to Mother and Dad and best wishes for the baby.

Burnside: C. Buckley has just returned from his vacation, which was spent with his family up at Big Lake, Minnesota.

T. Carson and his family vacationed up at the beautiful Wisconsin Dells; P. Streelman and his family spent their vacation up in northern Michigan, where the cool nights were simply grand for catching a few extra winks.

77th Street: Our sincere and deep sympathy is extended to Charles and Frank Walsek in the loss of their father, and to W. Burke upon the loss of his father.

69th Street: A. Ormond is the proud daddy of a baby girl, weighing 8½ pounds. Baby and mother are getting along fine.

Archer: Vacation Notes in Brief: R. W. Short, enjoying himself in Rockford, Illinois; R. J. Troughton, journeying to California and visiting that wonderful San Diego Exposition; B. Flynn, true to good old Chicago; H. O. Stuewe, motoring through Michigan, and E. Krueger motoring and fishing in northern Wisconsin.

We offer our deep and sincere sympathy to the bereaved relatives and friends of K. Orent, who died on August 31.

Elsie S. Frank.

West Shops: The hospitable South again drew Walter C. Krull and his family down to Asheville, North Carolina, and judging from his reports we conclude that it's an ideal place to spend your vacation.

Ralph Martz, of the West Shops drafting room, has forsaken the ranks of single blessedness and on July 27 he and Miss Edith Baxter were married at the bride's home in Chicago. To the bride and groom we extend our best wishes for the future. Many thanks for the candy and cigars.

Miss Caroline Johnson's vacation was spent in and around Chicago this year. She, like many others, has found our fair city a good place for a vacation.

Harold F. Ebeling's vacation took him to the high spots of sunny California and Catalina, via Yellowstone National Park, the Canadian Rockies, Washington and Oregon, returning through Old Mexico.

Our regular correspondent, Mrs. Randall, is spending her vacation down in Indiana, and from cards received we are assured that it is an enjoyable trip.

Around the Car Stations

Cottage Grove

Superintendent C. C. Cricks and his good wife spent a very pleasant vacation motoring in their latest model Oldsmobile, stopping at various places in Michigan and fishing in different lakes. They came back with a heavy coat of tan and Mr. Cricks is all set for the winter.

Chief Clerk Percy Atkinson had a pleasant vacation motoring through the eastern states, where he visited many historical places and purchased old coins. Percy has a fine collection of very old coins.

Motorman Seery landed safely after spending three months' vacation in Ireland, enjoying himself among relatives and friends and visiting beautiful places in that country. Welcome home.

There are several of our trainmen on the

sick list. A letter or a visit to them would help cheer them up. Motorman O. B. Tucker is at the Municipal Sanatorium, Pulaski and Bryn Mawr avenues; Motorman Murphy is at the Speedway hospital; Conductor William Horan is at the home of his sister in Joplin, Missouri, and a letter to him will help to cheer him up. His address can be furnished by Conductor H. Shober or any of the clerks.

Sympathy of the trainmen is extended to Motorman T. G. Norton and Conductor Frank Drake, both of whom lost their wives.

J. H. Pickin.

Seventy-seventh

Congratulations to Conductor C. F. Crowley on the arrival of a baby boy at his home last month.

Motorman A. W. McDonald is still on the sick list, as he has been for the past five years. "Rusty," as many of his old cronies call him, is one of our pioneer trainmen, and we assume that a visit from his old friends would make him feel very good. Our chief clerk, Owen T. Duncan, will be glad to give you his address.

Congratulations and best wishes for the continued success of our former starter, F. L. Johnson, who was recently promoted to supervisor.

The following trainmen are on the sick list: Motorman W. Gibbons, J. E. Doyle, E. Vogt, A. Varvodick, J. Reedy, H. W. Smith No. 2, G. Vonderheide and J. P. Donohue; Conductors E. J. Grogan, G. H. Fitzgerald, and W. Hitchler, who is in the Mercy hospital; and Bus Operator J. E. Piotrowski. A visit would be appreciated by these boys to help pass away the hours.

We express our deep sympathy to Conductor John Farrell on the death of his beloved father, to Motorman G. C. Rhein on the death of his beloved sister, and also to our clerk, J. S. Barnes, in the death of his mother.

John T. Flynn.

Sixty-ninth

The boxing show that was held on Monday, August 26, was a great success. A good show was seen and everyone present expressed themselves as having spent a very enjoyable evening.

W. J. Daly, our night clerk, is now spending his vacation touring in his Ford chariot somewhere in the south (probably as far south as Blue Island or South Chicago), providing that it gets him that far.

The stork has paid a visit to the homes of the following trainmen: Operator H. T. Quirk, who reports a baby boy at his home, and Conductor E. Rasmussen, who also reports the arrival of a baby boy. Congratulations!

A. R. Lipphardt.

Archer

Charles Vanek, one of Archer's clerks, is now vacationing at Braidwood, Illinois, on his annual trip, renewing old acquaintances and giving his family a treat to the country breezes.

Conductor Stanley J. Glass reports the arrival of a baby girl at his home August 15. Congratulations on a happy event.

Conductor Fred L. Landin is now in the Speedway hospital undergoing a serious operation. Fred, you have our best wishes for a speedy recovery.

Motorman Jim O'Brien is now enjoying his first vacation and is taking a trip back to his native land. He set sail August 27 for Ireland on a 90 day furlough.

Kenneth B. Williams, clerk, known as "Willie," had a baby boy born August 21, who answers to the name of Paul Bryant Williams.

Conductor Bill O'Rourke, who has been on the retired list for several years, is now confined to his bed. Bill, you have the best wishes of the boys for your recovery.

Motorman Patrick F. Crinnon and Thomas J. O'Rourke, executive board members, Division No. 5, attended the annual convention in Detroit.

Motorman Patrick J. Donoghue is now voyaging to Ireland on a three-month pilgrimage to the place of his birth.

Dusty.

Blue Island

Our sympathy is extended to Conductor Walter Baruch in the loss of his father.

Conductor J. Cervenka is the proud daddy of a 7 pound 9 ounce baby boy born August 25. Congratulations, and good luck to the new arrival.

Frank Dobesh was asked how his hair changed from gray to red and Frank said he was out in Braidwood one day trying to catch a squirrel and ran into a cherry tree so hard that he knocked the cherries off and they fell on his head; he hasn't been able to get the red out of it since.

C. P. Starr.

Lawndale

Clerk Singer was observed in the Union Depot, handing some postal cards to the conductor on the Olympian.

Conductor William McMahon spent eighteen pleasant days with the National Guards.

Conductor Halford returned from Wisconsin with the record catch of the season, so many fish that the stringer broke.

Conductor Thul returned from Cincinnati, after looking over their street railway system.

Motorman Jack Cherry is back from Cleveland, reporting a fine trip.

Motorman Paul Boschan visited the Fair in San Diego. Ask to see the photos.

Conductor Jahnke also visited San Diego, reporting a pleasant trip.

Motorman George Bring vacationed at Port Arthur and reports a good time.

Supervisor Janda spent a pleasant vacation in Palos Park, where fish are slippery.

Motorman J. Kane wishes to announce a new member in his family, an 8 pound boy.

Conductor Frank Narjes went to St. Louis to look over their transfers. He decided to keep the ones we have.

Starter Harrington returned from Kentucky with the title of Colonel. How much did it cost, George?

Kedzie

Our assistant superintendent, Mr. Johnson, is back from his vacation which he enjoyed at Williams Bay, Wisconsin.

Motorman George Foster, who is back from his trip to Denver, Colorado, is not telling us any fish stories, but wants us to know that he made the trip in 26 hours—a distance of 1,089 miles.

Motorman M. Jones was happily married August 17, and their honeymoon was spent at the Dells in Wisconsin, where they had a wonderful time. Here is wishing you and yours a world of success and happiness.

Conductor Donald Black and his lady friend were out driving August 23, and by chance happened to pass through Crown Point, where

they noticed the shingle, "Justice of Peace," so right there and then they decided to get married. After this ordeal was over they were speeding home to tell mamma, when who should they meet but "Motorcycle Mike," who shouted at them, "Where do you think you are going, etc?" He then politely escorted them over to the police station, where they were detained over night to tell it to the judge the next morning, when he presented them with a "Fine" wedding present. Congratulations, and better luck next time.

Motorman James Frawley died August 18 and Conductor Louis Stumpf died August 24. Their many friends extend their sympathy to the bereaved families.

The mother of John and Joseph Gannon died August 30; our heartfelt sympathy is extended to them in their bereavement.

The following trainmen report new arrivals at their homes: Conductor Ed Cooke, a baby boy; Motorman K. Smith, a baby girl, and Conductor James Murtaugh, a baby girl. Congratulations.

Clinton Sonders.

North Avenue

It is with deep sorrow that we report the deaths of John Gollwitzer and George Keener, two of the most pleasant men ever to wear a trainman's uniform. Our heartfelt sympathy is extended to their families and also to John Moran and Louis Johnson in the loss of their wives, Roy and William Spears in the loss of their mother, and Stanley Czajkowski in the death of his father.

Earl reports the arrival of Barbara Ann Peterson on August 11. Congratulations, and thanks for the cigars. Walter Harter reports the arrival of a son, and Harold Rennhack is as proud as can be of his daughter, born August 22. Not to be outdone, "Little-bit" Stanke reports the arrival of another son, and is he the proud and happy papa. Just in time to make the deadline, Arthur Ritter was presented with a baby son.

Returning from vacation the first news greeting me was that Harry Brown was married. That was quite a shock, but when it was followed up with confirmation of Jocko Malone's marriage, I am convinced that the days of miracles are not over. Then having Morgan Mason follow suit with a big wedding and honeymoon makes me wonder if it isn't the Summer instead of Spring that makes a young man's fancy. . . . Just the same, good luck and best wishes to all you boys.

"Pinch-hitter."

Noble

Motorman H. Purvis and wife motored to Nebraska and Colorado on their vacation. Hank boasts of catching trout 18 inches long at Lost Lake, Colorado.

Motorman Al Neurauter and family motored to Rochester, New York, and report having a very enjoyable trip.

Conductor Jack Kozera and wife made a belated honeymoon trip to Canada to visit his folks. He also reports having a very enjoyable vacation.

Conductor Matt Loeser died Sunday, September 1, after an operation. Matt was a very congenial fellow and his good-natured kidding will be missed by his fellow-workers at this depot. To his wife, daughter and son we extend our deepest sympathy.

Board Member George Cook and wife attended the convention at Detroit, Michigan,

and report having a wonderful time.

Lincoln

Better late than never. We just learned that Conductor J. Miller and wife celebrated their 25th wedding anniversary on Saturday, July 27. They were remarried in Queen of Angels church, and had as their attendants Mr. and Mrs. Faul. After the ceremony they held a large reception where their many friends and relatives congratulated them, wishing them many more happy years together, to which we add our best wishes also.

Conductor R. Murphy, the first baseman of our ball team, was married on Saturday, August 8, having a big church wedding. After the marriage a group of his boy friends backed up a truck to the church and drove them to their new home, where a wonderful celebration was held. When the merriment was at its height, Conductor Murphy and his bride quietly sneaked away to some unknown place to enjoy a two weeks' honeymoon. Best of luck and good wishes to the young couple.

Conductor Arthur Kelsey has returned to work again after spending his vacation at Eagle Lake Manor, Kansasville, Wisconsin. While there he purchased a beautiful cottage, where he hopes to spend many of his off days from now on. He also hopes that O. Gabel will put five gallons of gas in his La Salle and drive up and help him mow his lawn.

Motorman C. McCoffery has been on a two weeks' vacation visiting his aunt in Quebec, Canada.

Conductor C. Stock has taken his wife, who has been suffering with arthritis, up to Mayo Brothers hospital in Rochester, Minnesota. We are hoping she returns soon, much improved in health.

Our sympathy to Head Receiver Bob Christie, who on July 16 lost his brother, Tom Christie, by death.

We also extend our sympathy to Motorman Fred A. Flanders, whose wife, after a long illness, passed away Saturday, August 25.

H. Spethman.

Devon

Ed Keating claims that John Stricker took a furlough because he can make more money as boxing instructor at the Old People's Home. How about it, John?

Charlie Saklem is buying cigars for everybody since the notice of the new pick has been posted.

Our chief receiver, William Kennelly, has returned from his vacation minus the usual fish stories.

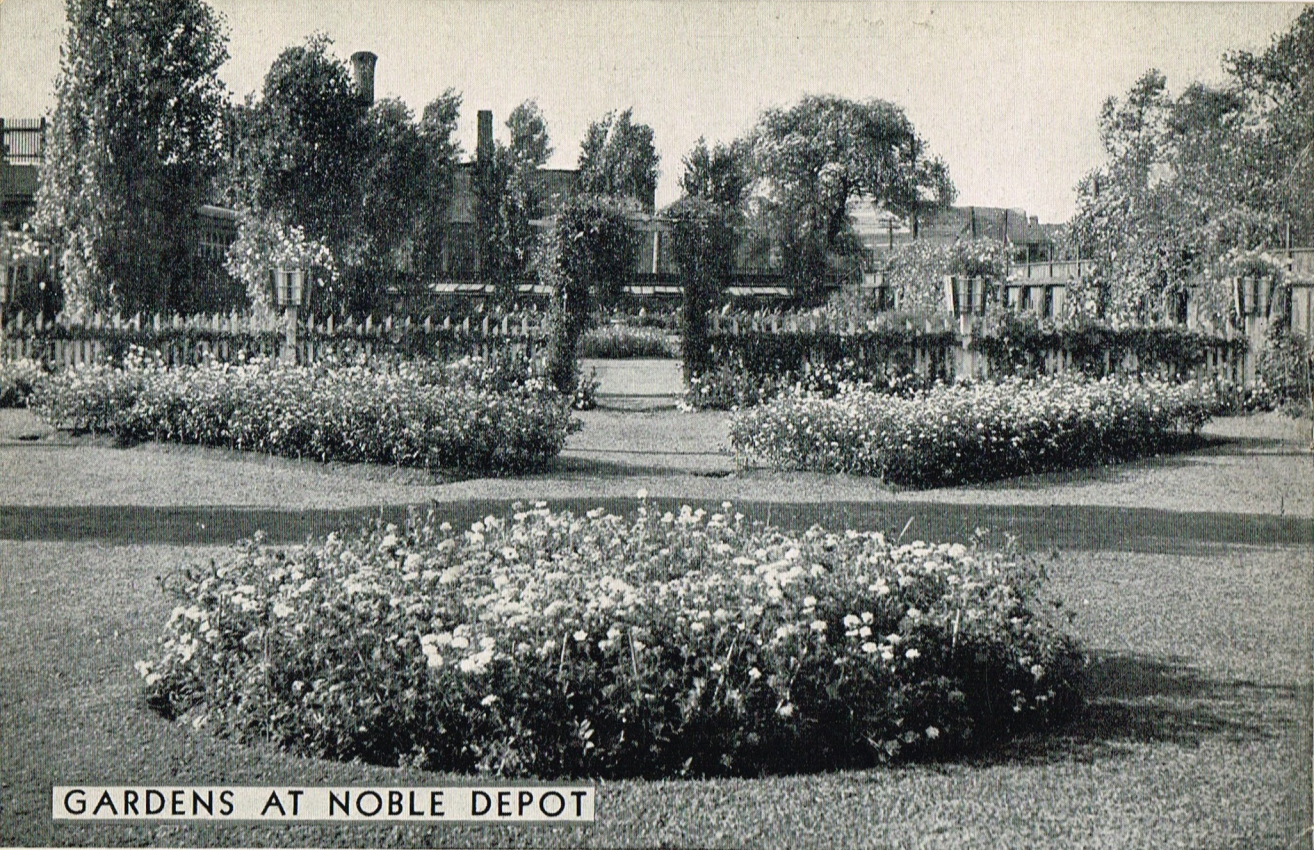
Limits

Well, you can all see by now that we really have a wonderful soft ball team at the Limits Depot. Congratulations are now in order. They won three of their last four games.

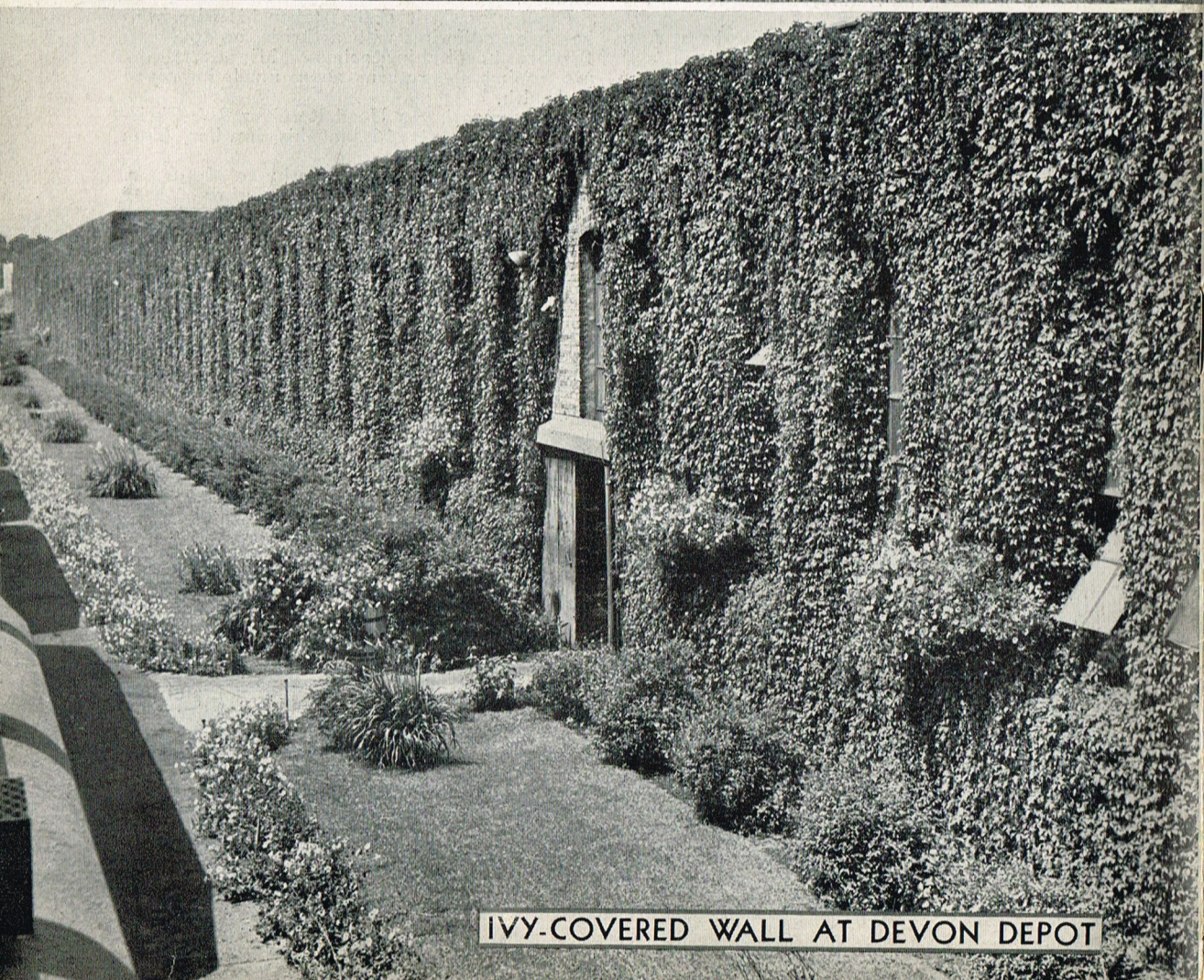
Our chief clerk, Al Hill, got back from his vacation safe and sound and says he had a wonderful time just lying around and resting at Eagle River, Wisconsin.

Our night clerk, Bill Colgan, did not fare so well. He came back all tired out. He says he had an awful time "carrying" a brand new 1927 Auburn through the wilds of Wisconsin.

Dick Huber, our great race horse fan, sure knows how to pick his horses. Ask the merchants around Belmont and Milwaukee. An old broken down race horse pulling a junk wagon tried to climb on Dick's front platform and give him a hot tip the other day, but Dick would have nothing to do with him.



GARDENS AT NOBLE DEPOT



IVY-COVERED WALL AT DEVON DEPOT