

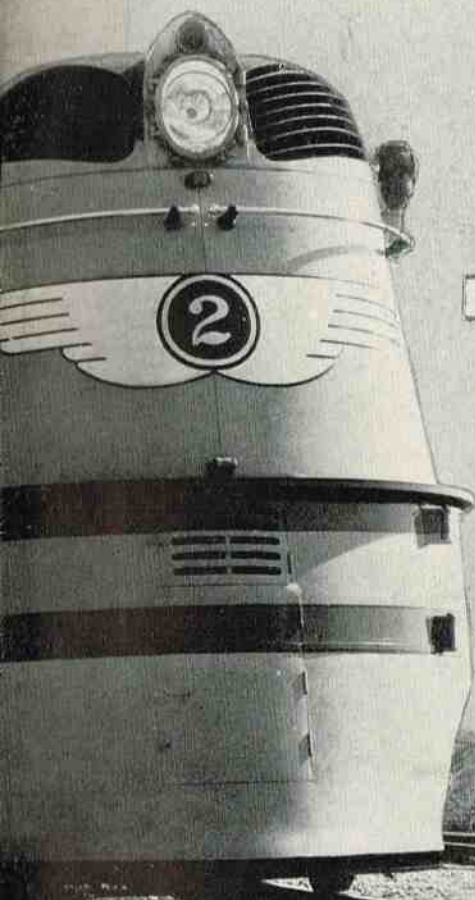
Surface Service

• MAGAZINE •

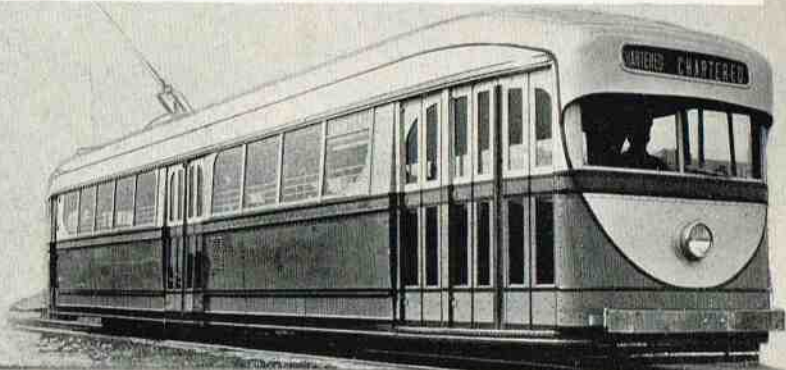
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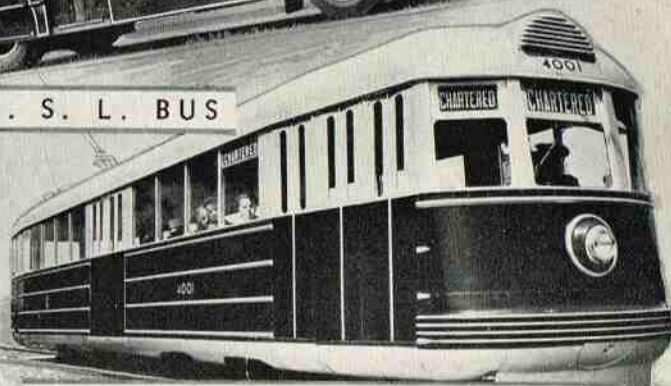
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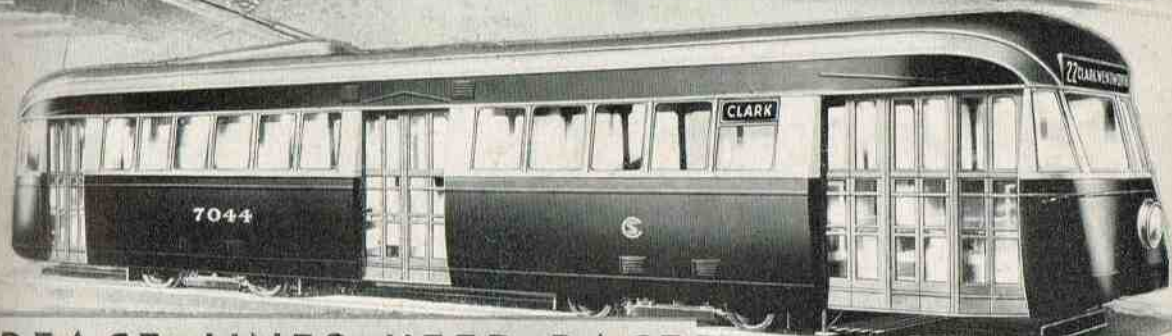
C. S. L. BRILL CAR



NEW C. S. L. BUS

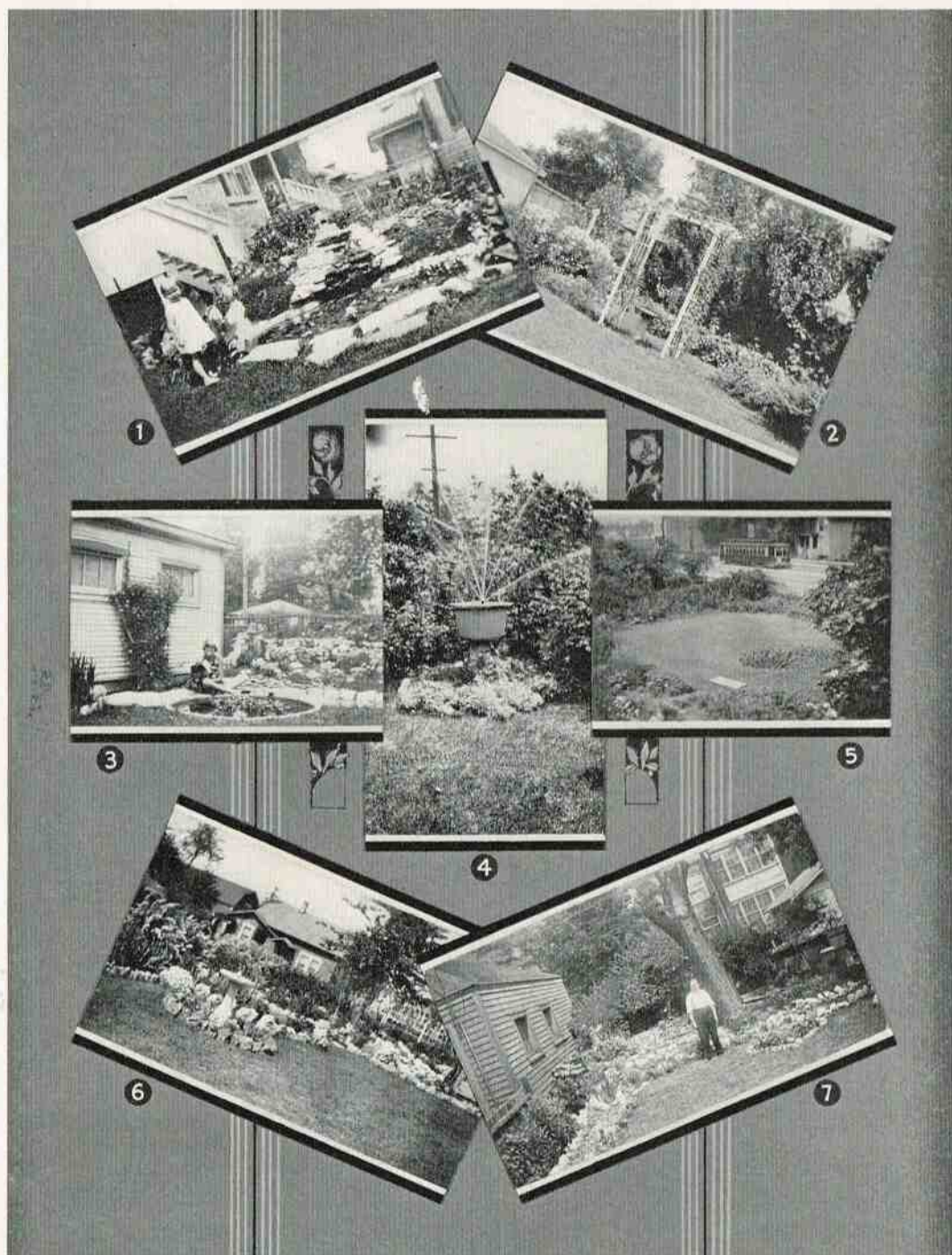


C. S. L. NEW PULLMAN CAR



DRAWING OF THE NEW C. S. L. CARS FOR WHICH SPECIFICATIONS HAVE BEEN SENT OUT

SURFACE LINES KEEP PACE WITH NEW EQUIPMENT TRENDS



BEAUTIFUL HOME GARDENS OF C. S. L. EMPLOYEES

1—Lily pond in back yard of home of Conductor Samuel Tarrant, Devon Depot. 2—Artistic landscaping at home of Ernest H. Phillips, repair foreman at Devon. 3—At the home of Motorman Einer Windfield, Armitage. 4—Conductor O. W. Larson, Burnside, has an unusually attractive yard. 5—The front lawn at the home of Motorman Alex Metke, Burnside. 6—A sun-dial, gay flowers and smooth lawn at home of Motorman Edward E. Herda, Kedzie. 7—Motorman John Gebel, Armitage, is justly proud of his rock garden.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 12

AUGUST, 1935

No. 5

Working Out Transfer Plans

Representatives of Surface and Elevated Lines Prepare to Put Into Effect Commerce Commission's Order

Operating representatives of the Chicago Surface Lines and Chicago Rapid Transit Company are busily engaged in working out the details of a plan for putting into effect the order of the Illinois Commerce Commission for transfers between the two properties. Under the terms of the order, entered on July 22, the plan is to be submitted to the Commission by August 22 and is to go into effect by September 22.

To carry out the provision of the order, many intricate details must be determined upon. A distinctive transfer must be designed which will not be confused with other transfers issued by the Surface Lines. The method of issuing the transfers, of checking time and direction, of guarding against fraudulent use and setting up an accounting system, must all be carefully considered.

At 52 Stations

Under the terms of the order, passengers are to be permitted to transfer between the surface and elevated lines at 52 elevated stations. A joint fare of 10 cents is to be charged when both services are used. In other words, a passenger originating on the surface lines and desiring to transfer to the elevated at one of the authorized transfer points, would pay his surface lines fare of 7 cents and 3 cents extra for the transfer to the elevated. A passenger originating on the elevated and desiring to transfer to the surface lines would pay a 10 cent fare and receive a transfer good on surface lines cars if presented at an authorized transfer point.

The joint transfer cannot be issued on weekly or other passes on the elevated or with other than adult fares on either system, and can be used only when the passenger is traveling in the same general direction.

For One Year

This joint transfer plan is for experimental purposes, to determine its feasibility, and the present order extends it for a period of only one year. The companies are required to account separately for all revenues realized by the use of the transfer privileges, to "make reasonable efforts to ascertain the number of combined rides" and their point of origin and transfer and to submit to the Commission monthly reports showing the facts thus ascertained.

The companies also are ordered to negotiate for an agreement as to the proper division of

the joint revenue and to submit to the Commission within 90 days after the plan is in effect any agreement reached. If no agreement can be made in this way, the Commission will hold hearings at the expiration of one year to determine an equitable and reasonable division of the joint revenues.

Also at the expiration of one year, the Commission will conduct hearings to determine the advisability of continuing the plan.

Hearings Covered Year

The transfer order was the result of hearings initiated by the City of Chicago by a petition filed April 11, 1934. Both the Surface Lines and Rapid Transit companies opposed the petition, pointing out that the two systems were in keen competition, asserting that the Commission was without jurisdiction to order a joint rate between the two systems and that, whereas a joint transfer would be feasible under the unification of the properties, no satisfactory arrangement could be made for it as long as the properties were under separate management.

After hearings extending over many months and filling 6,000 pages of transcript of testimony, the Commission handed down the order covering certain stations. On motion of the Surface Lines, this order was amended in certain particulars and the final order was issued on July 22.

Still pending before the Commission is the question of transferring with the Chicago Motor Coach system.

The Transfer Points

The elevated stations at which transfers are to be granted between the elevated and connecting surface lines routes are as follows:

NORTHWESTERN DIVISION

MAIN LINE

Station	Tributary Surface Line
Loyola	Broadway
Granville	Broadway
Lawrence	Lawrence
Wilson	Lawrence and Broadway
Sheridan Road	Irving Park
Clark	Clark
Belmont	Belmont
Fullerton	Fullerton
Chicago	Chicago
Grand	Grand

RAVENSWOOD BRANCH

Station	Tributary Surface Line
Kimball	Lawrence and Kimball
Kedzie	Kedzie
Western	Western and Lincoln
Damen	Damen
Montrose	Montrose
Irving Park	Irving Park
Paulina	Lincoln

**METROPOLITAN DIVISION
LOGAN SQUARE BRANCH**

Station
Logan Square
California
Western
Damen

Tributary Surface Line
Milwaukee and Kedzie
California
Western and Armitage
Damen and North

HUMBOLDT PARK BRANCH

Station
Lawndale

Tributary Surface Line
North

GARFIELD PARK BRANCH

Station
Central
Cicero
Crawford
Kedzie
Western
Halsted

Tributary Surface Line
Central Avenue Bus
Cicero and Harrison
Crawford
Kedzie
Western
Halsted

DOUGLAS PARK BRANCH

Station
Crawford
Kedzie
Western

Tributary Surface Line
Crawford
Kedzie
Western

LAKE STREET DIVISION

Station
Central
Laramie
Cicero
Crawford
Kedzie
Oakley
Halsted

Tributary Surface Line
Central Avenue Bus
Laramie
Cicero
Crawford
Kedzie
Western
Halsted

**SOUTH SIDE DIVISION
MAIN LINE**

Station
Jackson Park
Cottage Grove
South Park

Tributary Surface Line
Stony Island, and South
Deering and Windsor Park
Cottage Grove
Hammond and Whiting,
South Chicago

Fifty-first
Forty-seventh
Forty-third
Indiana
Roosevelt

Fifty-first-Fifty-fifth
Forty-seventh
Forty-third-Root
Pershing Road
Roosevelt Road

ENGLEWOOD BRANCH

Station
Loomis
Racine
Halsted
Wentworth
State

Tributary Surface Line
Ashland and Sixty-third
Racine
Halsted
Wentworth and Fifty-ninth
State

NORMAL PARK BRANCH

Station
Sixty-ninth

Tributary Surface Line
Sixty-ninth-Seventy-first

BAUER DIRECTS PWA
Son of H. G. Bauer of Electrical Department Appointed Illinois Director by President

Carl H. Bauer, engineer and state construction inspector, and son of Henry G. Bauer of the Electrical Department, has been appointed by President Roosevelt as the Illinois Director of the Public Works Administration.



Carl H. Bauer

Mr. Bauer, who resides at 1215 Mulford street, Evanston, has been serving as engineer examiner for public works at Washington. He is 41 years old, a graduate of Northwestern University school of engineering, and for several years was general superintendent of construction for the Chicago Transfer Clearing Company. He also has served as architect and engineer for a Racine plow manufacturing concern. He was engineer inspector in the Chicago sanitary district investigation about a year ago, which resulted in contractors

being forced to reconstruct \$100,000 worth of work.

A number of years ago Mr. Bauer was connected with the Surface Lines as a student testing engineer.

Mr. Bauer takes the place of C. W. Osborn, acting director, who resumes his position as state engineer.

**EMPLOYES RELIEF FUND
July 1935**

The Surface Lines Employees Relief Committee held five sessions during the month, at which 28 applications were considered. Of this number there were seventeen applicants approved for weekly relief payments, making a total of 263 on the list at this time.

Checks totaling \$14,888.24 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$638,201.02 paid to the 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 \$758,201.02.

EIGHTY-SEVENTH EXTENDED

By order of the Illinois Commerce Commission, the Eighty-seventh street bus line was extended on July 31 from Damen avenue to Western avenue. The extension is to operate for 60 days, during the summer months.

OBITUARY
Deaths on the System from July 1, 1935 to July 31, 1935

Transportation—Division 1, Cottage Grove: James C. Burke, employed December 1, 1933, died July 14, 1935.

Division 3, Seventy-seventh: John Colles, employed June 1, 1910, died July 17, 1935.

Division 4, Sixty-ninth: John O'Connell, employed December 29, 1892, died July 31, 1935.

Division 5, Archer: Hamilton Murdock, employed July 1, 1896, died July 14, 1935.

Division 7, Kedzie: George A. Ritter, employed October 5, 1886, died July 22, 1935.

Division 8, North: Thomas Brown, employed September 9, 1907, died July 19, 1935. Edward J. Poteracki, employed July 31, 1929, died July 11, 1935.

Division 10, Elston-Noble: George F. Wiemerslage, employed March 25, 1902, died July 1, 1935.

Material and Supplies—John Crowley, employed April 4, 1900, died July 16, 1935.

Shops and Equipment—Division 3, Seventy-seventh: Alton Razbadawski, employed January 10, 1920, died July 6, 1935.

Division 10, Elston-Noble: Jefferson Breittigan, employed March 2, 1916, died July 20, 1935.

South Shops: John C. Farrow, employed June 15, 1881, died July 7, 1935.

West Shops: Charles A. Olson, employed March 4, 1920, died July 2, 1935.

Track—Calvin Hooper, employed September 19, 1929, died July 30, 1935.

Dressing Up the Tunnels

Work on La Salle and Washington Under-river Subways Improves Appearance—History Is Interesting

Work being done on the La Salle and Washington street tunnels under the river under the direction of A. J. Klatt, electrical engineer, calls attention anew to these subways, which were considered great feats of engineering at the time of their construction many years ago.

A specially prepared aluminum paint is being used on the portals of the tunnels. Work on the south portal of the La Salle street tunnel has been completed and the Washington street tunnel will receive the same treatment.

The Van Buren street tunnel is now used only for emergency operation. This tunnel was built by the West Chicago Street Railway Company in 1894, to accommodate the Blue Island cable cars. The Washington street and La Salle street tunnels were built by the City of Chicago for vehicular use in 1867 and 1869, respectively.

Used By Loop Traffic

The Washington street tube was originally a three-bore structure with approximately 14 feet of water above it. For several years immediately after the Chicago fire, it was the only means of communication between the west side and loop district. The installation of bridges at Randolph and Madison streets early in the eighties, however, diminished its importance.

With the advent of larger and deeper schooners and steamers used for lake traffic, it was found necessary to deepen the channel. The City of Chicago then readily turned the use of the Washington street tunnel over to the street car company which was contemplating the installation of cable lines, with a provision that 17 feet of water be provided.

The tunnel was remodeled in 1889 to comply with that provision and was operated continuously for vehicular and cable car traffic until 1906, at which time the City of Chicago was ordered by an Act of Congress to lower the roof or remove tunnels across the river at La Salle, Washington and Van Buren streets as unreasonable obstructions to navigation. A clear depth of 22 feet of water was required by this act.

In accordance with an ordinance accepted by the receivers of the Chicago Union Traction Company, "to provide for the lowering of the tunnels at the Chicago River and for temporary operation of certain street railway lines by electricity," the company entered into a contract with the Angus Brothers to lower the roof of the Washington street tunnel.

Great Engineering Problem

The process of lowering consisted of inserting heavy beams at 3 foot intervals in the old wall and connecting between these beams with concrete jack-arches. A great deal of difficulty was encountered because of the old foot passage which was not of sufficient strength to sustain the girders. However, new footings were set for girders and an asphalt mastic placed on top over the concrete and then a cap of concrete approximately 12 inches

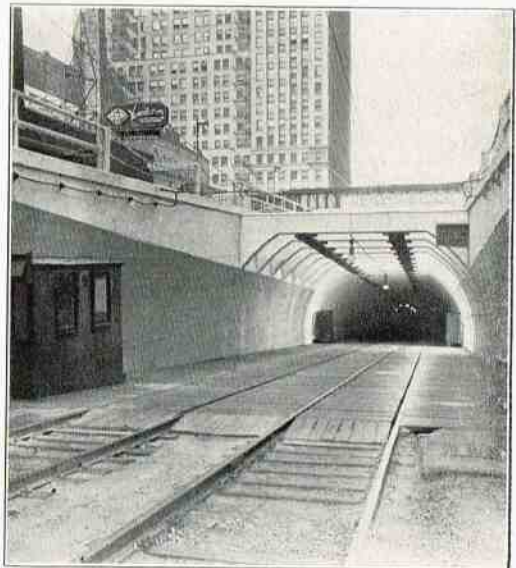
thick placed upon that. The space between the new roof and the old roof was then filled up as thoroughly as possible before bulkheads were built in the river sections.

After the completion of these bulkheads, the contractor dredged on either side of the old roof and then removed it and the abandoned walls to provide a clear draft of 27 feet. This work was completed in 1907. The tunnel was closed to car traffic until the present tunnel was completed early in 1911. Since that time it has been used continuously for electric car operation. Approximately 1,200 street cars use this tunnel daily.

La Salle Tunnel Flooded

The history of the La Salle street tunnel is similar, with but one exception. In the lowering of the tunnel roof in 1906, which was complicated seriously by the maintenance and care of a 36 inch water main which extended through the foot passage, a serious leak developed in the east wall at one of the timber supports used for the pipe line. Later the water broke through the invert about 30 feet south of the duct line, which soon flooded the tunnel. An attempt was made, by dumping clay along the south dock line, to close this leak. Three large pumps succeeded in clearing the tunnel. An attempt was then made to close up the leak with 8 by 8 inch timbers, bags of cement and oakum. By the evening of December 9, 1906, the water had again risen and by 11:30 the next morning the tunnel was entirely filled.

The tunnel was later reconstructed in an entirely different way than the Washington street tunnel, and was again opened for traffic in 1912. It has been used continuously since that time.



La Salle Tunnel with Its New Coat of Paint

The Van Buren street tunnel, since 1894, follows closely the other two tunnels in its history of use and reconstruction. The roof was lowered in 1908 by the Great Lakes Dredge and Dock Company, and this same company proceeded then with the reconstruction of the bore, which consisted of 5 feet sections in series of tunnel reconstruction to the new grade until the entire bore was completed. The tunnel was completed in September, 1908, and was used for street car traffic until 1915, when it was closed to traffic to provide for the lowering of the west incline, necessitated by the installation of a baggage transfer at the Union Station.

Method of Construction

Volumes could be written describing the construction and method of installation of any one or all of these tunnels. There is room here only to mention specifically the construction of the La Salle street tunnel, which is very peculiar.

The two land sections were built simultaneously and a gateway provided at the dock line for the river section, which was built on Goose Island and consists of a steel tube encasing reinforced concrete tubes. This entire section then was floated down the river and during a snowstorm early in the year 1911 was sunk in place by allowing water to enter the floating tubes. This process consumed about five hours and during this time the river current needed to be stopped by closing the gates of the Chicago Drainage Canal at Lockport, Illinois. The ends of the tube were then sealed into the shore ends of the tunnel.

This tunnel was opened for street car traffic in 1912.

Besides providing tracks through each of the tunnels, space for cable and conduit, which serve the various street car sections in the loop, was also included. Also, each tunnel has a proper drainage system and automatic pumping devices which keep them clear of water at all times.

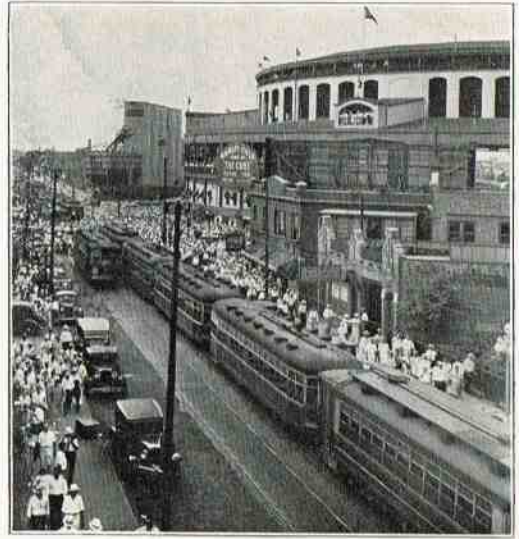
In addition to the daily inspection of the electrical equipment in each of these tunnels, the track department daily inspects the track to see that it is in proper operating condition and properly sanded.

ROUNDING UP WITNESSES Burnside Again in First Place—Minor Changes in Report for June

The June report on rounding up witnesses shows only minor changes when compared with the standings of the various divisions in May. Lawndale-Blue Island is again in first place, Burnside moving into second. Elston-Noble dropped from seventh to ninth position and Archer and North Avenue moved up one notch.

Detailed figures are as follows:

	June	May	Apr.	Mar.
1. Burnside	4.03	4.00 (2)	3.74 (3)	3.96 (2)
2. Lawn.-Blue Isl.	3.92	4.06 (1)	4.11 (1)	4.39 (1)
3. 69th Street	3.66	3.60 (4)	3.32 (6)	3.59 (4)
4. 77th Street	3.62	3.74 (3)	3.46 (5)	3.23 (7)
5. Cottage Grove	3.57	3.43 (5)	3.54 (4)	3.72 (3)
6. Lincoln	3.48	3.35 (6)	3.07 (9)	2.97 (9)
7. Archer	3.42	3.22 (8)	2.81(11)	3.42 (5)
8. North Avenue.....	3.32	3.20 (9)	3.09 (8)	3.22 (8)
9. Elston-Noble	3.14	3.25 (7)	3.75 (2)	3.30 (6)
10. Limits-Devon	3.14	2.91(10)	2.97(10)	2.85(12)
11. Kedzie	2.94	2.90(11)	3.28 (7)	2.96(10)
12. Armitage-Division..	2.50	2.51(12)	2.41(12)	2.86(11)
Aver. for System.....	3.35	3.32	3.24	3.36



Cubs Park After the Game

To provide cars for a crowd of 50,000 people at Wrigley field on a beautiful Sunday afternoon when the game is over, requires 25 extra cars southbound and 15 extra cars northbound which, including regular service, makes a total of 40 cars southbound and 30 cars northbound.

To have the extra service when needed calls for the exercise of good judgment on the part of the man who observes the game and calls for this extra service from the ball park, as no two games or innings are played in the same time, and to have the cars too late or too early is just too bad.

TELLS THEM WHERE TO GO

A local newspaper recently asked a number of people on the street to describe the most unusual incident they had ever seen on a street car.

This prompted Conductor A. W. Bishop, badge No. 5164 of Division street, to recall a conversation he says he overheard recently on a Clark street car.

"A large woman boarded the car at Clark and Madison streets with two market baskets filled with her purchases," Conductor Bishop says. "She sat down in the seat behind two young women and could not help overhearing their conversation, which had to do with their plans for a vacation. One of them suggested Mackinac Island, but the other objected because she said the place was run by the Irish and she suggested Michigan City.

"'Oh, I wouldn't go there,' replied the first lady, 'because all the Irish go there to wash their dirt off in the lake.'

"Just then we reached Erie street and the woman with the market baskets got up to leave the car. Before she made her way to the door, however, she turned to the two women and said:

"'I couldn't help hearing what you ladies were saying and I've got a suggestion for a good place to spend your vacation. Why don't you go to hell, there are no Irish there.'"

Awaiting Passengers Pleases

Letters Indicate Appreciation of Moment's Delay to Permit Boarding—More Complaints in July

That people appreciate the holding of a car for a moment to give them an opportunity to reach it is indicated by several letters received during the past month.

A communication from Charles S. Duffett, secretary of the Park Manor Improvement Association, commends Motorman Ewald R. Hirsch, badge No. 12571 of Seventy-seventh, for his display of courtesy "in slowing up and waiting for passengers at transfer corners and other street intersections." Passengers riding on this motorman's car on Wentworth avenue, which reaches 69th street at about 6:10 A. M., have many kind things to say about the crew, Mr. Duffett says.

Another similar letter was received from Miss Ida Eaker, 1523 East Marquette road, a trained nurse. She very highly commends Conductor George H. McPheeters, badge No. 546 of Burnside, for holding the car for her at Marquette road and Stony Island avenue at a time when minutes counted.

Operator Archie D. Hanson, badge No. 1103 of Sixty-ninth, was complimented by Mrs. Lucy L. Fauble, 6617 Drexel avenue. On a rainy day, she says, she was trying to catch a car at the corner of 67th and Drexel, but would have been unable to board it if the operator had not held it until she reached the door.

"I have seen so many people, myself included," Mrs. Fauble says, "left at the curb, that it is very refreshing to find that courtesy and consideration are not entirely lost arts."

T. Lange, secretary of the Hump Hairpin Manufacturing Company, is very grateful to Conductor James Lane, badge No. 2212 of Cottage Grove, for turning in two bank books which he found in his car containing \$126 in cash and \$6,371.22 in checks. Mr. Lange sent \$10 as a gratuity and this was given to the conductor.

More Complaints

The number of complaints during July shows a considerable increase over the number in the corresponding month last year. A total of 496 complaints were received during the month, as compared with 457 in July, 1934. Complaints of passing up or carried by increased from 41 in July, 1934, to 60 last month. Commendations last month numbered 37, as compared with 42 in July, 1934.

Mrs. C. E. Howard, 632 North Homan avenue, relates that Motorman Tobie Wohl, badge No. 12823 of Kedzie, avoided a serious accident through his alert and careful operation.

A. J. Keefe, 620 East 79th street, finds Conductor Carl M. Timm, badge No. 12596 of Devon, very accommodating in handling the public.

Miss Agnes M. Sterius, 738 Oakwood boulevard, acknowledges her appreciation of the kindness of Conductor Hubert F. Brennan, badge No. 10768 of Burnside, who turned in the fur piece which she left on his car.

Miss Rhoda Edmonds, 1439 North Clark street, reports that Conductor John Rogers,

badge No. 10730 of Devon, displayed unusual courtesy in his treatment of an intoxicated passenger.

Mrs. Lottie Psaras, 3018 South State street, expresses gratitude for the kindness shown her by Conductor Leo F. Chamberlain, badge No. 10580 of Burnside.

Reflects Spirit of C. S. L.

Laurence Auspitz, 20 East Delaware place, commends Conductor Benjamin P. Mathy, badge No. 9718 of North avenue, for his courteous consideration, and states that this conductor fully reflects the attitude and spirit of the Surface Lines organization.

Mrs. K. Swan, 1530 East 62nd street, recovered her purse through the honesty of Conductor Charles E. Hammond, badge No. 9670 of Burnside, for which she commends him.

A. O. Prochno, 5249 Leland avenue, telephoned the general office to commend Operator John S. Hickey, badge No. 8851 of North avenue, for his courtesy to an elderly woman and his alertness in operating his bus.

Another bus operator, Charles H. Davis, badge No. 7983 of North avenue, is congratulated by Walter Zilke, 5443 West Chicago avenue, for the manner in which he performs his duties.

Mrs. J. F. Kennedy, 2933 Walnut street, is thankful for the courtesy extended to her son by Motorman Thomas Lester, badge No. 7709 of Division.

Conductor Samuel Rasmussen, badge No. 6516 of Lincoln, is classified as a public employe who is an asset to his company, by W. J. Schuster, 4053 North Whipple street.

Mrs. S. E. Denny, 5238 Dakin street, reports that she received very courteous treatment on the cars when she was traveling with a large package. Conductor Julius N. Falkenskov, badge No. 5682 of Elston, was especially helpful as she boarded and alighted from his car.

"Best Driver" Praised

John T. White, 3538 Melrose avenue, believes that Motorman Mathew Thelen, badge No. 4777 of Archer, is the most obligingly courteous and best driver he has ever ridden with.

Oscar Kocvera, 3132 Warren boulevard, commends Motorman George B. Fiezel, badge No. 3533 of Noble, for his alert operation, which saved two children from serious injury.

The pleasant disposition of Conductor Patrick Walsh, badge No. 2292 of North avenue, is commented on by Mrs. Clara Reiker, 2200 North LaCrosse avenue.

A commendation for Conductor William I. Fisher, badge No. 1506 of Cottage Grove, was received from Mrs. F. Heggie, 54 Southwick street, St. Thomas, Ontario, Canada. Conductor Fisher assisted her in alighting from his car.

B. Miller, 1044 Loyola avenue, wrote a letter commending the politeness and kind attitude of Conductor Jerry P. Gleason, badge No. 13622 of Seventy-seventh. Conductor Gleason very courteously directed Mr. Miller to his destination.

SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 12 August, 1935 No. 5

H. O. Crews - - - - - Editor

C. L. Altemus - - Assistant Editor

MISLEADING PROPAGANDA

In a discussion of the local transportation situation before a civic group recently, a member of the Illinois General Assembly drew a most discouraging picture of the Surface Lines. According to his view of it, these properties are about ready to fall to pieces; the rails and cars are worn out and no money can be found to replace them. Moreover, he asserts that people are getting out of the habit of using street cars.

A little investigation would have been sufficient to convince this legislator that his information was all wrong. Probably no electric railway in the United States is so well maintained as the Chicago Surface Lines and certainly none is in such a splendid position to make renewals of cars and track.

Approximately \$9,000,000 is being expended annually on this system for maintenance and renewal of equipment, way and structures, etc. In the five years of the depression—1930-34 inclusive—a total of \$10,709,000 was expended for maintenance of way and structures; \$16,947,000 for maintenance of rolling equipment and \$1,778,000 for maintenance of power equipment. The huge total of \$18,642,000 was spent for renewals in this period. Last year 42 miles of track was reconstructed, and this was about an average.

Since September 1, 1929, a total of \$7,250,000 has been spent for extensions and improvements, including 28 miles of rail extension and 100 miles of bus routes.

The Surface Lines companies now have

in cash some \$19,000,000 which has been set aside from earnings over a period of years for renewal of cars, track and other property.

As to the alleged loss of popularity in the local transportation field, the answer lies in the relative volume of business being handled on Surface Lines cars and buses. In 1926 the Surface Lines carried 75 per cent of all passengers riding on the three local transportation systems—surface lines, elevated or motor coach. Last year the Surface Lines carried 80 per cent of this total load.

In the discussions which will attend the negotiations for a new franchise ordinance, these facts should be remembered. The Chicago Surface Lines is meeting its tax and other obligations, it is maintaining its property in splendid condition and it has the financial ability to go ahead.

It is doing all this on the lowest fare in the city.

THE TRANSFER

The order of the Illinois Commerce Commission for a year's trial of transfers between the surface and elevated lines at 52 elevated stations, places a heavy burden upon employes of both systems. Details of the plan are now being worked out by the operating management, but it will be up to the men in the operating force to see that the plan is put into effect with the least possible confusion.

This will entail much preliminary study of the plan and no little intelligence and patience in dealing with the riding public, especially at first when few will understand how the new plan works.

Fortunately recent experience with the new Surface Lines transfer will make it easier for trainmen on this system to grasp the details of the elevated transfer plan.

MANY HOME GARDEN PICTURES

Many responses were received from all over the system to the request for pictures of home gardens of Surface Lines employes. A few of them are used in this issue and others will be used in the forthcoming issue.

ZARAT HEADS CSL POST

Succeeds J. V. Eckmann as Commander —Other Officers Elected at August Meeting

At the annual meeting of Chicago Surface Lines Post No. 146, American Legion, on August 6, Joseph S. Zarat of Blue Island depot was elected commander, succeeding J. V. Eckmann. Other officers elected at this meeting are as follows:

Vice-commanders, Carl M. Neisner, Lawndale, and William M. Roesler, West Shops; Finance Officer, Harry P. Brady, Kedzie; Sergeants at Arms, D. Ferguson, Utility Department, S. Walth, Kedzie, and A. Hjorstavang, Cottage Grove; Chaplain, H. Lund, Elston; Executive Committee, George Casensky, Matt Kull, William Felgenhauer and M. Buda; Delegates to Cook County Council and Second District, J. P. Staska, Archer, and C. M. Neisner, Lawndale; Delegates for the State Convention, J. S. Zarat and C. M. Neisner.

LEAGUE STANDINGS UNCHANGED

Soft Ball Games Played During Month Do Not Alter Standing of Teams

Many hotly contested soft ball games were played during the past month by the various teams in the league, but the standings of the various teams are not changed. The teams line up as follows:

North side—Armitage, first place, Lincoln, second, Limits, third, and Devon, fourth. South side—Archer, first, North, second, Division and Lawndale, tied for third. These ratings are as of August 4.

On that date Armitage played North Avenue at Armitage. The score was tied up to the eighth inning, when North Avenue made 4 runs, winning the game.

Also on August 4, Division played Limits at Lincoln park. Although only 7 men showed up to play on the Division team, they held Limits in check until the ninth inning, when they lost the game through an error. The score was 9 to 8.

The score of the Lincoln-Lawndale game, also played on August 4, was 19 to 11, in favor of Lawndale. The game played between Archer and Devon was won by Archer with a score of 30 to 7.

Spectators at the game on July 28 between Armitage and Lawndale witnessed an exceptional field play by center fielder Erwin Dietz of Lawndale, who made a "circus" catch. Lawndale won this game by a score of 8 to 0.

The league's schedule calls for several more games, and when the final standing of each section is determined, the winning team of the north side will play the winning team of the south side for the trophy.

The 77th Street soft ball league's standing, as of August 1, is as follows:

Team	Won	Lost
Reds	3	0
Yanks	4	1
Senators	3	4
Bus	2	3
Indians	3	5
Sox	2	4

The results of games played with outside teams are as follows:

July 15	Viking Partners .. 1	77th Street..... 0
July 17	Raab Tailors..... 3	77th Street..... 0
July 22	77th Street..... 2	Joe VanDuns..... 0
July 29	77th Street..... 1	Viking Partners..... 0
July 31	77th Street.....13	Roseland Comrades 2

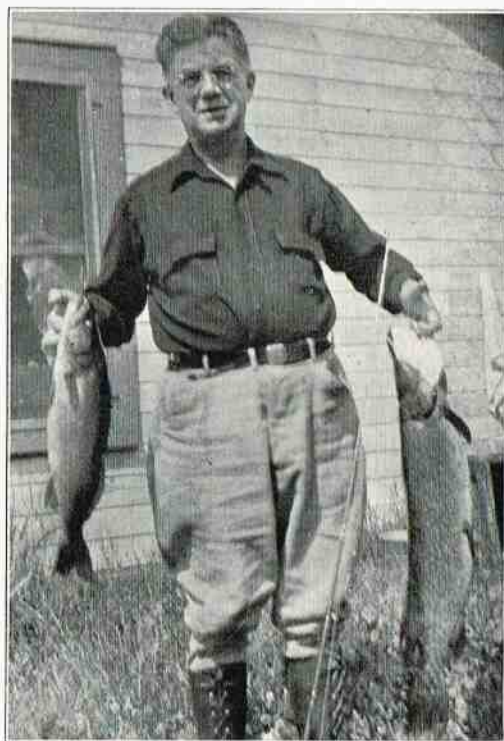
WRECK OLD SMOKE STACK

The 250-foot smoke stack of the old Surface Lines power station at Washington boulevard and Western avenue is being wrecked. The building and the smoke stack were constructed in 1894 and the smoke stack at that time was said to be the tallest in the world. The power house supplied power for the north and west side lines. The Olson Rug Company bought the building 10 years ago and it was torn down several months ago.

HALL GOT THE FISH

Brings Back a Picture to Prove His Good Catch

While Assistant Superintendent of Transportation Hall was at Lake Nammacogin, Wisconsin, the story came back that he had caught a 6 pound wall-eyed and a 12 pound great northern pike. Superintendent Evenson and Traffic Commissioner Flynn agreed that it was a good fish story, but Bill didn't like the way they said it. So he has been showing this picture as proof that it isn't just another fish story.



W. A. Hall and His Fish

Keeping 'Em Rolling

Burnside, Elston and Limits the Three Leaders for July 1935

Burnside took a slight gain over last month's record to lead the group for July, with 34,031 miles per pull-in due to equipment failure to their credit.

Elston follows with 28,443 miles per pull-in, with a percentage increase over last month of 75.4 per cent and 22 zero days for the month.

Limits is third with 23,829 miles per pull-in, a percentage increase of 46.5 per cent and 21 zero days.

The averages are low this month due to the fact that we had a rainfall for the month of July of 3.33 inches, which played havoc with the electrical equipment.

The individual records are as follows:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1	Burnside	19	34,031	9.9
2	Elston	22	28,443	75.4
3	Limits	21	23,829	46.5
4	Lawndale	14	23,266	21.9*
5	Devon	10	23,057	3.7
6	Lincoln	17	21,732	3.6
7	69th	3	20,354	9.2
8	Cottage Grove	7	18,472	50.6*
9	77th	9	17,374	24.3*
10	Noble	14	16,229	18.4*
11	North	3	15,312	20.0*
12	Archer	3	12,771	54.9*
13	Kedzie	---	10,458	40.3*
14	Division	8	10,259	18.5*
15	Blue Island	9	8,284	53.8*
16	Armitage	4	5,930	78.3*
		163	15,071	29.9*

*Decrease.

Carhouse records for the past six months:

Carhouse	July	June	May	Apr.	Mar.	Feb.
Burnside	1	2	5	4	3	2
Elston	2	15	11	15	15	13

Limits	3	14	12	14	6	4
Lawndale	4	3	4	3	4	10
Devon	5	7	3	5	5	3
Lincoln	6	8	13	8	7	12
69th	7	11	1	2	10	7
Cottage Grove	8	1	7	1	2	1
77th	9	6	2	11	1	5
Noble	10	9	15	9	14	11
North	11	10	9	7	13	9
Archer	12	4	10	12	11	6
Kedzie	13	13	8	13	16	16
Division	14	16	14	16	8	15
Blue Island	15	12	16	10	12	14
Armitage	16	5	6	6	9	8

FIFTY YEARS AGO

In the year 1885 the following were points of interest in local transportation:

- Harrison and Western barn built.
- Fullerton and Sheffield barn built—(also shops).
- Cottage Grove cable extended from 39th to 55th.
- Adams street line built from Michigan avenue to Center street—(Racine avenue).
- Ashland line built—North avenue to Clybourn place—(Cortland).
- Blackhawk line built—Holt to Noble.
- Clybourn place line built—Ashland to Wood.
- Desplaines line built—Harrison to Adams.
- Harrison street line built—Desplaines to Western.
- Noble street line built—Milwaukee to Blackhawk.
- North avenue line built—Holt to Ashland.
- Western avenue line built—12th to Flournoy.



Burnside Pull In Crew

R. F. Nebelsiek, Frank Kazmerczak, T. R. Carson, Peter Streelman, Joseph Vacca, F. Labanowski, D. Murphy, C. Koest, T. Uksas, J. Rackauski, A. Katauskas, J. Biton, P. Eckert, A. Rizzuto, A. McKechnie, J. Zallys, F. Mathiesen, M. Gorman, J. Margetic, C. Buckley, J. Vertelko, J. Petika, P. Orban, J. Tinyo, P. Puzas, J. Secondino, S. Milchz, J. Musacchio, P. Markunas, L. Roches, Al Carlson, W. Gracie, A. Galdik, J. Kristof, F. Urban, F. Kulovitz, W. Doering, J. Smith, J. Heersma, B. Rekas, J. Fitzgerald, J. Byrne, T. Cannon, P. Gorman, M. Nicholas, J. Astrauskas, D. Fitzgerald, T. J. Lynch, W. Flaherty, W. Filson, G. Stacey, E. Johnson, W. Guzik, G. Kokologianis, M. Dwyer, J. McGuire, W. Walker, M. Dugan, S. Samis, T. O'Connell, F. Albertine, G. King, J. McMahon, P. Dinneen.

Departments and Divisions

Accounting

Green Lake, Spicer, Minnesota, is the place Ethyl Erickson chose to spend her vacation, together with her husband, sister and brother-in-law, motoring by way of Devil's Lake and the Dells and returning along the picturesque Mississippi River. Golfing, swimming and fishing completed a most enjoyable time.

Returning home after a pleasant time visiting relatives and motoring to all interesting points in the vicinity of Kansas City, Missouri, Mrs. Margie O'Keefe came back perfectly satisfied from her vacation.

Miss Emma Miller of the pay roll division states that having no motor trouble going or coming from Knoxville, Tennessee, made the trip more pleasant.

The employees of the Accounting Department were very sorry to hear of the death of the brother of William Ternes of the timekeeping division, who passed away Saturday, July 6. We extend our heartfelt sympathy and condolence to Mr. Ternes and other members of the family.

Congratulations and much happiness is our sincere wish for Miss Eleanor Bagner and Fred Church of the timekeeping division, who were married on Saturday, August 3, at All Saints Church.

Patricia Ann Sullivan is the name of the new baby born Wednesday, July 3, at the Lying-In hospital to Mr. and Mrs. John Sullivan. To the proud parents we extend our best wishes.

T. F. Coan.

Electrical

Rolland Rogers of the meter testing division is beginning to talk up the beautiful places to be seen within 50 miles of Chicago, his vacation being spent in short jaunts about our city.

Roy Rogers has a different viewpoint on how to spend a vacation. He enjoyed a motor trip to northern Wisconsin, where the fish were so big he couldn't land one of them—to his sorrow.

Ralph Jossie of Grand and Leavitt has been talking of the large fish they catch up in northern Wisconsin. Ralph, don't come back with too big a fish story. You know Ripley is still writing his daily "Believe It or Not" stories.

Henry Richter, superintendent of electrical construction, and his family are well on their way around Lake Michigan in that new V-8—providing that the Ford does all that it is supposed to do.

SOME GROWTH

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.

Ray Callahan of the meter testing division spent part of his vacation in Elkhart, Indiana.

They say Al Hilgard spent his vacation at the circus, feeding the monkeys and hauling fish for the sea-lions in his Ford.

James Urquhart, George Clark, Rolland Rogers and George Nelson recently spent an evening out at the golf course. It is said that James Urquhart made the nine holes in 45. What hole did you miss, Jim?

These few items were written on board the S. S. Missouri and radiographed to the assistant editor of our SURFACE SERVICE MAGAZINE. A delightful evening was spent on Lake Michigan.

Billy.

Engineering

H. M. Schlachter, chief clerk of the track department, returned from his vacation, which was spent on the local golf courses. Harry has improved his game to such an extent that he is now able to shoot in the low one hundred and twenties. Challenges have been issued to Messrs. Alexander and Gremley, and it looks as though some course will have to be resodded after these games have been played.

Thomas McCarthy has set the office all agog with several pairs of trousers of the summer variety.

Harry Debus of Grand and Leavitt spent his vacation in northern Wisconsin, where he observed the first anniversary of his noble attempt to raise a mustache. It was in the North Woods last year that Harry conceived the idea of sprouting the foliage, and he reports that his recent visit provided the necessary stimulant for the luxuriant growth he is now sporting.

Harry Abbott is planning a fishing trip in the vicinity of Phelps, Wisconsin, and has



Mr. and Mrs. William R. McConochie

promised several of the boys boxes of fish. Good luck, Harry.

Bill Nolan, wreck truck chauffeur at 39th and Wallace, has all of the fair damsels on the south side agog over the prospects of a ride in his new Chevrolet. We hope Bill will find time to take us for a spin, too.

J. W. Hewitt is still convalescing from his recent illness and latest reports say he will be back on the job soon.

Miss Klinghofer of the track department spent part of her vacation on an escorted tour to Pikes Peak, Colorado, and reports having a very pleasant and interesting trip.

J. L. Ruzich, mileage clerk in the track department, contemplates touring the New England states and Canadian provinces on his vacation. We are all hoping that his trusty steed ("Oakland '28") does right by our John.

Schedule and Traffic

The home of the Arthur C. Brenckles of Milwaukee was the scene of the wedding of their daughter, Marian Jeanne, to William R. McConochie of the Schedule Department on July 6. Following the ceremony, a wedding breakfast was served at the White Manor Inn on the shores of Lake Michigan.

Rollingstone Lake, near Crandon, Wisconsin, was selected by the couple for their honeymoon. Two weeks were spent in the peace and seclusion of the northern lake and forest region.

Mrs. McConochie is a graduate of Milwaukee-Downer College. She has been a teacher of English in Milwaukee high schools since her graduation. Mr. McConochie was graduated from the University of Michigan in 1928. He came to the Surface Lines in 1930 as a student engineer. After short periods of training in the various departments of the company, he became an engineer for the Schedule Department. The McConochies are making their home in the Rogers Park section of Chicago.

The sympathy of the department is extended to W. H. Burkhart on the death of his father, and also to Robert Sedlack, whose mother passed away recently.

Again the stork visited a member of this department; this time Norman Johnson is the proud daddy of a fine boy. Keith Leo arrived at the Jackson Park hospital August 4. Mother and boy doing fine. Congratulations, Norman, and candy and cigars were enjoyed by all.

Harry Jennison spent most of his vacation among cooling breezes of Michigan, visiting Detroit, Port Huron, Saginaw and other cities.

George Bryan played soft ball in Foster park during his vacation and acquired a good coat of tan. George did not give us the standing of his team in the league when he returned to work.

T. T. Cowgill visited his old home, Jordon Valley, Oregon. He made the trip on the streamline train, "City of Portland." Ted spent most of the time on his father's farm, which requires Ted's "once over" now and then.

Byron O'Neill spent part of his vacation getting acquainted with western suburbs. We wonder if Byron is going to become a commuter.

John Blare visited the aborigines in northern Wisconsin. John says there is a lot of good fishing up there, but the Indians would

not show him how to catch the fish.

Leroy Dutton has not broken any speed records with that new Ford, but wait until he goes away on his vacation. Someone should caution these bridge tenders when Dutton is about to cross the Mississippi river going to Iowa, because Leroy won't have time to stop to pay toll.

W. H. Burkhart spent his vacation quietly with relatives and friends in and near his old home.

George Weidenfeller.

Shops and Equipment

South Shops: We regret to report that one of our oldest employes, John C. Farrow, car repair department, passed away on July 7. Mr. Farrow had been with the company since 1881, and was in active service until January, 1931, when he was taken ill and remained at home until his demise. He was well liked by his fellow employes and he had a splendid record. We offer our deep sympathy to his immediate family and relatives in their sad bereavement.

Vacation Notes in Brief: P. Bergman, woodmill department, touring Illinois. E. Colson, foundry department, visiting in Wisconsin. E. Anderson, machine department, getting sun tanned in Michigan. J. F. Gasser, car repair department, in Ohio. J. Hecht, paint department, fishing in Shawano Lake, Wisconsin. J. Canavan, car repair department, seeing Chicago first. J. Graiser, office, whiling hours away in Wisconsin and dear old Chicago. Mrs. Stoffle, office, visiting Mom and Dad in Michigan. W. Cameron, woodmill department, touring out West. C. Westcott, motor repair department, faithful to good old Chicago.

Burnside: R. Nebelsiek, day foreman, has returned from a pleasant vacation visiting relatives in West Bend, Wisconsin.

F. Kazmerczak, night foreman, took a trip to California and Yellowstone park on his vacation.

To P. Puzas and F. Mathiesen, who are off duty because of injuries, we wish a speedy recovery.

77th Street: We offer our sincere sympathy to the bereaved family and relatives of Anton Razbadowski, repairman, who passed away on July 6.

Elsie S. Frank.

West Shops: Miss Mildred Habeger reports a glorious two week trip to California, in which some of the high spots were Mexico, San Diego Exposition, San Francisco, Catalina Island, Los Angeles, Hollywood and many other points of beauty and interest.

Ed Wendt motored to our Nation's capital, taking in the many points of interest at Washington, D. C., Mt. Vernon, Annapolis, West Point, Gettysburg, etc.

Miss Ella Rall spent two weeks of rest in and around Chicago, with golf, swimming and the Brookfield Zoo as some of her diversions.

Mr. John Landek also spent part of his vacation in Washington, D. C., taking a five days' guided tour to view some of the inner workings of our Capital.

We regret to report that the following employes passed away during the month of July, and we extend our heartfelt sympathy to their families and friends: J. Breitigan, watchman at Noble carhouse, died July 20; C. Olson, blacksmith at the West Shops, died July 2.

Division: Glen Cooley, our repairman, is

holding up the Division soft ball team.

Jim Felz claims he has a '35 Plymouth, but nobody has seen it.

Our night foreman, Frank Stoll, was seen by one of the men putting two dozen postcards in the mailbox. He's on his vacation, so we will all expect postcards from places he'll claim to have been. Yvonne Randall.

Around the Car Stations

Cottage Grove

Our veteran conductor, J. J. Horrigan, has just returned from a pleasant vacation at Yellowstone park and other parks in that vicinity.

He was accompanied by his wife, niece and her husband. They travelled 3,746 miles in 10 days and the trip was enjoyed by all.

Conductor H. Spivey was called to the bedside of his 81 year old brother, who is very ill at Pinehurst, North Carolina.

Supervisor H. Russell spent his vacation motoring with his wife around Lake Michigan, both returning with a healthy coat of tan.

Supervisor O'Connor is spending his vacation at Saugatuck, Michigan. When he returns we expect to hear some tall fish stories.

Motorman J. Kirby, we understand, slipped away on a vacation and went somewhere down south. We hope you and your family will enjoy yourselves.

Motorman Nick Miller has gone to his home town in Greece to visit his mother, whom he has not seen in 30 years. We wish you a safe and pleasant voyage.

Our old friend, William Horan, who has been sick for several weeks, has gone to his sister's home in Joplin, Missouri, to recuperate. We wish him a speedy recovery.

We welcome back to work Motorman H. Fiedler, who has been sick for 13 weeks.

We are sorry to report the death of one of our old-timers, Conductor and Starter Harry Stocks, who severed his connections with the company several years ago and resided at Paw Paw, Michigan. He passed away July 25 and was interred at Watervliet, Michigan. We extend our deep sympathy to his wife and daughter.

A postal card was received from Supervisor J. Kelly while on his vacation. He stated it was a treat to see snow-capped mountains instead of snow-packed rails. J. H. Pickin.

Seventy-seventh

"Believe it or not," but Starter P. J. Flannigan is now chewing gum, and will be for some time—at least until his large supply of samples has been used up. A femme admirer of his presented him with a supply of a famous brand of chewing gum the other day, with the explanation that by masticating it, it would aid digestion, develop his jaw muscles, whiten his teeth, etc. Naturally, P. J. is very interested in future developments.

For the future well-being of his neighbors' children and more especially for Conductor Charles (Big-Hearted) Mischnik, Motorman August Skoglund is going to paint white and black stripes on the wire that is around his

lawn. Probably Charlie, in his haste to get to work on time and figuring on making a short cut, will be able to see the wire when it is painted, and he won't trip over it again.

Four of our trainmen, J. W. Clayton, J. G. Grobel, C. O'Shaughnessy and V. J. Creen, went on a fishing trip to the Government Pier on their day off. The equipment was furnished by Grobel, with the understanding that their catch would be equally divided. After many hours of patient waiting, which netted them only two fish, and with daylight fast fading away, Grobel, not being satisfied with the meager catch, equipped his line with several hooks and succeeded in bringing in two more. Shaughnessy said that if Clayton and Creen had refrained from disturbing the fish by exercising their vocal cords, they might have caught more, but Clayton says that the fish were off that day, too.

Congratulations to Conductor Patrick J. Burns on the arrival of a baby boy at his home last month. Incidentally, the recent arrival makes P. J. daddy for the tenth time.

Congratulations to Motorman R. J. McCarthy and Bus Operator Fennessy on the arrival of future debutantes at their respective homes last month.

John Volkart, our assistant superintendent, vacationed at Sault St. Marie, Michigan.

Chief Clerk Owen T. Duncan and his family vacationed at Sisters Lake, Michigan.

Motorman P. Soraghan has returned from a motor trip that covered many eastern cities.

Starter Johnson, the very dapper looking gentleman who is stationed at 79th and Halsted streets, vacationed with relatives in Kankakee, Illinois.

To the members of the families of our late trainmen, Charles A. Spetz and John Colles, we express our deep sympathy in their sorrow.

We condole with the following trainmen whose loved ones passed away last month. Conductor A. L. Hildebrand, his mother; Conductor J. Sullivan, his son John, and Conductor S. A. Webster, his wife. Motorman Charles De Marr, his wife, and Motorman J. K. Kersten, his wife.

John T. Flynn.

Sixty-ninth

Supervisor Johnson reports a very enjoyable vacation, having toured through Wisconsin and Minnesota. He also reports that the crops look very favorable this year.

Our assistant Superintendent is now on his vacation, and from latest reports is having a very good trip. Word was received from Washington and points east.

Cards were received from Conductors J. F. McCourt and T. J. Callaghan, who are both enjoying a vacation in Ireland. We hope they both have a pleasant voyage.

Vacation time is nearly over and as yet we have not received any of those fish stories or pictures. We are still waiting.

Upon reading over the July issue of this magazine we noted with pride that we climbed from sixth place in the witness contest to fourth place, which goes to show what can be done with a little effort, so come on and let's go for first place this time.

Motorman J. O'Connell passed away after a prolonged illness. We extend our sincere sympathy to his relatives and friends.

We express our deep sorrow to Conductor

P. Larkin, whose brother passed away in Ireland; also to Operator W. Cronin on the death of his son, and to Conductor T. P. Holmes on the death of his mother.

A. R. Lipphardt.

Archer

Our sincere sympathy is extended to Conductor George R. Bishop on the death of his father, who died July 20.

Conductor James P. Burke has been wearing an unusual smile as he's now the proud father of an 8 pound baby girl born July 17. James says it's just what he and his good wife had ordered.

Conductor Hamilton Murdock, one of our oldest pioneers, having been in the train service since June 25, 1896, met his death on his way to work Sunday morning, July 14. He was run down and killed at the intersection of Archer and Ashland avenue by an auto. Mr. Murdock was well liked and had a pleasant word for all and we regret the passing of so good a friend. His co-workers extend their heartfelt condolence to his bereaved family.

Conductor John D. Copithorn and wife made an extended trip through Canada, returning home via Portland, Maine and Boston, covering some three thousand miles via auto in thirty days.

Motorman George Pleuler assisted in rescuing a lady from drowning July 4, according to the daily papers.

The boys of Archer never like to boast of its laurels, but it's the truth that our soft ball team is still heading the list, not having lost a game this year.

Father stork has visited the home of Conductor Bernard L. Gahan, who reports the arrival of a baby boy July 28. Congratulations, Bernard.

We now understand why Conductor Ed Bolt hurried home after his day's work. Ed and his sweetie took a trip to Europe and before sailing they were joined by the bonds of matrimony. The happy occasion was celebrated at the home of the bride. Congratulations are now in order.

Motorman Tom Kaliski sailed for Poland with his son on August 1, a promise he had made to his son on his graduating from high school.

Here's a secret, boys: Conductor Louis W. Monahan slipped away Saturday, August 3, and took upon himself a wife. The wedding was celebrated at the home of the bride. Louie says they expect to be honeymooning among the Black Hills of Dakota. Dusty.

Blue Island

Our sympathy is extended to Conductor L. Kucera and family in the loss of his father-in-law.

Soft ball notes: Brunsliek hurled the Blue Island team to another victory on Sunday, July 28, at 27th and Kedzie, Blue Island defeating Noble depot by a score of 15 to 0. He also starred at bat with three hits, one of which was a home run. On Friday, August 2, at 31st and Keeler, Blue Island lost a tough game to the Chislers A. B. A. by a score of 8 to 6. In the eighth inning we had a chance to get ahead with the bases loaded and two outs. Mighty Koutny came to bat and took three healthy swings and struck out. Cheer up, Koutny, better luck next time and don't use broken bats. The players are all wondering why Frost does not come out to play anymore.

Now that the canning season will soon be here, get in touch with Cielenki. He is an expert when it comes to canning chicken. He also is some farmer. Good luck, John.

Assistant Division Superintendent T. H. Eigelsbach is spending his vacation cruising the Great Lakes. We all hope he will have a good rest and return in the best of health.

John Quaid spent his vacation touring to California, and reported having had a wonderful trip.

Clerk Simon spent his vacation in and out of the city, no particular place reported, although he says he had a very good time.

C. P. Starr.

Lawndale

Mr. Maguire, superintendent, returned from his vacation with a fine coat of tan.

Motorman Earl Hansen returned from the San Diego Fair. A fine trip was reported.

Conductor Ted Bromann returned from his honeymoon, as did Motorman Charles Lovell and Conductor Herbert Almond.

Conductor Hilding Hagstrom returned from his honeymoon, spent in Yellowstone park.

Conductor William Brown returned from his vacation with some big fish (stories).

Conductor August Rahn is back from Minnesota, reporting a fine time at a Swedish Fair.

Conductor Louie Urlaub is home from Wisconsin, reporting a mess of fish (minnows).

Motorman Martin McGinnis returned from Wisconsin, after hiring a trailer truck to carry the fish.

Motorman Pat Farrell returned from the North Woods, with the usual big ones (stories). Ask him about the wood ticks.

Supervisor Milton had a trip to Niagara Falls, Washington, D. C., and New York.

New Arrivals: Conductor Lawrence Saindon has an 8 pound daughter. Mother and child doing fine; Conductor Edwin Tarsa, a 9 pound boy.

C. Karschnik.

Kedzie

Vacation time is here and many of the trainmen are taking advantage of being able to take time off. In the past two years, while the Century of Progress was going on, there was no chance to take a vacation, and believing in the old saying that all work and no play makes Jack a dull boy, they are taking trips to all parts of the United States or vacationing at the lakes in and around Chicago. Here's wishing you all a wonderful time, and don't forget to bring in some of your snap shots for the magazine.

Mr. Fahey, our division superintendent, is vacationing in Atlantic City. Between golfing and bathing, he will be able to keep himself pretty busy.

Clinton Sonders.

North

Thomas Brown, a well liked old-timer, passed away after a lengthy illness. His many friends will miss him. Our sympathy is extended to his bereaved ones. Our sympathy likewise is extended to Martin Knudson in the loss of his mother, and Charles Radke in the loss of his wife.

Extra Man Lambert Hassell, when you read this, will be a newly-wed—likewise Bus Operator Arthur Knudsen. Bill Knippenberg, an old hand at the game, spent his honeymoon in Kentucky. Special note, you newly-weds—re-

member to change the beneficiary in your insurance policies.

Just in time to make this edition, a seven-pound heir arrived at the home of Motorman William Warning. Everyone is doing fine, mother, baby and father. Congratulations.

We received a card from Conductor Martin Sinnott postmarked "Inis Corthaidh," Ireland, with the usual having a good time, etc. Also had word from Al O'Shaughnessy. He, too, is in the Emerald Isle.

Superintendent Brookman returned from his vacation and reports a fine trip through the East. Claims he has a trunk full of souvenirs and what-have-you.

Among the vacationists: Red Neil sends word from Daytona Beach, Florida. He says riding the breakers is the best sport yet. Charlie Schaefer is visiting the Fair in San Diego. Chester Vaillancourt is spending some time with his parents in Beantown, Massachusetts. Eddy Dahlquist is helping ma and pa do the farming in South Dakota. Sheik Poole is spending a couple of weeks in the coolness of Colorado. Grandpa and Gabby Gersch are berry picking in Michigan.

Through the grapevine we hear that Carl Helgeson has engaged Blondie Thorness to teach him the scientific points of the grand old game of checkers. Pupils on the waiting list are Frenchy Loiseau, Hank Buggert and Madcap Davis.

Can anything be done to help out Harold King? Since the tightening of the American League pennant race he has become more vociferous than ever and is very likely to run into high blood pressure. Too bad, as otherwise he's not such a bad fellow after all.

Johnny Williams has just returned, after having shown the sound stereopticon picture, "Meet the Public," in all the depots. He claims that home is the best place, after all.

No news from Peterson yet.

"Pinch-hitter."

Noble

Our newly organized baseball team got away to a good start by beating Elston Avenue depot twice, but was trimmed by the boys from Blue Island depot by a score of 15 to 0. The Blue Island's pitching was too much for our boys, but they have promised to try to reverse the score when they play them again in the near future. Our team is not in the league at present and any depots on the west or northwest side desiring a game should get in touch with the chief clerk, E. Devine, at Brunswick 1216.

Conductors W. Mullins, S. Eriksen, A. Wraas and Motorman C. Morofske all deserted the ranks of bachelorhood during the month of July. Congratulations, and best wishes for the future.

E. Devine.

Lincoln

Regardless of the hot weather, the stork was still on the job. On July 25 at the Ravenswood hospital he left a 6 pound baby boy to Motorman H. Casper and wife, and in the same hospital he delivered on July 30 a 7 pound 13 ounce baby boy to Clerk R. Kent and wife. Best wishes to both families.

Conductor J. Rockwell did the high and handsome when he got married on July 27 and took a 30 day furlough for a honeymoon

in Michigan. Congratulations to the newly-weds.

Supervisor W. Akerberg left August 5 for a vacation in Evarts, Michigan, about 350 miles from Chicago, where he and his family will visit his wife's relations.

Our relief clerk, E. Reidel, has been vacationing for two weeks at Mammoth Cave and Waterloo, Iowa. He reports enjoying the trip and that the scenery was beautiful.

H. Spethman.

Devon

On July 6 your correspondent attended the wedding of Motorman George Gundlach's oldest son. All during the wedding party George was dancing around and acting as though he were the groom instead of just the bride's father-in-law. Outside of that it was a good party; there were a lot of good eats.

Ask Herbie Wilson about the Friday night he came home from work to an empty apartment. He thought his wife had left him, but he found out that some of the boys had been over in the afternoon and moved all their furniture to their new apartment.

Tony Falco is contemplating buying a toupee to recover some of his girl friends he has lost since his hair has been leaving him. Tony, one of the most popular men with the women when he was at North avenue, does not even run a close second to "Toots" McArthur, the boy with the "mascaraed" mustache.

Here is a record for some of the other depots to shoot at. During the month of July there were 367 lost articles turned in by conductors. Of this number there were 78 umbrellas, 52 pairs of gloves, 26 purses, a marriage license and a wedding ring.

E. Milz.

Limits

Everyone knows by this time that we have a second Bobby Jones at our depot. Motorman George Kornacki is the fellow. He had a silver cup on display at the depot the other day and it is really something to be proud of. He won it playing golf in the Midwest Public Link Tournament. He beat Nels Gustafson two up in the finals. Congratulations, George, and we sincerely hope you get farther along in the game until you have reached the top.

Our clerk, Ray Peterson, got back from his vacation safe and sound. He says he had a fine time and still has the broad smile at all times.

Our chief clerk, Al Hill, is on his vacation now. Will try to tell you about it when he comes back. There are also several trainmen on their vacation at this time. Hope they all have a grand and glorious time.

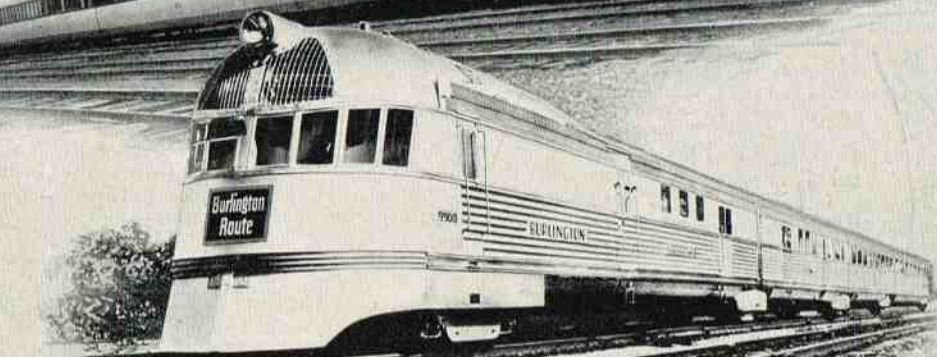
On July 24, the wife of Conductor Frank Faber presented him with a fine baby girl. Mother and daughter are doing fine. Congratulations, Frank.

Our soft ball team is still going along, trying hard all the time. They beat Lincoln and Devon depots up to the present time. Keep trying, boys. The team would appreciate some rooting at their games. It would encourage them very much to see familiar faces in the stands.

Well, boys, let's have a lot of news so we can get it into the next issue.

E. A. Davis.

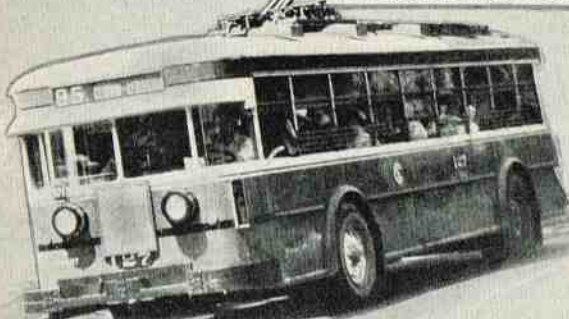
GULF MOBILE & NORTHERN "REBEL"



BURLINGTON "ZEPHYR"



PRESIDENTS' CONFERENCE COMMITTEE CAR



C. S. L. TROLLEY BUS



UNION PACIFIC "STREAMLINER CITY OF PORTLAND"

GULF MOBILE & NORTHERN "REBEL"

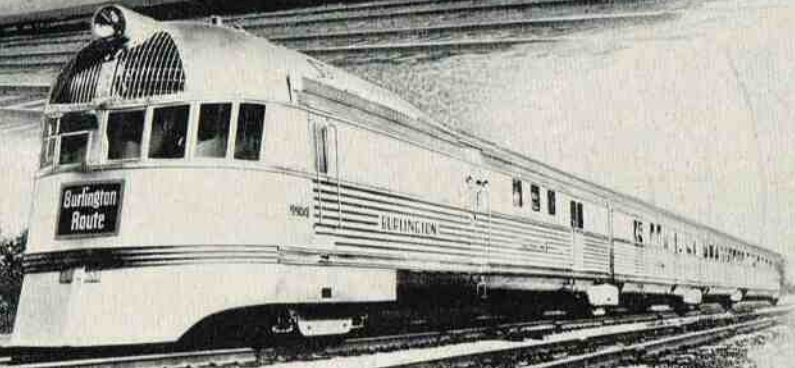


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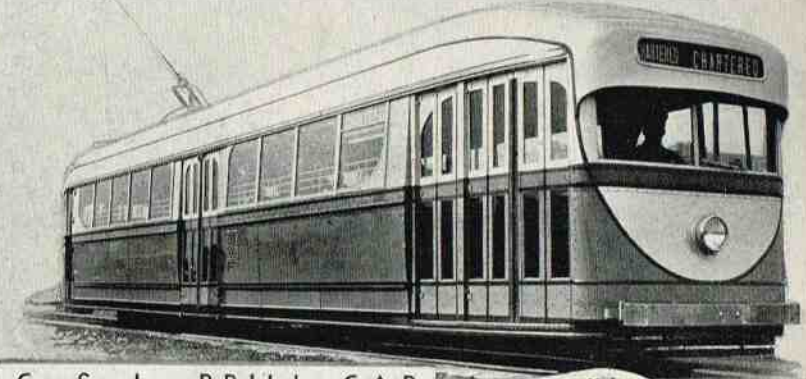
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AUGUST 1935

NUMBER 5



BURLINGTON "ZEPHYR"



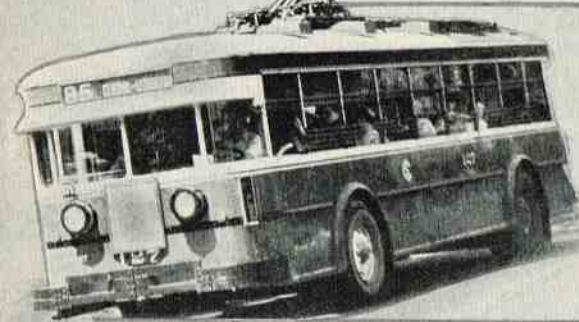
C. S. L. BRILL CAR



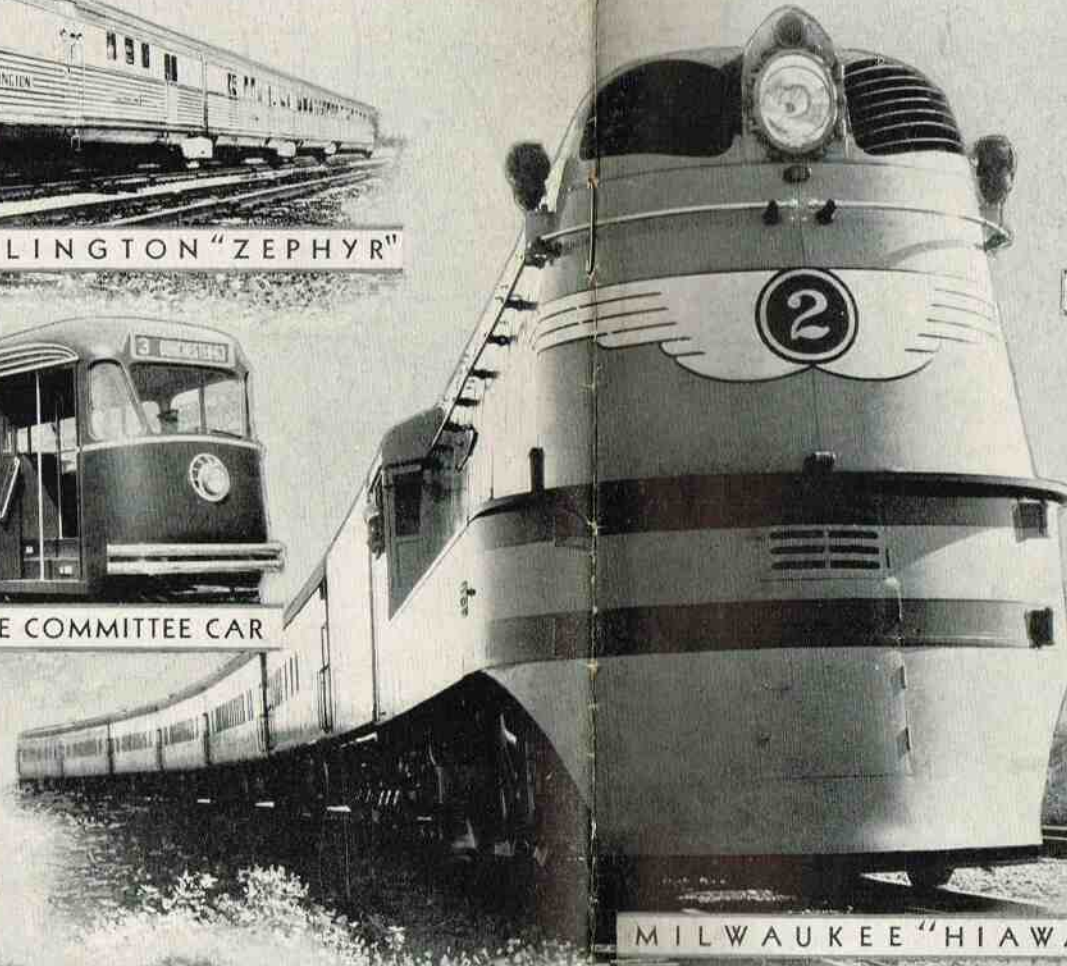
PRESIDENTS' CONFERENCE COMMITTEE CAR



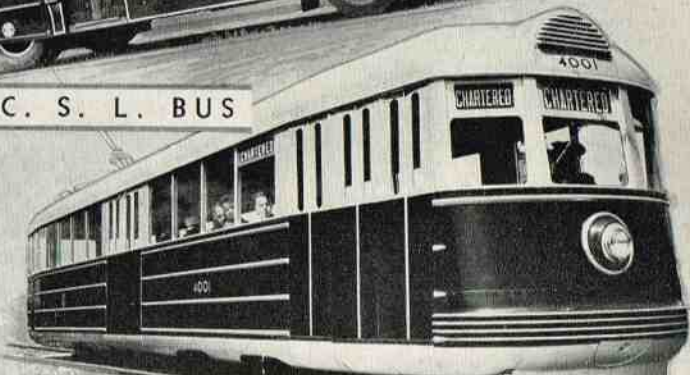
NEW C. S. L. BUS



C. S. L. TROLLEY BUS



MILWAUKEE "HIAWATHA"



C. S. L. NEW PULLMAN CAR



UNION PACIFIC "STREAMLINER CITY OF PORTLAND"



**SURFACE LINES KEEP PACE
WITH NEW EQUIPMENT TRENDS**

DRAWING OF THE NEW C. S. L. CARS
FOR WHICH SPECIFICATIONS
HAVE BEEN SENT OUT