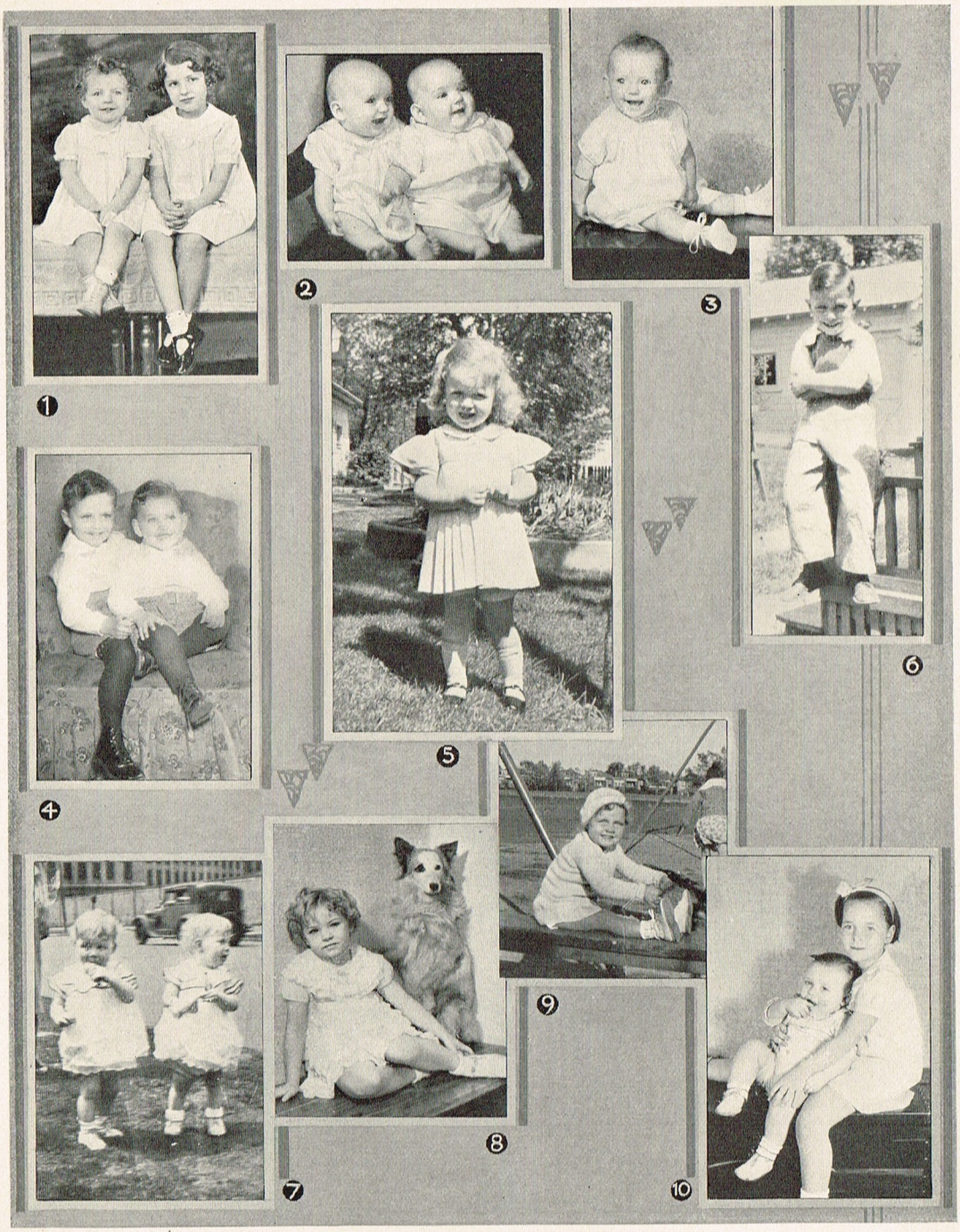
Surface Service
• MAGAZINE •

VOLUME 13 AUGUST 1936 NUMBER 5



ASHLAND AVENUE BRIDGE READY FOR OPENING AUGUST 20.



THE YOUNGER SET IN THE CHICAGO SURFACE LINES

All these attractive youngsters are members of Surface Lines families. 1—Joan and Dolores Hodel, daughters of Conductor John Hodel, Blue Island. 2—Jean and Joan Leahy, twin daughters of Motorman Dave Leahy, Division. 3—Dolores Hasto, daughter of John Hasto, West Shops. 4—Robert and Richard Youse, sons of Robert Youse, Line Department. 5—Joyce Elizabeth Folta, daughter of William B. Folta, Purchasing department. 6—Roy James Burton, son of James Burton, South Shops. 7—Jaculine and Joan Schwartz, twin daughters of Conductor F. Schwartz, Blue Island. 8—Murial Andrews, daughter of Conductor C. A. Andrews, Devon. 9—Jean Ferguson, daughter of Robert Ferguson, 77th. 10—Michael and Marilyn Ledenbach, children of Conductor A. J. Ledenbach, Devon.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 13 AUGUST, 1936 No. 5

Bridge Provides Direct Link

Ashland Avenue Opening August 20 Unites North and South by CSL

Opening of the Ashland avenue bridge over the north branch of the Chicago river, August 20, will mark a major improvement of the Chicago Surface Lines service linking north and northwest Chicago by a direct route south to 95th street.

Various local and national officials will participate in the dedication of the $2,500,000 structure, which was financed through PWA grants and city funds. President Roosevelt will push a gold telegraph key in Washington which will be the signal for Chicago's Mayor Kelly to cut the ribbon, throwing the bridge open to traffic and thus removing a bottleneck that has hampered direct north and south travel in that vicinity for years.

With the gap in the Ashland avenue line filled in over the bridge the Surface Lines will provide direct and continuous transportation facilities between 95th street on the south and Clark street and Southport avenue on the north. To do this required an expenditure of $175,000 by the Surface Lines. Permission for this outlay was granted by Federal Judge James H. Wilkerson, following an ordinance of the City Council authorizing the extension, and the approval of the Illinois Commerce Commission last fall.

To Augment Service

After a program of speeches appropriate for such an occasion, a huge parade in which the Surface Lines will play a prominent part, will move across the bridge and CSL service will officially begin.

The one-man cars now operating on Ashland north of the new structure will be withdrawn and the larger two-man cars will be put in operation. Approximately 50 cars will be added to the new route and additional cars will be put in service as the demand increases. For the first time, too, night cars will be operated on the Ashland stretch north of the bridge, providing a half-hour owl service from around 1 A. M. until 5:30 A. M. There will be an 8-minute headway on the line during the day.

Saves Time and Money

The new bridge is considered one of the most important traffic improvements in Chicago. It will not only save motorists an estimated quarter of a million dollars yearly in lost time but will be the quickest and most convenient connection between Rogers Park, Ravenswood, Lake View, Edgewater and the west and south sides. The time savings and convenience for Surface Lines patrons is obvious.

Local groups affected by the bridge opening are planning celebrations that will be supplementary to a "Pageant of Transportation" parade, the highlight of the ceremonies in connection with the opening.

To Show Historic Vehicles

With the co-operation of the Chicago Surface Lines the transportation pageant will include equipment showing the development of surface transportation from the time of the horse car to the streamliners of today. Vehicular transportation will be traced from the horse and buggy to motor cars and trucks of the most modern types.

Frank A. Hecht, president of the West Central Association, has been named general chairman of the celebration. He has arranged for a symbolical gesture to dramatize the bridge opening.

To symbolize the increase in unity due to the construction of the bridge, young ladies representing five sections of the city will take part in the dedication ceremonies. It has been proposed that the young lady representing the north side be placed on the north side of the barrier or ribbon which will be cut at the time of dedication and that other young ladies representing other divisions be placed south of the barrier. After the ribbon is cut the north division representative will be embraced and taken into company of the others.

Committee Named

Charles A. Snyder, secretary of the West Central Association, has headed the coordinating committee preparing the opening festivities, assisted by Leo Lerner, editor of the *Lincoln-Belmont Booster*. Others on that committee are Arthur Engh, special engineer for the Board of Local Improvements; William Devlin, West Towns Chamber of Commerce; William G. Murray, vice commander of the Cook County Council of the American Legion; Louis Rossett, Wicker Park Chamber of Commerce; W. R. Kunkel, Mid-Town Kiwanis Club; L. Nelson, Irving-Ashland Chamber of Commerce; Irving H. Flamm, Leo Millick, Frank Campbell, Thomas Meyers, John Romaskiewicz, William J. Collins, Dr. W. L. Blomgren, Charles V. Falkenberg, F. E. Svoboda, J. W. Bier and John Rybandt.

TRAVEL BUG BITES!

Youngsters Wander With Varying Results

The old saying "troubles never come singly" was well demonstrated recently in the home of Fred Hectus, Electrical Department.

Fred's youngsters have a touch of the wanderlust. And thereby hangs a tale. Charles, 7, was the first of Hectus' two youngsters to give way. Riverview Park and the skyrocket held a particular fascination for him. It took the South Damen police to get Charles home the first time. The skyrocket seemed a fine place from which to see Chicago and Charles was all for taking full advantages of its possibilities.



Charles and Margaret Hectus

His propensities for wandering were evidently transmitted to Margaret, Hectus' 2½ year old daughter. Unfortunately both youngsters chose the same evening. Charles chose the route he had traveled previously. His parents were unaware that Riverview had again claimed his attenton. Margaret was assumed to be safely in bed on the second floor of the Hectus home. She had, however, left her bed, pushed out a screen and tumbled to the pavement two stories below.

Fortunately, the story has a happy ending. Although Margaret's injuries were serious at the time, she has now recovered sufficiently to leave the hospital and return home, little the worse. Charles, too, the old roamer, is momentarily at home. It took the State street police to get him there, but he is expected to remain for a time.

TRANSPORTATION GROUP FORMED

West Siders Join to Celebrate Streamlined Arrivals

Civic minded leaders of the territory on the great west side have recently formed the West Side League for Improvement of Transportation. All west side organizations have membership in the new group which will inaugurate its activities with a gala celebration greeting the luxurious new streamlined cars soon to be placed on the Madison street line.

William M. Druley, long a prominent west side leader, was elected president of the League at its first meeting. Mr. Druley has taken an active part in business and civic organizations and in various west side projects for the past fifteen years. He is a director of the new Madison-Crawford National Bank, vice-president of the Garfield Businessmen's Association and a director of the West Towns Chamber of Commerce.

Tentative plans now call for an individual program in each of the six districts along the street. Each district has a vice-president in charge of securing the co-operation of merchants and civic groups for its program. The vice-president will be aided by a sub-committee in each community division.

Arthur P. Murphy heads the executive committee. Other officers who will participate in the League's work are: James P. Duignan, vice-president; Joseph A. Kallas, treasurer, and William S. Devlin, executive secretary. District vice-presidents are J. C. Carrier, Dr. Richard Leavitt, William H. Maas, W. R. Kunkel, Glen Johnson and Dr. Bernard Mindlin.

Delivery of the new cars originally planned for the latter part of July has been held up because of delay in manufacturing. Indications are now that the cars will not arrive before the middle of September or early October.

OBITUARY

Deaths on the System From July 1, 1936 to August 1, 1936

Transportation—Division 1, Cottage Grove: Michael J. Murnane, employed July 1, 1913, died July 14, 1936.

Division 3, Seventy-seventh: Michael Ferguson, employed April 2, 1918, died July 11, 1936; Henry William Smith, employed August 4, 1913, died July 20, 1936.

Division 4, Sixty-ninth: John J. Burke, employed November 24, 1915, died July 12, 1936.

Division 5, Archer: Robert Gruenig, employed May 2, 1910, died July 16, 1936; John J. McCarthy, employed November 22, 1899, died July 13, 1936.

Division 7, Kedzie: John J. Harvey, employed January 28, 1920, died July 2, 1936; William Malmquist, employed September 21, 1900, died July 11, 1936; Peter McGrail, employed November 13, 1925, died July 30, 1936.

Division 8, North: Edward Evans, employed June 11, 1895, died July 25, 1936; William N. Knippenberg, employed February 24, 1926, died July 24, 1936; John Mallon, employed August 14, 1905, died July 1, 1936; Clarence B. Stuart, employed December 6, 1922, died July 26, 1936; Otto H. Tapp, employed June 6, 1914, died July 14, 1936.

Division 9, Division: John Francis O'Keefe, employed August 9, 1900, died July 21, 1936.

Division 10, Elston-Noble: Michael J. Madden, employed October 26, 1895, died July 27, 1936; William F. Schmidt, employed May 4, 1909, died July 14, 1936.

Division 12, Devon-Limits: Matt Collins, employed September 8, 1904, died July 12, 1936.

Shops and Equipment—Division 6, Lawndale-Blue Island: John J. Hagarty, employed November 21, 1905, died July 16, 1936.

Division 9, Armitage-Division: Louis Rygiel, employed July 6, 1918, died July 10, 1936.

West Shops: Edward S. Wigren, employed March 22, 1926, died July 8, 1936.

Track: Emil Carlson, employed April 15, 1888, died July 14, 1936; William Higgins, employed January 1, 1898, died July 12, 1936; Jiacomo Jiacone, employed May 16, 1921, died July 3, 1936; Angelo Messina, employed August 1, 1923, died July 11, 1936; Joseph Toresi, employed July 7, 1927, died July 13, 1936.

When It's Hot They Move 'Em!

Extra Runs Pour Patrons to Popular Lake Shore Beach and Navy Pier

"When it's hot then, you really move 'em?"

And as a slow grin spread over the face of Stuart D. Sim, assistant division superintendent of North avenue, he slowly repeated, "When it's hot we really move 'em."

Under discussion was the value of the tracks on Lake Shore Drive extending south from Chicago avenue and east to Navy Pier. Literally thousands of families are dependent upon these tracks to take them to "Chicago's Beachwalk," the popular Pier extending a full mile into beautiful Lake Michigan. To other thousands of north, northwest, west and southwest families, the Chicago avenue line offers speedy, low-priced service to one of Chicago's most popular beaches, that extending from Chicago avenue south to Ohio. In fact there is a continuous beach from Oak street to Navy Pier.

Hot weather, to Division Superintendent Elmer Brookman and his men at North avenue, means work. Schedules must be rearranged to accommodate the throngs that seek any avenue of escape from the searing heat of Chicago's western areas. Extra cars must be called into service, and extra men are required to man the cars that literally pour passengers to their rightful heritage—the lake front.

Big Demand for Service

On a typically hot summer day recently even North avenue depot, largest of all, couldn't handle the assignment. So calls went out to Kedzie, to Elston, to Armitage and to Noble to procure extra men and extra cars so that hot, suffocating Chicagoans might be transported to the coolness of the lake front. On July 12, 55 additional runs were added to the regular scheduled runs on Chicago avenue and the Grand avenue line. An extra run usually averages at least four full trips.

It took that number to accommodate a Sunday crowd. But Sunday isn't the only big day for the Pier and the nearby beaches. Any hot day will make extra runs necessary to transport the numerous youngsters of all ages who want to swim and escape the heat. A majority of week-day crowds are composed of children who have no other way to reach the lake. The Surface Lines offers inexpensive transportation to these multitudes who would otherwise be deprived of the lake, the breeze and the beneficial outing now available to them.

Regularly during the summer months an average of eight extra runs are on the Chicago avenue line and ten on the Grand avenue route.

One Day Check

For purposes of comparison, Sunday, July 12, wasn't a scorching hot day. A maximum temperature of 97 was reached shortly before noon, but from that time until 6 P. M. the thermometer averaged around 91 degrees.

A check made of the Chicago avenue car line at that time contains some interesting figures that deserve the attention of those who favor removal of the Lake Shore Drive tracks. During a 16 hour period from 8 A. M. to midnight, 11,339 revenue passengers rode to either the adjacent beach or to Navy Pier. Of that number 4,922 went to the latter point. Obviously, had it not been for the Lake Shore Drive car tracks some 6,000 men, women and children would have been seriously inconvenienced in their efforts to reach a beach and the lake front.

The numerous conventions, band concerts, boat shows and other events that tax Navy Pier's facilities are more than a bit dependent upon Surface Line service. The huge S. S. City of Grand Rapids, which leaves the Pier twice daily, carries a maximum load of around 2,700. Nine street cars are necessary to handle the traffic. Roughly speaking, one extra car is needed for every 300 boat passengers.

Protest Removal of Tracks

Commissioners of the Chicago Park District are again petitioning the Illinois Commerce Commission for the removal of these tracks that play so vital a part in the recreational activities of innumerable Chicagoans. Their plea is based upon the assertion that the tracks interfere with completion of the outer drive for automobile traffic.

It is significant that the Illinois Commerce Commission in 1926 and again in 1932 found that these tracks provided needed and convenient transportation to large numbers of people to reach the Lake Shore and the Navy Pier for health, entertainment, educational, recreational and business purposes. Since the latest attempt to remove the tracks many organizations have appeared to protest.

The Chicago Surface Lines, in resisting the petition of the Park District for the removal of the tracks, insists that not only are they needed for the convenience of the public, but they can be relocated in relation to the new drive so that they will not interfere with automotive traffic.

At previous hearings of this question, when the Commission decided that the tracks were necessary, scores of organizations on the west side and the Chicago city council joined in opposing this effort to turn the lake front over to the owners of automobiles to the exclusion of those who use street cars.

Again these organizations are becoming active in resisting this latest attempt to keep street car riders away from the lake front.

Some Who Protest

Here are some of the organizations which have passed resolutions within the past few weeks insisting that the city council aid them in resisting the effort of the park district to bar them from the lake shore:

Roman Catholic Union, National Polish Alliance, Milwaukee Avenue Chamber of Commerce, West Towns Chamber of Commerce, Milwaukee-Armitage Business Men's Associa-

tion, Kelvyn Grove Improvement Association, Wrightwood Community Club, Fullerton-Cicero Community Club, Wrightwood Athletic Club, Cermak Road Business Men's Association, Central Improvement Association of the 23rd Ward, Garfield Park Lions Club, Greater North Avenue Super Highway Association, North and Crawford Mart Association, Lawndale-Crawford Community Council, Kiwanis Club of Austin, North Austin Lions Club, West Side Real Estate Board, West Side Commercial League, Portage Park Chamber of Commerce, 25th Ward Community Club, Progressive Civic and Improvement Association of Bridgeport, Millard Avenue Improvement Association.

More Resolutions

West 26th Street Business and Professional Men's Association, Midtown Kiwanis Club, Lawndale Lions Club, West Town Property Owner's Alliance, Better Citizens Protective League of the Northwest Side, Austin Business and Civic Association, Austin Merchants Association, Belmont Park Improvement Association, North Branch Industrial Association, Pilsen Community League, South Central Lions Club, Citizen's Committee of Pilsen, Southwest Merchant's Association, Austin North End Women's Club, Garfield Park Current Topics Club, West Side League for Improved Transportation, Cook County Federation of Women's Clubs, Austin Rotinians, Merchant's Community Club, Austin Optimist's Club, Crawford Business Men's League, Hanson Park Improvement Association, Congress Street Development Council, West Chicago Avenue Business Men's Association of Austin, Chicago West and Metropolitan League, West Side Harley Mills Associated Clubs, West Property Owner's Association, West Side Civic League, Crawford Civic Association and West Side Federation of Clubs, Inc.

ENGAGEMENT ANNOUNCED

Popular Surface Lines Couple To Be Married in Near Future

Announcement was made recently by Mrs. Patrick T. Sullivan, 7243 South Union avenue, of the engagement of her daughter, Miss Marie Cecilia Sullivan, to Howard H. George. Both are well-known Surface Lines employes.

Miss Sullivan, who is a secretary in the Executive Department, has been very active in Surface Lines employe activities. She served both as treasurer and as president of the Women's Auxiliary of the Surface Lines Club and has a host of friends throughout the organization.

Mr. George is a civil engineer employed in the Executive Department. He is a graduate of the University of Pennsylvania and a member of the American Society of Civil Engineers. He is well known throughout engineering circles in the transportation industry, having for many years been actively associated with committee activities of the American Transit Engineering Association. He was a captain in the Engineer Corps of the U. S. Army during the World War, serving with the 305th Engineers, 80th division, and with the 55th engineers.

The date of the wedding has not yet been announced.

MOTORMEN TURN FIREMEN

CSL Men Fight Resort Fire—Hailed as Heroes

By **Henry Spethman**

Motorman Clark Johnson, No. 2, and Charles Kerr of the Lincoln station turned firemen during their summer vacation and emerged with honors for heroism.

While summering in the resort town of Glenn, Michigan, the two motormen were among the first to notice a fire which broke out in a 75-room hotel at that point. Johnson and Kerr went to work immediately and were instrumental in saving many of the guests who had filled the hotel to capacity.



C. V. Johnson, No. 2

This, however, was not the extent of their heroism. The two strung the first hose and had water on the flames twenty minutes before the fire departments of the neighborhood resort towns reached the scene. Heat from the fire which consumed the rambling three story frame building was so terrific Johnson and Kerr were forced to turn the water on themselves during the time they were fighting the flames.

As the fire, fanned by a brisk wind, threatened other buildings the two moved to a vantage point on a garage where they played their hose on the flames that were licking at a grocery store and a hardware store. Only when the garage caught fire and was about to topple over did they relinquish this point only to move to another atop an adjacent building.



C. A. Kerr

The men barely escaped serious injury when the garage they had previously occupied tumbled a moment after they left. Neither Kerr nor Johnson realized the intensity of the heat at the time but suffered from burns the following day. So severe were Kerr's burns that he required hospital treatment after returning to Chicago and was on sick leave for six days when the burns resulted in blood poisoning. Both are on the job again, employes the Chicago Surface Lines may well be proud to call their own.

A customer, with proofs of his photograph, shouted at the photographer: "Do I look like this picture? Have I a squint, and do I look like a prize-fighter? I ask you, is this a good likeness?"

The photographer timidly replied, "The answer, sir, is in the negative."

Fight For Baseball Title

North Avenue and 77th in Three Game Series for Championship Honors

A sparkling triple play in the 11th inning enabled Seventy-seventh to kill off a Lawndale threat, August 9, and maintain an undefeated record for the season in their last game prior to the fight for the Chicago Surface Lines team championship.

With Lawndale runners on first and second with none out, second baseman Schmidt took a Texas leaguer back of second, threw to shortstop Byrne for a double play who completed the triple killing with his throw to first baseman Sommers to trap the baserunner. Lawndale then succumbed, 3 to 2.

With the victory Seventy-seventh enters the championship playoff against North Avenue No. 1 who wound up the season with a record of ten wins and one loss. The loss in North's standing is a protested game played earlier.

The best two out of three game series between Seventy-seventh and North will start Sunday, August 16, at 77th and Yale. The second game will be played the following Sunday, August 23, on the diamond at Hirsch and Cicero. If a third contest is necessary a neutral field will be selected. All games will start at 11 A. M.

South Siders Favored

George Becic, undefeated pitcher for the Seventy-seventh team, will shoulder the hurling duties for his team while North will depend upon the slants of pitcher John Shey. Both men have handled pitching duties throughout the season for their teams.

The south side team is expected to be favored in the short series on the basis of their record and the sluggers that dot their line-up. G. M. King, S. B. Sommers and E. B. Gillooley have been the main guns in Seventy-seventh's attack.

North Avenue, too, has amassed some big totals in their pennant-winning drive, but will enter the contest without the hard-hitting F. J. Muszynski, who is out for the year with a broken shoulder suffered sliding into base in the final game in which North clinched league honors. Much of their hope must be placed in the good right arm of Pitcher Shey and the hitting of E. K. De Lave, Edward Lahlum and Howard Jacobsen.

Winning teams in the two leagues will receive sweaters for their prowess. The second place battle will be fought out between Lawndale of the South section and the winner of a play-off between Division and Devon in the North section. Members of the second place team will be given medals.

The major trophy, of course, will go to the winner of the North-Seventy-seventh series. A huge silver loving cup is up for the winners aside from the prestige of being champions of the Chicago Surface Lines.

Punch Is Lacking

Wind-up of the season's play was featured by several exciting and well played contests. In the North section games of August 19, Division squeezed out a 15 to 12 win over Armitage in 11 innings. In the last inning the Armitage team loaded the bags with none out but lacked the punch to drive a run home. North Avenue trimmed Noble by the same score in a regulation inning game. Devon shut out Limits, 9 to 0.

In the South section two shut-outs were features aside from the game in which Seventy-seventh clinched the title with its victory over Lawndale. Blue Island held Kedzie scoreless, 8 to 0, while Cottage Grove blanked Archer, 9 to 0.

As North and Seventy-seventh enter the championship series the following lineups will come together:

Seventy-seventh	North Avenue No. 1
S. W. Schmidt, 2b	Joseph Benedict, 3b
T. A. Byrne, ss	John Shey, p
J. P. Flynn, lf	E. K. DeLave, c
G. M. King, cf	Edward Lahlum, lf
S. B. Sommers, 1b	Howard Jacobsen, rf
F. J. Kugler, 3b	E. L. Nelson, scf
E. B. Gillooley, scf	Henry Blum, ss
J. B. Phelps, rf	George Smith, 2b
W. G. Harrison, c	George Repine, 1b
George Becic, p	George Ryan, cf

Final standings of all teams follow:

North Section	W.	L.	Pct.	South Section	W.	L.	Pct.
North No. 1	10	1*	.909	77th	12	0	1.000
Division	7	5	.583	Lawndale	8	4	.667
Devon	7	5	.583	Blue Island	7	5	.583
Armitage	6	5*	.546	Archer	5	7	.416
Noble	4	8	.333	Cottage Grove	4	8	.333
Lincoln	4	8	.333	Kedzie	3	9	.250
Limits	3	9	.250	North No. 2	3	9	.250

*Protested

EMPLOYES RELIEF FUND

July 1936

The Surface Lines Employes Relief Committee held four sessions during the month, at which 26 applications were considered. Of this number there were 19 cases approved for weekly payments, and one emergency case on which the Committee approved immediate aid, making the total cases on this list at the present time 303.

Checks totalling $16,439.69 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of $791,389.47 paid to Chicago Surface Lines employes to date.

The Surface Lines Employes Relief Committee, in addition to the above disbursements to employes, 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 the Committee to date $911,389.47.

Surface Lines employes have also contributed to the Emergency Welfare and Community Funds, over and above the disbursements handled by the Surface Lines Employes Relief Committee, a total of $172,166.52, which brings the grand total of relief expended to date to $1,218,387.71.

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H. O. Crews - - - - - - Editor

H. F. Peck - - - Assistant Editor

IGNORING STREET CAR RIDERS

Owners of automobiles are organized and street car riders are not.

Possibly that accounts for the determination of those who control the city parks to bar street car riders from the lake front when extensive drives are built for motorists.

Although the Illinois Commerce Commission has twice decided in recent years that the Chicago avenue tracks along the lake front from Chicago avenue to Ohio street serve a necessary purpose, the commissioners of the Chicago Park District are again trying to have these tracks removed. This stretch of lake front is one of the few which can be reached conveniently by those who use public transportation. And now the Park Board proposes not only to require the removal of these tracks, but also to construct the outer drive in such a way that it will be dangerous if not practically impossible for people to get to the lake shore, even after a long walk.

Fortunately for street car riders, while they are not organized themselves, there are many community and civic organizations in the city which look after their interests. Practically all of the large civic and community organizations on the west side have filed a protest against the removal of these tracks.

The Park District spends millions of dollars annually in constructing fine highways for motorists through the parks. It is not unreasonable to demand that it at least shall not interfere with established facilities for street car riders.

Street car riders through their fares contribute some $300,000 annually in taxes to the parks. They have a right to transportation to the parks and the lake front, especially when they themselves pay the cost of the construction of these facilities.

MINORITY REPORT

One of the unfortunate features in any large organization is that fine work on the part of a great majority is often nullified by a very few.

Every co-ordinating branch of the greatest street railway in the world could be functioning perfectly and yet, in the eyes of the public, the company would appear surly, indifferent and inefficient. The human equation throws everything out of kilter.

Complaints regarding the system have shown an increase throughout 1936.

The riding public can never know that 11,500 trainmen are performing their duties efficiently and conscientiously. Their knowledge is only of the small one-half of one per cent who speak too harshly, carelessly mispunch transfers or act discourteously. By those men the Surface Lines is judged. The verdict is rarely pleasant.

Unfortunately, too, the company must start again and with a handicap when it attempts to attract new riders. Supervisors must attempt to soothe injured feelings. The Legal Department must concern itself both with real and fancied wrongs. Additional money must be spent for advertisements to bring new business. From a dollar and cents standpoint a small per cent of the company's employes are a liability for they drive business away.

A great street railway can never be truly great in the public eye while a subversive minority breaks down the good will created by the loyal workers. It is unjust that many should suffer for the misconduct of a few.

Trainmen's Cooperation Apparent

Employes Draw Praise From Fellow Workers— Complaint Increase Noted

As evidence of the fine feeling and co-operation between Chicago Surface Lines trainmen several commendations appeared this month which praised fellow workers.

From one transportation man to another was the commendation of Superintendent W. A. Bessette of Seventy-seventh. His praise was for Motorman C. W. McClannahan, badge No. 3251 of the Halsted street line for "good work in keeping the cars moving on that line when an explosion and fire broke out at Blackhawk street, July 22, at 4:44 P. M."

Displaying unusual initiative and ability McClannahan was most helpful in re-routing cars which followed him so there was little delay in scheduled runs.

To "keep 'em rolling" Motorman Frank McKeon, badge No. 4139 of Cottage Grove, helped clear a blockade on 106th and Ewing by procuring a chain from a distant garage so a following car was able to pull run No. 13 back on the track. Supervisor Charles E. Lawrence of Burnside noted McKeon's good work and sent in the commendation.

Crew Commends Conductor

In a similar commendation Conductor H. H. Gressman, badge No. 2428, and Motorman J. B. Miller, badge No. 12343, both of Seventy-seventh, praised a fellow worker as follows: "The crew on run No. 686 wishes to commend J. F. Donnellan, badge No. 9452 for his action when we had an accident at 79th and Ashland and it was necessary to call the wreck wagon. He called it and also switched two of our followers so there would be no delay to eastbound passengers. He was off duty at the time."

The last sentence is significant. Actors get publicity for their creed, "the show must go on," mail carriers receive public acclamation for their determination that "the mail must go through." That the sense of duty is as strongly imbedded in the hearts of Surface Lines men is demonstrated by Donnellan's actions—"he was off duty at the time."

Complaints Increased

The friendly co-operative spirit between the men was a striking note in the complaints and commendations of July. It was also an encouraging factor in the face of an increased number of complaints that characterized July, 1936, in the records as against July, 1935. In that month last year 496 complaints were received. In July of this year the number jumped to 540. The seriousness of the situation may be appreciated when one realizes that the record for each month thus far in 1936 has exceeded the complaint record for similar months during 1935.

Commendations for this year also show a decline. July's record managed to match exactly with that of a year ago, both netting 37 commendations.

Oddly enough the great majority of the complaints continue to arise from miscellaneous discourtesies which can usually be avoided. The passenger, backbone of any transportation system and the bread and butter of every pay check, continues to be passed up, in many instances, through carelessness alone. Whereas July, 1935, netted 60 reproaches for this classification a 15.9 per cent increase was apparent in July, 1936, when 86 persons reported being passed up or carried by their destination.

Asset to Company

John A. Jacobsen, 431 South Dearborn street, commended Conductor Aloysius J. Ledenbach, badge No. 500 of Devon, for using exceptional tact and good judgment in handling a drunken man. He also noted that Conductor Ledenbach showed courtesy in taking a little girl off the car and placing her on the safety island. "Such men," said Mr. Jacobsen, "are an asset to your company."

After praising Conductor Patrick J. McKeon, badge No. 13054 of 77th, for returning her purse, Miss Ruth McCarthy, 705 West 61st place, concluded her letter with an illustrative paragraph demonstrating what courtesy can do to attract new patrons to the Surface Lines, as she intimated she would use the lines more and more as a result of her pleasant experience with Conductor McKeon. He, too, won't have cause to regret his courtesy and honesty for Miss McCarthy enclosed a dollar for him to "buy a few smokes."

A similar act on the part of Conductor Charles B. Smith, badge No. 976 of North avenue, brought him praise and a reward of $2.50 from Miss Grace F. Peter, 100 North La Salle.

Percy A. Tonk, president of the Tonk Manufacturing company, 1912 Lewis street, cited Conductor Anthony A. Dunkel, badge No. 1704 of Division, for helping a crippled woman on the car, to her seat and then aiding her again as she left the car.

Appreciated Explanation

Evidence that a few courteous words can smooth over almost any situation is contained in the letter of praise from Herbert J. Smith, Lakeview Lumber Company, 2701 Clybourn avenue. Motorman Simon Banas, badge No. 9985 of Division, held his car and Smith boarded it and then walked forward to thank him, at the same time mentioning that he was often passed up by other crews. Motorman Banas explained that oftentimes a half-minute delay might end up in a ten-minute delay. Mr. Smith says, "I must say that a three page written letter from you would not have appeased me to the extent that the few words of '9985' did."

Nina Varela, 343 Garfield avenue, almost went into raptures over the commendable actions of Conductor George L. Lennartz, badge No. 6812 of Devon. She writes that "he has a voice like an operatic tenor, and boy, you can hear him clearly and conscientiously calling every street and crossing. In short—he's aces!"

KEEPING 'EM ROLLING

Elston, 69th, and North Are Leaders for July

Elston had an average of 10,153 miles per pull-in due to equipment failure, which is an increase of 75.6 per cent over last month's average for this carhouse.

Sixty-ninth had an average of 8,957 miles per pull-in due to equipment failure, which is 21.1 per cent better than last month's total.

The average for the entire system was 6.1 per cent lower than the June figure.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc.
1	Elston	9	10,153	75.6
2	69th	1	8,957	21.1
3	North	2	8,875	2.6
4	Archer	....	7,368	4.4*
5	Division	6	7,248	35.0
6	Kedzie	1	6,547	8.1*
7	Noble	6	6,459	16.0*
8	Lawndale	1	6,389	19.3
9	Devon	....	6,115	5.5
10	Burnside	1	5,596	35.3*
11	Limits	5	5,211	14.3*
12	Cottage Grove	....	4,888	22.9*
13	Armitage	2	4,612	7.8*
14	77th	....	4,211	18.8*
15	Lincoln	1	4,143	16.0
16	Blue Island	1	2,838	18.0*
				6.1*

*Decrease

Carhouse records for the past six months:

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

TRACK DEPARTMENT VETERAN DIES

The hot weather claimed one of the Surface Lines most faithful employes on July 14 when Emil Carlson was overcome on Chicago avenue near Kildare avenue. Efforts to revive him at St. Anne's hospital were unsuccessful.

Emil was 70 years of age and had continuous service with the companies since he was 22 years old. He had been a section foreman on the western division of the track department since 1907.



Emil Carlson

His familiar figure will be missed. He never missed a day in his advanced years because of zero or tropical weather or on account of illness. He died with his boots on, which was his wish.

He is survived by his widow, Augusta, and one son, John Raymond, who is a clerk at the Armitage depot. The funeral was held Friday, July 14, with interment at Acacia Park.

TRICKS OF THE TRADE

To the story of the transfer "doctor" in the last issue add this tale of another saving gentleman. He is Prentice Gallagher who commutes from Elizabeth, New Jersey, to a New York brokerage office. Officials of the Hudson-Manhattan Transit Company have been eyeing Gallagher for several years and wondered at the strange looking package that habitually accompanied him to work. Conductors were intrigued and many suspected him of smuggling or other nefarious crimes.

The fact is Mr. Gallagher carries (or carried) a homing pigeon to work with him every morning. Once there he would attach his commutation ticket in the capsule on the bird's leg and then release it. Eventually Mrs. Gallagher, who has to be at work later than her husband, also made the journey to Manhattan using the same ticket, thus saving a considerable amount for the thrifty family.

It just goes to show that even the commuter comes up with a new twist now and then.

BIG LEAGUER COMING UP!

Tip to Baseball Fans—Keep Your Eye on This Boy

You Cub-White Sox fans who have the best interests of your favorites in mind for future years might keep your eyes on Jack Calvey, step-son of Motorman Arbie Baxter of North avenue.

Calvey started his baseball career while at Lane Tech and succeeding years have seen him keep step in faster baseball company. After graduation he joined a western semi-pro team in the Nebraska State League. The following year was spent in the Western League.

In 1933 and 1934 Calvey had tryouts with the Cubs' farm team in California. He played with a Canadian team in the Northern League during 1934 and established a record in the number of stolen bases and wound up as the second leading hitter in the league. He was then credited with having one of the best throwing arms in the circuit.

Calvey is now operating as an infielder with the Toledo team of the American Association, and a major league career appears in the offing.

You fans might want to mention him to Charley Grimm of the North Siders or Jimmy Dykes of the White Sox just to keep home talent playing with home teams.

BOAT RATES REDUCED

Reduced rates for excursion trips on Lake Michigan have been made available for Chicago Surface Lines employes by the Chicago-Milwaukee Steamship Line operating from Navy Pier.

Employes and families may secure a 25-cent reduction against Sunday and weekday trips on the S. S. City of Grand Rapids, largest excursion ship on the lake, by presenting company identification cards. The reduced rates were made possible by Philip J. Weimer, general passenger agent for the line.

BUSES PASS SAFETY TEST

All Carry Official O. K.—Lines Praised for Cooperation

As anticipated in last month's issue of SURFACE SERVICE MAGAZINE every gasoline driven bus and other vehicle belonging to the Chicago Surface Lines has gone through the testing lanes of the city and received the official OK tag denoting approved conditions in tires, brakes, lights, horns and other factors deemed necessary for safe operation.

Surface Lines vehicles were among the first to respond to the new law which makes such inspection mandatory twice a year. Following a brief rush period in which numerous passenger cars were checked in the lanes, the traffic has greatly diminished. City officials plan soon to send formal notices to all registered motorists who have not yet complied with safety standards set up.

The Surface Lines drew praise for their part in aiding the safety drive by early compliance and through publicity in this magazine. Of interest is the following letter to Mr. William Fasche which is self explanatory.

"We wish to thank you and your organization for the splendid publicity given Mandatory Inspection of all motor vehicles owned and operated by residents of the City of Chicago in your July, 1936, issue of SURFACE SERVICE MAGAZINE.

"This ordinance was adopted solely as a protective measure in saving the lives and limbs of our citizens. It is a free service and it is our earnest hope that you will continue to urge your employees to have their automobiles inspected as soon as possible.

"With our best wishes, we remain

"Very truly yours,

George W. Fleming,
General Secretary,
Keep Chicago Safe Committee."

ROUNDING UP WITNESSES

Average Slightly Up—Burnside Retains First Place

The average for the system in rounding up witnesses continued its upward climb in June to mark the fourth consecutive month of rising averages.

Burnside and the Lawndale-Blue Island stations continue to run first and second in the standings. Burnside's 4.46, however, greatly outranks the record compiled by competing stations.

The men at Seventy-seventh moved from fifth to third place in the standings as Sixty-ninth slumped to fifth from third.

Detailed standings follow:

	June	May	Apr.	Mar.
1. Burnside	4.46	4.11 (1)	3.73 (2)	4.13 (1)
2. Lawn.-Blue Isl.	3.94	3.92 (2)	3.89 (1)	4.06 (3)
3. 77th Street	3.92	3.65 (5)	3.58 (6)	3.70 (5)
4. Archer	3.72	3.68 (4)	3.70 (3)	3.56 (7)
5. 69th Street	3.61	3.82 (3)	3.60 (4)	3.53 (8)
6. Cottage Grove	3.54	3.40 (7)	3.59 (5)	3.89 (4)
7. Elston-Noble	3.53	3.49 (6)	4.09 (2)	3.95 (2)
8. Kedzie	3.37	3.11 (9)	3.35(10)	3.09(10)
9. North Avenue	3.35	3.35 (8)	3.38 (9)	3.60 (6)
10. Limits-Devon	3.19	2.91(12)	2.89(11)	3.29 (9)
11. Lincoln	2.87	2.99(11)	3.47 (8)	2.99(11)
12. Armitage-Div.	2.66	3.01(10)	2.67(12)	2.89(12)
Aver. for System	3.50	3.45	3.43	3.38

CONGRATULATIONS, MR. STAHL



Arthur Stahl of the Schedules and Traffic Department has recently succumbed to the lure of matrimonial bliss, a factor that is responsible for the cigar that William McConochie has received.

Mr. Stahl and Miss Audrey C. Hilk were united at the Hope Lutheran Church, 64th and Washtenaw avenue, July 11, when Reverend C. Laner read the Lutheran ring service. The attendants were Miss Leona Hilk, a sister of the bride, and William Stahl, a brother of the bridegroom.

Following the ceremony and a wedding dinner the young couple left for their honeymoon which was spent in Wisconsin and Minnesota.

FOSTERITES STILL WALK

Evasive Council Holds Bus Petitions in Sub-committee

Although the Illinois Commerce Commission handed down an order on March 31 for the installation of bus service on Foster and Kimball avenues by the Chicago Surface Lines, the city council has not passed the necessary ordinance to make the order effective.

Civic organizations and individual home owners along these two streets, up in arms over what they consider unnecessary delay, have been bombarding the committee on local transportation of the council and other aldermen, demanding action.

At the meeting of the city council on August 12 Mayor Kelly interrupted the proceedings to state that he wanted it definitely understood that the mayor "is in no way responsible for the delay of buses on Foster avenue." He added, in addressing the aldermen, "It seems to me that you men ought to do something towards getting facilities there for the people in that district."

Promises are again being made by Alderman Quinn, chairman of the local transportation committee of the city council, and by Alderman Bryan Hartnett, chairman of the subcommittee on Foster and Kimball avenue buses, that action will be taken as soon as possible.

Departments and Divisions

Accounting

Lake Benoit, Webster, Wisconsin, seems to be attractive as a summer resort, for it is there Mrs. Anne Glowacki of the trip sheet analysis division enjoyed her vacation, canoeing, swimming, fishing, and of course getting a much needed rest.

A pleasant motor trip to Niagara Falls, visiting various points of interest, led Mrs. Laura Fehland to report that the best way to spend a vacation is by traveling.

Cupid has scored another hit. Miss Roberta Fredreckson of the pay roll division came to work Saturday, July 25, wearing a great big smile, the reason being that she is proudly displaying a beautiful diamond received from Edward Danforth. We wish to offer hearty congratulations and the very best of wishes.

Returning from his vacation displaying a number of merit badges he had received from his Boy Scout camp, Timekeeper Victor Sund says it was a good way of enjoying his vacation.

Thomas F. Coan.

Electrical

Should you want to hear a real fish story that takes first prize, just stop in at Western avenue substation and hear Aiden Kenney tell about the Eagle River, Wisconsin, fish. When John Foley of the same station brought up the subject your eyes would have had a real treat seeing the distance between Aiden's two hands. A yard stick would be lost.

Bill Broderick of 42nd and Wabash substation spent his vacation in the jury box.

Ralph White, who was injured on July fourth, is doing nicely.

Jack Becker of the electrolysis division spent most of his vacation in Mansfield, Ohio, with parents. His father, Walter Becker, was formerly with our company as automotive engineer.

Billy.

Engineering

J. L. Ruzich, mileage clerk of the track department, before leaving on his vacation, was telling us about a contemplated automobile trip through the New England states and Canada, taking photographs of the interesting spots he was to visit. He concluded with a most pleasant surprise when he announced that he would not tour alone, but with his recent bride. Details unknown, but to the newlyweds we wish a long, happy and prosperous life.

William Doherty, utility department, spent his vacation in mid-July in Chicago and vicinity, as he did not want to miss the heat wave.

J. P. Flynn of the track department and family spent their vacation at Devil's Lake, Wisconsin. John went fishing every day with the best tackle and Mrs. Flynn waited in vain for John to bring back some of the finny-tribe —result, a path was worn out to the commissary store.

Andrew Flood on his vacation visited with friends in Minnesota, while Frank Beshk remained in Chicago; both report having a good time.

Legal and Accident Investigation

Vincent Moore accompanied by his mother, Mrs. Mollie Moore, of the auditing department, motored to Fayetteville, Arkansas, to visit his sister, Mrs. Florence Boeser, also a former employe. While down there he looked over the home of Bob Burns, the famous "Bazooka" player of Van Buren, Arkansas. We do not know whether Vince took any lessons or not. He also drove into the hills and saw some real hill-billies.

Mrs. Florence Manske and husband motored to Southgate, Kentucky, for the pleasure of a quiet small town vacation.

Frank A. Cunningham spent one week at Tomahawk Lake during his vacation but failed to get a strike from a muskie at this famous lake.

Mrs. Grace Schmude, accompanied by her husband, motored to Denver, Colorado, Estes Park and Cheyenne and back and recalls throwing snow balls one day when it was 114 degrees in Chicago.

Miss Loretta O'Connell took a Carribean cruise, leaving from New Orleans through the Gulf of Mexico, stopped at Guatemala, made a short inland trip into the tropics and discovered that there are plenty more bananas.

Miss Audry Johnson started her vacation with a visit at Turkey Run resort in Indiana, then to Mattoon and Champaign, Illinois, for visits to old friends. A "hot" time was had by all.

Bill Eger, Otto Geiger, J. G. Nattinger with families and friends—seventeen answering roll-call—spent two weeks at the Eger cottage (some cottage) at Clark's Lake on the peninsula north of Sturgeon Bay,, Wisconsin. They feasted regularly on black, green and rock bass and "wall-eyes." Bill shot a hole in one and got a medal. Otto got the big fish—a pickerel—but no medal.

Harry W. Lewis' vacation jaunt took him to Los Angeles, the old home-town, to visit his father and mother. He also took in the high lights at Hollywood and had a one-day try at deep-sea fishing off San Diego, but the big ones evidently had been warned of his prowess.

Schedule and Traffic

Mrs. Esther O'Brien went to Yellowstone park, her favorite place to spend a vacation. She also visited the Black Hills, the Grand Tetons and Rocky Mountain National park.

George Fisher visited relatives in his old home state, Pennsylvania, and spent some time in his old haunts in the Alleghany mountains.

Art Langohr spent his time at Cory Lake swimming and fishing, but brought back no fish stories.

John Franzen and family went to Sarnia, Ontario, where John went swimming in Lake Huron. He says the water was cold and the lake was rough.

Andrew DeGrazia went fishing in northern Wisconsin where they get the big fish stories.

Gus Lohse went to Washington, D. C. Gus wanted to see if everything they say about conditions is true.

Robert and Mrs. Sedlack have gone to Canada via Detroit, and then they will take a belated honeymoon to the mecca of all newlyweds, Niagara Falls.

Norman Johnson and family spent their vacation at Hudson Lake, Michigan.

E. M. Guy spent an enjoyable week in northern Wisconsin visiting his aunt.

C. S. Steele visited his old home in Warren, Wisconsin, followed by a trip to Ontario, Canada.

Ted Cowgill spent his time seeing the sights of Chicago in his remodeled car.

George Weidenfeller.

Shops and Equipment

South Shops: Happy vacations: E. Colson, foundry—Geneva, Illinois; E. Anderson, machine shop—Lakeside, Michigan; J. Gasser, car repair department—motoring through Ohio; J. Canavan, car repair department—good old "Chi"; J. Hecht, Sr., and J. Hecht, Jr., paint department—Shawano Lake, Wisconsin; W. Farrow, motor repair department—motoring to Long Island; Lydia Matheny, office—Whitehall and Saugatuck, Michigan; J. Graiser, pattern department—Watertown, Wisconsin, and Lawrence, Michigan; Minnie Stoffle, office—New Era, Michigan; C. Buza, office—roaming around "Chi"; Stella Kropwienicka, printing department—Saugatuck, Michigan; F. Lambrecht, blacksmithing department—toured to Black Hills; T. Callaghan, blacksmithing department—West Bend, Wisconsin; J. Kurgan, motor repair department—Traverse City, Michigan; S. Meyer and R. Dietz—Minnesota; E. Bauer—Canada.

We offer congratulations to A. Koncel, motor repair department, who recently departed from the ranks of bachelorhood and took unto himself a lovely bride.

To Helen Katsoolis, printing department, whose mother passed away very suddenly, we offer our deepest sympathy.

Burnside: Foreman Rudy Nebelsick, enjoyed a grand vacation at West Bend, Wisconsin, and then on to Minnesota, where he caught many fish.

J. Zallys vacationed in Hart, Michigan, and reports hot weather and poor fishing; A. Sladcik is sporting a new Hudson eight on his vacation, and G. Stacey is preparing to vacation in his Oldsmobile, exploring New Mexico.

F. Kazmerczak is vacationing with friends and relatives in Ohio and thence with his family to Land O' Lakes Country, Canada, for good fishing and splendid bathing.

77th Street: Foreman Joe Gamen vacationed up in Wisconsin feeding the fish, where he met Joe Hecht and then a fish story culminated, which they are entering in a prize contest. Gamen brought home a few to verify the story.

Night Foreman Leo Keane rambled the topography of Chicago on his vacation, acquiring a beautiful sunburn while meandering around the Navy Pier.

Elsie S. Frank.

West Shops: J. L. Landeck says he had a grand vacation. The first week he took a boat trip to Buffalo and the second week he spent visiting his daughter in Escanaba, Michigan.

And now for some real vacation trips—J. Newton, paint shop foreman, visited relatives in England, and D. Robbie, a welder at our West Shops, visited his mother and father in Scotland.

We wish to extend our sympathy to the family and friends of the following employes who passed away during the month of July: John Hagarty, car cleaner at Blue Island; Louis Rygiel, car repairer at Division, and E. S. Wigren, truck repairer at West Shops.

Around the Car Stations

Cottage Grove

If your youngest son or daughter is ailing during this hot weather, see "Dads" J. L. Burke, the child specialist, for first hand information. He says he is training his sixth and has the routine down pretty well now.

Motorman E. T. Peterson's father passed away recently with burial at Mount Greenwood cemetery.

If you're any kind of a baseball fan, come out to see the Cottage Grove ball team perform. Car tokens are being sold on a large scale at the 59th street ball park to the Cottage Grove team and here's how they're used: Hooper throws the "twist" ball and the balance of the team grabs street cars to chase the ball in Grant park.

Conductor M. J. Murname of this depot passed away recently after a lingering illness.

Conductor B. F. Calloway was seriously injured when his auto fell on him while he was repairing a broken spring. We are informed that he is now at home getting along nicely.

Conductor B. F. Eccles' mother passed away a short time ago and was buried at Girard, Illinois.

All depots, any department, and the general office take notice! This is a formal challenge to anyone wishing to match skill at a game of golf. J. A. Swann and his associate of Cottage Grove are willing to take on any two players any time, any place. Just phone the chief clerk at this depot and make your reservations.

Charles Eitel.



MATRIMONY CLAIMS MAHONEY

Thomas F. Mahoney deserted the "Brotherhood of Bachelors" on July 11, and was united in marriage to Miss Leola Brown at the Mahoney summer residence at Benton Harbor, Michigan, his brother Monsignore P. Mahoney officiating. When Tom returned from his honeymoon vacation, his bachelor friends and some recalcitrant bridegrooms indicated their gloom by decorating his desk in a color scheme preponderately black—but did furnish a floor lamp to light the way for Tom's stumbling steps on those occasions when he may need such aid. Tom is now looking for an apartment.

Seventy-seventh

"A grand time and a very pleasant trip," says our Assistant Superintendent John Volkart on his return from a two weeks' vacation during which he and Mrs. Volkart motored to Niagara Falls and Canada.

A two weeks' sojourn at Devil's Lake, Wisconsin, was enjoyed very much by our night chief clerk, John O'Connor.

Our chief clerk, Owen T. Duncan, and family hied themselves off for a two weeks' vacation. Although we don't know just where they went, we expect to hear some real fish yarns when Owen returns. In the meantime, clerk Elmer Gobeille is officiating as chief clerk.

Heard Conductor Oscar Schmidt over W. W. A. E. the other day during the "Man on the Street" program. The interrogator did a nice job, Oscar, and your replies to his questions were fine.

In the future, when Motorman W. J. Byrne goes riding the coasters at Riverview, he won't have a cigar stub between his teeth, because last week while riding them, his cigar stub slid down his throat.

Congratulations to Motorman F. S. Lorbach on the arrival of another baby, a girl, at his home last month.

We wish a hearty welcome to our new telephone operator, Richard Bohlin, who is the son of Louis Bohlin of our transportation department, and hope that he will like his new environments.

We express our deep sympathy to Conductor W. H. Dorgan, whose father passed away last month.

John T. Flynn.

Sixty-ninth

On July 15 Conductor Lester J. Olson took unto himself a bride. Best wishes to the Mr. and Mrs.

Supervisor Gus Johnson writes from Sweden that he is having a very enjoyable trip. Gus is spending a furlough visiting old-time friends and relations over in his home town after an absence of about 20 years.

Two of our motormen, namely Frank McPolin and Martin King, are sojourning in Ireland on a furlough. Latest reports are that they are having a fine time.

A. R. Lipphardt.

Blue Island

Our sympathy is extended to Motorman William Winter and family in their sorrow. Mr. Winter's mother passed away on Sunday, July 19, after a short illness, and Mr. Winter's wife died on Monday, July 20. She had been ill for several months. She was also the mother-in-law of Receiver Herbert Beyer of this depot and Conductor Floyd Deets of Lawndale depot. A double funeral was held on Thursday, July 23, and burial was at Concordia cemetery.

Our sympathy is also extended to Conductor John Wernert in the loss of his mother.

Our chief night clerk, Ray Simon, spent his vacation touring the west and reports an enjoyable time.

Division Superintendent E. L. Maguire is spending his vacation touring Michigan, and we hope he is enjoying himself and will return in the best of health.

The writer and family are now touring through Wisconsin and enjoying the different points of interest in this state.

C. P. Starr.

Lawndale

Supervisor George Janda returned from his vacation after visiting his folks at New Buffalo, Michigan.

Supervisor John Milton spent his vacation motoring through Iowa. A pleasant trip was reported.

Starter William Hackbarth spent his time shifting gears and changing tires while motoring through Wisconsin and Michigan.



Jacob Kelner

Conductor Leo Schmidt had an enjoyable rest at Powers Lake, Wisconsin, swimming and fishing.

Conductor Ben Hojnowski sent a card from Mt. Pleasant, Michigan, reporting a record catch of 20-pound fish. Note: The scale has not been tested in the last three years.

Conductor Arthur Halford is trying to catch all the fish in Hayward, Wisconsin.

Conductor Erwin Waidenz spent two weeks at Cedar Lake, Indiana, made available with the bonus money.

Conductor Louis Urlaub has returned from Wisconsin. Each year he promises a picture of the record catch. Where's the picture?

Conductor Lee Miller motored to New England and reports an excellent trip.

Conductor Martinek spent his vacation looking for St. Charles. He claims it is 64 miles from Chicago and states he saw a road sign marked 64—St. Charles.

Conductor Martin Begley and Motorman John Hanily spent their vacation seeing who could get the most sunburn. Try patting Hanily on the back.

Conductor Thomas Williams returned from the yearly visit to his folks, down in the southland.

Motorman Elmer Gorss returned from Iron River, Michigan, with a six-inch beard and a tall fish story.

Conductor Elmer Berber spent two weeks in Deer River, Minnesota, and reports a fine trip, spent mostly in fishing.

Motorman George Schick returned from Lake Geneva all rested up for the winter.

Sympathy is extended to the following trainmen: Conductor Jerry Prochaska and Motorman Martin Benda, in the loss of a son and grand-son, respectively; Motorman Richard Halligan in the loss of his father.

Conductor Joseph Stepanek is the champion fisherman, returning from Minnesota with a record catch of five fish in five minutes.

Motorman Jacob Kelner returned from Winnepeg, Canada, and produced a picture of his catch. Although the trip was made to visit his sick mother, he took his rod along, just in case.

Your correspondent spent thirteen days of his vacation motoring, trying to find a place

to fish, and finally patronized the local fish market.

Lawndale's softball team won the biggest game of the year, defeating the other half of the division, Blue Island depot. Everyone has a big smile, although the score is even now in the division. This was accomplished through the presence of our cheer leader, McFadden.

C. F. Karschnik.

North Avenue

Our ranks have been depleted by the passing of Conductors John Mallon, Otto Tapp and William Knippenberg, and Motorman Edward Evans. Our deepest sympathy is extended to their bereaved ones.

The boys have it as evidenced by the stork race staged last month. Proud daddys of boys are Conductors O. Sward, J. J. Walsh and Operator Joseph Loftus. Clerk John Bombicino and Operator Fred Bartz report the arrival of girls. Congratulations are extended to the parents.

The softball team of North avenue won in the north division and will play off for the CSL championship in the near future. Let's turn out to see them take the pennant. The team has lost the service of "Jimmy" Muszynski, who broke his shoulder in the last game played. Here's hoping for a speedy recovery.

News from the vacationists: William Zitzow reports grand fishing at Eagle River. Frank Zummer had a glorious time touring California. Hans Mueller spent two restful weeks in Rochester, New York. John Lonergan sent word from Hayward, Wisconsin, telling of the wonderful cool weather while we are sweltering. Eddie Miller is touring California. "Maggie" Jones liked Wisconsin so well he went back there for another month. Papa and Gabby Gersch send word from Germfask, Michigan, where they are farming. Gabby says everything is just fine and they have both grown beards. We hope that they bring their beards back so photos can be secured for the magazine. Jimmy Grier tried to climb Pikes Peak, but the old covered wagon just wouldn't make it. "Goo-goo" Eldridge has left to spend a month with relatives in Boston. Gerald Buckley says he went broke buying bait for the fish at Paddock Lake.

Chief.

Division

Motorman M. Edstrand is a proud father of a 7 pound baby boy born July 27. He will be known as Robert Allen. Motorman O. B. Olsen also is the proud father of a 7 pound baby girl born July 27. She will be known as Elarine Fern Olsen. Congratulations are extended to them and may the best of health be theirs.

A card was received from G. W. Peterson, who is enjoying his vacation at Twin Lakes, Wisconsin.

Relief Clerk John Carlson started on his vacation August 3. He is taking his mother along with him for a trip to Texas and New Orleans. Here's wishing them a good time.

E. B. Peterson.

Noble

Operator Richard Kempiak and family are spending a very enjoyable vacation motoring through the west visiting the Black Hills of South Dakota and Seattle, Washington.

Conductor Philip Huber and wife spent a very enjoyable vacation at Lake Ripley, Wisconsin.

Conductor Chester Lenz and wife motored to Detroit, Michigan, and while there Chester took a street car ride in order not to get home sick.

Motorman William Rooney and son motored to Door county, Wisconsin, and spent a very enjoyable vacation in the vicinity of Sturgeon Bay.

Sympathy is extended to the family of Motorman Michael Madden, who passed away on July 27. Motorman Madden was in the service 41 years, during which time he was always a willing and faithful worker. Funeral services were held on July 30 from his residence to Queen of Angels church with interment in All Saints cemetery.

Sympathy is also extended to Conductor Frank Rimnac in the loss of his wife after a long illness, and to Conductor William Knoll in the loss of his brother.

Mrs. George Cook, wife of Conductor George Cook, was operated on for appendicitis at St. Mary's hospital and is now convalescing very nicely at her home.

Motorman Bruno Micheals' wife is convalescing at St. Mary's hospital from a major operation and is reported to be recovering very nicely.

Conductor Garret Galvin is still confined at the Edward Hines hospital and would appreciate a visit from some of the trainmen at this depot.

Motorman William Rohr has returned to work after an illness of almost six months. "Welcome!"

Edward Devine.

Lincoln

A baby girl weighing 8 pounds was born July 1 to Conductor Fred Sprague and wife. Congratulations.

Motorman Joe Schuetz and wife celebrated the fifth year of their marriage on Monday, July 20.

Elmer Reidel, our night clerk, is spending his vacation at the Wisconsin Dells and at Big Cedar Lake in Indiana, both places being lovely summer resorts.

Henry Spethman.

Devon

With the progress of the summer season our ranks are somewhat diminished. Besides numerous trainmen who have left the call of rail and gong for the more romantic lure of forest and stream, our superintendent, F. J. Smith, spent a few weeks in his old home-town. Mr. Simpson and our chief clerk, Hank, left August 10 for their two weeks' sojourn. Clerk Pete Grant recently returned from a two weeks' stay at Lake Geneva, Wisconsin.

The following trainmen who are off sick and who would be appreciative of a visit during their convalescence are: Motormen Leonard Farber, J. K. Shanze, F. Carlson, Charley Wolfe, Otto Hildebrandt, A. Anderson and L. Kern; Conductors B. Manske, C. Brasmer, W. Harrington, A. Peterson, M. Size and M. Malone. We wish them all a speedy recovery.

We regretfully announce the death of Motorman M. Collins, who died Sunday, July 12. Burial was from St. Ignatius church, Wednesday, July 15. We extend our heartfelt condolence to the family in their bereavement.

Sympathy is also expressed to Conductor J. Kuehn, whose wife passed away Sunday, July 12, and to Conductor Corrigan, whose father passed away Sunday, July 26.

John W. Binder.



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