

Surface Service

• MAGAZINE •

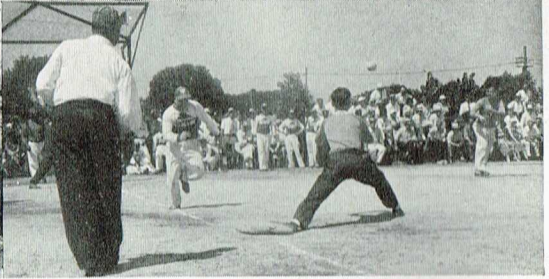
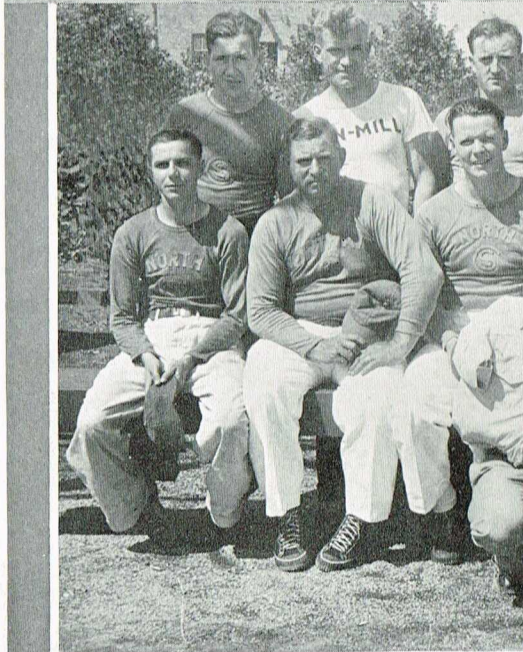
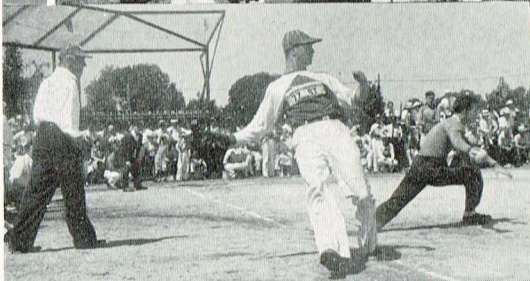
VOLUME 13

SEPT. 1936

NUMBER 6



SCENE IN ST. LOUIS CAR COMPANY
PLANT WHERE NEW SURFACE LINES
CARS ARE BEING CONSTRUCTED



HAIL TO THE CHAMPS! 77th TAKES TITLE

North Avenue and 77th battled through a three game series before 77th took the final game, September 6, 2 to 0. Here you see the baseball heroes who won titles in their respective leagues before meeting in the play-off. Your favorites are identified in the story on another page.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 13

SEPTEMBER, 1936

No. 6

Writes of New Cars

Tribune Man Visits Plant of St. Louis

Car Company

An inspection of the progress of work on the new Surface Lines cars being constructed in the St. Louis Car Company plant was made last month by William Bromage, a reporter for the *Chicago Tribune*. In the issue of the *Tribune* on August 20, Mr. Bromage had this to say relative to the 83 new cars, which are to be used on Madison street as soon as they are received from the manufacturers:

"The new cars will be entirely different in operation from the conventional type car. The designers call the new vehicle 'the street car of tomorrow.' More than fifty manufacturers have produced parts and equipment for it.

Assembled Like Automobiles

"The cars are being assembled at the plant of the St. Louis Car company. The same concern has orders for new cars to be used in Brooklyn, N. Y.; Pittsburgh, and Baltimore. All of the cars are being made on the same basic specifications. More than 500 men are at work at the plant where the line method of production, adapted from the automobile industry, is being applied to street car manufacturing for the first time.

"The bodies of the cars embrace the newest developments for the comfort of the passenger. Form-fitting seats upholstered in leather, with satin finished stainless steel tubular frames, are one feature; nonglare lighting and scientific ventilation and heating are others. In appearance the cars will be similar in many respects to the two experimental cars which have been in operation for more than a year, with sloping front and back and rounded top.

"The new car will have three doors, one large loading door at the front and two for unloading, one in the center and the other at the rear. Doors are of the 'blinker' type, which operate in a semi-circular manner, with the opening or closing taking only a fraction of a second. Each car will seat 58 passengers.

Radical Changes in Trucks

"It is in the trucks of the new cars, however, that many of the revolutionary changes in operation have been effected. A trip through the car manufacturing plant with Frank H. Shepard, consulting engineer, revealed the care and precision which have replaced the less scientific production methods of the past. Shepard played a leading part in designing the cars and is supervising production for the surface lines.

"'Noiselessness,' both within and outside the car, has been accomplished, Shepard said, through the maximum possible use of rubber in the trucks and development of quiet hypoid

gears. These features produce a gliding ride on quiet wheels.

"Hypoid gears, which call for utmost precision in workmanship, were not thought practical for street cars until recently. This is their first application to a rail vehicle. They are used to a limited extent in the manufacture of motor cars, but only on the most expensive ones.

Good for 750,000 Miles

"The gears are perfectly shrouded to keep the lubricant in and the grit out, and are specified by the manufacturers to have an average life of 750,000 miles, according to Shepard. The hypoid gear is a special type of spiral bevel gear which connects the driving shaft from the motor to the axle. When it is properly installed noise is eliminated, as the parts move on a film of oil instead of metal on metal.

"More than 400 pounds of pure rubber is used in building each car. This is considerably more than goes into the average motor truck or bus, including that in the tires, Shepard said.

"Rubber is used chiefly in two places on the new street cars—the wheels and the springs. The wheels are really flanged steel bands with great discs of rubber supporting the axle. The rubber disc in the wheel separates the metal tire from the rest of the wheel. The hub of the wheel and the axle also are separated from the frame of the truck by rubber. Large rubber springs are used for this purpose. There are four for each axle, sixteen to each car.

Suspended on Rubber

"The axle is attached to a metal band which is vulcanized to the outside of the rubber spring. The frame of the truck is attached to an inner metal band on the spring and therefore is suspended entirely on rubber with no points of contact between metals. Each spring is tested to support 5,000 pounds. The load on each spring when an empty car is at standstill is 1,600 pounds.

"New types of motors, controls, and brakes were developed to give the new car fast and smooth acceleration and retardation. The new control is featured by a greatly increased number of resistance points which permit the speed to be stepped up quickly in a smooth acceleration. This has been accomplished by putting 120 points on the new control, in contrast to the nine to eighteen on the old type of cars.

"The acceleration rate is nearly five miles per hour a second. This will permit the car to make a faster 'getaway' from a standstill

than the average automobile. The maximum service braking rate is also nearly five miles per hour a second, while the emergency braking rate is nine miles per hour a second.

Battery Brakes for Safety

"Another innovation is the electro-magnetic brake, which is energized by a battery instead of from the trolley. Thus it will operate at all times. It insures against skidding, regardless of rail conditions, and does not generate excessive heat in the wheels.

"A magnetic brake is suspended at each side of the truck a fraction of an inch above the rail. It is a horseshoe magnet 41 inches long. When the magnet is energized it grabs the rail. At its maximum excitement one brake will exert a pull of 15,000 pounds. There are four on each car so the maximum pull will be 60,000 pounds—equivalent to a drag on the moving vehicle of 30 tons.

"The magnetic brake is one of three types with which the car is equipped. Another is the dynamic brake which is the motor. When the power is shut off the motor acts as a generator and retards the car. The energy thus created is changed into heat which is thrown off in the summer and utilized to warm the car in winter. The third is the air brake operating the brake shoe. This is used only in the final phase of the braking operation and when the car is parked.

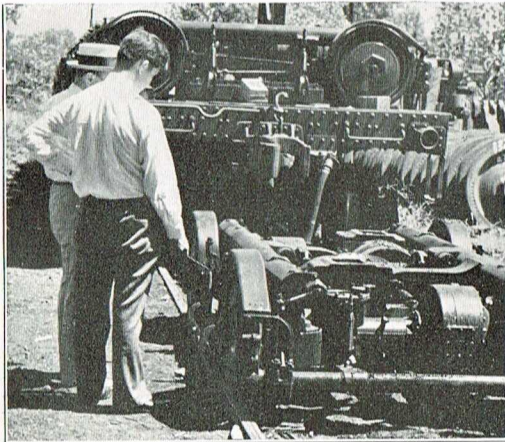
All Act Automatically

"The three brakes act automatically and are complementary to each other from a single foot control.

"A necessary part of the new vehicle and its increased speed was a reduction in weight. The bodies are made of a newly developed light-weight steel. The whole car weighs 34,000 pounds, or 10,000 to 20,000 pounds less than present models.

"Surface lines officials decided to place all of the new cars on a single line to obtain a complete test of their ability to speed up traffic and attract new riders. The Madison street line was selected as affording the best testing ground since it is not mixed in with other lines. The 83 cars will completely re-equip the line."

(See illustration on back cover and key to numbers on page 15.)



Frank H. Shepard, supervising engineer, and William Bromage, *Tribune* reporter, look over trucks for the new street cars.

L. H. DAVIDSON DEAD

Expires at Janesville—Obituaries for the System

Death, early this month claimed two prominent and popular Surface Lines personalities.

Lucius H. Davidson, for many years secretary of the Board of Supervising Engineers, died quietly in his sleep, September 3, in his summer home at Janesville, Wisconsin. Mr. Davidson was 66. He is survived by his widow.

Funeral services were held in Janesville, September 5. At that time the Board's offices were closed out of respect to Mr. Davidson's memory and most of the staff attended the funeral.

Born and raised in Madison, Wisconsin, he graduated from the University of Wisconsin and later did newspaper work for the *Chicago Tribune* and the *Chicago Daily News*. In 1908, shortly after the Board was established, Mr. Davidson was appointed assistant secretary. In a short time he was named secretary and occupied that position until his death.

Crash Kills Taylor

While on his way to work, Harry Taylor, welding foreman in the electrical department, met an accidental death at Washington street and 19th avenue, Maywood, September 3. This occurred as a result of a police car overturning a bakery truck at this intersection and underpinning him. His legs and an arm were badly crushed and head cut in several places. He did not regain consciousness until his death at the West Lake Hospital at 12:10 P.M., the same day.

He had been a faithful and loyal employe of the Chicago Surface Lines for 29 years. At the time of his death, he was 63 years of age and is survived by his widow and son, Perry Taylor. Burial was made in Dayton, Ohio.

Other Deaths

Transportation—Division 2, Burnside: Patrick Sullivan, employed October 19, 1923, died August 26, 1936.

Division 3, Seventy-seventh: Fred August Prafke, employed November 28, 1911, died August 16, 1936.

Division 7, Kedzie: Henry Tessmer, employed August 21, 1917, died August 12, 1936.

Division 8, North: William Meisterling, employed October 19, 1903, died August 22, 1936.

Division 9, Armitage: Albert Fliegel, employed August 1, 1904, died August 31, 1936.

Division 11, Lincoln: Hjalmar Uddenberg, employed November 25, 1907, died August 11, 1936.

Shops and Equipment—Division 3, Seventy-seventh: Wolfgang Baer, employed April 10, 1908, died August 8, 1936.

Division 6, Lawndale: Timothy O'Brien, employed November 16, 1921, died August 10, 1936.

Division 7, Kedzie: John J. Hughes, employed October 1, 1919, died August 4, 1936.

Division 9, Division: Bernard Dhooge, employed November 5, 1919, died August 24, 1936.

West Shops: Frank Sandrik, employed July 28, 1909, died August 6, 1936.

Track—John M. Susek, employed April 1, 1907, died August 16, 1936.

"L" Buses Defeated

Foster-Kimball Ordinance Loses—CSL

Measure Pending

At the meeting of the City Council on September 9, the ordinance providing for Rapid Transit Company buses on Foster and Kimball avenues failed of passage, receiving three votes less than the required number. A motion to reconsider was defeated by a vote of 21 to 20.

This leaves pending before the Council the ordinance providing for Chicago Surface Lines buses on these streets. Alderman Quinn, chairman of the Committee on Local Transportation, indicated that this ordinance would be submitted in a report from his committee at the next meeting of the council.

The galleries of the council chamber were packed with people from the Foster-Kimball district who have been demanding Surface Lines buses on these streets and strongly opposing Elevated buses. The fight has extended over a period of two years.

Organizations Active

Following the action of the Local Transportation Committee of the City Council on August 18, in recommending the passage of an ordinance for Rapid Transit buses on Foster and Kimball avenues by a vote of 11 to 2, the City Council on the next day laid the entire matter over until the next meeting.

Representatives of the 27 civic and improvement organizations who have been conducting the fight for Surface Lines buses on these streets immediately got busy. A meeting of these representatives was held at North Park college on August 25, and an organization known as the Foster-Kimball Transportation Association was formed, with J. W. Bier of the Uptown-Clark Business Men's Association as president and A. C. Rochow of the North Mayfair Improvement Association as secretary.

Letters of incorporation were obtained from the Secretary of State in Springfield by Attorney Charles L. Barrett who, with Charles V. Falkenberg, is attorney for the new organization.

Urge Co-operation

In a letter addressed to all civic and improvement organizations in the city, the new Foster-Kimball Transportation Association urged united co-operation of all groups in the city on this matter.

The letter stated that the Foster-Kimball group is strongly opposed to the passage of an ordinance for Rapid Transit buses and is demanding the passage of an ordinance for Surface Lines buses because only in that way can service on a 7-cent fare with free transfers to the Surface Lines be assured.

"We hold no brief for or against any utility," the letter stated. "We do believe, however, that we have a right to demand the kind of service that will best suit our needs, no matter by what utility it may be provided. We feel sure you will agree with us in this and we hope you will use every effort to assist us."

West Towns View

At the same time William S. Devlin, execu-

tive secretary of the West Towns Chamber of Commerce, sent a letter to Mayor Kelly and all of the members of the City Council strongly opposing the installation of Rapid Transit buses. Reference was made to an article in the *Chicago Daily News* of August 26, in which it was stated that the city plans to permit the Rapid Transit Company eventually to operate buses on 50 miles of city streets.

"The West Towns Chamber of Commerce, representing business and residential interests of the people of the west side, is on record as favoring Surface Lines feeder buses on the streets in question and is unequivocally opposing Rapid Transit Company buses on these streets," the letter from the West Towns Chamber says.

"The Surface Lines is a comprehensive surface system carrying 80 per cent of all those using local transportation. It operates on a 7-cent fare with free transfers. It seems quite evident to us that whatever is done in extending surface facilities should be done by the Surface Lines. The added facilities should be a part of the Surface Lines system, operating on a 7-cent fare with free transfers to other parts of that system.

Oppose Greater Confusion

"The promise of transfers between Surface Lines routes and Rapid Transit Company buses, which some aldermen are holding out, is not within their jurisdiction. The Illinois Commerce Commission and the courts would decide that issue and we can see no good reason to engage in this legal battle when the installation of Surface Lines buses would provide the low fare and free transfers automatically.

"What the people of the west side want is improved transportation service, not greater confusion in an already confused situation."

The officers of the Foster-Kimball Transportation Association are: President, J. W. Bier, Uptown-Clark Business Men; vice presidents, F. J. Ruehlmann, North Ravenswood Improvement Club, and Milton Friend; secretary, A. C. Rochow, North Mayfair Improvement Association; treasurer, E. D. Jackson, Northwest Federation of Improvement Clubs; advisory board, Carl J. Johnson, Uptown Lions Club; Alfred A. Behnke, Avondale Chamber of Commerce; A. R. Lasdon, North Park Welfare and Property Owners Association; Moses Baum, Greater North Park Improvement Club; R. J. Wuerst, Northwest Federation of Improvement Clubs; George Trinkaus, Addison Heights Improvement and Betterment Club; Rev. Algoth Ohlson, president North Park College; William G. Dode, East Park View Improvement Club; Otto B. Stunkel, Austin-Higgins Improvement Group; Mrs. W. R. Gross, Amundsen Parent Teachers Association; Knute Nelson, Nordica Press; Mrs. J. W. Morrison, Albany Park Woman's Club; Mrs. O. W. Schroeder, Trumbull Parent Teachers Association. The attorneys are Charles L. Barrett, 10 South La Salle street, and Charles V. Falkenberg, 221 North LaSalle street.

KEEPING 'EM ROLLING

North, Burnside, and Devon Leaders
for August

North led with an average of 8,752 miles per pull-in, a decrease of 1.4 per cent over last month's average; Burnside was second with an average of 7,553 miles per pull-in, an increase of 35.0 per cent, and Devon was third with 7,126 miles per pull-in, an increase of 16.5 per cent.

Individual records follow:

Rank	Carhouse	Zero Days	Mileage per Pull-In	Pct. Inc. or Dec.
1	North	1	8,752	1.4*
2	Burnside	3	7,553	35.0
3	Devon	----	7,126	16.5
4	Cottage Grove	2	7,001	43.2
5	Division	3	6,996	3.5*
6	Lawndale	2	6,521	2.1
7	69th	----	6,180	31.0*
8	Kedzie	1	6,168	5.8*
9	Archer	----	6,074	17.6*
10	Elston	2	5,468	46.1*
11	77th	----	4,793	13.8
12	Limits	3	4,509	13.5*
13	Blue Island	2	3,500	23.3
14	Armitage	1	3,452	25.2*
15	Noble	3	3,373	47.8*
16	Lincoln	----	3,268	21.1*

*Denotes decrease.

Carhouse records for the past six months:

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

QUEEN MARY GETS FORD'S OK

English "Trams" Bother CSL Motorman
—He'll Stick Here

Fred Ford's come back after enjoying some thrills he'll never forget.

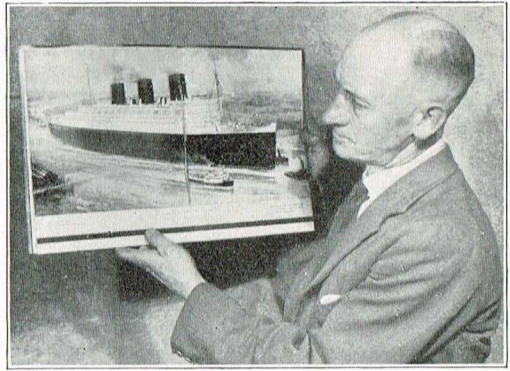
The Armitage motorman, badge No. 4063, has just returned from a 90-day furlough in England and he traveled in the queen's taste—in the great new *Queen Mary* on her maiden voyage.

It was back in December of 1935 when the *Queen Mary* was just another big boat under construction that Ford made his reservations for the maiden voyage eastward and he sailed from New York June 5, 1936. He made good time, too. Better running time for the distance than he's ever been able to make as a Surface Lines motorman. The giant *Queen Mary* made the trip to England in a flat four days, 15 hours and 15 minutes.

Those were busy days though, for on the huge ship there were many things to claim his attention. Two free movies nightly, a daily paper and innumerable other features occupied him during a passage he claimed was most smooth and enjoyable.

It marked the fourth trip Fred has made to visit his mother in the little mining town of Somersetshire, England, since he came to this country in 1900. It is the second time he has gone abroad during the 18 years he has been with the Chicago Surface Lines.

He's pretty well sold on the United States



Ford and "Queen Mary"

and the Chicago Surface Lines though. Over there the motormen get about \$12.50 a week.

The huge double-deck trolley cars used by our English cousins interested Ford. English conductors collect fares after passengers are seated and then whistle to the driver. It's expensive, too. Rides cost about 3 cents a mile without transfers and at that rate it would cost you \$1.20 to take the longest possible ride on the Chicago Surface Lines. The only cheaper feature of life there, said Fred, was haircuts. They cost about 12 cents but he's reached the stage where he doesn't need them as often as he used to.

There was one appealing feature, he found. Drivers there are more careful and are all licensed. New drivers have a big "L" on their cars which designates a "learner." It's nice to know the fellows who deserve a wide berth.

All in all Fred had quite a time. His fondest recollection, however, is of the trip on the *Queen Mary*. He can't quite forget that and if you could talk to him and see some of his souvenirs you'd understand why. He thinks his Armitage-Milwaukee car will be rather tame for a while until he gets back into harness.

EMPLOYEES RELIEF FUND

August, 1936

The Surface Lines Employees Relief Committee held four sessions during the month, at which 18 applications were considered. Of this number there were 11 cases approved for weekly payments, making the total cases on the list at the present time 314.

Checks totaling \$13,581.31 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$804,970.78 paid to Chicago Surface Lines employees to date.

The Surface Lines Employees Relief Committee, in addition to the above disbursements to employees, 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 \$924,970.78.

Surface Lines employees have also contributed to the Emergency Welfare and Community Funds, over and above the disbursements handled by the Surface Lines Employees Relief Committee, a total of \$172,166.52, which brings the grand total relief expended to date to \$1,097,137.30.

Criticisms Are Constructive

Patrons Are Helpful, Friendly, Co-operative—Complaints

Gain—Citations Drop

"In the interest of better and more courteous service I think you should know—"

In that friendly co-operative spirit numerous patrons write the Chicago Surface Lines each month with complaints and constructive criticism. The tone of their letters is definitely friendly and the letters are answered in the same vein.

Evidence that this policy meets with the approval of the public and that such friendly co-operation brings results is shown in an outstanding letter recently received from Edward Robbins, 6441 Kimbark avenue.

In a significant paragraph Mr. Robbins says, "The increasing evidence of courtesy and interest displayed by Surface Lines employes toward their traveling patrons is a source of much gratification to one who uses the street car in preference to driving his car about the busy thoroughfares of Chicago. Your interest in particular impressed me very much and I am happy to acknowledge it in this way."

The last sentence is directed to Conductor David Sax, badge No. 7478 of Kedzie, who had courteously directed Robbins to an address so explicitly that he was able to find it without difficulty.

Had Car Wait

Citing an example of a relatively small matter that goes so far to win patrons James Schneller, Jr., 8025 South Carpenter street, commends Motorman Edward T. Ness, badge No. 4455 of Lincoln. Motorman Ness called to a car ahead and had it wait for Schneller at Wrightwood and Lincoln where he boarded it and was able to continue downtown without waiting in the rain.

Alert motormen who prevented possible accidents by skillful handling of their cars also drew praise from several passengers.

Daniel M. Nourse, 654 North Woodland Park, wants Motorman George J. Moran, badge No. 1545 of Cottage Grove, decorated with the "very highest award for almost lightning action in handling of his car so as not to have struck a pedestrian much under the influence of liquor."

For similar skill Operator August Nelson, badge No. 3327 of Burnside, received plaudits from Alex Pernod, 2959 East 92nd street. Mr. Pernod mentions a narrow escape avoided only through Nelson's skill in missing a huge truck that sped directly in front of his car. His watchfulness, says Mr. Pernod, prevented "wholesale slaughter of the passengers."

Complaints Increase

The complete record for the month of August, however, was not as pleasing as the quoted commendations. There was an increase of more than 100 complaints for August, 1936, as against the same month of 1935. In 1935, 361 complaints came in and this year the same month netted 477. Discourteous treatment and passing up passengers continue to be major divisions in the complaint list. Discourtesy

charges were entered in 129 cases and there were 78 which came in the classification of passing up. There was a further drop in commendations—only 32 being received.

Courtesy, good nature and kindness on the part of two trainmen lightened the summer journey of three Sisters of Mercy belonging to Our Lady of Mt. Carmel School, 720 Belmont avenue. Motorman Joseph Markby, badge No. 10855, and Conductor Edward J. Hefferman, badge No. 11330, both of Cottage Grove, were those who received the praise of Sister M. Beatrice, R. S. M., Sister M. Innocentia, R. S. M. and Sister M. Magdalen, R. S. M.

Act of Kindness

Frank Starr, 5714 Byron street, mentions an incident that is to the credit of Conductor Patrick J. McNally, badge No. 716 of North avenue. Starr says he was delayed a bit and looked out to see the cause. "Lo, and behold!", says he, "your conductor was helping an old lady who appeared to be very weak, or ill, across the tracks to the south walk. A splendid and human thing to do! And I believe that every day in this town many things like that take place."

From the manager of a major loop hotel came praise for Motorman David E. Carlson, badge No. 3909 of Seventy-seventh. After expressing appreciation for courteous treatment and kind assistance rendered a guest of the Bismarck hotel, Roy Steffen, managing director, added, "Obviously you have the right type of man on that job."

Courtesy on the part of Motorman Edward G. Hahn, badge No. 6209 of Devon, who stopped his car after it had started to allow three old ladies to board was appreciated by Mary W. North.

Was Considerate

Motorman Fred A. Mordhorst, badge No. 12647 of Seventy-seventh was "so very courteous and considerate to three passengers at different stops" that he drew the praise of Mary V. Little, 706 Wellington avenue.

After being praised for refraining from using his gong at the wrong time by Charles A. Snyder, executive vice-president of the West Central Association, 400 West Madison, Motorman Robert K. Doll, badge No. 3447 of Armitage, explained that he found it paid to be courteous and that he tried to treat the public so they would feel the Surface Lines to be an institution they would like to patronize. Mr. Snyder mentions that all too often some trainmen forget that it is the passengers who make trainmen's jobs secure.

"Pennyfare," employes magazine distributed to English trainmen, recently reprinted an editorial entitled "The Voice Does It," which originally appeared in the SURFACE SERVICE MAGAZINE in the May, 1936, issue.

SURFACE SERVICE MAGAZINE

Published Monthly by
Chicago Surface Lines
231 South La Salle St.
CHICAGO

Volume 13 September, 1936 No. 6

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H. F. Peck - - - Assistant Editor

PUBLIC APPROVAL

Good will cannot be bought. It is only for exchange. Surface Lines employes should remember that fact.

The company can do its part to serve Chicago in many ways. But, in the final analysis, good will or ill will means the difference between outstanding success and mediocrity. Building good will is the trainman's job.

A million and a quarter dollars will bring new cars and improved service to the Madison street line. Transportation facilities on north Ashland avenue were greatly improved by a \$175,000 extension over the new bridge. Additional millions are spent for new roadbed, equipment and facilities that will give Chicagoans better service.

Thus the company willingly does its part. Better, more efficient transportation is always sought. Large advertising appropriations are made so that improvements may be interpreted to the public as Surface Lines service.

But these huge expenditures cannot buy good will. Whether or not the company enjoys public confidence and good will rests, finally, with the trainmen. The Surface Lines is judged by their attitude toward the public.

Fair dealing, good service and courteous treatment can do much to win public approval. It is within the province of every employe to strengthen further the cordial relationships the Surface Lines now enjoys.

OPPORTUNITY AHEAD

By their bright new caps you shall know them. They are the nearly 200 new trainmen recently hired by the Chicago Surface Lines.

The hand of welcome is extended to them. The path to progress and greater attainment lies before them. How far upward they may climb from the ranks rests with themselves. Initiative and general capabilities will, in the end, be the determining factors.

Justly proud is the company which can point to its executive heads and say, "They came up from the ranks." That can be said in many instances in the Chicago Surface Lines.

In no branch is that quotation so apt as it is in the Transportation division. Every man from Superintendent W. A. Hall down has served as a trainman and that berth was a starting point to the positions they now enjoy.

It is trite to say there is always room at the top, but the new men should know that and should regard their present jobs as a starting point and an opportunity.

On the record it is obvious that the Surface Lines grants recognition to its outstanding employes. It is to be hoped the new trainmen will realize and appreciate that fact.

ROUNDING UP WITNESSES

System Average Drops—Burnside Slumps to Fourth Place

The average for the system in rounding up witnesses, instead of continuing the increase that has been shown this year, slumped off to a point that marks a new low for the year.

Burnside, long a leader in either first or second place, dropped to fourth in the compilations. Lawndale-Blue Island maintained the pace that has kept them among the leaders and retained their second place rating.

77th jumped from third place to first and their 4.25 rating placed them far ahead of competition during July. Prior to their third place rating the 77th crew was bogged down in fifth place, so have jumped to first in two months' time.

Detailed standings follow:

Rank	Division	July	June	May	April
1.	77th Street	4.25	3.92 (3)	3.65 (5)	3.58 (6)
2.	Lawn-Blue Isl.	3.81	3.94 (2)	3.92 (2)	3.89 (1)
3.	Archer	3.57	3.72 (4)	3.68 (4)	3.70 (3)
4.	Burnside	3.56	4.46 (1)	4.46 (1)	3.73 (2)
5.	Cottage Grove	3.38	3.54 (6)	3.40 (7)	3.59 (5)
6.	Kedzie	3.38	3.37 (8)	3.11 (9)	3.35(10)
7.	69th Street	3.38	3.61 (5)	3.82 (3)	3.60 (4)
8.	North	3.11	3.35 (9)	3.35 (8)	3.38 (9)
9.	Lincoln	3.09	2.87(11)	2.99(11)	3.47 (8)
10.	Armitage-Div.	2.83	2.66(12)	3.01(10)	2.67(12)
11.	Elston-Noble	2.82	3.53 (7)	3.49 (6)	4.09 (2)
12.	Limits-Devon	2.66	3.19(10)	2.91(12)	2.89(11)
Aver. for System.....		3.34	3.50	3.45	3.38

Championship Honors to 77th

Win CSL Title in Close Series With North Avenue—
Lawndale Trims Devon

The climax of the Chicago Surface Lines' hectic championship softball series was dramatically reached September 6, when 77th's south section leaders defeated North Avenue 2 to 0 in the third and deciding contest before a howling crowd representing fans from every depot in the city.

Attracted by the aspect of intense competition which had grown to feverish heat in two previous games, rooting carmen from far and near gathered to witness the struggle between two well-matched teams, and were rewarded with as fine an exhibition of softball performance as could be seen anywhere.

Start Slowly

In contrast to the first game, which was a batting festival for 77th, and the second game which was as much a field day for North Avenue,



George Becic

the game got under way with both teams grimly determined to check the heavy hitters, and the score conclusively illustrates how well this was accomplished.

Almost from the beginning both Shey of North Avenue and Becic of 77th were bearing down on each pitch and at no time during the entire game did either team get more than two hits in one inning. Likewise, the fact that 77th with ten hits had ten men left on base and North Avenue, with eight hits had eight men left

further indicates the nature of the defense of both teams.

Error Leads to Score

Ironically, the first score of the game came on an error in the 5th inning when, with two out and Flynn on third base and Phelps on second as a result of a double, Repine failed to tag first base and retire Kugler for the third out. As a result, Flynn scored. A minute later Gillooley popped out to end the inning.



John Shey

North Avenue tried heroically to overcome this unfortunate break in the succeeding innings, but were unable to put together a sustained batting attack. In the eighth inning with two out, Repine doubled to rekindle hope for his team and redeem his error, but the next batter, Shey, flied out to Gillooley.

Final Score in Ninth

To add further to the chagrin of the North

Avenue team, left fielder Ryan dropped Schmidt's fly ball to start the ninth inning.



S. B. Sommers

Hits by Sommers and Knapp advanced Schmidt to third from where he scored on Flynn's long fly.

At bat for the last time in the ninth, 77th's third baseman Kugler further checked North Avenue's persistent threat to score by a resourceful bit of fielding on the first man up. A hot grounder to Becic glanced out of his hand into the air toward third. Kugler grabbed it and rifled a lightning throw to Sommers to beat the runner.

A fly to Phelps, a single by Muszinski and a pop-up to Kugler ended the game and the series.

Excitement Grips 77th Rooters

Immediately following Kugler's last putout, 77th's host of rooters broke loose with a roaring, whooping blast of cheering accompanied by a healthy display of back-slapping. The peppery little manager of 77th's scrappy team,

W. J. Sullivan, after yelling himself hoarse coaching at third base, seemed most expressive by his smiling silence when the game was over. With tears in his eyes, he said with great relief, "We won!"



Joe Benedict

Jubilation was not confined to the field. At the depot, Assistant Superintendent J. A. Volkhart, whose confidence in the team has never wavered, expressed his satisfaction with the victory. "It's been a great series; good sportsmanship on both sides, and I'm glad our boys won that way. They came back fighting and won."

Bessette Pleased

Superintendent Bessette particularly was pleased with the news of victory. He had given explicit orders for the team to bring home the pennant, and the team knows what it means when Mr. Bessette gives orders. He said, "They carried out my orders; I'm well pleased with their fine record and the honor they bring my depot in the sports department."

In the opening game of the series August 16, 77th drubbed North 17 to 2. North Avenue squared the series on the following Sunday, August 23, when they squeezed out an 8 to 6 win.

Prior to the championship game Lawndale beat Devon, 7 to 3 in the play-off for second place honors.

Key to Picture

The Seventy-seventh players as shown on the inside cover are: Left to right, first row: George Becic, L. B. Heath, Mascot Bud Shaw, son of Conductor J. O. Shaw; E. B. Gillooley and E. E. Knapp. Middle row: Manager W. J. Sullivan, W. G. Harrison, J. D. Phelps, J. P. Flynn, T. A. Byrne and H. J. Voltmer. Rear row: S. B. Sommers, G. M. King, F. J. Kugler, F. W. Schmidt and C. J. Mischnick.

The North Avenue players from left to right in the front row are: Joseph Benedict, E. K. DeLave, Edward Lahlum, Henry Blum, Howard Jacobsen and John Shey. Back row: George Ryan, Robert Jossi, E. L. Nelson, George Repine and George Smith. Kneeling in front is F. J. Muszynski who broke his shoulder in the final game of the regular league season.

Composite Box Score:

	SEVENTY-SEVENTH			NORTH AVENUE			
	AB	R	H	AB	R	H	
Gillooley, scf	12	0	1	Repine, 1b	13	1	7
Becic, p	9	4	4	Shey, p	12	2	4
Byrne, ss	9	1	2	DeLave, c	11	0	4
Schmidt, 2b	13	4	8	Lahlum, cf	11	0	6
Sommers, 1b	13	6	8	Muszynski, 2b	4	0	1
Knapp, rf	5	1	3	Smith, scf	11	3	5
Flynn, lf	13	3	4	Benedict, 3b	11	1	3
Harrison, c	6	0	0	Blum, ss	10	1	2
Phelps, cf	11	1	4	Jacobsen, rf	11	1	3
Kugler, 3b	12	3	4	Ryan, lf	11	0	0
Heath, c	5	0	1	Horneki, p	1	0	0

Errors: Shey, Nelson (2), Ryan (3), Repine, Schmidt (2), Kugler, King. Two base hits: Phelps, Becic (2), Sommers (5), Repine (3), Lahlum, Flynn (2), Schmidt (4), King, Knapp, Smith (2). Three base hits: Benedict, Sommers, King. Home runs: Blum, Kugler (2).

THE KID'S GOOD!

Proving the Younger Element Has A Lot on the Oldsters

Fish stories come and go with the season, but the best of the 1936 crop comes from a much younger generation and puts old time fishermen stories to shame.

While the old timers use all their lures to land the "big ones" Bobby Platner lands 'em the easy way. Young Bobby, 5 year old grandson of Motorman Martin Platner of Sixty-ninth, was doing his fishing at Spooner, Wisconsin. Plenty of the little ones were being hooked to Bobby's stringer and he was happy enough.

Frankly, he didn't care about landing any of the big boys. (Maybe that's why it came so easy.) Musing there in the solitude of his boat young Bobby heard a thud and there within grasp was his big catch of the season, which had jumped into his boat.

Bobby doesn't have much faith in fancy flies and expensive rod and reel. He claims you only need a big boat with a solid bottom. The fish will come of their own accord.



Bobby Platner

OPPOSE TRACK REMOVAL

West Towns Chamber of Commerce Organizes Protest

Representatives of the West Towns Chamber of Commerce, which is opposing the Chicago Park District's effort to remove the Chicago avenue tracks from the lake front, found that street car riders strongly favor the retention of the tracks.

On Sunday, August 23, and again on Tuesday, August 25, men representing the Chamber of Commerce boarded Chicago avenue cars and circulated for signature of passengers cards addressed to the Commerce Commission opposing the proposed removal of the tracks. More than 5,000 signatures were obtained in this way.

At least 65 organizations on the west side have passed resolutions demanding that the tracks be permitted to remain along the lake front and pointing out that they can be relocated so as not to interfere with the construction of the outer drive and the outer drive bridge.

The Commerce Commission is still hearing evidence on the Park District's petition for the removal of the tracks. On two previous occasions the Commission has rejected similar petitions on the ground that the tracks serve a purpose of convenience and necessity.

On the back page of this issue of SURFACE SERVICE MAGAZINE is a picture of officers of the West Towns Chamber of Commerce and the cards signed by Chicago avenue street car riders.

Those appearing in the picture are:

Front row, left to right: James P. Duignan, Dr. Richard A. Leavitt, Dr. H. O. Drew, and William S. Devlin; center row, left to right: Fred B. Huebenthal, W. R. Kunkel, and Charles L. Patterson; back row, left to right: H. Feddersen, and William H. Clayton.

PHOTO UNITES FAMILY

John F. Burnes, chauffeur at Grand and Leavitt, has been basking in the spotlight turned his way when his wife was recently reunited with her mother after a separation lasting 28 years.

Mrs. Burnes was adopted by a Mrs. J. R. Scott when only four years old. An evening paper carried a picture of Mr. and Mrs. Scott when they celebrated their golden wedding anniversary. Mrs. Scott was recognized by Mrs. Emily Snyder Knudsen as the woman who had adopted her daughter in 1909, when, through the death of her husband, she had been left without means to raise her family properly.

The foster mother, Mrs. Scott, raised Mrs. Burnes as her own child for she had been informed the girl's mother was dead. Inquiries made at the time the picture was published established beyond a doubt that the present Mrs. Burnes was Mrs. Knudsen's daughter. Since the reunion Mrs. Burnes has met, for the first time in her recollection, two brothers and a sister.

Oddly enough, both families lived within a short distance of each other. So now John Burnes has several more relatives than he'd previously thought.

FOIBLES OF 1916!

Or "Gasoline's Too High"—A Fantasy that Reads Easily

"Now that the cost of gasoline has increased so much, many are wondering what will become of the auto if fuel costs continue to rise. It is said that electric automobiles are too expensive, the storage system too inconvenient and bulky, and altogether unsuited for cross-country tours. It is the purpose of this article to advance a plan whereby the electric automobile may be made not only more convenient and reliable but also less expensive than any other vehicle."

But take it easy! That's only an example of 1916 looking forward. It's the first paragraph in an article in the *Electrical Experimenter* of July, 1916, describing "A Long-Distance Electro-Mobile of the Future."

However, some benevolent governmental agency may be interested, so let's go on with it. It's a lot more amusing than Hi-Li and the knock-knocks that are the bane of the present day populace.

To the visionary author the problem was quite simple. Several main highways running east and west across the continent and a like number running north and south would be selected. These would have great power plants erected alongside and be connected to each other by high tension feed wires running the length of the highways.

The "future" automobile would then be built with two trolley poles to connect with the trolley wires that would run on each side of the highway. The voltage was to be kept low to avoid accidents and, presumably, reduce speed hazards.

In order to get to these high-powered highways the autos were expected to be equipped with large storage batteries capable of running the cars several miles to the nearest trolley. No allowances were made for detours or the futile miles one drives in searching out a parking place.

The author evidently was a protagonist of the government ownership school for he thought the government should own the power plants, trolley wires and highways. Under the system each car would carry a locked watt meter with a seal which it would be unlawful to break. At the end of the month when you paid your other bills you could drop into the county seat (no pun) and have your meter read. If the author visioned the windshield cleaning, the free air and water and other services now available to motorists he didn't mention it. Maybe he felt the county seat would be comfortable enough.

"The current used," said he, blithely, "could be paid for in much the same manner as taxes are paid." He evidently meant under duress.

It's all very simple and in 1916 might have sounded quite logical.

"With a little experimenting this system could be made a very reliable, cheap and convenient mode of travel, beside being a paying proposition to the government and a benefit to the people."

If by chance that author should read this it is to be hoped that he realizes the laughter of 1936 is not meant to be unkind. We're really quite sold on trolley buses!

NICE WORK, JOHN



Conductor John B. Blais of 77th spent his two weeks' vacation in the northern part of Ontario, Canada, where he was born and raised. Known for his knack as a fisherman he established a record-catch on August 17 and 18 at the north channel of the Georgian Bay at Spanish, Ontario.

John, lying down and smiling broadly, is shown in the photograph with his guide. Notice the string of 19 bull heads, 14 pickerel, 4 pike, 3 rock bass, 1 black bass, caught by trolling, casting and still-fishing.

PARADE FEATURES CSL CARS

Equipment Attracts Interest At Bridge Celebration

Surface Lines equipment occupied prominent positions in lengthy parade on August 20, celebrating the opening of the new Ashland avenue bridge and the linking car line tracks that run over the bridge joining north and south.

The crowd's chief interest seemed centered in the five pieces of equipment depicting transportation advances made by the Chicago Surface Lines in providing better service for the more than 2,000,000 daily passengers who now use the company's facilities.

First in line of the parade was a horse drawn coach followed by an old horse car, the "dinky" or single truck electric car, the twin coach gas bus and the new Brill car. The last two were exhibited to enthusiastic Chicagoans enroute over Ashland avenue from Sixty-ninth to Irving Park boulevard and were then sent to their depots.

Of interest to many were the passengers of the horse drawn bus who were dressed in the costumes of an earlier period.



Times and transportation trends change as shown in this picture snapped at the Ashland avenue bridge opening.

IT'S CAPTAIN HUNT, NOW!

Leigh H. Hunt, attorney in the legal department, had recently received his commission as a captain in the Cavalry Reserve Officers Corps.

Hunt, a graduate of the University of Illinois, first became interested in the military life as a result of compulsory training at school. He was a student major there, member of Scabbard and Blade, honorary military society, and graduated with a second lieutenant's commission.

Constant training and participation in various military activities resulted in successive promotions to a first lieutenantancy and to captain. R. O. C. Captain Hunt holds sharpshooter medals for pistol and rifle competition.

Departments and Divisions

Accounting

Daniel Charles Eierdam, Jr., is the name of the new baby born on Monday, August 3, at the Holy Cross Hospital to Mr. and Mrs. Daniel Eierdam (Ruth Wohlford) formerly of the traffic division. To the proud parents we extend our best wishes.

The employes of the department were very sorry to hear of the death of Milton Reiter, formerly of Clark and Division street accounting department, who was buried on Monday, August 24. We extend our heartfelt sympathy and condolence to members of the family.

The many friends of Miss Gertrude Collins of the comptometer division are offering congratulations on the engagement ring she received on Tuesday, August 25, from Ralph Harpel.

Returning home after having enjoyed her vacation visiting friends and places of interest in and around Winnipeg, Manitoba, Miss Ann Kerruish came to work perfectly satisfied.

All means of transportation were used by Miss Mildred Hedstrom of the comptometer division—train—automobile—airplane—boat—walking—on a tour to the West Coast. She stopped at the Grand Canyon, toured the Pacific Coast States and saw Lake Louise and Banff in the Canadian Rockies.

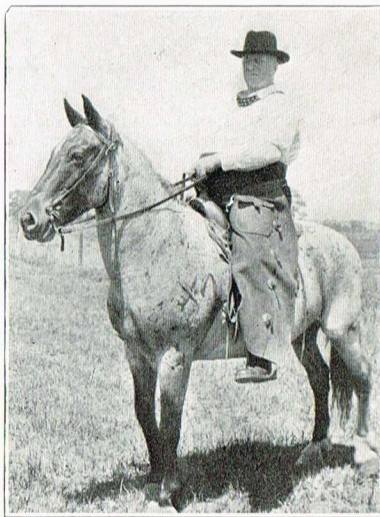
Stopping at Long Lake, Illinois, where she enjoyed swimming and fishing, Mrs. Alice Brelig of the voucher division states she had a very pleasant time on her vacation.

After taking short motor trips to various parts of Indiana, Fort Wayne, Warsaw and others, also spending a week at Tippecanoe Lake, Indiana, Mrs. Clara L. Bannister of the trip sheet analysis division reports a lovely vacation.

Miss Mildred Prange of the mileage division is on the list of prospective brides after receiving a beautiful diamond from Victor Schwartz. We wish to offer hearty congratulations.

Thomas F. Coan.

RIDE 'EM, MARTY!



Martin Jensen

When the boys at Noble first saw this picture of "Cowboy" Martin Jensen, night foreman, they thought the boss had gone Hollywood on them and they would see him next in a cowboy thriller. Some thought he'd return to his job with the horse and ride herd on his night crew. Everybody was relieved when they found it was just a vacation picture Jensen had taken while sojourning on his brother's Colorado ranch. He looks like a two-gun fightin' man though, doesn't he?

Engineering

C. H. Gremley's reports and shipments of fish from his summer home near Minocqua, Wisconsin, were too much for N. R. Alexander, so he packed bag and baggage at Mr. Gremley's invitation to come up and share in the thrills of this much maligned sport. Good luck fellows!

Harry Debus of Grand and Leavitt again withstood the rigors of the primeval life in Northern Wisconsin where the Red Man is still more than a symbol standing in front of a cigar store.

J. L. Ruzich of the track department, who surprised all by his sudden marriage, was in turn surprised by his fellow-employes who presented him with a beautiful floor lamp of modernistic design to help carry out his plans of interior decorating.

Charles Kuehl, Grand and Leavitt garage, ventured into Canada on his vacation but quickly returned to American soil after reading about the revolts in foreign countries.

We extend our sympathy to John, Harry and Edward Coutre, utility department chauffeurs, in the recent loss of their father; and to John Rafferty, who suffered the loss of his mother.

Electrical

An event of a lifetime has taken place in Roy Rogers family. Saturday, August 29, Roy gave his daughter, Gladys, in marriage to Robert Brophiel. Best wishes for a happy and prosperous future is extended to them.

Our sympathy is extended to the family of Barrett Hollihan who lost his life in a recent accident in performance of his duties.

On Saturday, September 5, Arthur R. Sandberg of the downtown office entered the seas of matrimony. He married Miss Virginia Scheafer. The wedding took place at St. Gertrude Church. We all join in extending to the newly weds our best wishes for a happy future.

Earl Essington has returned from a trip to Wyoming where he is reported to have tried out some of his cowboy days tactics.

Harry Essington is reported to be heading out west on his vacation in search of facts regarding his brother's activities while in the west.

Clarence Minnick, of Grand and Leavitt, is vacationing in parts unknown. Why all the secrecy, Clarence?

Billy.

Shops and Equipment

South Shops: Congratulations and our best wishes for happiness and prosperity in future years are extended to Miss Jennie Schlack, printing department, upon her marriage on August 24.

Vacation Notes: J. Hopkins, machine department—Michigan; J. Sake, truck department, C. Westcott, motor repair department, and F. DeWitt, office—dear old "Chi"; W. Goering, millwright department—Shawno Lake, Wisconsin; A. Lindquist, office—Michigan; W. Cameron, woodmill department—Devil's Lake, Wisconsin, and C. O. Carlson, car repair department—St. Paul, Minneapolis and Lake Minnetonka.

Prize Vacation Mystery—William Cameron, woodmill department, while driving up at Devil's Lake sighted a rattlesnake and decided to take its picture. Bill jumped out of the car, snapped the picture quite hurriedly and jumped back into the car again. He had the picture developed and Lo!—the mystery—no rattlesnake. Perhaps the rattlesnake was more scared than Bill.

Our Vacation Romance—Jules Graiser, pattern department, returned to Watertown, Wisconsin, over Labor Day. She's a brunette and her name is Lydia. Many happy returns, Jules.

We extend heartfelt sympathy to William Broadfield, machine department, upon the recent death of his beloved father.

Our friend, Doc Stork, delivered a lovely baby boy to the home of Mr. and Mrs. Edward Roberts on August 27. Congratulations!

Cottage Grove: Earl Eyer has just returned from a vacation trip by train through many of the southwestern states. He spent a few days at Yellowstone National Park, which he enjoyed most of all. Dan says he sees no reason for traveling by auto when there are air conditioned trains.

We sympathize with C. Pitun whose brother passed away up in Wisconsin on August 15.

Burnside: Two men of Hungarian extraction were looking for the lost and found department and upon seeing George Stacey they approached him thinking he was a fellow countryman. Well, George couldn't understand them and they left. The boys say it was George's mustache that attracted the men.

T. A. Larson, being a cheese addict and scared by a rising market, is vacationing in Michigan and picking bargains in this edible. The Field Museum with the kiddies and Chicago's south side will be the grand windup.

77th Street: Assistant day foreman, Henry Warnken, spent a pleasant vacation around Chicago and vicinity.

R. Ferguson has been strutting around plenty since his baby daughter's picture appeared in the last issue of our magazine.

A. Jacobsen, bus foreman, intends journeying south during his vacation. He plans to visit Kansas City, St. Louis, Memphis and Louisville. Grave doubts have been expressed as to his ability to complete the trip in that gas buggy of his.

Elsie S. Frank.

West Shops: Vacations: West Shops Office: Eleanor Rall, Chicago (golfing most of the time); Charles Stoker, Northern Michigan; Harold Ebeling, visiting friends in Rockford; Richard Maerz, two weeks in Michigan taking part in the Second Army Maneuvers (which he said was plenty "tough" but liked it!); Carl Gerlach, trying to catch twenty-pounders at Plum and Tomahawk Lakes, and S. Kajpust, touring in Wisconsin.

C. Olandese of the armature room is again a proud father—a baby boy, Leif, born August 19.

We offer our sympathy to the family and friends of the following employes who passed away during the month of August: B. Dahoo, watchman at Division; T. O'Brien, car cleaner, Blue Island; F. Sandrik, carpenter, West Shops; J. Hughes, car repairman, Kedzie.

They say around here that the accordion plaits in the fenders of Henry Figge's new Chevrolet are the results of his effort to move the Chicago traffic to the pace he is used to in Park Ridge.

Lillian Hultquist.

Around the Car Stations

Cottage Grove

Representatives from Cottage Grove and Limits met in a golf match August 31, in which far better than average scores were posted. The Cottage Grove two-some of J. A. Swann and Rudolph Koprowitz ended the 36 hole match with a total of 330 strokes to the 347 required by their Limits opponents, George Kornacki and H. J. Hubers.

One of the highlights of the game came when Hubers scored an eagle 2 on one long hole. Medal scores for the first 18 were:

Kornacki 86, Hubers, 88, total: 174.

Swann 77, Koprowitz, 82, total: 159.

For the second round the scores were:

Kornacki 79, Hubers 94, total: 173.

Swann 82, Koprowitz 83, total: 165.

The challenge of the winning golfers, made through this magazine last month, still stands. The Cottage Grove golfers appreciate the courtesy of the Limits men in providing fine competition. Come on, all you golfers!

A. McGuinness is celebrating his 56th year with the company this year and is followed by J. J. Horrigan who is celebrating his 52nd year in service.

Percy Atkinson enjoyed a two week visit in the Adirondack Mountains. He says he got plenty of sleep and plenty to eat. He doesn't like to change his routine while away from home.

From all reports the Cottage Grove ball team for next year is going to be a cracker jack. For the first year at the game, the boys did show much enthusiasm and ability to master it. I think we should give Manager Fred Zweyer a vote of thanks for his efforts shown. Thank you, Fred.

Charles Eitel.

Seventy-Seventh

Our Superintendent W. A. Bessette is back on the job again after a delightful vacation which he and his wife spent with her folks in Beaverville, Illinois.

Our Chief Clerk Owen T. Duncan has returned from his vacation that he and his family spent at Sisters Lake, Michigan. Owen reports that they enjoyed themselves very much even though he didn't have an opportunity to catch any fish, because they (the fish) were teething during his sojourn there.

Is it true what they say about Motorman P. J. Conway, No. 2, catching a hundred pound sword fish while vacationing in Miami, Florida?

On Sunday, August 16, the infant son of Clerk Al Broman was christened Richard Raymond. After the ceremony a goodly crowd of well wishers gathered at his home to celebrate the occasion.

Clerk Elmer Gobielle and his wife are vacationing in Iron Mountain, Michigan. In the meantime their pet canary "Skippy" is being taken care of by a very reliable person, thereby relieving them of any anxiety relative to the well being of their song bird.

Bus Operator John J. O'Connor and his family motored to Muskegon, Michigan, to spend their vacation.

Clerk Ernest B. Potenberg spent his vacation taking in the scenic beauty of Yellowstone National Park.

Wedding announcements and blessed events are a source of great pleasure to write about, so too, is such news as the fact that Motorman R. Phelan's daughter, Mary Loretto, age 18 months, was the recipient of the first prize award at the Irish Feis of Tara Baby Contest, held at Shrewbridge Field last month.

Congratulations to Conductor F. M. Black on the arrival of a baby girl at his home last month, and to Conductor H. H. Gressman, also, on the arrival of his first born baby—a boy, born last month.

Even though we are not supposed to know that Motorman Fred H. Johnson is married, we want to wish him and his bride a very happy wedded life.

The following trainmen are on the sick list. Motormen: Zeb Guard, C. Unger, W. Redican, O. O. Rourke. Conductors: J. Corliss, J. A. Smith No. 1, and A. L. Hildebrand. We are sure that a visit with the above named trainmen will be very much appreciated by them.

To the following trainmen we express our deep sympathy in their recent bereavement. Motormen: T. W. Rafferty, in the loss of his mother; Edward B. and F. W. Gillooley, their father; Arthur Kuelbs, his mother. Conductors: P. A. Stewart, in the loss of his young son Jimmie, age five years, and J. Higgins, his mother.

To the members of the bereaved families of our late trainmen, Motormen F. A. Prafke and Michael Ferguson, we express our heartfelt sympathy in their sorrow.

John T. Flynn.

GOLDEN WEDDING

Friends and acquaintances of Mr. and Mrs. Burt B. Jones in the Englewood district have recently congratulated them on celebrating their golden wedding anniversary August 25.

Just 50 years ago Mr. Jones, like young Lochinvar, came out of the West and married the Pennsylvania girl who has been his wife through these years. Conductor Jones, long a popular trainman at the Cottage Grove station, has been with the Chicago Surface Lines since 1892.



Mr. and Mrs. Burt B. Jones

Lawndale

Conductor Fred Narjes returned from a tour through Michigan where he purchased a site for an old people's home.

Conductor Paul Davis and Frank Matre returned from a trip through the west. They visited Yellowstone Park, where Davis mistook a bear for a poodle dog. The bear resented the petting, making Davis loser of one pair of pants.

Cards received from the following trainmen: Conductor Charles Lindsey in Miami, Conductor Gus Sanow on a fishing expedition on the Des Plaines River, Conductor Durkin at Wauconda, Conductor Hilding Hagstrom at Ashland, Wisconsin, Motorman Harry Goodrich touring the south, Conductor James Hester at Cleveland, Conductor George Hrubec at Grand Junction, Michigan, Motorman Pat Sweeney, at Fox Lake, Motorman Leonard Hammerman at Erie, Pennsylvania, Motorman Martin Benda in Wisconsin, Motorman Albert Hosek at Kewancee, Wisconsin, Motorman Pat Lysight at Wedron, Illinois, Conductor Charles Kraemer at Bangor, Michigan, Motorman Anthony Hart at Louisville, Kentucky, Conductor Albert Kozak at Green Lake, Wisconsin, Conductor Walter Subaitis at Michigan City, Indiana.

Conductor Louis Urlaub brought in a fine photo removing all doubts about his fish catch. Maybe the fish were borrowed.

Conductors Rudolph Holan and Lester Stoneham have a unique way of fishing; one man handles the pole, while the other man recites the rules from the book, "How to catch fish—in ten lessons."

Motorman Vincent Foley disappeared a few days. Congratulations to Mr. and the new Mrs. Foley.

Conductor Robert Knizek announces the arrival of a 9-pound boy; Motorman Edward Musil, a 9-pound girl.

Supervisor John Cielenski returned from his vacation spent touring New York.

A cordial welcome from this division is extended to our new clerks Benjamin Gawlik and Michael Cusack.

Last minute flash: Motorman Bertram Neale has invented a new weed digger—a broom.

C. P. Karschnik.

Kedzie

The men at this depot gave our Division Superintendent Thomas Fahey and his wife a big surprise party August 15, on their 25th wedding anniversary. It was a big surprise for both of them and the party was a complete success enjoyed by all. A beautiful chest of silver was presented to the happy couple. Here is hoping that we will all be able to attend your golden wedding anniversary.

Honorable mention is given to trainmen Frank Scannell, Rudolph Velk and student motorman Ralph Hanson for the wonderful work they did in assisting in a delay caused at Kedzie and Fillmore and also the splendid manner in which they secured 57 witnesses.

Conductor Charles Deutinger on his five day leave of absence almost broke the record of Sir Campbell the speed king for he covered mileage in fast time. He went to Niagara Falls then to Montreal, Canada, then to see the Dionne quintuplets at Collender, Ontario, then seeing he had more time left decided to go to the Dells in Wisconsin before he came home. More speed to you, Charlie.

Fourteen new men have been added to the train service at our depot and here is welcoming them and wishing them all the best of luck.

Clerk Russell Gunderson has been transferred to North avenue depot and Robert Peterson has succeeded him at this depot. We wish both success in their new environments.

Receiver Kenneth Burnell is the proud daddy of a baby girl born July 10, and conductor William Brennan has also informed us he is the proud daddy of a baby girl born August 7. Congratulations boys.

Motorman Henry Tessmer died August 12 after a very brief illness. Our sympathy is extended to the bereaved family.

Clinton Sonders.

North Avenue

Death has claimed William Meisterling, an old timer who had been sick for some months. Our sympathy is extended to his family.

Anthony Vodvarka is the proud daddy of his first daughter. Three boys and a girl make quite a family.

"Doc" Weidler sends greetings from Hayward, Wisconsin. Eddie Miller has returned from a month in Wisconsin with the usual "had a fine time." Albert Seipp, back after spending several weeks among the Indians, says he appreciates the comforts of home more than ever now. Ed Dahlquist is back from the Dakotas with a healthy color to show for his vacation.

Assistant Division Superintendent Stuart Sim and Myles Harrington report a grand time touring Minnesota and Canada. Between good fishing and running from forest fires, they had their fun. Jack Martin is back from trip to Canada. He really intended to visit the Dionne homestead, but caution, he claims, made him turn short. Joe Beaumier visited his parents in Eastern Canada.

"Billy" Fell has gone for a month in the Kansas wheat fields. William Pretzel sends word of a wonderful time enroute to California.

Things to look forward to—

Next summer's vacation.

End of this "Knock-Knock" craze.

Harold King without a suitable alibi.

Earl Macey without a new story.

Charles Bonette without his "Oh yeah."

Here's a real display of nerve. Operator August Walker walked into the depot the other day in his best "civvies" sporting a large white sombrero with an inscription from the Texas Centennial. No one but A. P. himself would dare that. Some boy! Chief.

Lincoln

On July 27 at 11:45 a. m. in St. Elizabeth hospital the stork delivered a 6-pound 3-ounce baby girl, who will be known as Rita Darlene, daughter of Conductor and Mrs. Raymond Murphy. Conductor Murphy used to be the captain and first baseman for the soft ball team.

A baby girl weighing 7-pounds was born Friday, August 14, to Fred M. Madl and wife. Congratulations and best wishes to the family. Henry Spethman.

Devon

Devon's competition with Lawndale, Sunday, September 6, for second place championship fully justified the confidence we expressed of its ability to make a good showing in the league despite the 7-3 loss. Since we're here with expressing Devon sentiments don't consider us selfish or self-centered by hoping for first place next year. (North Avenue take note.)

News flash of the month: Pete Grant, former clerk, joins the brotherhood of trainmen, in capacity of motorman. Best of luck, Pete, and welcome to our fraternity. We always welcome our "prodigal sons" return with the hope that their stay will be permanent. To the new men we extend a hearty and sincere welcome.

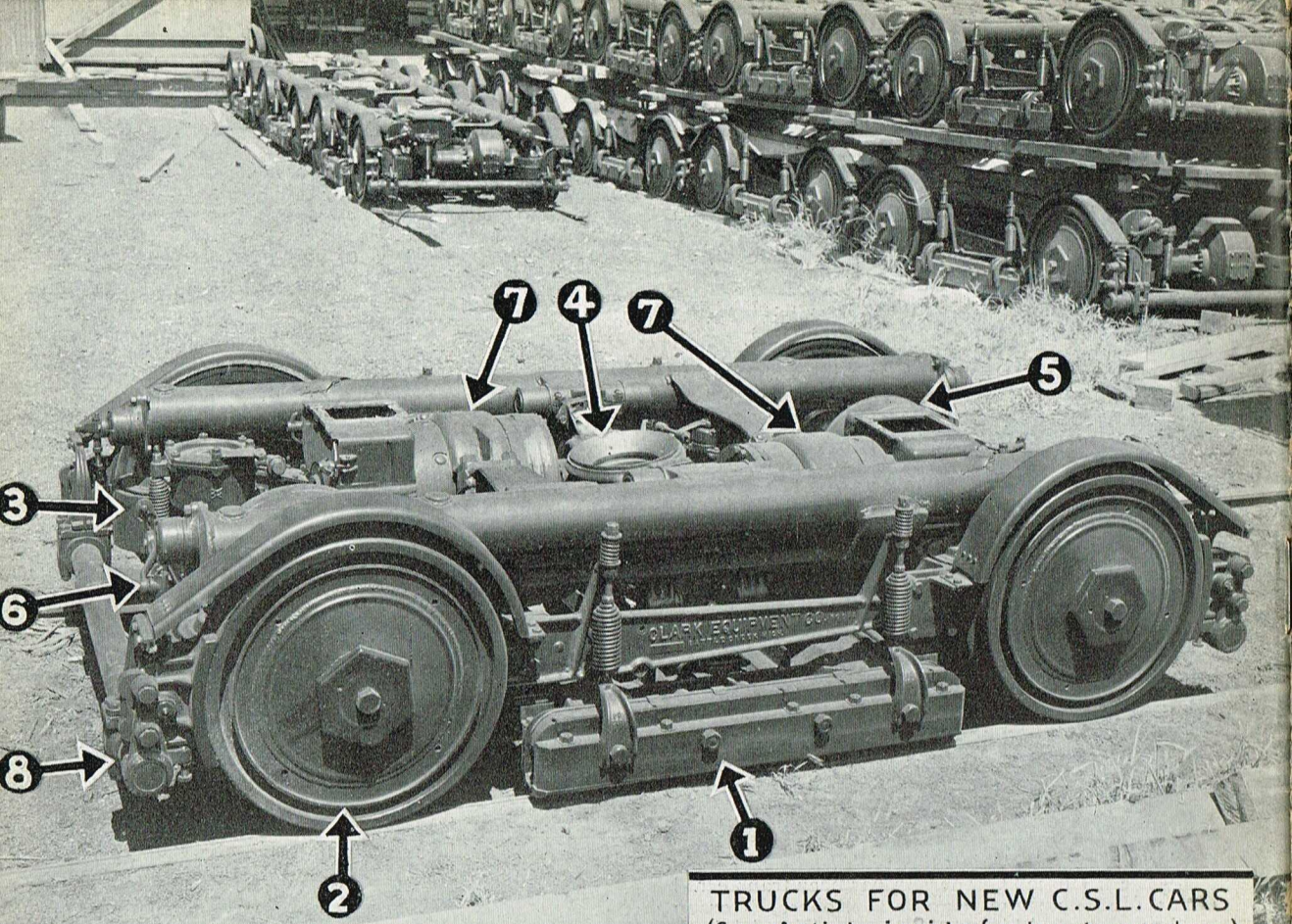
Congratulations are in order for Conductor R. H. Kitterman who became the proud father of a baby boy weighing 7½ pounds born at Ravenswood hospital 7:30 A. M., August 14.

The following trainmen who are off sick and who would be appreciative of a visit during their convalescence are: Motormen: Louis Dobberstein, Charley Wolfe, Charley Long, A. Anderson, L. Farber, J. K. Schanz and F. Carlson. Conductors: W. Harrington, A. Peterson, A. Quitno, Ed. Heraty, C. Freedman, R. Manske, and C. Brasmer.

John W. Binder.

Key to Cover Picture

The following is the key to the picture on the back cover showing the construction of the trucks of the new cars: 1. Electro magnetic brake which grabs rail when magnet is energized. 2. Rubber in wheels separating metal tire from rest of metal in wheel. 3. Rubber springs through which side frame of truck is attached to axles. 4. Truck bolster attached to frame on swing arms. The body is built on two huge kingpins which are dropped into the well shaped bolsters of front and rear trucks to complete the unit. 5. Precision hypoid gear applied to driving a street car for the first time. 6. Shock absorbers. 7. Two motors to each truck constructed on cross members connecting side frames. 8. Brake shoe for "spotting" and parking, operated by air or hand.



TRUCKS FOR NEW C.S.L. CARS
 (See Article inside for key to numbers)



WEST TOWNS CHAMBER OF COMMERCE

OPPOSE REMOVAL OF LAKE FRONT TRACKS