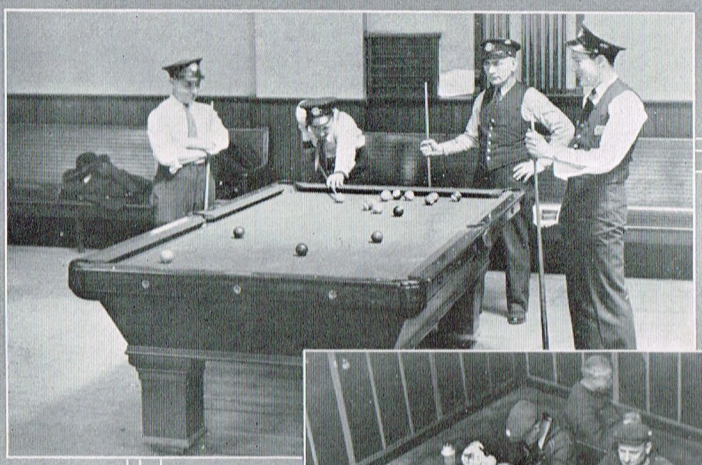
Surface Service
MAGAZINE

VOLUME 14 JUNE 1937 NUMBER 3



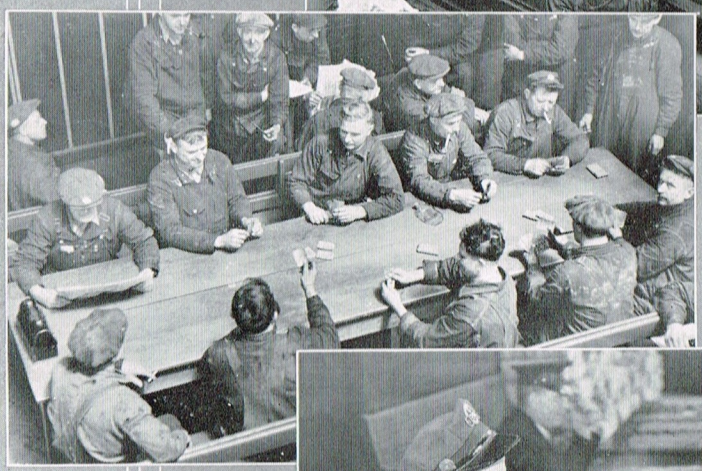
NEW STREET CARS IN
BROOKLYN *and* CHICAGO

"OFF DUTY"—A PICTORIAL TOUR OF THE STATIONS



Pleasant hours are spent off duty in Chicago Surface Lines stations. . . . Pool tables are busy . . . and lunch is important, too. . . .







Then . . . pinochle for fun before the whistle blows . . . or a hard fought checker game . . . often with kibitzers on hand.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 14 JUNE, 1937 No. 3

Rail Operation Wins

People Favor Street Cars in Seattle, Los Angeles and Brooklyn —Oppose Bus Substitution

Wishful thinkers in the bus manufacturing business who have been trying to convince the public that street cars are no longer useful and that all local transportation must be provided by buses, have had a rude awakening. They have suddenly discovered that the people in large cities do not agree with them.

Within the last few weeks the all-bus enthusiasts have come into collision with these facts:

1. The people of Seattle at a referendum rejected a proposition to convert the municipal street railway in that city to all bus operation.

2. The people in Los Angeles at a referendum rejected a proposal to place municipally-owned buses in competition with street cars, looking to eventual substitution.

3. Charles R. Ward, commissioner of public works of Brooklyn, the most populous borough of Greater New York, declares that the modern trolley car is far more satisfactory than the motor bus and that buses should be used only in outlying sections as feeders to trolley lines.

Added to this is the record of strong approval of the new streamlined cars as the most modern type of local transportation vehicle in Chicago, Brooklyn, Baltimore, Los Angeles, Pittsburgh and Washington, where the public has had an opportunity to observe their operating efficiency.

Action in Seattle

In Seattle a referendum election was called on March 9 to pass on the proposition of purchasing 135 gas buses and 240 trolley buses for the purpose of substituting bus service for rail operation on the street railway system, which is owned by the city. Strong opposition developed at once. Mayor John F. Dore expressed the opinion that peak loads could not be handled satisfactorily with buses because it would take so many of them that serious congestion of traffic would result. The local union of the municipal railway made the same objection.

The campaign lasted over several weeks and the public was thoroughly informed on the relative advantages of street cars and buses. The result was a vote of 53,501 against the substitution of buses for rail lines and 39,069 for.

City Buses Turned Down

In Los Angeles a referendum election was called to decide whether or not the city should purchase buses to operate on a 5-cent fare throughout the city.

During the campaign preceding the referendum election, there was wide-spread discussion of the advisability of such a step and particularly of the ability of buses to handle the crowds. The Los Angeles Railway Company, confirming its faith in street cars, had previously purchased 100 new streamlined cars in addition to the 60 purchased some time ago.

Lucius S. Storrs, president of the street railway company, stated to the people that to handle the 900,000 passengers daily with a peak load of 150,000 an hour, now carried by 800 street cars, 2,500 buses would be required and that the resultant congestion would make traffic intolerable. He produced evidence from other cities showing that rail operation is essential in congested metropolitan areas. Many civic organizations agreed with him and joined in the fight on the bus proposal.

At the referendum election on May 4, the bus proposal was defeated by a vote of 2 to 1.

New York Opinion

The greatest argument of the bus manufacturers has been built around the statement that street cars are rapidly disappearing in New York. The fact that this is not true has not bothered them in the least.

Some miles of antiquated street car track have been abandoned in Manhattan Island, but street cars in New York are still carrying more passengers than are carried by the Chicago Surface Lines, which does 80 per cent of all of the local transportation business in this city.

Manhattan Island is not all of New York by any means. There are other larger boroughs in Greater New York and the largest from the standpoint of population is Brooklyn.

Brooklyn Like Chicago

In many ways Brooklyn is comparable with Chicago. It has a population of 3,000,000 as compared with 3,500,000 in Chicago. Its street traffic problems are similar.

But Brooklyn is not abandoning street cars. On the contrary, it has added 100 new streamlined cars to its system and plans to add several hundred more. Eighty-one per cent of all surface local transportation is now carried on rails in Brooklyn and only 19 per cent on buses. There is no thought of any extensive substitution of buses for street cars.

This was stated in a most emphatic manner by Charles R. Ward, commissioner of public

works of Brooklyn, in a telegram sent to Los Angeles and used in the bus versus street car campaign in that city.

Street Cars Best

Commissioner Ward's telegram is clear and specific. It expresses the view of a public official in New York who has studied the traffic problem and knows what he is talking about. His statement is as follows:

"Brooklyn has a population of approximately 3,000,000 with 450 miles of trolley tracks and 86 miles of bus routes. We have 1,275 miles of paved streets. Many street intersections have traffic congestion as great if not greater than any other city in the country. This congestion is a vital problem in the growth of our borough and also in expense of operation. We are spending millions each year widening streets and roadways and laying out new highways in order to relieve these conditions.

"The substitution of buses for trolleys is a very important question with us. For a time I was convinced that the abandonment of trolleys and the establishment of a borough-wide bus network was the answer. I am now of the opinion that the complete modernization of existing trolley lines and not their replacement by buses is the solution of Brooklyn's surface transportation problem. I believe this is the opinion not only of transit companies but also that of the riders.

Buses as Feeders

"This conclusion is the result of intensive personal survey into the transit situation. The modern trolley car is far more satisfactory and, contrary to public opinion, less traffic congesting than the motor bus. Buses in many areas, particularly business sections, would make traffic conditions almost untenable instead of better. Buses should be used only in outlying sections as feeders to trolley lines."

From all of which it would seem that the people have a way of thinking for themselves and are not swept off their feet by propaganda. They recognize that the gas and trolley bus have a place, and an important one. But they are not willing to agree that these vehicles can be substituted for rail equipment in the larger cities.



In Brooklyn—as in Chicago—the new streamline cars are popular.

SOME SHOWER BATH!

Bath Time for Trolley Buses Speeded Up by New Machine

They've sliced 14 minutes off the time they used to spend washing a trolley bus at the North Avenue bus depot. And you can bet that Foreman Albert Baker and his men are loud in their praise of the trolley bus shower bath pictured on the back page of this issue.

The new washing machine, similar to that installed for the new Madison street cars at the Kedzie depot, will wash a trolley bus and give it a good scrubbing in about one minute's time. It used to take two men 15 minutes to do the job.

Trolley buses entering the wash house to be cleaned move westward and break a beam of light. This "electric eye" throws an electrical switch which starts the flow of water from four directions and four large brushes rotate over the bus bodies. Two men are used in the operation, one to drive the bus and another to swab front and rear ends, portions which the rollers do not reach.

EMPLOYES RELIEF FUND

May, 1937

The Surface Lines Employes Relief Committee held four sessions during the month, at which there were 22 applications considered. Of this number there were 17 approved for weekly relief, and two emergency cases on which the Committee approved immediate aid.

Checks totalling $15,304.50 were distributed. This sum, together with distributions since December 1930, heretofore reported, makes a total of $950,623.08 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 $1,070,623.08.

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 $205,698.53, which brings the grand total relief expended to date, to $1,276,321.61.

Propose Ordinance Plan

Surface Lines Representatives Submit Outline of Essentials for Consideration

New life was given to the negotiations for a settlement of the traction question on May 27, when Surface Lines interests sent a letter to Mayor Kelly and the City Council outlining a plan for a new ordinance. The letter was signed by Frank M. Gordon and M. H. MacLean, who were the only bidders at the foreclosure sales of the properties under the Reorganization Plan, and by Mr. Richardson, the authorized representative of the companies in negotiations with the City.

After outlining the steps taken since Judge Wilkerson tentatively approved the Reorganization Plan on November 21 last, and explaining that several meetings have been held with the City in furthering negotiations, the letter proceeds to outline the basic nature of a proposed ordinance.

"These suggestions are tentative," the letter states. "We do not intend to imply that the proposed ordinance, to be acceptable, must comply in all respects with the principles stated. Through further negotiations between representatives of the City and the proponents of the Reorganization Plan, however, it is hoped that an ordinance can be drawn which will not be confiscatory, but will be fair both to the public and to the investors in the properties and which, therefore, can be accepted under the provisions of Judge Wilkerson's order."

Proposed Plan

The points outlined in the communication to the City are as follows:

1. **Nature of Grant:** Terminable Permit under Illinois Statute with amount of reserved purchase price starting at present fair value of the properties of the five existing street railway companies. Such initial value to be increased by the cost of any subsequent additions, extensions and betterments and to be reduced by any deductions due to retirements, substitutions and abandonments. A Commission to be set up by the ordinance to supervise the expenditures and accounting until the time when there shall be created and established, pursuant to statute, the Chicago Transit Commission.

2. **Properties to Be Included:** All the properties of the five existing street railway companies, so as to provide immediately a comprehensive unified street railway system under a single ownership and management, with appropriate provisions for the early establishment of a comprehensive unified Surface System of local transportation through the acquisition within a specified short period of the properties of the Chicago Motor Coach Company at such price and upon such terms as may be agreed upon by Chicago Surface Lines, Inc., and the owners of the Motor Coach properties, satisfactory to the City and approved by the Illinois Commerce Commission; and also with further appropriate provisions for eventual equipment and operation by Chicago Surface Lines, Inc., of City-owned subways and for eventual acquisition of the whole or part of the properties of the Elevated Railroads if demanded by the City after City-owned subways are provided suitable for use as part of grantee's system of local transportation, such acquisition of Elevated Railroad property to be at such price and upon such terms as may be agreed upon by Chicago Surface Lines, Inc., and the owners of such railroad properties, satisfactory to the City and approved by the Illinois Commerce Commission.

3. **Extensions, Additions and Improvements:** Those to be made during first five-year period to be specified in an Engineering Exhibit to be made part of ordinance. Further extensions, after first five years, upon direction of City Council and approval of Commission.

4. **Removal of Unnecessary Tracks and Substitution of Bus Operation on Designated Streets:** The changes to be made during first five-year period to be specified in an Engineering Exhibit. Thereafter to be made upon direction of City Council and approval of Commission. Value of track abandoned or removed to be amortized in manner approved by Commission.

5. **Special Funds:** Of existing street railway companies to be made available for investment or reinvestment temporarily in extensions, additions and betterments of plant or property or as otherwise authorized by Commission.

6. **Compensation for Use of City Streets:** To be measured by an agreed percentage of gross receipts, such compensation to be postponed to such minimum charges as may be agreed upon between the City and the Company, all such compensation to be paid into a special trust fund which is to be used solely for local transportation purposes, to which special fund is also to be transferred the present Traction Fund created out of fares paid by street car riders; this fund to be under control of the Chicago Transit Commission.

7. **Subways:** Whether provision is to be inserted in ordinance fixing time within which City-owned subways are to be constructed, to be decided by City representatives.

8. **Conveyance of Rights in Existing Tunnels:** To be made if tunnels are needed for City-owned subway constructed for equipment and operation by Company as part of its system.

9. **Service Annuities and Insurance for Employees:** Provisions for setting up and charging to operating expenses when approved by Commission.

10. **Other Provisions:** Provisions of existing ordinances not covered by the foregoing and which have proved mutually satisfactory and also any new and additional provisions deemed mutually desirable, to be incorporated in the new ordinance.

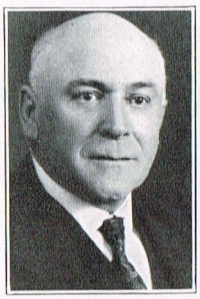
MEET THE GOVERNOR!

Popular Bonding Foreman Honored by Lions Clubs

It's Governor Rietz now, if you have occasion to address the likeable bonding foreman of the southern division.

The new title came to John Gustaf Rietz on May 18, when fellow members of the Lions International elected Rietz as their District Governor at their convention in Galesburg, Illinois. The honor is the latest in a long list that have been heaped upon Mr. Rietz for his outstanding record in the organization.

There is quite a story behind the scenes of the election that put Rietz in his new office.



John Rietz

He is probably one of the very few men who ever saw his own "funeral." John's opponent for the office staged a mock funeral procession that was to mark the "burial of John Rietz." It is pleasant to record that John turned the tables so thoroughly that his opponent was snowed under in an avalanche of votes that went to the popular Surface Lines employe.

Rietz' service record dates back to April 28, 1900 when he joined the store room force of the Chicago City Railway company. He was appointed bonding foreman of the Electrical Department on July 1, 1912, the position he holds today.

Mr. Rietz has long been a valuable member of the Speaker's Bureau and is reputed to be friendly with more people and more organizations than anyone in the Surface Lines organization. Sometimes he'll tell you of the innumerable meetings he attends and will bewail the fact that he never has a moment at home. That is only in passing. John Rietz would count the day lost if he missed a noon luncheon meeting and at least one evening meeting.

The new District Governor is a charter member of the Chatham Lions club in which he has held every office with the exception of secretary and treasurer. During his term as president he increased its membership 128 per cent and raised over $1,000. for charitable purposes. Aside from that and similar worthy achievements, Mr. Rietz has the unusual record of never having missed a meeting in all the time he has been a Lion. As attendance chairman of various conventions he has invariably turned out record breaking numbers.

John, of course, had a lot of backing at the recent convention or he would not have rolled up the majority he did. He is not one for taking much of the credit, though. If you'll take his word for it a great deal of the credit must be given to Campaign Manager Thomas Eigelsbach, assistant division superintendent, and a good Lion in his own right.

NEW RULE BOOK ISSUED

Revised and made as up to date as the Madison street streamliners, a new rule book for conductors, motormen and operators has just been issued by Superintendent of Transportation W. A. Hall. The new rules are effective June 1, 1937.

The revised edition of the book carries a foreword by President Guy A. Richardson who says providing efficient transportation for a great city is "a most essential industry. Those engaged in it are performing a public service second to none."

As Mr. Richardson points out, the rules set forth in the book are the result of years of experience and the best judgment of practical men.

One of the major changes in the rule book is found in a section which is devoted to bus operation. This marks the first time that space has been devoted to this important phase of the Chicago Surface Lines service.

OBITUARY

Deaths on the System from May 1, 1937 to May 31, 1937

Transportation—Division 1, Cottage Grove: Patrick Ryan, employed March 1, 1899, died May 25, 1937.

Division 4, Sixty-ninth: John Joseph Hanlon, employed April 24, 1917, died May 15, 1937; Peter A. Johnson, employed November 13, 1896, died May 7, 1937; William Moreland, employed April 2, 1908, died May 14, 1937.

Division 5, Archer: Theodore Annweiler, employed April 29, 1907, died May 23, 1937.

Division 6, Lawndale-Blue Island: Frank J. Brhel, employed February 19, 1923, died May 11, 1937; Joseph Karns, employed May 22, 1917, died May 11, 1937; Gust A. Oak, employed July 11, 1904, died May 3, 1937.

Division 7, Kedzie: Joseph G. Bugghy, employed August 11, 1914, died May 3, 1937; Mathew Webber, employed February 5, 1918, died May 24, 1937.

Division 8, North: Frank Bolens, employed April 4, 1904, died May 5, 1937; Andrew McCandless, employed January 18, 1917, died May 30, 1937; Theodore A. Zablotny, employed December 8, 1926, died May 14, 1937.

Division 9, Armitage-Division: Herman E. Dzur, employed July 5, 1905, died May 28, 1937; Charles Ed Gliffe, employed November 13, 1918, died May 2, 1937; Francis Malone, employed February 24, 1911, died May 7, 1937.

Division 12, Devon-Limits: John Hamm, employed May 16, 1896, died May 6, 1937.

Building—Michael O'Hara, Jr., employed April 9, 1930, died May 11, 1937.

Shops and Equipment—Division 1, Cottage Grove: Adam T. Yasas, employed July 16, 1917, died May 27, 1937.

South Shops: Harry J. Carlson, employed September 7, 1920, died May 20, 1937; William Raber, employed October 29, 1924, died May 5, 1937.

Track—Nick Babich, employed January 1, 1911, died May 8, 1937; Garbaldi Benardo, employed September 4, 1928, died May 21, 1937; August Eiser, employed August 3, 1927, died May 14, 1937; Anton Munson, employed August 1, 1927, died May 9, 1937.

Praise Cheerful Trainmen

Good Humor Is Infectious—Record More Complaints, Fewer Commendations

Cheerful, courteous conductors can do much to make pleasant rides for all passengers.

That truth was made evident during the past month in a letter from Mrs. Jean O'Haver Shassere, 176 West Adams street, which should convince all trainmen that simple courtesies mean much to the traveling public.

Mrs. Shassere's commendation was directed to Conductor George M. Mokate, Jr., badge No. 2026 of Armitage, and she related that even though forced to stand throughout her trip Conductor Mokate's pleasantness forced her to be good humored. After mentioning his courtesies and the helping hand he extended to passengers she tells how he smiled and said, "Grand day isn't it?"

"Somehow that little human note helped me to forget that I had stood up all the way down," concluded Mrs. Shassere.

Such kindnesses, however, did not characterize too many trainmen during May according to the monthly complaint record for that period. There were 524 complaints registered for May, 1937 as against 498 for May, 1936. Only 40 commendations were received in comparison to the 42 received for the same month last year.

Discourtesy Prevalent

As usual the complaints list was spotted by the charges of discourtesy which were directed in 134 instances. That number is equal to 25.6 per cent of all complaints received. Passing up continued to arouse the ire of numerous patrons. There were 104 objections recorded against this almost indefensible practice.

The tact and good judgment of Motorman Clarence L. Mason, badge No. 12351 of Devon, was complimented by Charles Davis, of Sprague, Warner company, 600 West Erie street, who termed Motorman Mason an excellent employe.

The kindly consideration shown a cripple brought words of praise for Conductor George L. Watson, badge No. 914 of Devon, from J. P. Brodaw, 6340 North Artesian avenue.

TROLLEY SPARKS



Tony calls streets well. He used to be an opera singer.

Directions Appreciated

Strangers to particular vicinities always appreciate directions when courteously given. Mrs. W. E. Lewis, 5715 Blackstone avenue, was impressed by this service of Conductor Andrew J. Jacobsen, badge No. 594 of Burnside, and wrote that it "would be a great pleasure to be a frequent passenger."

After overpaying at one point Albert Lund, 5649 Carpenter street, took his seat unaware that he had change coming. When the overpayment was returned to him he wrote to praise Conductor William Dunn, badge No. 2954 of Limits, for his honesty.

Two men from the 77th street depot were praised for their cooperation and courtesy in aiding a blind couple to board the car and then to reach a curb safely at their alighting point. The men, Conductor John P. Weber, badge No. 10370, and Motorman Colis S. Gordon, badge No. 6741, were complimented by Cecilia White, 1434 West 51st street.

Lost Purse Returned

A purse lost and then returned gratified Mrs. Helen Gregory, 7622 Clyde avenue, and caused her to write in praise of Conductor Dennis Hill, badge No. 1306 of Cottage Grove, and to commend the Chicago Surface Lines for a high type employe.

Conductor Carl R. Hassenjaeger, badge No. 4114 of Kedzie, earned the appreciation and the commendation of T. J. Klika, 446 North Austin boulevard, Oak Park, by the fine way he called all streets along his route.

A general commendation from Clarence Weber, 6551 North Francisco avenue, spoke well of Conductor John Paradies, badge No. 1956 of 69th street.

The capabilities and alertness of Motorman M. J. McNamara, badge No. 7999 of Kedzie, avoided what might have been a serious accident. Lee E. Smith, 20 North Ashland avenue, a railway employe, commended both Motorman McNamara and the shop men entrusted with keeping the car brakes in condition.

SURFACE SERVICE MAGAZINE

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

Volume 14 June, 1937 No. 3

H. O. Crews - - - - - - Editor
H. F. Peck - - - Assistant Editor

MODERNIZATION

The discussion of the relative advantages of street cars and buses has taken a new trend in recent months, greatly to the advantage of street cars.

As new model succeeded new model in the output of the motor bus factories and as the trolley bus established for itself a place in the transportation industry, there seemed to be some ground for the statement that rail operation had become obsolete.

This was true in the railroad as well as in the street railway field.

The bus was new and the street car and steam train were old. As always happens, the public was dazzled by the new and thought less and less of what they had been used to all their lives.

But recent events have changed the picture materially. At about the same time the transcontinental railroads and the street railway systems of the country began studies looking to the development of modern equipment. They recognized that they were at a disadvantage as long as the latest type buses were being compared with trains and street cars built on the models of a quarter of a century ago.

Out of these studies came streamlined trains and streamlined street cars. These have now been in service long enough to prove to the public that rail operation has many advantages for certain types of service over anything that can be done by free-driving vehicles.

Further study of the bus by the public also has resulted in the conclusion that its field of service is not all-inclusive. It has an important place but it is not a Jack-of-all-trades. Its usefulness depends upon the type of service demanded by the public, and upon traffic conditions.

In transportation, as in any other job, not one but many tools are required.

TACT

The thing that goes the farthest
Towards making life worthwhile,
That costs the least and does the most
Is just a pleasant smile.

It's full of worth and goodness, too,
With hearty kindness blent
It's worth a million dollars,
And—IT DOESN'T COST A CENT!

There is a world of truth in that small saying, taken from the booklet *Tact,* written by J. Clinton Ransom. It takes a known truth and wraps it neatly in a sugar-coating to facilitate swallowing.

Aside from telling a man he lacks a sense of humor there is probably nothing that will arouse his ire any more than to intimate that he is a tactless person. But aren't we all tactless at times?

There is not one man throughout the ranks of the Chicago Surface Lines who does not realize the very real value of tact in daily dealings. But, by the same token, it is doubtful if there is one man on the system who could not be more tactful and thus serve his own interests and those of the public to better advantage.

If tact could be inbred as a daily habit in the lives of the trainmen there would be small need for the monthly recapitulation of the petty discourtesies and boorish actions that go to make up the list of complaints.

There is little need for elaboration. Tact may have a world of meanings to different men. But Mr. Ransom has hit upon a summary that goes far toward being an all-inclusive definition for all men. Much that passes as tact results from a pleasant smile—which doesn't cost a cent.

Urges One-Way Streets

Staff Engineer E. J. McIlraith Points to Cheap Solution of Traffic Congestion

Much of the city's traffic congestion can be avoided by designating the two streets on either side of a main street car line as one-way arteries for the exclusive use of private automobiles, Staff Engineer E. J. McIlraith declared in a recent address to the midwest meeting of the Institute of Traffic Engineers.

Under such a plan, Mr. McIlraith pointed out, the main arteries would be retained for the use of street cars and other public vehicles, for trucks and for motorists going to local destinations.



E. J. McIlraith

Widening streets at the cost of millions of the tax payers' money merely permits a greater volume of vehicular flow with increased freedom of movement, he said. At the same time, however, the wider streets are still forced to accommodate vehicles with conflicting interests. The one-way streets would segregate the various types and traffic controls could then be arranged which are appropriate to the vehicular flow.

Reserve Curb Space

"On street railway streets, taxis and private automobiles stopping to load and unload greatly impede street cars unless adequate curb space is reserved solely for this purpose", he said. "Additional interference is caused by cruising taxi cabs soliciting riders or private automobiles seeking parking spaces. Moreover, parking near intersections prevents even reasonable efficiency in the use of available lanes by moving traffic. Finally, traffic that would otherwise travel long distances without stops is not able to do so because of lack of coordination of successive traffic signals.

"The important streets of Chicago carrying transit vehicles as well as volumes of free wheel traffic run approximately one every mile, with a secondary street on the half-mile lines. There are at least eight streets to the mile and in some instances as many as 12 intermediate streets.

"It would not be difficult to establish, near each main highway, a companion boulevard or pair of one-way streets intended primarily for continuous, through, private vehicle movement. With the usual 66 foot right-of-way there would be no need for condemnation necessary to build one-way streets four lanes wide, leaving adequate sidewalks. The streets could be incorporated in the Chicago boulevard system.

Assure Minimum Delay

"Pedestrians would have little difficulty crossing safely the relatively narrow roadways confined to single direction flow. The plan would assure highly efficient routes since vehicles would move at safe speeds with a minimum of delays under the control of coordinated traffic controls.

"Such streets would at once attract most of the through traffic from the business streets, enabling the latter to serve more efficiently the heavy commercial vehicles, the shopping vehicles and the public carriers—all of which have comparable speeds.

"The principle streets would be greatly relieved of confusion and interference so that movement along them would be satisfactorily fast and essentially uninterrupted under similar coordinated traffic control."

Mr. McIlraith also advocated that traffic controls be given a relatively short cycle of 53 seconds. Coordinated controls with such a cycle will increase the average speed of 20 miles per hour to approximately 27 miles per hour, he predicted.

Street car and bus speeds, it was pointed out, will be lower than those of other vehicles because of stops for loading and because of waiting at traffic signals which will be timed for continuous movement. Between stops, however, they can keep pace with other traffic flowing smoothly under short cycle coordinated control. Consequently, they will give faster service to the great number of people they serve.

EASILY REMEDIED

Progressive timing of traffic signals would have cleared the street car lane. Parking restrictions near the intersection would have allowed other vehicles to continue, uninterrupted, at the established speed for the signal system while the street car stopped for passengers.



Passenger Flow Compared

Interesting to Surface Lines employes were Mr. McIlraith's figures regarding the comparative passenger flow on street cars and automobiles. At the heaviest loading point on Ashland avenue, 47th street, street cars carry approximately 4,500 passengers during the evening rush hour. In the same hour approximately 634 private automobiles and taxi cabs use the street in the same direction and 222 commercial vehicles. Much of the street car space is actively used by the automobiles. Street cars occupy a strip 19 feet wide part of the time. The private and commercial vehicles use 51 feet all of the time and the 19 feet more than half of the time. In spite of this variance in street space occupied 4.2 persons are served by street cars to every one served by private automobiles.

Similarly, in the busiest section of Madison street there are 17.2 people served by street cars for every one using private automobiles during the evening rush hour. Farther west on Madison street where there is 80 feet of space between curbs the volume of street car passengers is only two-thirds as great as in the narrower section, but private vehicles carry 755 passengers as compared with 3,900 street car riders.

"Settle Problem Now"

"The citizens are entitled to thoughtful engineering," concluded Mr. McIlraith. "It is now time for engineers to act individually and collectively to make the simple adjustments urgently needed on a large scale for smooth, safe operation of the growing intensity of traffic. The sound engineering principles have long been developed. Correct application should now follow very rapidly."

NEW BUSES ARRIVE

Five of the new type buses similar to the 33 which will be used on the Foster-Kimball route arrived during the past month and immediately received the unofficial O. K. of the 77th bus operators who gave them a once over at the South Shops.

The new buses have the engine in the rear, the first of that type to be used by the Surface Lines. Leather upholstered cushions will seat 31 passengers. The buses cost in the neighborhood of $8,500 each and were built by the Twin Coach Company.

Seventeen trolley buses also ordered to furnish additional service to Surface Lines patrons are expected to arrive this month as well as the buses which will serve the Foster-Kimball territory.

PICTURES RECEIVED

In response to the invitations contained in the last issue of SURFACE SERVICE MAGAZINE the editor received two sets of pictures showing the beauties of two carefully cultivated lawns belonging to employes.

There is a possibility that the pictures will be used in a later issue of the magazine if enough more employes respond with attractive, clear prints suitable for reproduction.

KEEPING 'EM ROLLING

Elston Spurts to Lead in May Compilations

Elston depot spurted to the lead in the keep 'em rolling figures for May by showing an increase of 82.5 per cent while traveling an average of 9,873 miles per pull-in. In copping the top ranking Elston moved up from a lowly tenth place which the station occupied in the April ratings.

In a general shuffle that saw Lawndale, April leaders, drop to fifth, Devon moved from fourth to second as Division dropped a notch to third place.

Devon averaged 8,653 miles per pull-in, a 20 per cent increase over April figures. The second largest increase was that compiled by Burnside depot which averaged 6,419 miles per pull-in, an increase of 30.8 per cent.

The improvement shown at Elston was considered noteworthy for it is the only time in the past six months in which that station has had higher than a ninth place rating.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Dec.
1	Elston	13	9,873	82.5
2	Devon	—	8 653	20.0
3	Division	6	7,931	.4
4	69th	1	7,823	21.1
5	Lawndale	3	7,663	38.2*
6	Archer	—	7,410	15.2
7	77th	—	6,999	27.6
8	Cottage Grove	1	6,516	5.7*
9	Burnside	1	6,419	30.8
10	North	—	6.397	12.9
11	Limits	4	5,819	8.0*
12	Armitage	2	5,172	1.4*
13	Noble	3	4,823	8.6
14	Kedzie	—	4,637	12.8
15	Lincoln	—	4,566	26.7
16	Blue Island	2	4,454	23.4

*Denotes Decrease.

Carhouse records for the past six months:

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

FAMILY BUS

Several of the conductors on our suburban single-deck buses are nice, sympathetic chaps, and the other morning I heard one of them talking to an old lady thus:

"Good morning, Ma; nice morning . . . You're out early—where would you like to go?"

"Tuppenny—and you're very polite this morning, ain't yer?"

"Yus, Ma . . . New idea. It's the Public Relations Department."

"Whatever d'yer mean?"

"Why, we gotta treat all the public just like relations!"

(Reprinted from "Pennyfare")

REAL BEAUTIFIERS

Burgees Build Beauty Through 50 Years Married Life

"Gardeners will have to do a good job to outstrip the efforts of Joshua Burgee, assistant superintendent of transportation, whose cultivated acres even now show what the baseball players call 'mid-season form'."

That tip was given in the previous issue of this magazine and the reasons for it are apparent in the accompanying photograph of Mr. and Mrs. Burgee on the lawn of their home at 8341 South Park avenue.

Neither the publicity nor the credit can all be given to Josh, however. Much is due Mrs. Burgee who has directed the gardening as well as the other activities of the Burgee household during their 51 years of married life. Though Mrs. Burgee may be the taskmaster as the picture indicates, you can be sure that she is a pleasant one and that Josh would have no other.



He explains his subjugation in his inimitable manner. "I like good meals so I'm a good fellow—and behave."

But you can't explain away 51 years of happy married life in so frivolous a fashion. There is no attempt to draw a moral but a possible reason for it all can easily be seen in the mutual interests of the couple. They both take an equal pride in their pretty home and the peonies, tulips, roses, lilacs and honeysuckle that surround it.

The Burgees have been south side residents since Josh took time off from his job to return to Baltimore on September 23, 1886 to make Katie M. Caltrider his bride and bring her to Chicago.

JOIN THE NAVY!

Ex-Gobs Call C. S. L. Sailors to Grand Reunion

The Navy is due to swing into action again!

And if you have an honorable discharge from the Navy you'd better get in on the grand reunion.

That is the information set forth by L. Q. Simpson of the Insurance Department who is calling all Navy men to a huge Navy reunion June 22, at the Faust hotel in Rockford, Illinois.

At present there are eight Navy Clubs or associations of Navy veterans in this area. If the coming reunion lives up to the expectations of the sponsors, these groups will be united and active organizations will carry on the best traditions of the high seas' fighting forces.

The meeting has the approval and best wishes of Rear Admiral W. T. Cluverius and will be addressed by Rear Admiral Hayne Ellis, commandant of the Ninth Naval district.

All Surface Lines men who did Navy duty are invited to attend. Among those expected to be at the reunion are J. B. O'Connell, Clarence B. Heath and Simpson.

Assistant Superintendent of Transportation O'Connell served as chief electrician on the U. S. S. Mercy and the U. S. S. Massachusetts during a service stretch between April 6, 1917 and February 19, 1919.

Mr. Heath, Insurance Department, served in the mechanical branch from July, 1918 to April, 1919. He was on the U. S. S. Virginia and the destroyer U. S. S. Wicks.

The Great Lakes station got their first look at Recruit Simpson on February 23, 1916 and he was mustered out on December 14, 1919. Simpson spent 13 months with the Grand Fleet of the 6th battle squadron in convoy duty.

WIN SOME MONEY!

Idea Men Offered Rewards in Prize Contest

For the past several years the magazine *Transit Journal* has conducted a maintenance contest and awarded prizes for the four best ideas. The first prize has been $50, second prize $20, third prize $10 and fourth prize $5. This contest is being held again this year and the same prizes are offered. It is open to any maintenance worker of any public transportation system—car, bus, trolley bus, line or track. The rules were published in an earlier issue of the magazine but if you can't find that copy write to the Contest Editor, *Transit Journal,* 330 West 42nd street, New York, N. Y., and he'll see to it that you get the rules.

Transit Journal pays for each contest item that it publishes. The contest closes on August 1, so if you're going to make a stab at that $50 you'd better hop to it. The judges will meet early in August and the prizes will be announced at the Annual Convention of the American Transit Association in September.

The pretty young kindergarten mistress had been telling her pupils all about the winds, their power and different effects, and so on.

"And, children," she went on enthusiastically, "as I came to school this morning on the top of the bus something softly came and kissed my cheek. What do you think it was?"

"The conductor!" cried the children joyously.

Clarice (motoring): "I said you could kiss me, but I did not say you could hug me."

Henry: "Oh, that's all right. I just threw in the clutch."

A CANARY CONDUCTOR!

Bird Raising Is Profitable Hobby for W. E. Langenberg

By Walter F. Story

Joe Penner's "Wanna buy a duck" takes on a new twist for Conductor W. G. Langenberg who conveniently changes the expression to apply to his own interesting hobby—canaries.

A small batch of cinnamon birds from Hartz Mountain, Germany, started Langenberg on his hobby several years ago. Since then he has obtained such encouraging results in breeding and cross-breeding the little feathered creatures, his hobby has assumed the proportion of mass production. He modestly predicts a season's crop this year of over 100 warblers and whistlers.



W. E. Langenberg

More than 50 already have been hatched and have responded successfully to Langenberg's gentle persuasion to learn their "do, re, mi's".

"This is by far the most interesting stage of their growth. I prompt the young ones with the best whistlers I can get, and it isn't long until they 'catch on'. While a certain song is inherent in them, they readily imitate any other songster if associated with him early enough," says their caretaker-owner.

It is interesting, likewise, to watch the results of cross-breeding, Langenberg says. Pure and spotted yellow is the color usually associated with canaries, but he has developed several distinctive types not ordinarily found.

A dozen or so pure whites adorn the cages surrounding his bird room. One blue canary sits proudly off by itself, and recently Langenberg's attention was attracted to a new batch that gave every indication of being spotted, blue-white and black-white.

Conductor Langenberg comes by his hobby as instinctively as the birds do their songs. A rabbit and pigeon breeder as a boy, it is only natural for him to be raising something. Gifted with both patience and curiosity, he has been rewarded with excellent results, and has developed some novel theories.

His contentions are that canaries require more care than babies; that this hobby, like all others, can get you in the dog house with the wife very easily, and that the one big advantage of canaries over dogs, or rabbits, or horses, is that they don't take up nearly as much room.

Surveying his colorful collection with some pride, he'll say to you, "I can show you birds at any stage from the egg on up." But his last pointed remark will inevitably be, "Say, by the way, do you wanna buy a canary?"

SIMMONS HONORED

P. N. ("Nick") Simmons of the Department of Accident Investigation has recently been elected treasurer of the Junior Association of Commerce for the coming year.

HERE'S A CHALLENGE

After a lapse of several years the Department of Accident Investigation again boasts an indoor baseball team. The "600's" are undefeated as yet, and the team will stake the record against any Surface Lines unit. How about that, other departments? Ernie Hoskins, the playing manager, will handle all negotiations.

ROUNDING UP WITNESSES

Honors Go to Burnside Depot Again

The station that eventually displaces Burnside from the top ranking in the rounding up witnesses figures will have to do far better than 4.00. That fact was evident this month as Division Superintendent Duffy's men led the list for April for the seventh successive month. In every instance the Burnside figures have hovered near the 4.50 mark.

Archer retained second place by boosting their average to 3.84 but the third place Kedzie crew slumped to sixth as other stations showed improvement.

Cottage Grove jumped from seventh in to fourth place in the standings with a 3.61 average.

The system average was almost stationary, climbing only from 3.39 to 3.40.

Detailed standings follow:

		Apr.	Mar.	Feb.	Jan.
1.	Burnside	4.50	4.41(1)	4.52(1)	4.11(1)
2.	Archer	3.84	3.57(2)	3.58(7)	3.61(4)
3.	77th Street	3.71	3.40(6)	3.59(6)	3.57(6)
4.	Cottage Grove	3.61	3.26(7)	3.60(5)	3.69(2)
5.	Lawndale-Blue Isl.	3.60	3.55(4)	3.80(2)	3.38(8)
6.	Kedzie	3.59	3.56(3)	3.69(3)	3.62(3)
7.	69th Street	3.34	3.42(5)	3.62(4)	3.60(5)
8.	Elston-Noble	3.15	3.04(10)	3.56(8)	3.40(7)
9.	Limits-Devon	3.07	2.85(11)	2.47(12)	3.17(9)
10.	North Avenue	2.97	3.05(9)	2.93(9)	3.09(10)
11.	Lincoln	2.83	3.16(8)	2.90(10)	2.65(11)
12.	Armitage-Div.	2.78	2.46(11)	2.49(11)	2.62(12)
	Aver. for System	3.40	3.39	3.35	3.37

The name of every President of the United States is carried by a Chicago street, with Adams street and Roosevelt road both "doubling."

Departments and Divisions

Accounting

We are glad to note the return to work of Timekeeper Dan McKinnon, after a sick spell lasting five weeks. Judging from the healthy look on Dan's face, the roar of the waters at Niagara Falls, New York, is good for something other than furnishing the background of that blissful first two weeks.

Miss Helen Wallace of the ledger room reports the best way to spend a vacation is by traveling. She had no motor trouble going or coming from Niagara Falls, New York, Washington, D. C., stopping at various points of interest enroute, and enjoying pleasant weather during the entire trip.

Miss Phyllis Magnuson of the pay roll division, having returned from her vacation, reports a lovely time spent with relatives in St. Charles, Illinois.

Many happy returns of the day were extended to Mrs. Agnes Howell of the ledger room on Thursday, May 27, by her many friends.

A large number of past and present employees of the accounting division attended a birthday and farewell party Friday, May 14, given in honor of Misses Madeline McGuinness and Lillian Matecki (Mrs. Weier) during the noon hour. Mrs. Weier was presented with some beautiful flowers, a Toastmaster and china. Miss McGuinness was the recipient of a lovely umbrella.

Thomas F. Coan

Electrical

Walter Collins, operator at 20th and Dearborn substation, was recently robbed of his money and personal belongings about midnight shortly after leaving his work. This all happened to Walter while a shiny razor was pressing against his throat. That was really a close shave, Walter!

Dodges have numerous boosters. Clarence Mimmick of Grand and Leavitt is proud of his new green speed wagon. Better look out, Clarence, the cops will get you yet.

Herbert Lindell, maintenance electrician, is a proud owner of a new Plymouth. Herb is another one of those fellows that claims he can evade all the speed cops.

Willie Wende, also a maintenance electrician, was seen carrying a large box full of rock garden plants. The box contained special species of cactus and "Brick Plants." Heavy on the bricks, Willie?

Charles Schwertfeger, chief estimator, is spending a pleasant vacation in California. We wish him an enjoyable trip, but we hope he won't take a screen test and forget to come back.

William Jones and Henry Bauer made their yearly journey to Sag Cemetery at 4:00 A. M. a few days before Decoration Day to place a floral tribute on the grave of the late John L. Murphy, formerly chief electrical engineer of our company. This has been the usual custom of these two men each year since Mr. Murphy's death.

A recent article in one of our morning papers told of finding two large fossil dinosaur teeth weighing about 12 pounds each in the Kishwaukee river. This verifies the many stories that Charles Sullivan has told about this famous river, and the large fish that were the cause of the bridge being pushed off of the abutments.

Congratulations and best wishes to the newly-weds, Mr. and Mrs. Lawrence Carter, who were married May 29. Lawrence Carter is a helper at the Western sub-station.

Our deepest sympathy is extended to Walter and Fred Hectus, both of the maintenance division, in the loss of their brother.

To Rolland Rogers and family we extend our sincere feeling of sympathy in the loss of Mrs. Rogers' father.

Mark Donegan of Lill avenue sub-station, one of our oldest department employees, is mourning the loss of his beloved wife with whom he spent about 54 years of married life. Our deepest sympathy is extended to Mark Donegan and family in the loss.

Billy

Engineering

J. L. Ruzich of the Nautical Ruzichs, has been busy the past few week ends getting his sailboat ready for racing competition this summer. We are rooting for John to add many more trophies to his collection of former seasons.

Charles Anderson, wreck truck chauffeur, and the Mrs. spent a very enjoyable vacation in Jacksonville, Florida. Charlie says it was a continuation of their first honeymoon.

F. P. Conlon, progress clerk of the track department, left our service to take up active practice of law. We wish him success in his chosen profession.

Now that the flat-hunting season is over, John Lubner, chauffeur at Grand and Leavitt, is now sporting a new hunting cap and is ready for a season of snipe hunting at the Indiana sand dunes.

Schedule and Traffic

The sympathy of the department is extended to Leroy C. Dutton in the loss of his brother, Charles Dutton, who passed away on May 15, at his home in Iowa Falls, Iowa. Leroy attended the funeral.

Again the stork visited this department, this time leaving a fine 8 pound baby girl, Joyce Elaine, at Holy Cross hospital for John Sylvester Franzen; that makes four girls for John Sylvester. Mother and Joyce Elaine doing fine. Congratulations, John. We enjoyed the candy and cigars.

William P. Devereux acquired a used Ford recently, and is now in the market for any and all types of parts for replacements. His first experience was a sliver of steel in the left front tire with only 10 holes in the inner tube.

George Weidenfeller

Shops and Equipment

South Shops: Our heartfelt sympathy is offered to the bereaved family and relatives of Harry J. Carlson, machine department, who passed away suddenly on May 20. Mr. Carlson worked that day and was stricken while at home that evening.

To Edward Brandon, machine department, at whose home Doc. Stork left a lovely baby girl on May 12, we offer congratulations and the best of wishes to mother and baby.

Walter Sundquist, motor repair department, set forth on the sea of matrimony on June 4. To the happy bridegroom we offer congratulations and to the lovely bride we extend our best wishes.

Cottage Grove: Sincere sympathy is extended to the bereaved family of Adam Yasas, who passed away on May 27.

We suggest a soft ball game between Meyer's "Huskies" and Winzenholler's "Colts."

Archer: We extend our sympathy to Fred Raver upon the loss of his father and to Philias Bessette upon the loss of his sister.

John Hajek, our sweepstake's winner, is going to entertain the boys soon. Watch for date on bulletin board.

Elsie S. Frank

West Shops: J. A. Jankauskis, A. J. Tyson, R. K. Beel, and W. Schultheis of the West Shops office spent their vacation time in Chicago, going to the ball games, sleeping late in the mornings, and just browsing around the town.

Lillian Hultquist

Around the Car Stations

Cottage Grove

We are pleased to report that Assistant Superintendent H. T. Hooper is making a speedy recovery from his recent illness and it is expected that he will be back on the job in a few days.

Congratulations to Mr. and Mrs. E. W. Ahern who celebrated their fiftieth wedding anniversary on June 1. Gene has been with the company for 49 years, has a host of friends, and we are certain that every one in the depot wishes him the best of luck.

Conductor H. L. Shober and Mrs. Shober celebrated their fortieth wedding anniversary on May 11. Harry is already looking forward to celebrating his fiftieth in 1947. Good luck, Harry.

Our soft ball team seems to be stepping off with the wrong foot but a bad start may mean a good ending. Maybe the team needs a little moral support so it is up to us all to go out and root for them.

Atkinson

Burnside

Many varieties of plants and flowers are being set out in the beautiful Burnside gardens by our Horticulturist Rudy Nebelsiek and his most able assistants. An open invitation is extended to all employes to visit the beauty spot of the south side.

Operator Leo Blain turned in a lost article. "A Cat in a Bag." After 30 days we returned the cat to Leo. Now pussy follows Leo around all day.

Conductor William Henderson was asking his motorman the other day if the poppy flowers could be kept for next year. Bill says, "A penny saved is a penny earned."

Conductor J. Landzaat is busy these days with the little farm in Fernwood. Next year Joe says he will have tulips in all sizes and colors.

William D. Frank

Seventy-seventh

A remodeled version of the Surface Lines soft ball champions took the field this year in defense of its pennant and trophy. New faces in the outfield and infield as well as a new manager who took the place of William Sullivan, marked the first game. Built around a nucleus of the old team, the new lads functioned fairly well although it was their bad fortune to meet, in the first game, one of the league's toughest opponents, Blue Island, and 77th lost 14 to 6.

In the next game, some changes were made and it was only a matter of a bad break at the wrong time that this game was lost to Kedzie, 10 to 7.

After this somewhat disheartening beginning, 77th came back on May 23 to show some of the old form that won them the championship last year. In a nip and tuck ball game with Lawndale, they took the decision, 2 to 0, and partisans of 77th believe they have regained their winning ways.

Double pneumonia last month laid low 77th's most energetic soft ball fan, Assistant Superintendent John Volkhart. The latest report has it that he has weathered the storm and is coasting easily. Not so his team. While they finally entered the win column on May 23, it was not until after they had dropped their first two starts. Now that they are off on the right foot again, it looks as though Mr. Volkhart has every reason to recover.

Baby derbies are not all confined to Canada. We have one right here at our depot. Ten or more children represent the families of Conductor Bill Walters, Conductor Patrick Burns and Receiver George Miller.

Golf experts like Motorman J. J. Nugent and Conductor E. Carpenter who always finish in the top bracket of the tournament are looking forward to another soft touch this year. Motormen Joe Anderson, George Deal, Roy Keebler and a host of others have been doing a lot of practicing and have their eyes on the top notch also. It's a cinch they can't all finish there and if we're not mistaken the good old handicap will do a lot of leveling off. We'll be seeing you at Westgate.

Condolence is extended to the following men on death in their families: Conductor R. A. Post, his wife; Conductor C. F. Crowley, his son; Motorman M. C. O'Connor No. 2, his sister; Motorman J. E. Hanlon, his brother, and Conductor A. H. Feltz, his brother.

Walter F. Story

Archer

The boys of Archer depot mourn the loss of Conductor T. Annweiler who died May 23, after an illness which confined him to his home since December 15, 1936. Ted, with his ever pleasant smile, always had a good word for every one and was well liked by his fellow workers. He will be missed by many. Our sincere sympathy is extended to his bereaved family.

Yes, another stork story! A bouncing baby girl arrived at the home of Motorman Frank Runowski May 21. This makes Frank the happy father of a son and daughter.

Our deepest sympathy is extended to Conductor W. A. Burger whose wife died May 14, after a short illness.

Conductor Frank T. Gill has recently purchased a new Ford 1938 deluxe sedan with "air conditioned," puncture-proof tires.

Conductor Ed Lynch signed off sick April 30. He is now convalescing in Saint Ann's hospital after a serious operation. The boys extend their best wishes for a speedy recovery.

Conductor James D. Filipek is the proud father of a baby girl who arrived at the Filipek's home Friday, May 21. Congratulations, Jim, and may the next be a boy.

Motorman Henry Bulow, one of Archer's old timers who has been confined to his home for several months, is out and around again, expecting to be back on the job in the near future.

Conductor Robert L. Twaddell stole a march on the boys, taking a two weeks' vacation to go to Pellston, Michigan. Results were wedding bells. He returned home with his bride, the ceremony having taken place May 29. Congratulations are now in order. See Robert for cigars.

Sincere sympathy is extended to Motorman A. Michaels on the recent death of his father.

Conductor J. Buchinski who has been on the sick list for several weeks is reported improving. Our best wishes for your speedy recovery.

Conductor Norbert Majewski tells the world that a baby boy arrived at his home May 4. This makes the happy family of a daughter and two sons.

Conductor John Ogar entered the matrimonial ranks May 1. A very elaborate dinner was served to the wedding party at the Major Gardens. Congratulations are now in order.

Dusty

Blue Island

Two more trainmen were taken away from our ranks recently: Conductor Frank Brhel passed away May 11; Motorman Joseph Karns also passed away on May 11. We extend our sympathy to their bereaved families.

We also extend our sympathy to the following in their recent bereavements: John Lamont, the loss of his brother; Herman Wruck, the loss of his father; Joseph Gietl, the loss of his son and Max Marose, the loss of his father.

John (Sparky) Vujtech, manager of the Blue Island soft ball team, wishes to thank you all for the large attendance at the games played to date and hopes you will continue your support. On Sunday, May 30, we played Lawndale and beat them by a score of 12 to 5. Division Superintendent E. L. Maguire started the game by pitching the first ball which was caught by Assistant Division Superintendent T. H. Eigelsbach.

James Tuohy, Albert French, James Clinnin and Albert Appel, who are on the sick list, would appreciate a visit. Get their addresses from the clerk and pay them a visit and cheer them up.

The following new trainmen are planning entering into matrimony during this month: Peter Berg, Robert Talhot, Daniel Brophy and Laddie Gronkiewicz. We extend our congratulations and wish them and their wives the best of luck.

C. P. Starr

Lawndale

Our handsome night clerk, Michael Cusack, has returned from his honeymoon, which he spent in the Rocky Mountains.

Conductor Thomas Williams returned from his vacation spent in Marion, Kentucky, and reported a pleasant trip.

Conductor John Riordan announces the birth of a 9 pound boy.

Sympathy is extended to the following: Conductor Gilroy who lost his father, Conductor Thomas Cummane who lost his wife, Motorman William Radatz who lost his brother and to Motorman Robert Burns in the loss of his father.

C. F. Karschnik

Division

After a poor start with losses to Lincoln and Devon our ball team came to life with a bang.

They beat North Avenue No. 2 but that wasn't enough; North No. 1 suffered defeat also. Armitage depot appears on the horizon as the next victim and as a special added attraction to the ball game we arranged to have Superintendent Lambert Milz pitch the first ball of the game. This alone should get some of you fans out. John Fitzgerald will be Mr. Milz' battery mate.

The team has rounded into shape nicely and has been playing good baseball and really deserves more support. Rooters have been sadly lacking in the last few games.

By the way, if you have any news that may interest other readers of this column let's have it.

Chet Johnston

Devon

Congratulations and best wishes for a long life of marital bliss are in order for Conductor N. Ahrend, one of our former stalwart bachelors, who finally succumbed to the wiles of cupid and joined the ranks of those of us who were similarly smitten.

Another "victim" was none other than our clerk, John Simko. His sudden interest in maps, literature and what not concerning Niagara Falls, that famous mecca of honeymooners, could hardly be construed as anything but the fatal plunge. After leaving the Falls he and the Mrs. motored through the Canadian Rockies. Well, John, here's hoping your drive wasn't beset by any boulders and that your life's path will continue free from obstructions.

Having won three games out of four, at the time of this writing our team is again proving its mettle. Such playing merits our support and attendance. Let's have a big turn out the rest of the season to show them our appreciation.

The following trainmen who are off sick and would be appreciative of a visit during their convalescence are: Conductors W. Schmetzer, G. Hoglund, F. Moevatch, H. Schelling, and L. Eichaker; Motormen: H. Pratt and J. Hartigan.

John W. Binder

HEY!

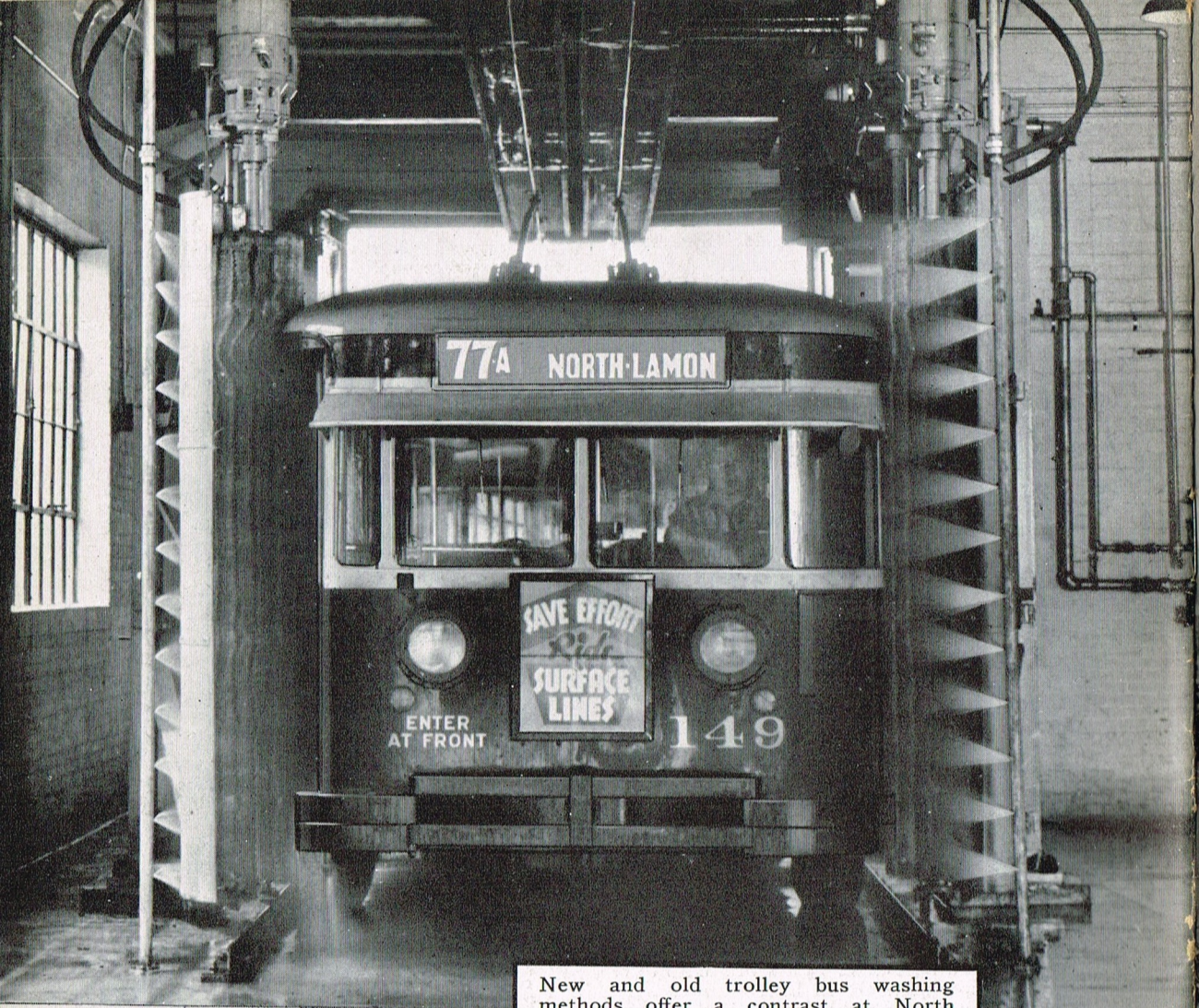
IF YOU HAVE .....

moved,
eloped,
been robbed,
been married,
been visiting,
lost your hair,
had an operation,
caught some fish,

Or done anything at all,

Call the Assistant Editor

HE WANTS THE NEWS!



New and old trolley bus washing methods offer a contrast at North Avenue depot.

